2025 Michigan Department of Transportation

Attitudes and Perceptions Survey Report

December 2025



Prepared on behalf of the Michigan Department of Transportation

Prepared by WBA Research and Cambridge Systematics

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Section 1 Background and Introduction

The Michigan Attitudes and Perceptions (A&P) Survey has been conducted on a semi-regular basis since 2006 to provide the Michigan Department of Transportation (MDOT) with current information on residents' opinions about the state's transportation system and to support MDOT's statewide long-range transportation plan. Like previous surveys, the 2023 survey focused on topics including the quality of transportation facilities, services and infrastructure throughout the state of Michigan.

In 2025, this survey was conducted by WBA Research and Cambridge Systematics on behalf of MDOT, with data collection occurring from July 14 to Sept. 1, 2025.

This document summarizes the findings of this survey. Specifically, it will review:

- **Methodology**, including the process from launch to reporting, covering survey and sampling plan development, training procedures, data collection, weighting and data processing;
- **Findings**, including the entirety of the survey results in total and broken out by region, and key questions by demographic and other relevant categories;
- **Appendix 1**, a copy of the final survey instrument and letter; and
- **Appendix 2**, the sampling plan.

Methodology

The survey was distributed using an Address-Based Sampling methodology (ABS).

Survey Methodology

The survey was administered in two ways: online and by telephone. Mailed invitations were sent to a stratified sample of residents from each of MDOT's seven regions of the state. In total, 70,000 households in the state of Michigan were sent a letter over the course of two waves.

Note that a third way to complete the survey (to receive a call from WBA Research) was not needed due to the high response rate overall to the study.

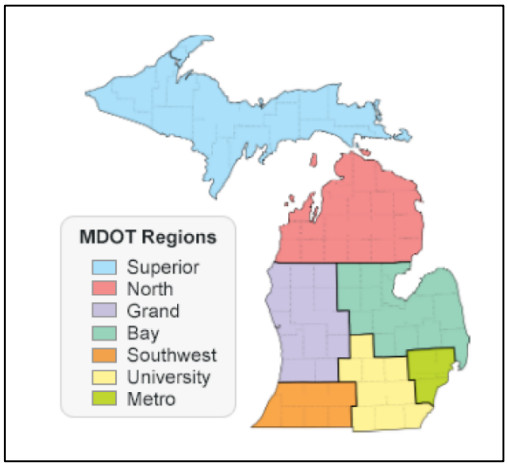
The invitation (in both English and Spanish) explained the study as well as how the recipient could participate in the survey. The invitation included three ways that a person could participate:

- Complete the survey online using the shortlink or QR code and the unique password included on the invitation,
- Call a toll-free number to complete the survey by phone, or
- Wait for a phone call from WBA Research to complete the survey by phone.

Note that only those who had a phone number on record in the sample received a letter explaining they may receive a call from WBA. Notably, due to the high overall response rate to this study, additional outgoing calls by WBA were not needed, as all needed completed surveys were gathered via online surveys as well as those residents who chose to call in on their own.

For a full copy the survey instrument and the invitation letter, please refer to **Appendix 1**.

Sampling Plan



For the purposes of sampling and analysis, the state of Michigan was divided into seven distinct regions. These seven regions served as the basis for sampling the state, ensuring a statewide representative sample. The primary surveying method was ABS, with ABS sample being drawn by SDR Consulting.

The initial goal of the survey was to complete 1,400 surveys across the state, with a minimum of 100 completed surveys in each region. Using the adult populations provided by 2023 American Community Survey five-year estimates, WBA determined the initial quotas for each region based on their proportional population.

Table 1-1: Sampling Plan

Region	Adult Population	Proportion	Initial Quotas	Population Excluding Least Populous Regions	Proportion	Final Quotas
Bay	1,106,774	14.0%	196.2	1,106,774	15.3%	184
Grand	1,258,639	15.9%	223.2	1,258,639	17.4%	209
Metro	3,058,958	38.7%	542.3	3,058,958	42.3%	508
North	422,593	5.4%	74.9			100
Southwest	608,092	7.7%	107.8	608,092	8.4%	101
Superior	247,857	3.1%	43.9			100
University	1,193,536	15.1%	211.6	1,193,536	16.5%	198
TOTAL	**7,896,449**		**1,400.0**	**7,225,999**		**1,400**

The Research Team then sent invitations out in two waves as described in the following table:

Wave	Steps
Wave 1	1. Draw random ABS proportional to final quotas for each region. 2. Print and mail invitations.
Wave 2	1. Draw ABS proportional to regional quota shortfalls, targeting sampling to increase response from underrepresented subgroups or census tracts. 2. Print and mail invitations.

LOCUS

LOCUS is a mobility intelligence solution offered by Cambridge Systematics that transforms location-based services data from smartphones and connected vehicle data into expanded and validated multimodal travel patterns and travel flows. The travel flow data in the platform can be filtered by attributes such as origin and destination zones, trip purpose, residency, time of day, day of week, trip distance and home demographics. For this effort, **LOCUS was used to support both the sampling and weighting/expansion methods**.

It is critical that the data collected is representative of the population at large. This is ensured through both proper sampling and proper weighting of the data once it is collected.

Wave 2 sampling was targeted at the census tract level to ensure underrepresented groups from Wave 1 data collection were properly included. To do this, the research team determined the number of completed surveys needed from various demographic groups (from current census data) and from those with different types of travel behavior (from LOCUS).

At the census tract level, the research team designated tracts across Michigan as experiencing a high, low or medium incidence of the following travel behaviors:

- Regular/commute trips,
- Non-home-based trips, and/or
- Ratio of weekend to weekday trips.

The project team also tracked specific demographic groups' responses to the survey and compared them against census data to determine the survey's representativeness. These demographic groups include but are not limited to:

- Those with an annual household income of more or less than $35,000,
- Those 35 and younger or those older than 35, and/or
- Those who do or do not identify themselves as White Non-Hispanic.

Throughout data collection, the research team assessed how many census tracts had been successfully surveyed and represented in the data, determining which specific census tracts would be targeted in Wave 2 to ensure representation of tracts that experience low, medium or high incidence of the previously outlined travel behaviors and demographic categories.

Table 1-2: Invitations Sent by Region

Invitations Sent by Region	Wave 1	Wave 2
Bay	4,600	6,077
Grand	5,225	3,105
Metro	12,700	18,386
North	2,500	635
Southwest	2,525	1,907
Superior	2,500	1,155
University	4,950	3,735
Total	**35,000**	**35,000**

Final Survey Totals

In total, this methodology yielded 2,829 total surveys across all regions, far exceeding the initial goal of 1,400 completed surveys.

Table 1-3: Completed Surveys by Region

Completed Surveys by Region	Initial Goal	Completed Surveys
Bay	184	428
Grand	209	383
Metro	508	1,005
North	100	175
Southwest	101	179
Superior	100	188
University	198	471
Total	**1,400**	**2,829**

Weighting

The 2025 Michigan A&P Survey data was expanded and weighted to be representative of the Michigan adult population. The weighting framework aligns the survey sample with population benchmarks derived from Census Public Use Microdata Sample (PUMS) data and ensures consistent representation across Michigan's regions:

The process involved three main steps:

1. Calculating an initial weight to account for response variation and selection probabilities.
2. Iterative proportional fitting (IPF) to adjust the data to population control totals.
3. Final scaling to match regional population totals.

Weighting Targets

The initial weighting targets were set to the total adults by county taken from the American Community Survey (ACS) 2023 five-year data.

The IPF process adjusted survey weights so that the sample distributions aligned with control totals derived from PUMS data. PUMS data allows for more flexibility in producing segmented totals. This microsample was filtered for adults only, so totals by each characteristic and region are limited to only adults. Because it is a microsample, the aggregate totals from ACS are more accurate; thus, the final, post-IPF scaling used ACS totals by region. Controls were developed for each region across the following demographic dimensions represented in the following data:

Table 1-4: Demographic Dimensions Utilized in Weighting Data

Household Income $49,999 or Less $50,000–$74,999 $75,000–$99,999 $100,000 or More	**Person Gender** Female Male
Person Age 18-34 Years 35-54 Years 55-64 Years 65+ Years	**Person Employment** Employed: Includes employed civilian (at work), employed civilian (with a job but not at work), armed forces (at work) and armed forces (with a job but not at work). Unemployed: Includes unemployed and not in labor force.
Person Education Some College: Includes some college (less than one year), one or more years of college credit (no degree), associate's degree, bachelor's degree, master's degree, professional degree beyond bachelor's (e.g., JD, MD, DDS, DVM) and doctorate degree (Ph.D., Ed.D, etc.). No College: Includes no schooling completed, nursery school, K-12th grade, regular high school diploma, and GED or alternative credential.	**Person Race/Ethnicity** White Non-Hispanic Black Non-Hispanic Other Race or Hispanic

Table 1-5: Relationship between Michigan Regions and PUMA Areas

Region Label	PUMA Area Names	PUMA Areas (Short Codes)
University Region	• Ingham County (South and East) • Ingham County (Northwest) • Eaton and Clinton counties • Lenawee and Hillsdale counties • Jackson County • Washtenaw County (West, Northeast and Southeast) • Washtenaw County (East Central) - Ann Arbor City Area • Washtenaw County (East Central, Outside Ann Arbor City) • Livingston County • Monroe County	• 1801 • 1802 • 1900 • 2500 • 2600 • 2701 • 2702 • 2703 • 2800 • 3300
Superior Region	• Western Upper Peninsula • Eastern Upper Peninsula	• 0100 • 0200
Southwest Region	• Calhoun and Barry counties • Kalamazoo County (Outer) • Kalamazoo County (Central) - Kalamazoo and Portage cities area • St. Joseph and Branch counties • Van Buren and Cass counties • Berrien County	• 2000 • 2101 • 2102 • 2200 • 2300 • 2400
North Region	• Northeast Lower Peninsula • Northwest Lower Peninsula (East) • Northwest Lower Peninsula (West) • Iosco, Gladwin, Roscommon, Ogemaw and Arenac counties*	• 0300 • 0400 • 0500 • 1300*
Metro Region	• Oakland County (West) • Oakland County (Northeast), • Oakland County (East Central) - Troy and Rochester Area	• 2901 • 2902 • 2903 • 2904

Region Label	PUMA Area Names	PUMA Areas (Short Codes)
	• Oakland County (Central) • Oakland County (Southwest) • Oakland County (Central) - • Birmingham and Bloomfield area • Oakland County (South Central) - Farmington and Southfield Area • Oakland County (Southeast) • Macomb County (North) • Macomb County (Central) • Macomb County (Southwest) - Sterling Heights City • Macomb County (Southeast) - Mount Clemens and Fraser Area • Macomb County (Southeast) - St. Clair Shores, Roseville and Eastpointe area • Macomb County (Southwest) - Warren and Center Line cities • Wayne County (Northwest) • Wayne County (North Central) - Livonia City and Redford Charter Township • Wayne County (Central) - Dearborn and Dearborn Heights cities • Wayne County (Central) - Westland, Garden City, Inkster and Wayne cities • Wayne County (Southwest) • Wayne County (Southeast) - Downriver Area (South) • Wayne County (Southeast) - Downriver Area (North) • Detroit City (Northwest)	• 2905 • 2906 • 2907 • 2908 • 3001 • 3002 • 3003 • 3004 • 3005 • 3006 • 3201 • 3202 • 3203 • 3204 • 3205 • 3206 • 3207 • 3208 • 3209 • 3210 • 3211 • 3212 • 3213

Region Label	PUMA Area Names	PUMA Areas (Short Codes)
	• Detroit City (North Central) Detroit City (Northeast) • Detroit City (South Central and Southeast) • Detroit City (Southwest) • Wayne County (Northeast) - I-94 Corridor	
Grand Region	• Newaygo, Mason, Oceana and Lake counties • Muskegon County • Ottawa County (West) • Ottawa County (East) • Allegan County • Kent County (Southwest) • Kent County (Central) - Grand Rapids City Area • Kent County (Southeast) • Kent County (North) • Ionia, Montcalm, Mecosta and Osceola counties	• 0600 • 0700 • 0801 • 0802 • 0900 • 1001 • 1002 • 1003 • 1004 • 1100
Bay Region	• Isabella, Gratiot and Clare counties • Bay and Midland counties • Saginaw County • Tuscola, Sanilac and Huron counties • Genesee (East) and Lapeer counties • Genesee County (Central, Outside Flint City) • Genesee County (Central) - Flint City Area • Genesee (West) and Shiawassee counties • St. Clair County	• 1200 • 1400 • 1500 • 1600 • 1701 • 1702 • 1703 • 1704 • 3100 • 1300*

Region Label	PUMA Area Names	PUMA Areas (Short Codes)
	• Iosco, Gladwin, Roscommon, Ogemaw and Arenac counties*	

*The PUMA covering Iosco, Gladwin, Roscommon, Ogemaw and Arenac counties is split between two regions: 63.9 percent in North Region and 36.1 percent in Bay Region.

