

Appendix A Stakeholder Interview Questions

The following three stakeholder interview questions and results are included in this document because they are most pertinent to the Participation Plan. The remainder of the stakeholder interview questions and their results can be referenced in the Stakeholder Interview Summary document.

Stakeholder Interview Question 11

What are some of the transportation needs of minority, low income and/or underserved populations today, and how will they change by 2030?

- Provide more mobility for people in urban areas;
- Offer transportation options other than driving;
- These are growing populations that will only continue to increase;
- Better access to schools and employment is needed;
- Transit hours and services need to be expanded;
- Increased funding is needed;
- Create more walkable, higher density communities;
- Low cost transit is needed in high density areas;
- Cars and gas just keep getting more expensive making the situation worse;
- The number of Non-English speakers is growing and needs to be reflected in transit materials and advertising;
- We need to get people to the suburbs where employers are moving; and
- Need to provide transit options that serve rural areas and older populations.

Stakeholder Interview Question 14

An important part of this plan is getting input from the public. How would you prefer to receive information about the 2030 Long Range Plan?

1. Web site/E-mail
2. Newspaper article
3. Stakeholder meetings and outreach
4. Public meetings
5. Fact sheets/brochures/newsletters
6. MDOT TSC

Other ideas

- Web casts
- Billboards
- Legislative outreach and activities

- Cable
- Special outreach to those who can't read
- Serve food
- All of the above

Stakeholder Interview Question 15

What groups of people are critical to be engaged in this planning process?

Additional groups to engage in the long range planning process:

- AAA
- AARP
- Academia
- Airports - regional and local
- Automotive industry representatives
- Battle Creek Bicycle Club
- Bicycle advocates
- Copper County Scenic Byway Committee
- Counties
- County Road Commissions
- Detroit Working for the Environment
- Disability network
- Economic and private developers
- Flint Area Pastors Association
- Freight rail providers
- Governor's Council on Physical Fitness
- High school student government leaders
- Hispanic groups/publications: El Zocolo news, Nueva Opinion
- Historical societies
- Independent Living Centers
- Industry representatives
- Insurance agencies
- Keweenaw Community Foundation
- Keweenaw Land Trust Foundation
- Legislators
- Lions clubs
- Local and school health departments
- Michigan Association of Counties
- Michigan Association of Rail Passengers
- Michigan Association of Timberland
- Michigan conservation clubs
- Michigan Environmental Council
- Michigan Gamaliel Institute affiliates (faith-based activist groups)

- Michigan Land Use Institute
- Michigan Municipal League
- Michigan Nurses Association
- Michigan Road Builders Association
- Michigan Suburbs Alliance
- Michigan townships
- Michigan Transportation Research Board
- Monroe County Planning Commission
- MPOs /Regional Planning Agencies
- NAACP in Detroit
- National Park Service
- Native American groups
- Northeast Michigan Community Service Agency - Alpena
- Private ferry operators
- Realtors associations
- Religious organizations
- Safe community groups
- School transportation providers
- SMART (Southwestern Michigan Alliance for Recreational Trails)
- State and local police, fire departments, hospitals
- Tourism groups
- Traffic Safety Committees
- Tri-City Cyclists
- Trucking industry
- Upper Peninsula Recreation and Travel
- UPS and FedEx
- Western Michigan Disability
- Western Michigan Environmental Action Council