These categories were selected to ensure that the weighted survey data reflected the demographic composition of Michigan adults and provided balanced representation across regions.

Initial Expansion

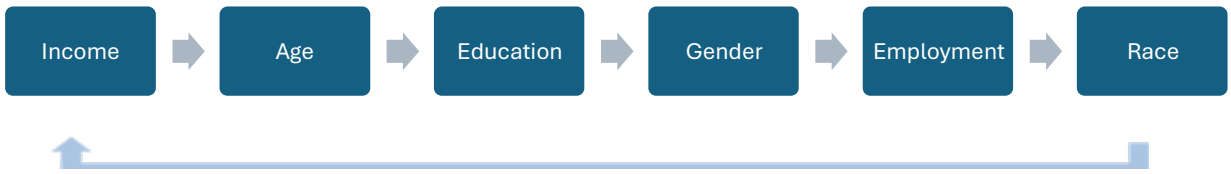
The purpose of the initial expansion was to scale to the totals while accounting for sample and response bias by counties. Because adults in some counties were more likely to be contacted and/or respond than others, this gave lower weights to them using this equation: The weight is equal to the adult population divided by number of responses for their county of residence.

These values were then modified in the next step, IPF.

Iterative Proportional Fitting (IPF)

Weights were adjusted iteratively over 25 cycles, with one step for each set of targets in each cycle. At each step, weights were modified so that the survey distributions matched PUMS control totals for one demographic dimension, while retaining consistency with previously adjusted dimensions. Figure 1-1 visualizes the order of adjustment applied during each IPF iteration, a sequential adjustment that ensures the final weighted sample simultaneously reflects all target dimensions.

Figure 1-1: IPF Cycle



Respondents with missing or “No Target” categories (example: gender unreported or category other than male/female) were not adjusted in that step. Results of the IPF steps were reviewed to ensure that targets were being met while weights were within a range that did not give responses excessive influence. To prevent instability, a maximum weight cap of 15,000 was applied upon analysis of uncapped runs. This cap only affected a small percentage of records.

Final Scaling

After completing the iterative adjustments, weights were scaled so that the weighted totals match the regional adult population counts derived from ACS. This ensured both demographic alignment and consistency with the overall population size.

Final Weights and Validation

The final weights incorporate both geographic representativeness and demographic alignment. Validation tables were produced comparing weighted survey distributions against PUMS targets for each region and demographic category. Each table reported:

- Weighted totals versus PUMS targets,
- Unweighted sample sizes, and
- Average, minimum and maximum weights.

These checks confirmed that the IPF procedure successfully reduced bias from uneven response rates while maintaining stable weight ranges.

LOCUS

LOCUS is a mobility intelligence solution offered by Cambridge Systematics that transforms location-based services data from smartphones and connected vehicle data into expanded and validated multimodal travel patterns and travel flows. The travel flow data in the platform can be filtered by attributes such as origin and destination zones, trip purpose, residency, time of day, day of week, trip distance and home demographics.

Metrics were developed by LOCUS to categorize census tracts by their travel behavior. These metrics included the share of trips greater than 25 miles, the share of trips by nonmotorized modes, the average person miles traveled, the average number of trips per person, weekend shares, time of day shares and the share of trips by type. The sampling plan included some of this geographic clustering to survey people with a variety of travel behaviors, more specifically, targeting census tracts with high, low or medium incidence of the following travel behaviors, based on sample need:

- Regular/commute trips,
- Non-home-based trips, and/or
- Ratio of weekend to weekday trips.

Notes on How To Read This Report

Statistical significance means that there is a 95 percent chance that a difference found in this research would also have been found if all members of the population had been surveyed. Statistical differences are shown, when applicable, using letters shown next to relevant percentages to compare between groups or arrows to compare between survey waves.

- If a percentage for the Bay Region (B) was significantly greater than the percentage for the Grand Region (C), there would be a 'C' next to the greater Bay Region percentage.
- If a percentage for 2025 was significantly greater than the percentage for the 2023 wave, there would be a '↑' next to the greater 2025 percentage.

Due to differing response rates, the standard error varies from question to question and from segment to segment. The systemwide standard error is ±1.8 percentage points at the 95 percent confidence level, but that will increase for individual questions or segmented analyses with smaller base sizes.

Although efforts were taken to reduce bias as much as possible, it is likely there are some underrepresented groups in the sample.

Table 1-6: Margins of Error by Region

If the percentage found is around: Then, the standard error in percentage points would be:	50%	40% or 60%	30% or 70%	20% or 80%	10% or 90%	1% or 99%
Bay (n=428)	±4.7	±4.6	±4.3	±3.8	±2.8	±0.9
Grand (n=383)	±5.0	±4.9	±4.6	±4.0	±3.0	±1.0
Metro (n=1,005)	±3.1	±3.0	±2.8	±2.5	±1.9	±0.6
North (n=175)	±7.4	±7.3	±6.8	±5.9	±4.4	±1.5
Southwest (n=179)	±7.3	±7.2	±6.7	±5.9	±4.4	±1.5
Superior (n=188)	±7.1	±7.0	±6.6	±5.7	±4.3	±1.4
University (n=471)	±4.5	±4.4	±4.1	±3.6	±2.7	±0.9
Total (n=2,829)	**±1.8**	**±1.8**	**±1.7**	**±1.5**	**±1.1**	**±0.4**

Section 2 Executive Summary

The Michigan Attitudes and Perceptions (A&P) Survey has been conducted on a semi-regular basis since 2006 to provide the Michigan Department of Transportation (MDOT) with current information on residents' opinions about the state's transportation system and to support MDOT's statewide long-range transportation plan. Like previous surveys, the 2025 survey focused on topics including the quality of transportation facilities, services and infrastructure throughout the state of Michigan.

The survey was administered in two ways: online and by telephone. Mailed invitations were sent to a stratified sample of residents from each of MDOT's seven regions of the state. In total, 70,000 households in the state of Michigan were sent a letter over the course of two waves.

In 2025, this survey was conducted by WBA Research and Cambridge Systematics on behalf of MDOT, with data collection occurring from July 14 to Sept. 1, 2025. In total, this methodology yielded 2,829 total surveys across all regions, far exceeding the initial goal of 1,400 completed surveys.

Satisfaction with MDOT

More than three-fourths of Michigan residents are familiar with MDOT (76 percent somewhat or very familiar), with 31 percent specifically saying they are very familiar. With that, **three-fourths of Michigan residents are satisfied with the job MDOT is doing, an increase from 2023 (76 percent, an increase from 71 percent in 2023).**

About one-half of Michigan residents feel that the quality of transportation in Michigan remains the same as it was three years ago, with about one-third (32 percent) feeling it is better and just 16 percent feeling it is worse. Notably, **the proportion of residents who feel that the quality of transportation is getting worse has been shrinking over the past six years,** dropping from 33 percent in 2019 to 16 percent in 2025.

More than one-half of residents either somewhat or strongly agree that MDOT is moving in the right direction (53 percent, compared to 14 percent saying MDOT is moving in the wrong direction), and similar proportions agree that:

- MDOT does a good job prioritizing which highway improvements are made (51 percent agree, 22 percent disagree),
- They trust MDOT officials to make good decisions about the state's future transportation system (50 percent agree, 20 percent disagree), and/or
- MDOT adequately supports local transportation projects for city and county governments (49 percent agree, 19 percent disagree).

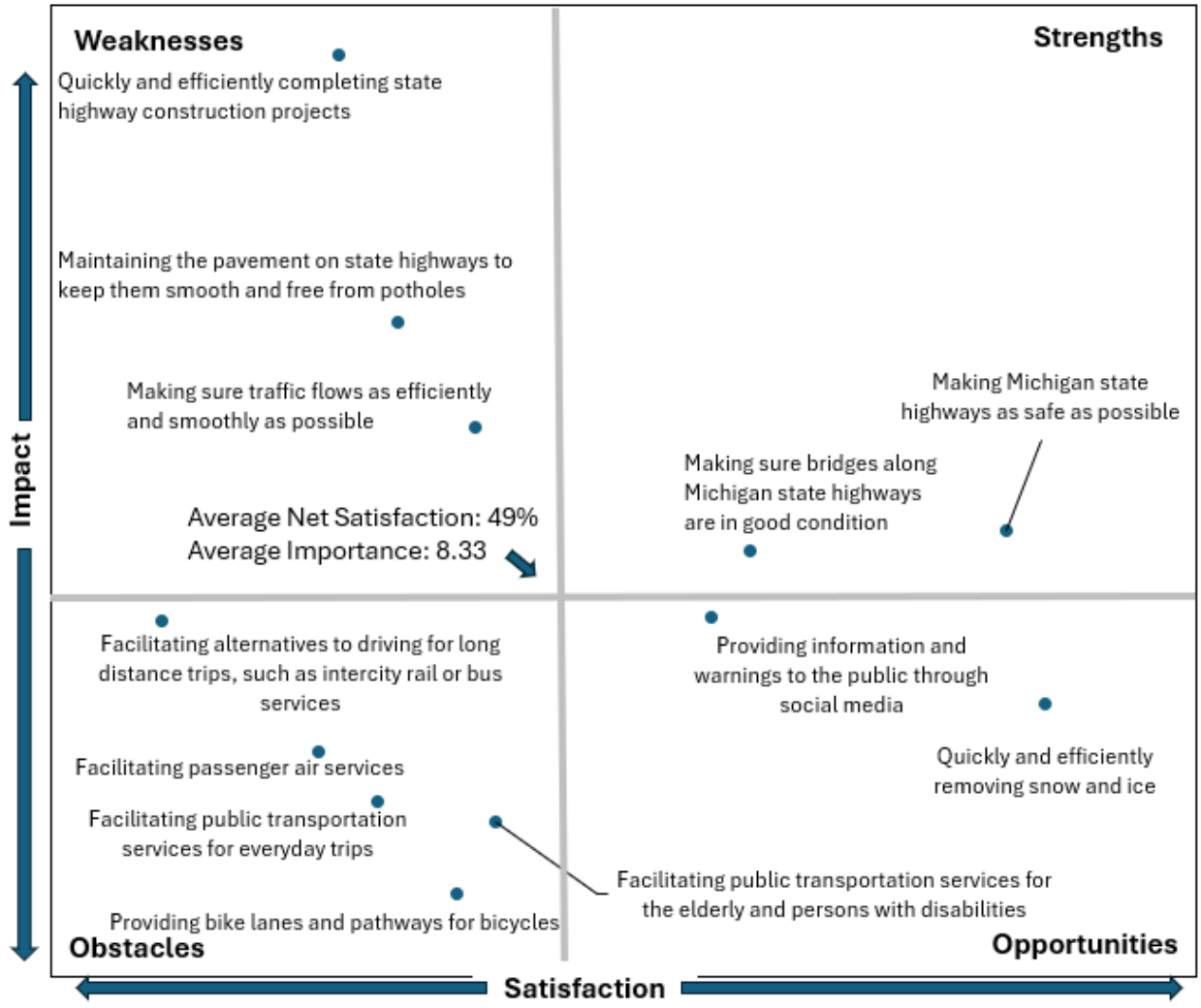
MDOT enjoys satisfaction from more than one-half of residents regarding a number of their services, namely:

- Quickly and efficiently removing snow and ice from Michigan state highways (74 percent),
- Making Michigan state highways as safe as possible with clear markings and signs (72 percent),
- Making sure bridges along Michigan state highways are in good condition (59 percent), and/or
- Providing information and warnings to the public through social media (57 percent).

Key Drivers of Satisfaction with the Job MDOT is Doing

In order to identify priorities for improving the services MDOT provides throughout the state of Michigan, the results of a key driver analysis were plotted on a chart. This chart shows satisfaction with each service according to residents, as well as the impact that their satisfaction with each service has on their overall satisfaction with MDOT, showing weaknesses, strengths, obstacles and opportunities.

Figure 2-2: Key Drivers - Overall



MDOT has two **strengths**. These are areas where MDOT currently performs well and have a greater impact on overall satisfaction:

Strengths	
☑	Making Michigan state highways as safe as possible with clear markings and signs.
☑	Making sure bridges along Michigan state highways are in good condition.

MDOT should focus on maintaining strong performance in these areas due to their significant impact on satisfaction overall.

On the other hand, there are areas where satisfaction with MDOT is lower and that have a greater impact on overall satisfaction. These are considered **weaknesses**:

Weaknesses	
☑	Quickly and efficiently completing Michigan state highway construction projects.
☑	Maintaining the pavement on state highways to keep them smooth and free from potholes.
☑	Making sure traffic flows as efficiently and smoothly as possible.

MDOT should focus on improving performance in these areas in order to improve resident satisfaction.

Increases in Satisfaction

Michigan residents' satisfaction with the services offered by MDOT have increased from 2023 to 2025, with the following seeing significant increases:

	Change from 2023 to 2025
Quickly and efficiently removing snow and ice from Michigan state highways	70% to 74%
Making Michigan state highways as safe as possible with clear markings and signs	67% to 72%
Making sure bridges along Michigan state highways are in good condition	54% to 59%
Facilitating public transportation services for the elderly and persons with disabilities	36% to 46%
Making sure traffic flows as efficiently as possible during rush hour, highway construction and after crashes	40% to 45%
Providing bike lanes and pathways for bicycles	39% to 44%
Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes	31% to 41%
Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service	32% to 40%
Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services	23% to 29%

Prioritization

When asked about specific transportation issues throughout Michigan and the priority that should be placed on addressing each, residents felt that maintaining existing roads should be either high priority or very high priority (91 percent).Residents would also like to see reduced traffic congestion (72 percent high priority or very high priority), expanded transportation services for seniors and persons with disabilities (61 percent), and adding sidewalks and paths to make it easier and safer to walk (60 percent).Residents were asked to rank six transportation goals for Michigan from one to six, where one is most important and six is least important. Enhancing the safety and security of the transportation network for all users and workers was most consistently ranked in either the first or second position, with 63 percent ranking it in the top two.

Prioritization in the Metro Region

The Metro Region of the state specifically places higher priority than other regions throughout the state on a handful of issues, namely:

- Expanding transportation services for seniors and persons with disabilities (69 percent in the Metro Region, compared to 52 - 62 percent among other regions),
- Expanding public transportation/bus service within cities and towns (61 percent, compared to 42 - 52 percent),
- Improving passenger bus service between cities (57 percent, compared to 37 - 42 percent),
- Reducing air pollution caused by vehicles (54 percent, compared to 31 - 46 percent), and
- Preparing Michigan for self-driving cars (22 percent, compared to 7 - 20 percent).

Residents overall would like to see some or a great deal of improvement to the maintenance of the existing transportation system (85 percent) as well as to the efficient management and operation of the transportation system in the state (78 percent).

Using Michigan's Transportation Network

On average statewide, residents who have it available used a household vehicle five days in the previous week and they walked, jogged or used a mobility device to travel outside their home two days in the previous week. Other modes tend to be used less than one day in the previous week on average, though this varies by geography.

	Mean # of Days
In a household vehicle (or motorcycle)	5.8
Walking, jogging or rolling using a mobility device such as a wheelchair	2.8
In another vehicle (e.g., rental, carshare, friend's vehicle, work vehicle)	1.2
Bicycle	0.8
Scooter, moped, or similar	0.5
Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	0.4
Ferry/boat	0.4
Any taxi or ride service (e.g., Uber/Lyft)	0.3
Airplane	0.2
Any rail (e.g., Amtrak, light rail)	0.1

Overall, one in 10 residents use public transportation at least once a week. Usage of public transportation logically tends to be concentrated in the Metro Region, where 13 percent use it at least once per week.

Only 6 percent overall use rideshare services such as Uber, Lyft or taxi at least once per week. This is generally consistent across regions, with the Metro and Superior regions standing out with the highest usage of rideshare (10 and 7 percent using at least once per week, respectively).

More than one in 10 Michigan residents (14 percent) currently use micromobility, including bicycles/e-bikes, or scooters/e-scooters, at least once a week. Interestingly, residents from the North Region use micromobility more frequently on average, with an average of 0.8 days per week, led by 7 percent who use micromobility five or more days per week.

Overall, 56 percent of Michigan residents travel at least once in the past seven days for medical or other healthcare purposes, and a similar proportion (57 percent) do so to commute to work or school. However, while trips to commute to work or school are made nearly three days a week on average, trips for medical or health care purposes are made less frequently, with residents making them an average of once in the past seven days.

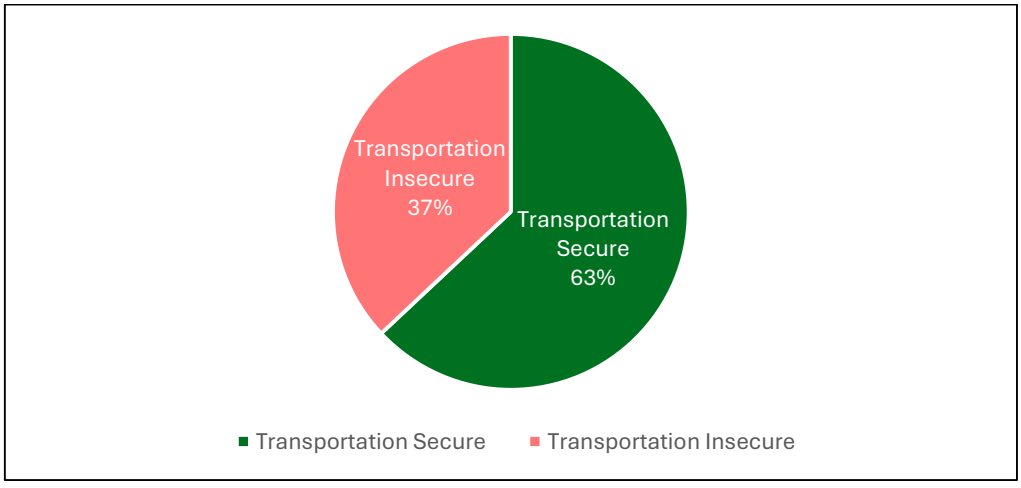
The Bay, Metro and Superior regions tend to see the highest incidence of travel for medical or healthcare purposes, making these trips 1.1 to 1.2 days in the past seven days (compared to 0.8 to 1.0 in other regions).

Transportation Security

The 3-Item Transportation Security Index is a validated measure that captures the experience of transportation insecurity at the individual level.[1] The measure is calculated for each individual respondent by summing their responses to three items:

- How often they skipped going somewhere because of a problem with transportation,
- How often problems with transportation affected their relationship with others, and
- How often they were not able to leave the house when they wanted to because of a problem with transportation.

One-third of residents statewide can be considered transportation insecure (37 percent). This is **highest in the Metro Region**, where 42 percent are transportation insecure. Low income, younger age and/or being a person of color are more likely to correlate with being transportation insecure.



[1] https://www.Michigan.gov/MDOT/-/Media/Project/Websites/MDOT/Programs/Research-Administration/Final-Reports/SPR-1749-Report.pdf?rev=9cd4b8bf0933465382f01c163108307d&hash=5BC749B2C19A153838B28861333B8B0E

Harassment and Discrimination

Harassment
To create an unpleasant or hostile situation for; especially by uninvited and unwelcome verbal or physical conduct.

About three in 10 Michigan residents (31 percent) have experienced harassment while traveling in Michigan, meaning nearly seven in 10 (69 percent) have not. About two in 10 have experienced some form of harassment while driving, specifically (22 percent). While overall, only 4 percent have experienced some form of harassment while on public transportation, when looking specifically at public transportation riders, that rises to 16 percent.

Discrimination
The unfair or prejudicial treatment of people and groups based on characteristics such as race, gender, age or sexual orientation, etc.

One in 10 residents (11 percent) indicated they have experienced discrimination while traveling in Michigan, most commonly while driving (6 percent). Again, when looking at public transportation users specifically and their experiences, 13 percent have experienced discrimination on public transportation.

Self-Driving Vehicles

Residents overall are tentative to share the roads with self-driving vehicles, with nearly two-thirds feeling not very or not at all safe sharing the road with them (64 percent). Historically, Michigan residents have been hesitant about this new technology, though we do see some improvement in feelings of safety sharing the road from 2023 to 2025. **The proportion of residents feeling somewhat or very safe sharing the road with self-driving vehicles has increased from 29 percent in 2023 to 36 percent in 2025.**

Residents' attitudes toward how self-driving vehicles may impact their community mirrors their attitudes toward sharing the roads with them, with about one-third feeling self-driving vehicles will have a positive impact on the community (34 percent, consistent with that seen in 2023).

About three-fourths of Michigan residents expect that self-driving vehicles will increase their insurance rates and nearly two-thirds feel that they will increase the number and/or severity of crashes. Conversely, about one-fourth feel that self-driving vehicles could decrease the number and/or severity of crashes.

Electric Vehicles

Currently, nearly one in 10 Michigan residents report owning or leasing an electric vehicle (8 percent) and one-fourth overall are interested in purchasing or leasing an electric vehicle in the next five years (27 percent). Residents who are interested in purchasing or leasing one across all regions are more likely to simply replace their current primary vehicles with an electric vehicle than they are to replace a secondary vehicle or add to the number of vehicles in their household.

Gas Tax and Tolls

Michigan residents, when considering the expected rise in electric, hybrid and more fuel-efficient vehicles, were asked which funding approach they felt would sustainably fund the transportation system in Michigan. Residents were split overall between a road use charge where they pay by the mile (28 percent) and a gas tax where they pay by the gallon of gas (23 percent), with the remaining 49 percent indicating they are “Not sure.”

Additionally, residents were asked to specify what they would be willing to pay a toll for on Michigan roads. **More than one-half of residents (57 percent) indicated they are not willing to pay any tolls. Those who are willing to pay tolls (43 percent) were more likely to choose access to high-quality, better-maintained roads (31 percent) over access to highway lanes with less traffic.**

Section 3 Satisfaction with MDOT

What follows are detailed findings from all questions in the survey. Unless otherwise noted, all tables and figures show weighted results. Base sizes listed throughout are unweighted for the purpose of exhibiting the true n-size used for each table or figure. Table 2-1 shows the unweighted and weighted sample composition.

Table 3-1: Sample Composition - Unweighted and Weighted

	Unweighted	Weighted
Race/Ethnicity (Q34)[1]	**n=2,543**	
White/Caucasian	82%	76%
Black/African American	11%	13%
Hispanic, Latino or Spanish origin	3%	4%
Asian/Pacific Islander	3%	4%
American Indian or Alaska Native	2%	3%
Middle Easterner	1%	2%
Gender (Q35)[1]	**n=2,648**	
Female	52%	50%
Male	47%	49%
Age (Q37)	**n=2,648**	
18-24	2%	5%
25-34	9%	23%
35-44	14%	15%
45-54	15%	16%
55-64	21%	18%
65+	39%	23%
Income (Q39)	**n=2,648**	
Less than $20,000 ($10K)	9%	11%
$20,000 to less than $25,000 ($22.5K)	5%	4%
$25,000 to less than $30,000 ($27.5K)	4%	3%
$30,000 to less than $35,000 ($32.5K)	4%	3%
$35,000 to less than $40,000 ($37.5K)	4%	4%
$40,000 to less than $45,000 ($42.5K)	5%	3%
$45,000 to less than $50,000 ($47.5K)	4%	3%
$50,000 to less than $60,000 ($55K)	7%	7%
$60,000 to less than $70,000 ($65K)	6%	7%
$70,000 to less than $75,000 ($72.5K)	4%	4%
$75,000 to less than $80,000 ($77.5K)	4%	4%
$80,000 to less than $90,000 ($85K)	5%	5%
$90,000 to less than $100,000 ($95K)	7%	6%
$100,000 to less than $150,000 ($125K)	17%	20%
$150,000 to less than $200,000 ($175K)	8%	10%
$200,000 or more ($250K)	7%	7%
Median Income	$73.5K	$75.7K

Q30. What is your current employment status?
Q34. What is your race or ethnicity?
Q35. What is your gender identity?
Q37. What is your age?
Base = Those answering
[1]Multiple Responses Accepted

Table 3-2: Sample Composition Continued - Unweighted and Weighted

	Unweighted	Weighted
Educational attainment (Q40)	**n=2,664**	
High school graduate/GED	13%	24%
Bachelor's degree	27%	23%
Graduate/post-graduate degree	26%	20%
Some college	17%	12%
Vocational/technical training	5%	10%
Associate degree	10%	7%
Less than high school	1%	3%
Employment status (Q30)	**n=2,829**	
Net: Employed	54%	59%
Net: Not employed	46%	41%

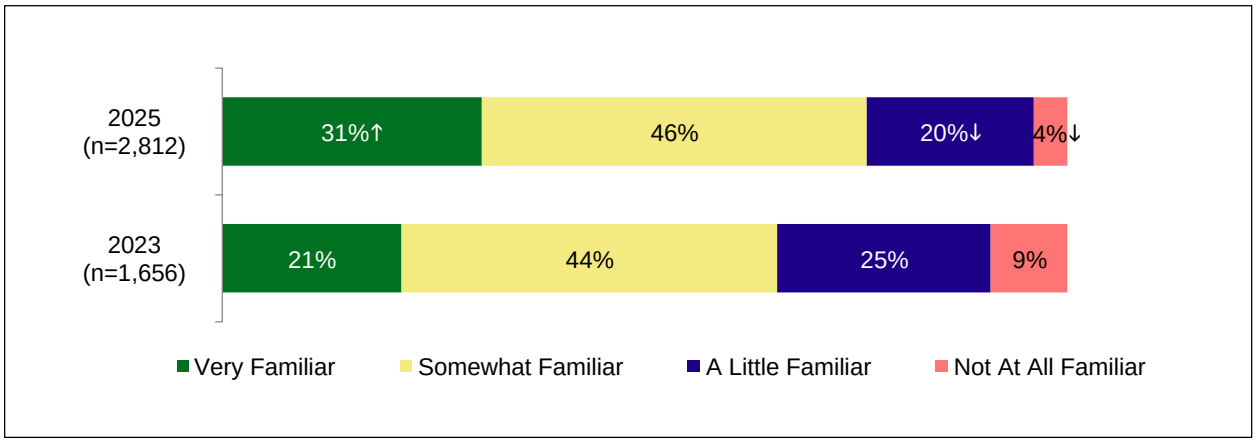
Q39. In 2024, what was your household's total annual income (from all sources, before taxes/deductions from pay)?
Q40. What is the highest level of education that you have completed?
[1]Multiple Responses Accepted

Overall Familiarity with MDOT

More than three-fourths of Michigan residents are familiar with MDOT (76 percent somewhat or very familiar), **with 31 percent specifically saying they are very familiar**. These are notable increases from that seen in 2023, with the proportion of residents who are somewhat or very familiar growing from 65 percent in 2023 to 76 percent in 2025.

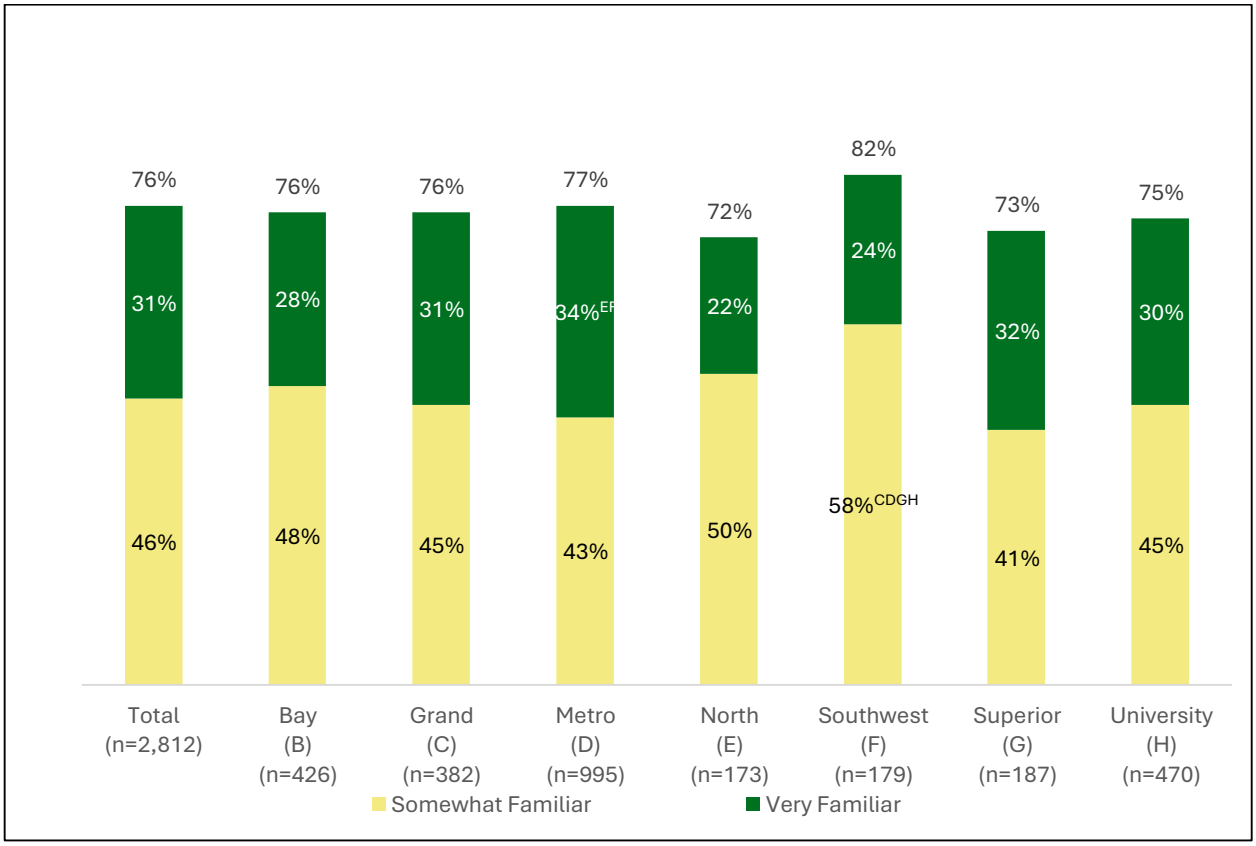
Familiarity with MDOT tends to be comparable across regions.

Figure 3-1: Familiarity with MDOT - Trended



Q1. MDOT is the state agency responsible for the routes designated by the letters "I," "US," and "M." MDOT also oversees border crossings, buses, trains and airports. How familiar are you with the Michigan Department of Transportation?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Figure 3-2: Familiarity with MDOT - By Region

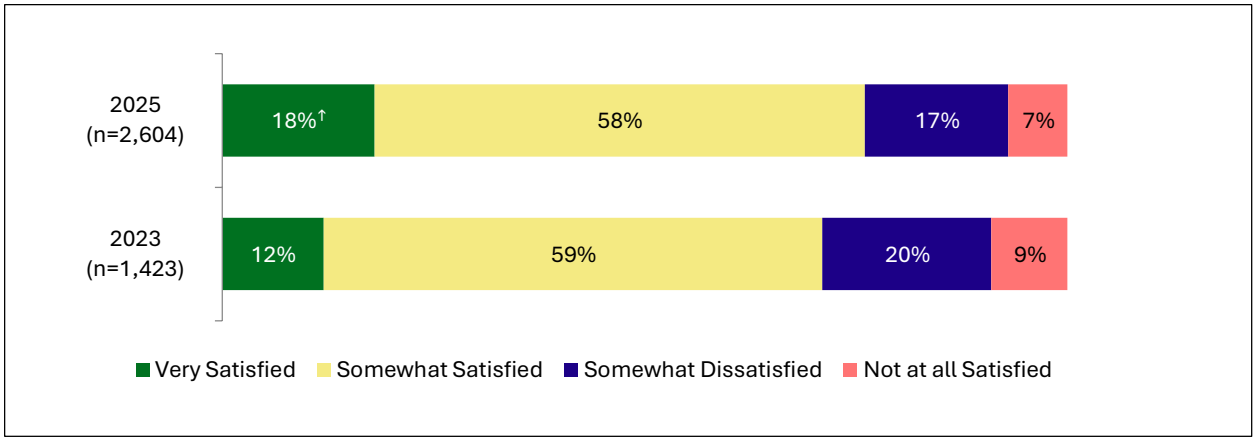


Q1. MDOT is the state agency responsible for the routes designated by the letters "I," "US," and "M." MDOT also oversees border crossings, buses, trains and airports. How familiar are you with the Michigan Department of Transportation?
Base = Those answering
Superscript letters denote statistical significance between groups.

Satisfaction with Job MDOT is Doing

Overall, three-fourths of Michigan residents are satisfied with the job MDOT is doing, an increase from 2023 (76 percent, an increase from 71 percent in 2023).

Figure 3-3: Overall Satisfaction with MDOT - Trended



Q2A. Overall, how satisfied are you with the job MDOT is doing?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Satisfaction overall with MDOT tends to be greater in the Grand Region (81 percent) and lower in the University Region (70 percent, with the remaining 30 percent dissatisfied). Additionally, satisfaction tends to be greatest among those in lower income subgroups, where 85 percent of those with annual household incomes below $35,000 are satisfied with the job MDOT is doing (compared to 73 - 78 percent of those in higher income cohorts).

One-fourth of residents overall are dissatisfied with the job MDOT is doing (24 percent). Residents' pointed to poor conditions of the roadways throughout the state as the reason for their dissatisfaction, citing their conditions in general (35 percent of those who are not satisfied), substandard repairs that do not last (10 percent) or potholes specifically (6 percent). Residents also expressed dissatisfaction with construction projects, pointing to a lack of coordination between multiple or overlapping projects, constant construction and/or construction on roads taking too long.

Table 3-3: Overall Satisfaction with MDOT - By Region

	Total	Bay (B) (n=399)	Grand (C) (n=359)	Metro (D) (n=902)	North (E) (n=163)	Southwest (F) (n=168)	Superior (G) (n=178)	University (H) (n=435)
Net: Satisfied	**76%**	**78%[H]**	**81%[DH]**	**74%**	**76%**	**80%**	**76%**	**70%**
Very Satisfied	18%	15%	21%[G]	18%	22%[G]	15%	11%	20%[G]
Somewhat Satisfied	58%	63%[H]	60%	56%	53%	65%[H]	66%[H]	51%
Net: Dissatisfied	**24%**	**22%**	**19%**	**26%[C]**	**24%**	**20%**	**24%**	**30%[BC]**
Somewhat Dissatisfied	17%	16%	13%	18%[C]	18%	13%	18%	23%[CF]
Not at all Satisfied	7%	6%	6%	7%	6%	7%	5%	7%

Q2A. Overall, how satisfied are you with the job MDOT is doing?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 3-4: Overall Satisfaction with MDOT - By Relevant Demographics

	Total	18-34 (G) (n=267)	35-54 (H) (n=714)	55+ (I) (n=1,491)	<$35K (J) (n=412)	$35K - <$75K (K) (n=611)	$75K - <$100K (L) (n=334)	$100K+ (M) (n=671)
Net: Satisfied	**76%**	**76%**	**74%**	**80%[H]**	**85%[KLM]**	**78%**	**73%**	**73%**
Very Satisfied	18%	18%	20%	19%	36%[KLM]	17%[M]	16%	11%
Somewhat Satisfied	58%	58%	55%	60%	49%	60%[J]	57%	62%[J]
Net: Dissatisfied	**24%**	**24%**	**26%[I]**	**20%**	**15%**	**22%[J]**	**27%[J]**	**27%[J]**
Somewhat Dissatisfied	17%	19%	18%	15%	11%	18%[J]	21%[J]	20%[J]
Not at all Satisfied	7%	5%	8%	5%	4%	5%	5%	7%

Q2A. Overall, how satisfied are you with the job MDOT is doing?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 3-5: Reasons for Dissatisfaction - Overall

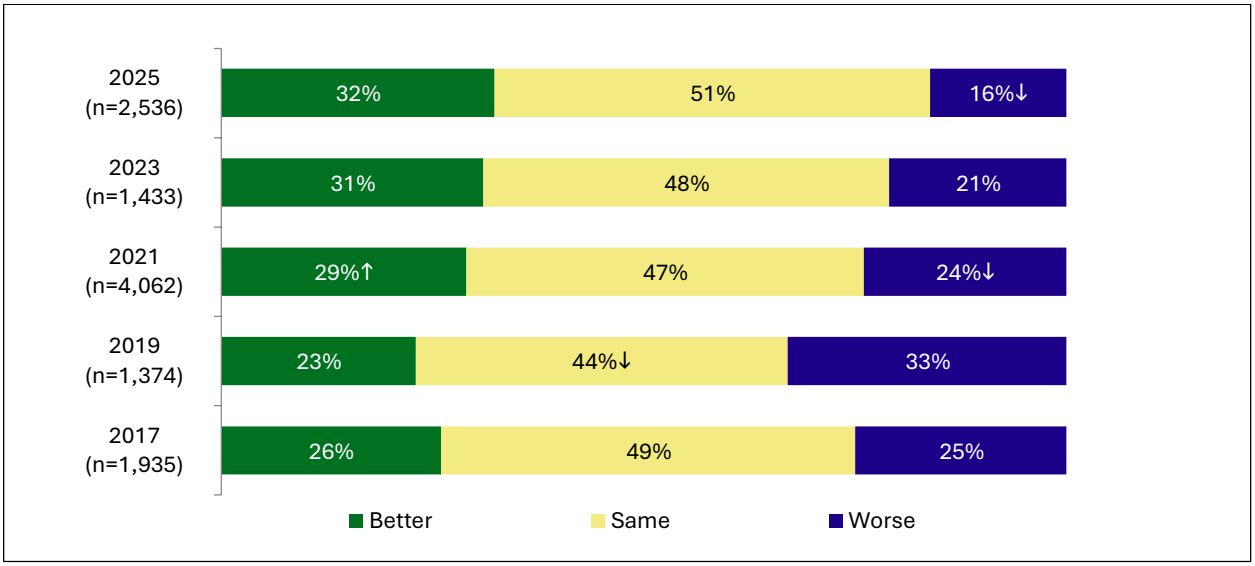
	Total (n=580)
Net: Condition of Roadways	**50%**
Poor conditions of roadways/Roads in need of repair (general)	35%
Construction/improvements/repairs to roads does not last/are below standard	10%
Potholes/Too many potholes	6%
Net: Construction Projects (General)	**32%**
Overlapping/Too many construction projects in small area/Lack of coordination of projects	14%
Constant construction on roadways	8%
Projects move too slow/take too long	8%
Lack of communication about road construction/timelines/timelines are unclear	3%
Projects that sit with no workers for long periods of time/continue to be blocked off before/during/after they are done	2%
Need to hold contractors accountable/construction management is poor	2%
Net: Public Transportation	**17%**
Not enough/Improve public transport options/service (general)	11%
Bus on-time performance is not reliable	3%
Need more/Improve trains/rail/light rail/high speed transit options	3%
Net: Prioritization of Projects	**8%**
Better prioritization of projects/Unclear why some projects/repairs are chosen over others	4%
Too much emphasis on roads/highways for single-occupancy vehicles	2%
Net: Traffic/Driver Behavior	**8%**
Too much congestion on roadways/Mitigate congestion	4%
Better/More diligent plowing/winterization	3%
Additional lanes needed/Widen roads	2%
Weight limit is too high/Heavy trucks are causing damage to roads/not being checked for weight	2%
Need more/better traffic flow monitoring/better strategies for managing traffic flow	1%
Dislike traffic circles/roundabouts/Remove roundabouts	1%
Roads are unsafe/Too many accidents	1%
All other traffic/driver behavior mentions	1%
Net: Funding/Stewardship	**6%**
Not enough funding going to specific places/projects	1%
Better management of funds/Less wasteful spending of funds	1%
Need to update funding distribution formula/bidding process	1%
Not enough funding going to fix roads/where is funding to fix roads	1%
Not clear where funding goes/my taxes go	1%
Net: Bike/Pedestrian infrastructure	**3%**
Not enough walkways/Safer walkways/Need walkways on roads with high speed limits/More emphasis on pedestrian infrastructure	2%
More emphasis on bike lanes/infrastructure/mobility	1%
Some other reason	**8%**

Q2B. What about MDOT or the job it is doing leads you to be dissatisfied?
Base = Those answering who are not satisfied with MDOT
Multiple responses accepted; Top mentions

Transportation Quality in Michigan

About one-half of Michigan residents feel that the quality of transportation in Michigan remains the same as it was three years ago, with about one-third (32 percent) feeling it is better and just 16 percent feeling it is worse. Notably, the proportion of residents who feel that the quality of transportation is getting worse has been shrinking over the past six years, dropping from 33 percent in 2019 to 16 percent in 2025.

Figure 3-4: Change in Quality of Transportation in Michigan Versus Three Years Ago - Trended



Q3A. Is the quality of transportation in Michigan better, the same, or worse than it was three years ago?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 3-6: Change in Quality of Transportation in Michigan Versus Three Years Ago - By Region

	Total	Bay (B) (n=382)	Grand (C) (n=355)	Metro (D) (n=895)	North (E) (n=161)	Southwest (F) (n=163)	Superior (G) (n=169)	University (H) (n=411)
Better	32%	31%	27%	37%[C]	27%	31%	27%	32%
Same	51%	53%	56%[D]	48%	58%	56%	54%	50%
Worse	16%	16%	17%	16%	15%	13%	19%	18%

Q3A. Is the quality of transportation in Michigan better, the same, or worse than it was three years ago?
Base = Those answering
Superscript letters denote statistical significance between groups.

Overall, residents cited positive, neutral and negative changes over the three years at similar rates (36, 35 and 35 percent, respectively). After evaluating the quality of transportation in Michigan compared to three years ago, residents provided their reasoning for their answer. Note that even if a resident indicated that transportation quality got better, worse or stayed the same, they still had the opportunity to give an open-ended response that could be categorized as positive, neutral or negative regardless of how they ultimately feel transportation quality has changed over time.

Overall, 36 percent cited a positive change from three years ago, with 23 percent pointing out specific changes to infrastructure such as better or improved roads (5 percent), progress in seeing the roads getting fixed (4 percent) and improved surfaces and road quality (4 percent). Additionally, 7 percent cited positive changes to public transportation in Michigan.

Table 3-7: Reason for Response (Positive Change in Quality of Transportation) - Overall

	Total (n=2,660)
Grand Net: Positive	**36%**
Net: Infrastructure	**23%**
Subnet: Construction/Roadwork	**13%**
Better/improved roads (not specific)	5%
Roads are getting fixed/are being repaired/repairs are in progress	4%
Roads are resurfaced/repaved/smoother/improved road quality	4%
Roads have been fixed/repaired/completed road repairs	2%
New construction projects (roads/bridges reworked/upgraded/rebuilt)	2%
Roads are maintained/kept up with	1%
Roads are being widened/expanding lanes/more passing lanes	1%
Installing roundabouts/traffic circles	1%
Less potholes/potholes are being fixed	1%
More bike lanes/like the addition of bike lanes	1%
Bridges are getting fixed/are being repaired/repairs are in progress	1%
Construction areas are well managed/more organized/run smoothly	1%
Net: Public Transportation	**7%**
Buses are on time/public transportation is on schedule	1%
More buses/bus routes	1%
There are more options for public transport	1%
Buses/public transportation is cleaner	1%

Q3B. Please explain the reason for your answer.
Base = Those answering
Multiple responses accepted; Top mentions

Overall, 35 percent cited no substantive changes to the quality of transportation in Michigan over the last three years, generally pointing out that infrastructure and public transportation seem largely unchanged (10 and 5 percent, respectively).

Table 3-8: Reason for Response (Neutral Change in Quality of Transportation) - Overall

	Total (n=2,660)
Grand Net: Neutral	**35%**
Net: Infrastructure	**10%**
Subnet: Construction/Roadwork	**3%**
Same amount of construction	1%
No change in road/transportation conditions	4%
Some roads have improved, and others got worse	3%
Net: Public Transportation	**5%**
Don't use public transportation	3%
No change to public transportation	1%
Don't travel/drive enough to comment	**1%**
New resident/haven't lived in Michigan long enough to comment	**2%**
Same/No change/haven't noticed a difference/no improvement (unspecified)	**15%**

Q3B. Please explain the reason for your answer.
Base = Those answering
Multiple responses accepted; Top mentions

Overall, 35 percent of residents cited negative changes to the quality of transportation in Michigan over the last three years, primarily pointing to the poor condition of roads and/or that roads need to be repaired (6 percent), that roadwork and repairs do not seem to last (4 percent) and that there are too many detours or delays when traveling due to construction (3 percent).

Table 3-9: Reason for Response (Negative Change in Quality of Transportation) - Overall

	Total (n=2,660)
Grand Net: Negative	**35%**
Net: Infrastructure	**25%**
Subnet: Construction/Roadwork	**20%**
Roads/bridges are in bad condition/are deteriorating/need to be repaired	6%
Poor roadwork job/repairs don't last/always doing work on the same roads	4%
Many detours/delays due to construction	3%
Constant/neverending construction/always repairs being done	2%
Construction takes too long	2%
Poorly managed construction (bad timing/too much in one area/focusing on the wrong area)	2%
Lots of potholes/potholes need to be repaired	2%
More construction/lots of construction/construction everywhere	2%
Roads are not maintained well/kept up with	1%
Worse/bad roads (unspecified)	3%
Infrastructure is not keeping up with population/amount of cars	1%
Net: Traffic/Driver Behavior	**6%**
Lots of traffic/bad traffic/more traffic	3%
More semi-trucks/lots of trucks/too many trucks	1%
Need to change rules for semi-trucks (speed limits/weight restrictions)	1%
Net: Public Transportation	**6%**
No public transportation/not enough/less public transportation options	3%
Net: MDOT Image/Reputation	**1%**
Longer travel times	**1%**
All other negative mentions	**3%**

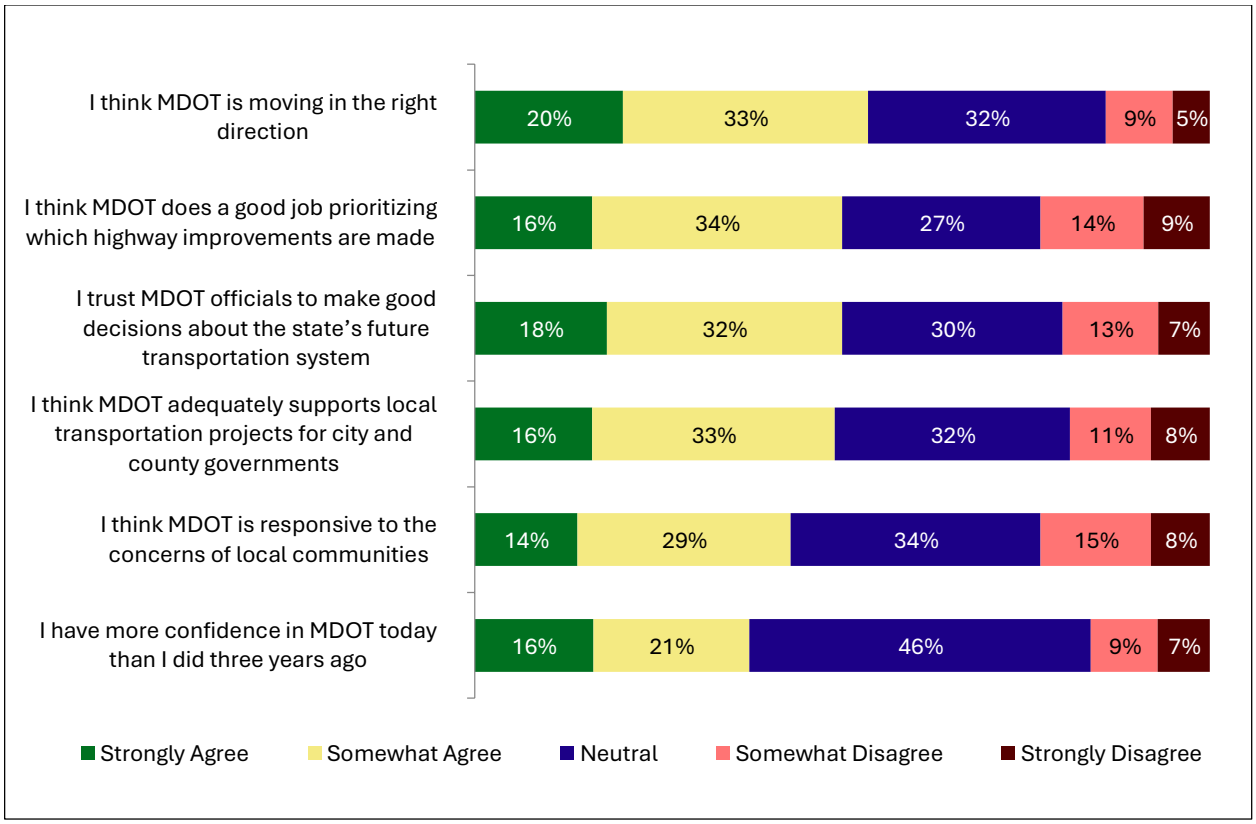
Q3B. Please explain the reason for your answer.
Base = Those answering
Multiple responses accepted; Top mentions

Current Attitudes Toward MDOT

More than one-half of residents either somewhat or strongly agree that MDOT is moving in the right direction (53 percent, compared to 14 percent disagreeing that MDOT is moving in the right direction), and similar proportions agree that:

- MDOT does a good job prioritizing which highway improvements are made (51 percent),
- They trust MDOT officials to make good decisions about the state's future transportation system (50 percent), and/or
- MDOT adequately supports local transportation projects for city and county governments (49 percent).

Figure 3-5: Current Attitudes Toward MDOT - Overall



Q5. Please indicate your level of agreement with each statement about MDOT.
Base = Those answering

Residents' agreement with each statement about MDOT remains consistent with that seen in 2023, and for two statements ("I think MDOT is moving in the right direction" and "I think MDOT does a good job prioritizing which highway improvements are made"), residents' agreement has remained comparable from an increase in agreement seen in 2023.

Table 3-10: Current Attitudes Toward MDOT - Trended

Net: Agree	2021 (n=4,389-4,539)	2023 (n=1,452-1,570)	2025 (n=2,698)
I think MDOT is moving in the right direction	49%	53%↑	53%
I think MDOT does a good job prioritizing which highway improvements are made	45%	50%↑	51%
I trust MDOT officials to make good decisions about the state's future transportation system	48%	49%	50%
I think MDOT adequately supports local transportation projects for city and county governments	47%	48%	49%
I think MDOT is responsive to the concerns of local communities	43%	44%	43%
I have more confidence in MDOT today than I did three years ago	35%	38%	37%

Q5. Please indicate your level of agreement with each statement about MDOT.
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

While nearly 50 percent agree that MDOT adequately supports local transportation projects for city and county governments, nearly one-fourth (23 percent) disagreed that MDOT is responsive to the concerns of local communities, indicating a disconnect between the material support communities receive and the overall responsiveness of MDOT to those communities.

Across regions, agreement and disagreement with each of these is comparable.

Table 3-11: Current Attitudes Towards MDOT – By Region

Net: Agree	Total	Bay (B) (n=380-411)	Grand (C) (n=340-367)	Metro (D) (n=899-961)	North (E) (n=159-170)	Southwest (F) (n=161-172)	Superior (G) (n=171-180)	University (H) (n=392-443)
I think MDOT is moving in the right direction	53%	52%	53%	54%	48%	51%	51%	56%
I think MDOT does a good job prioritizing which highway improvements are made	51%	48%	53%	53%	51%	47%	51%	47%
I trust MDOT officials to make good decisions about the state's future transportation system	50%	51%	51%	49%	49%	50%	53%	51%
I think MDOT adequately supports local transportation projects for city and county governments	49%	51%	56%^{DH}	48%	44%	46%	45%	44%
I think MDOT is responsive to the concerns of local communities	43%	42%	46%	43%	44%	40%	38%	42%
I have more confidence in MDOT today than I did three years ago	37%	36%	35%	42%^{FG}	33%	30%	26%	37%

Q5. Please indicate your level of agreement with each statement about MDOT.
Base = Those answering
Superscript letters denote statistical significance between groups.

Satisfaction with Specific MDOT Services

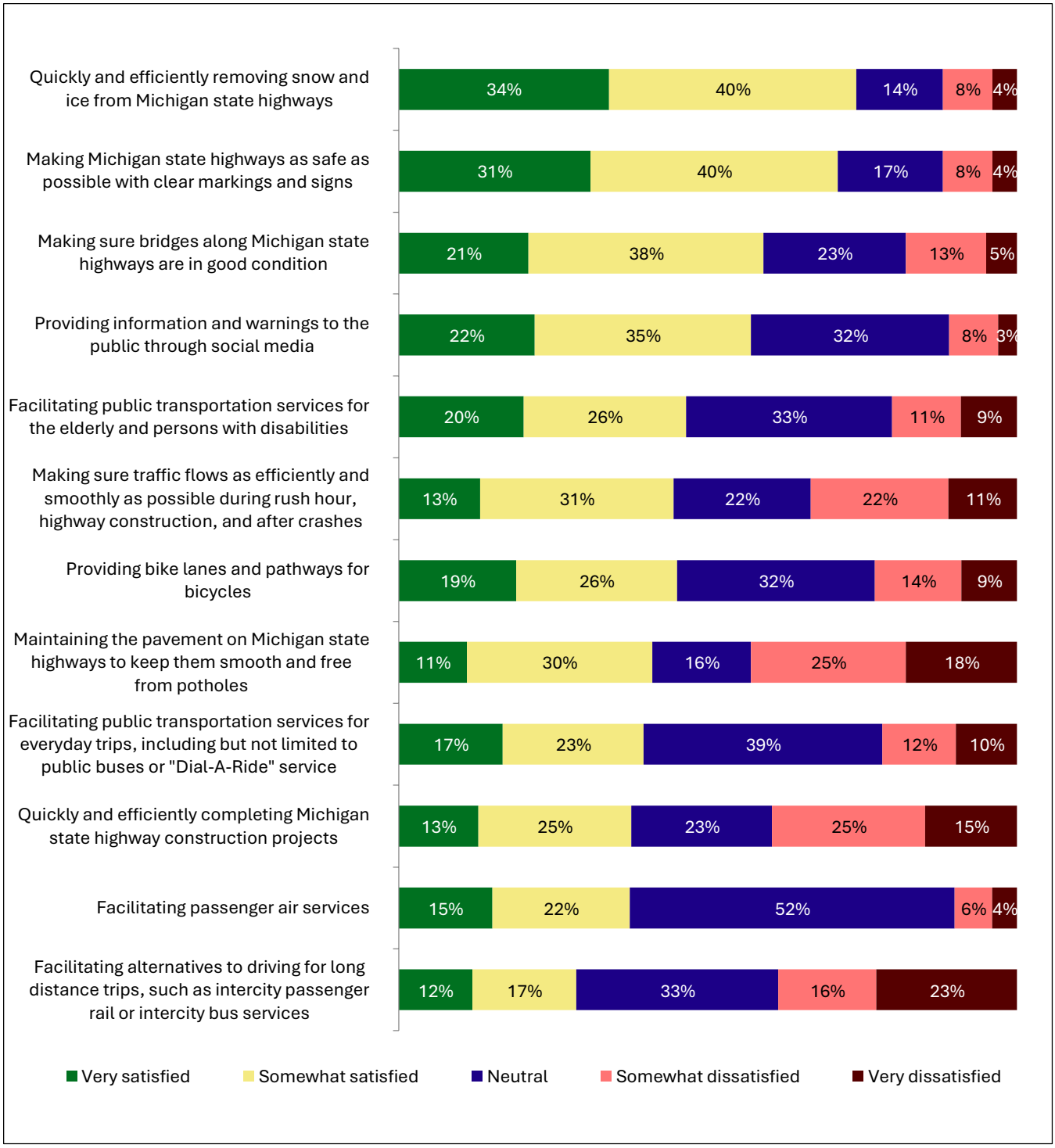
MDOT enjoys satisfaction from more than one-half of residents regarding a number of their services, namely:

- Quickly and efficiently removing snow and ice from Michigan state highways (74 percent),
- Making Michigan state highways as safe as possible with clear markings and signage (72 percent),
- Making sure bridges along Michigan state highways are in good condition (59 percent), and/or
- Providing information and warnings to the public through social media (57 percent).

Additionally, residents' satisfaction with the services offered by MDOT have increased from 2023 to 2025, with the following seeing significant increases:

- Quickly and efficiently removing snow and ice from Michigan state highways (74 percent, up from 70 percent),
- Making Michigan state highways as safe as possible with clear markings and signs (72 percent, up from 67 percent),
- Making sure bridges along Michigan state highways are in good condition (59 percent, up from 54 percent),
- Facilitating public transportation services for the elderly and persons with disabilities (46 percent, up from 36 percent),
- Making sure traffic flows as efficiently as possible during rush hour, highway construction and after crashes (45 percent, up from 40 percent),
- Providing bike lanes and pathways for bicycles (44 percent, up from 39 percent),
- Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes (41 percent, up from 31 percent),
- Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service (40 percent, up from 32 percent), and/or
- Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services (29 percent, up from 23 percent).

Figure 3-6: Satisfaction with MDOT Services - Overall



Q7. Please indicate how satisfied you are with each of the following MDOT services.
Base = Those answering

Table 3-12: Satisfaction with MDOT Services - Trended

Net: Very or Somewhat Satisfied	2021 (n=3,885-4,695)	2023 (n=1,369-1,651)	2025 (n=1,669-2,799)
Quickly and efficiently removing snow and ice from Michigan state highways	65%	70%↑	74%↑
Making Michigan state highways as safe as possible with clear markings and signs	65%	67%	72%↑
Making sure bridges along Michigan state highways are in good condition	48%	54%↑	59%↑
Providing information and warnings to the public through social media	59%	57%	57%
Facilitating public transportation services for the elderly and persons with disabilities	38%	36%	46%↑
Making sure traffic flows as efficiently and smoothly as possible during rush hour, highway construction and after crashes	42%	40%	45%↑
Providing bike lanes and pathways for bicycles	40%	39%	44%↑
Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes	34%	31%	41%↑
Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service	39%	32%↓	40%↑
Quickly and efficiently completing Michigan state highway construction projects	38%	38%	38%
Facilitating passenger air services	38%	n/a	37%
Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services	30%	23%↓	29%↑

Q7. Please indicate how satisfied you are with each of the following MDOT services.
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Elements of MDOT's services that garner the most dissatisfaction from residents include:

- Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes (42 percent dissatisfied),
- Quickly and efficiently completing Michigan state highway construction projects (39 percent dissatisfied), and
- Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services (39 percent dissatisfied).

Notably, in the North Region, residents are the least satisfied with MDOT facilitating alternatives for driving long distances, with 18 percent satisfied, the lowest satisfaction for any region among MDOT services.

When examining residents' satisfaction by their mode usage, **those who use their household vehicle at least once per week are less satisfied with most services than their counterparts who have used a bus/shuttle or rail** in the last seven days.

Table 3-13: Satisfaction with MDOT Services - By Subgroups

Net: Very or Somewhat Satisfied	Household Vehicle (B) (n=1,461-2,494)	Bus (E) (n=148-187)
Quickly and efficiently removing snow and ice from Michigan state highways	75%	73%
Making Michigan state highways as safe as possible with clear markings and signage	72%	71%
Making sure bridges along Michigan state highways are in good condition	59%	69%[B]
Providing information and warnings to the public through social media	55%	74%[B]
Facilitating public transportation services for the elderly and persons with disabilities	44%	61%[B]
Making sure traffic flows as efficiently and smoothly as possible during rush hour, highway construction, and after crashes	43%	62%[B]
Providing bike lanes and pathways for bicycles	42%	69%[B]
Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes	39%	57%[B]
Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service	44%	61%[B]
Quickly and efficiently completing Michigan state highway construction projects	36%	54%[B]
Facilitating passenger air services	34%	61%[B]
Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services	25%	52%[B]

Q7. Please indicate how satisfied you are with each of the following MDOT services.
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 3-14: Satisfaction with MDOT Services - By Region

Net: Very or Somewhat Satisfied	Total	Bay (B) (n=247-427)	Grand (C) (n=220-380)	Metro (D) (n=621-992)	North (E) (n=109-174)	Southwest (F) (n=92-178)	Superior (G) (n=124-187)	University (H) (n=256-464)
Quickly and efficiently removing snow and ice from Michigan state highways	74%	70%	82%[BD]	71%	75%	77%	73%	75%
Making Michigan state highways as safe as possible with clear markings and signs	72%	73%	74%	70%	75%	72%	74%	74%
Making sure bridges along Michigan state highways are in good condition	59%	65%[D]	59%	57%	67%	59%	62%	58%
Providing information and warnings to the public through social media	57%	56%	60%	56%	53%	59%	56%	58%
Facilitating public transportation services for the elderly and persons with disabilities	46%	47%	48%	48%	47%	45%	37%	41%
Making sure traffic flows as efficiently and smoothly as possible during rush hour, highway construction and after crashes	45%	48%	45%	43%	47%	46%	54%[DH]	42%
Providing bike lanes and pathways for bicycles	44%	51%	44%	45%	40%	42%	40%	42%
Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes	41%	43%	44%	40%	50%[H]	40%	47%[H]	34%
Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service	40%	42%[G]	40%	39%	40%	39%	29%	40%
Quickly and efficiently completing Michigan state highway construction projects	38%	40%	45%[DH]	35%	42%	38%	47%[DH]	33%
Facilitating passenger air services	37%	42%	33%	41%	31%	31%	33%	34%
Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services	29%	34%[E]	30%[E]	28%[E]	18%	30%	28%	28%

Q7. Please indicate how satisfied you are with each of the following MDOT services.
Base = Those answering
Superscript letters denote statistical significance between groups.

Drivers of Opinion of MDOT

In order to identify priorities for improving the services MDOT provides throughout the state of Michigan, the results of a key driver analysis were plotted on a chart (see **Error! R eference source not found.**). This chart shows satisfaction with each service according to residents, as well as the impact that their satisfaction with each service has on their overall satisfaction with MDOT.

The key drivers are calculated using relative weight analysis (RWA), allowing us to establish the importance or impact of the independent variables (in this case, those independent variables correspond to the satisfaction with each individual service) in relation to a single independent variable (overall satisfaction) even when multicollinearity exists. RWA accomplishes this by creating a set of uncorrelated variables that are maximally related to the original predictors. These variables are then used in a multiple regression model.

The chart incorporates the results of this multiple regression model by showing the actual satisfaction level with each service as well as the impact that satisfaction with each of those services has on residents' overall satisfaction with MDOT. It is laid out as follows:

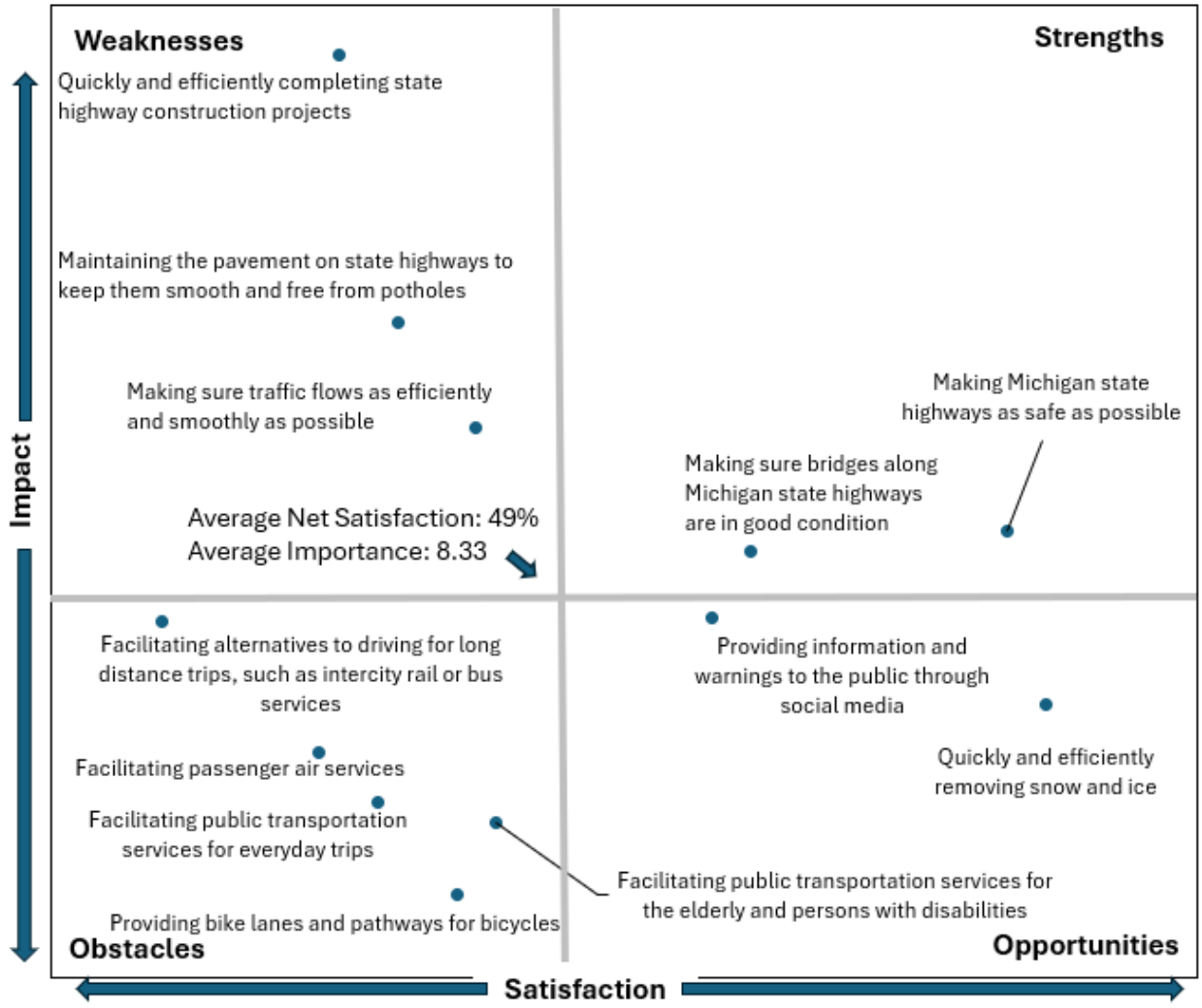
Weaknesses - These are services that have a large impact on attitudes, but for which residents give relatively low satisfaction ratings, meaning MDOT is not perceived to be delivering on these important needs. These should be the primary areas of focus toward the goal of increasing overall satisfaction.

Strengths - These are services that receive relatively higher satisfaction ratings from riders and have a significant impact on attitudes. These are what may drive residents to support MDOT more.

Obstacles - These services receive lower satisfaction ratings from residents and have a lesser impact on their satisfaction with MDOT.

Opportunities - These services have a moderate to low impact on residents' attitudes but receive moderate to higher ratings. These secondary services can be used as a means to retain support.

Figure 3-7: Key Drivers - Overall



MDOT has two **strengths**. These are areas where MDOT currently performs well and have a greater impact on overall satisfaction:

- Making sure bridges along Michigan state highways are in good condition, and
- Making Michigan state highways as safe as possible with clear markings and signage.

MDOT should focus on maintaining strong performance in these areas due to their significant impact on satisfaction overall.

On the other hand, there are areas where satisfaction with MDOT is lower and that have a greater impact on overall satisfaction. These are considered **weaknesses**:

- Quickly and efficiently completing Michigan state highway construction projects,
- Maintaining the pavement on state highways to keep them smooth and free from potholes, and
- Making sure traffic flows as efficiently and smoothly as possible.

MDOT should focus on increasing satisfaction with these areas. Doing so will have the greatest impact on overall satisfaction.

Obstacles and Opportunities are areas that have lesser impacts on overall satisfaction, but where satisfaction is high (opportunities) or low (obstacles). Increasing satisfaction with areas with **obstacles** can have an incremental positive impact on overall satisfaction. **Opportunities** offer chances to continue to support high satisfaction, with their already high satisfaction and low relative impact on overall satisfaction. **Obstacles** include:

- Facilitating alternatives to driving for long distance trips, such as intercity rail or bus services,
- Facilitating passenger air services,
- Facilitating public transportation services for everyday trips,
- Facilitating public transportation services for the elderly and persons with disabilities, and
- Providing bike lanes and pathways for bicycles,

Opportunities include:

- Providing information and warnings to the public through social media, and
- Quickly and efficiently removing snow and ice.

Section 4 Prioritization

Prioritizing Specific Issues

When asked about specific transportation issues throughout Michigan and the priority that should be placed on addressing each, the vast majority of residents felt that maintaining existing roads should be either high priority or very high priority (91 percent). Second to maintaining existing roads, residents would like to see reduced traffic congestion (72 percent high priority or very high priority), expanded transportation services for seniors and persons with disabilities (61 percent), and adding sidewalks and paths to make it easier and safer to walk (60 percent).

The priority Michigan residents place on improving passenger rail service has increased from that seen in previous waves of the study, with 49 percent placing a high priority or very high priority on this (an increase from 43 percent in 2023). Additionally, the priority placed on adding highway turning and passing lanes has also increased over the same period, from 42 percent in 2023 to 47 percent in 2025.

Reducing air pollution caused by vehicles decreased in its priority from 2023, from 52 percent high or very high priority to 46 percent in 2025.

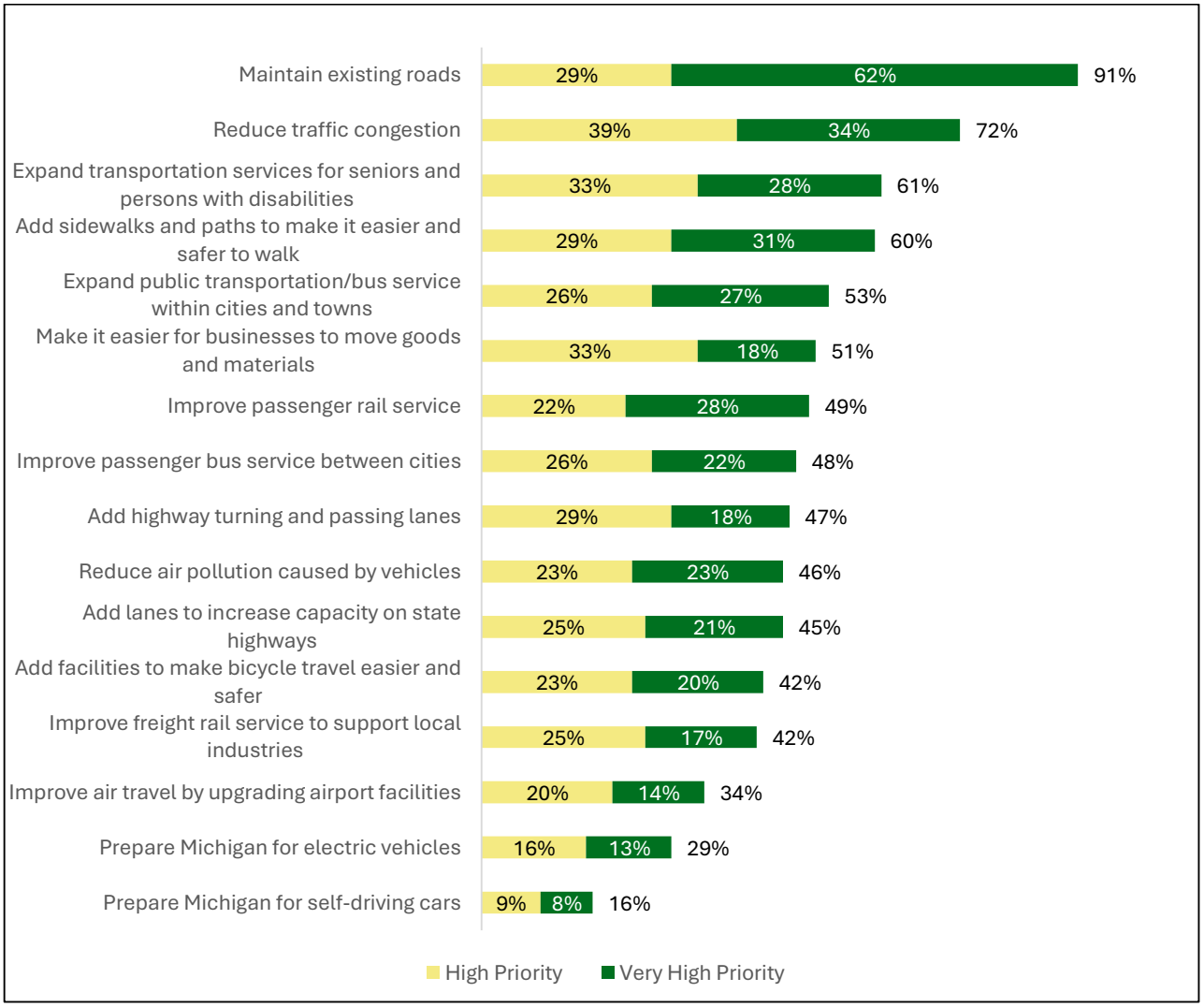
Preparing Michigan for electric vehicles and preparing Michigan for self-driving cars both experience the lowest proportion of residents rating these issues as high or very high priority, with fewer than three in 10 residents indicating as such (29 and 16 percent, respectively). Additionally, the 16 percent that feel it should be high or very high priority for Michigan to prepare for self-driving cars is a decrease from 2023 (20 percent).

Table 4-1: Priority of Specific Issues - Trended

Net: High/Very High Priority	2019 (n=1400-1514)	2021 (n=4345-4690)	2023 (n=1545-1657)	2025 (n=2393-2807)
Maintain existing roads	93%	90%↓	92%↑	91%
Reduce traffic congestion	70%	66%↓	69%	72%
Expand transportation services for seniors and persons with disabilities	66%	59%↓	62%	61%
Add sidewalks and paths to make it easier and safer to walk	50%	56%↑	59%	60%
Expand public transportation/bus service within cities and towns	51%	52%	52%	53%
Make it easier for businesses to move goods and materials	49%	48%	53%↑	51%
Improve passenger rail service	44%	42%	43%	49%↑
Improve passenger bus service between cities	45%	48%	46%	48%
Add highway turning and passing lanes	49%	45%↓	42%	47%↑
Reduce air pollution caused by vehicles	n/a	54%	52%	46%↓
Add lanes to increase capacity on state highways	49%	49%	49%	45%
Add facilities to make bicycle travel easier and safer	39%	44%↑	46%	42%
Improve freight rail service to support local industries	39%	39%	43%↑	42%
Improve air travel by upgrading airport facilities	35%	33%	37%↑	34%
Prepare Michigan for electric vehicles	n/a	44%	35%↓	29%
Prepare Michigan for self-driving cars	27%	29%	20%↓	16%↓

Q8. What type of priority should Michigan place on each of the following issues?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Figure 4-1: Priority of Specific Issues - Overall



Q8. What type of priority should Michigan place on each of the following issues?
Base = Those answering
Percentages may not add up exactly due to rounding.

The Metro Region of the state specifically places higher priority than other regions throughout the state on a handful of issues, namely:

- Expanding transportation services for seniors and persons with disabilities (69 percent in the Metro Region, compared to 52 - 62 percent among other regions),
- Expanding public transportation/bus service within cities and towns (61 percent, compared to 42 - 52 percent),
- Improving passenger bus service between cities (57 percent, compared to 37 - 42 percent),
- Reducing air pollution caused by vehicles (54 percent, compared to 31 - 46 percent), and
- Preparing Michigan for self-driving cars (22 percent, compared to 7 - 20 percent).

Table 4-2: Priority of Specific Issues - By Region

Net: High/Very High Priority	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Maintain existing roads	91%	93%	94%[DG]	89%	93%	92%	88%	91%
Reduce traffic congestion	72%	74%[G]	67%[G]	77%[CEG]	65%	68%[G]	54%	71%[G]
Expand transportation services for seniors and persons with disabilities	61%	57%[G]	54%	69%[BCEFG]	57%	52%	45%	62%[G]
Add sidewalks and paths to make it easier and safer to walk	60%	55%	60%	65%[BFG]	57%	54%	48%	61%[G]
Expand public transportation/bus service **within** cities and towns	53%	44%	50%	61%[BCEFGH]	49%	46%	42%	52%
Make it easier for businesses to move goods and materials	51%	52%	47%	52%	50%	55%	53%	47%
Improve passenger rail service	49%	41%	44%	56%[BCEG]	42%	45%	35%	53%[BG]
Improve passenger bus service **between** cities	48%	42%	41%	57%[BCEFG]	37%	38%	38%	50%[E]
Add highway turning and passing lanes	47%	52%[C]	40%	46%	55%[C]	51%	50%	46%
Reduce air pollution caused by vehicles	46%	39%	40%	54%[BCEFGH]	41%	42%	31%	46%[G]
Add lanes to increase capacity on state highways	45%	47%	44%	48%	39%	42%	41%	44%
Add facilities to make bicycle travel easier and safer	42%	38%	40%	47%[BFG]	46%[F]	31%	34%	43%[F]
Improve freight rail service to support local industries	42%	40%	37%	46%[C]	37%	41%	40%	42%
Improve air travel by upgrading airport facilities	34%	31%	26%	41%[BCH]	30%	31%	31%	31%
Prepare Michigan for electric vehicles	29%	25%[G]	23%[G]	36%[BCEG]	18%	27%[G]	10%	29%[EG]
Prepare Michigan for self-driving cars	16%	15%[CEG]	9%	22%[BCEGH]	7%	20%[CEG]	7%	14%

Q8. What type of priority should Michigan place on each of the following issues?
Base = Those answering
Superscript letters denote statistical significance between groups.

Those residents who are transportation insecure (see Transportation SecurityError! R eference source not found.) are more likely to place high or very high priority on each of the following:

- Expand public transportation/bus service within cities and towns,
- Improve passenger rail service,
- Improve passenger bus service between cities, and
- Add facilities to make bicycle travel easier and safer.

Table 4-3: Priority of Specific Issues - By Subgroups

Net: High/Very High Priority	Transportation Secure (B) (n=1,615-1,916)	Transportation Insecure (C) (n=778-891)
Maintain existing roads	99%	97%
Reduce traffic congestion	95%[C]	93%
Expand transportation services for seniors and persons with disabilities	93%	92%
Add sidewalks and paths to make it easier and safer to walk	88%	90%
Expand public transportation/bus service within cities and towns	80%	88%[B]
Make it easier for businesses to move goods and materials	88%	86%
Improve passenger rail service	76%	83%[B]
Improve passenger bus service between cities	84%	84%[B]
Add highway turning and passing lanes	81%	81%
Reduce air pollution caused by vehicles	70%	75%[B]
Add lanes to increase capacity on state highways	79%	77%
Add facilities to make bicycle travel easier and safer	70%	77%[B]
Improve freight rail service to support local industries	82%	82%
Improve air travel by upgrading airport facilities	72%	73%
Prepare Michigan for electric vehicles	54%	57%
Prepare Michigan for self-driving cars	38%	42%

Q8. What type of priority should Michigan place on each of the following issues?
Base = Those answering
Superscript letters denote statistical significance between groups.

Ranking Priorities

Residents were asked to rank six transportation goals for Michigan from one to six, where one is most important and six is least important. Enhancing the safety and security of the transportation network for all users and workers was most consistently ranked in either the first or second positions, with 63 percent doing so. Furthermore, enhancing safety and security is the number one priority for all regions.

Other top ranked goals included:

- Preserving and improving Michigan's transportation network so that all modes are reliable, resilient and adaptable (41 percent ranking first or second), and
- Enhancing the quality of life for all communities and users (41 percent ranking first or second).

These top three goals were also the top three ranked goals in 2023, exhibiting consistency in residents' priorities from 2023 to 2025.

The goal to strengthen and expand collaboration with all users through effective public and private partnerships resonated the least with residents, with 8 percent ranking it in their top two and 43 percent overall ranking it sixth.

Table 4-4: Ranking of Priorities - Overall

	Ranked 1st	Ranked 2nd	Ranked 3rd	Ranked 4th	Ranked 5th	Ranked 6th
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	36%	27%	15%	10%	8%	3%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	21%	20%	18%	19%	13%	9%
Quality of Life: Enhance the quality of life for all communities and users.	21%	20%	17%	17%	12%	13%
Mobility: Enhance mobility options and reliable access for all users.	11%	14%	21%	20%	19%	15%
Economy and Stewardship: Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.	8%	13%	20%	19%	23%	16%
Partnership: Strengthen and expand collaboration with all users through effective public and private partnerships.	3%	5%	9%	15%	26%	43%

Q8.1. Please rank the following six MDOT long-range goals in order of importance to you currently and in the future? (1 = Most Important, 6 = Least Important)
Base = Those answering (n=2,504)

Table 4-5: Ranking of Priorities - By Region

Net: 1st and 2nd Ranked	Total	Bay (B) (n=414)	Grand (C) (n=378)	Metro (D) (n=980)	North (E) (n=170)	Southwest (F) (n=175)	Superior (G) (n=184)	University (H) (n=465)
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	63%	70%[DG]	62%	58%	63%	74%[CDG]	53%	67%[DG]
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	41%	44%	43%	40%	39%	44%	44%	39%
Quality of Life: Enhance the quality of life for all communities and users.	41%	35%	43%	44%[B]	37%	38%	37%	43%
Mobility: Enhance mobility options and reliable access for all users.	25%	20%	19%	29%[BCF]	28%	20%	35%[BCF]	25%
Economy and Stewardship: Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.	22%	23%	24%	20%	27%	18%	24%	20%
Partnership: Strengthen and expand collaboration with all users through effective public and private partnerships.	8%	8%	9%	9%	6%	6%	8%	7%

Q8.1. Please rank the following six MDOT long-range goals in order of importance to you currently and in the future? (1 = Most Important, 6 = Least Important)
Base = Those answering
Superscript letters denote statistical significance between groups.

Notably, 16 percent overall felt that these six goals did not fully represent their priorities for MDOT, with 4 percent specifically adding that fixing roads, road maintenance and/or bridge maintenance should also be one of the key priorities for MDOT.

Table 4-6: Additional Priorities - By Region

Do these six goals meet all of the needs of Michigan's transportation network?	Total	Bay (B) (n=414)	Grand (C) (n=378)	Metro (D) (n=980)	North (E) (n=170)	Southwest (F) (n=175)	Superior (G) (n=184)	University (H) (n=465)
Yes	84%	88%[H]	82%	84%	82%	87%	88%	81%
Net: No	**16%**	**12%**	**18%**	**16%**	**18%**	**13%**	**12%**	**19%[B]**
Fix/Improve roads/Road/Bridge maintenance	4%	4%	6%[DG]	2%	8%[DG]	4%	2%	4%
Improve rail/commuter rail/high-speed rail	2%	1%	1%	2%[E]	-	1%	2%	3%[EF]
Public transportation/More public transportation/Encourage public transportation	1%	<1%	<1%	2%[BCEG]	-	<1%	<1%	2%
Consider Environment/Climate change/Improve sustainability	1%	<1%	1%	1%	1%	1%	1%	2%
New/Better road materials/New technology	1%	1%	<1%	1%	<1%	1%	2%	2%
Accessibility (not specific)	1%	1%	1%[F]	1%[F]	<1%	-	<1%	1%
Goals are vague/can't be measured	1%	<1%	2%[BDGH]	1%	<1%	<1%	-	<1%
Better project efficiency/improved planning across projects/improvements	1%	1%	<1%	1%[EH]	-	<1%	1%	-
Fiscal responsibility/Cost control/Spend money wisely	1%	<1%	2%	<1%	<1%	1%	0%	<1%

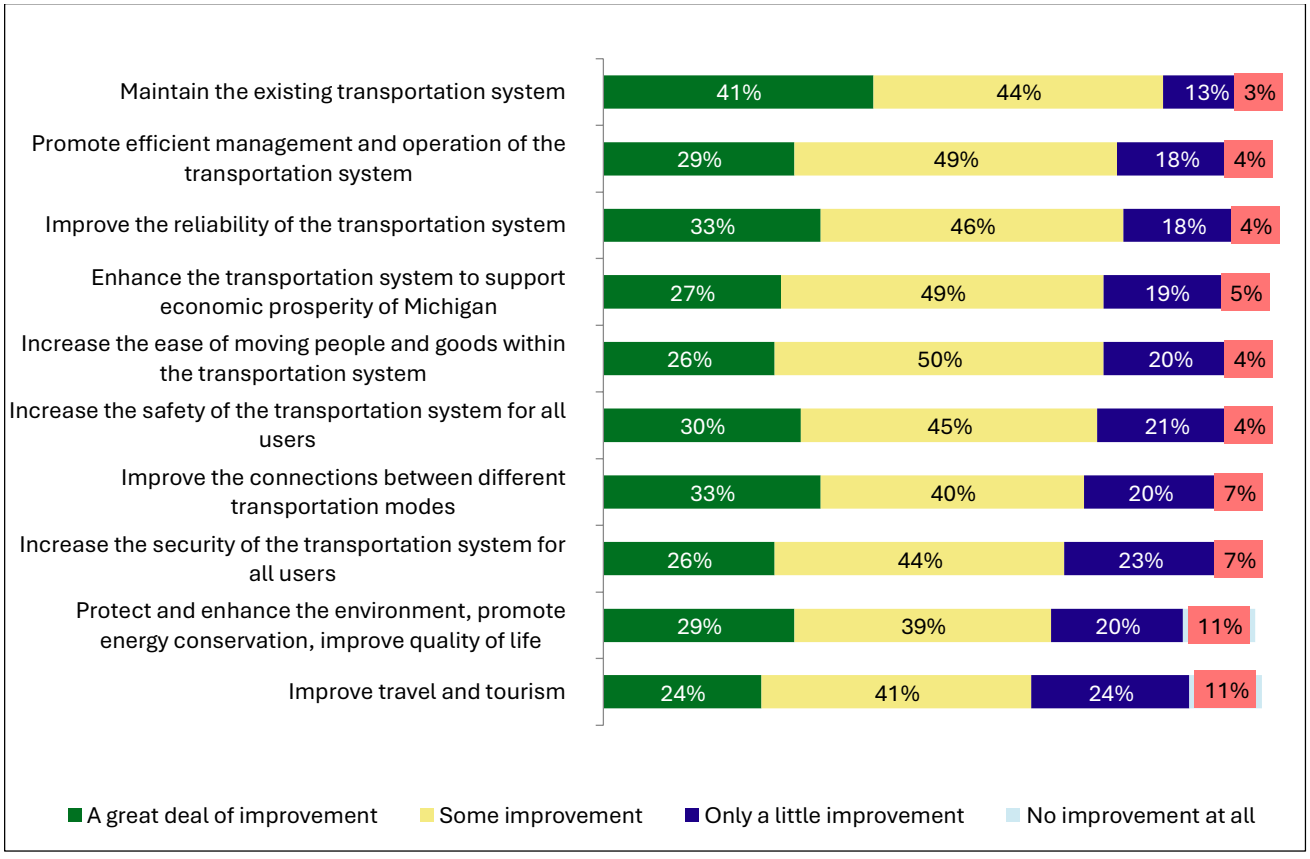
Q8.2. Do these six goals meet all of the needs of Michigan's transportation network? If not, what goals do you suggest MDOT adopt?
Base = Those taking the survey online and answering
Multiple responses accepted; Top mentions
Superscript letters denote statistical significance between groups.

Improvements Needed

Residents overall would like to see some or a great deal of improvement to the maintenance of the existing transportation system (85 percent) as well as to the efficient management and operation of the transportation system in the state (78 percent).

Residents are less likely to be looking for improvement on increasing the security of the transportation system for all users (70 percent); protecting and enhancing the environment, promoting energy conservation, and improving quality of life (68 percent); and/or improving travel and tourism (65 percent). The Grand and North regions (58 and 50 percent, respectively) specifically are less likely to prioritize improvements to travel and tourism than those in the Bay (69 percent), Metro (69 percent) and University (66 percent) regions.

Figure 4-2: Desired Improvement on Specific Issues - Overall



Q9.1. In relation to Michigan's transportation system, please prioritize how much improvement you feel the State of Michigan needs to make on these issues?
Base = Those answering

Table 4-7: Desired Improvement on Specific Issues - By Region

Net: A great deal of or some improvement	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Maintain the existing transportation system	85%	89%GH	83%	85%	85%	86%	77%	82%
Promote efficient management and operation of the transportation system	78%	82%E	74%	79%	69%	74%	78%	81%
Improve the reliability of the transportation system	78%	78%	76%	82%EF	69%	70%	76%	78%
Enhance the transportation system to support economic prosperity of Michigan	76%	80%C	69%	78%C	69%	79%	75%	72%
Increase the ease of moving people and goods within the transportation system	76%	77%	74%	77%	67%	77%	71%	76%
Increase the safety of the transportation system for all users	75%	75%	72%	78%E	65%	78%	72%	73%
Improve the connections between different transportation modes	73%	72%	65%	78%C	66%	72%	69%	73%
Increase the security of the transportation system for all users	70%	69%	62%	74%C	62%	77%C	66%	67%
Protect and enhance the environment, promote energy conservation, improve quality of life	68%	64%	64%	73%BC	62%	73%	68%	67%
Improve travel and tourism	65%	69%CE	58%	69%CE	50%	63%	60%	66%E

Q9.1. In relation to Michigan's transportation system, please prioritize how much improvement you feel the State of Michigan needs to make on these issues?
Base = Those answering
Superscript letters denote statistical significance between groups.

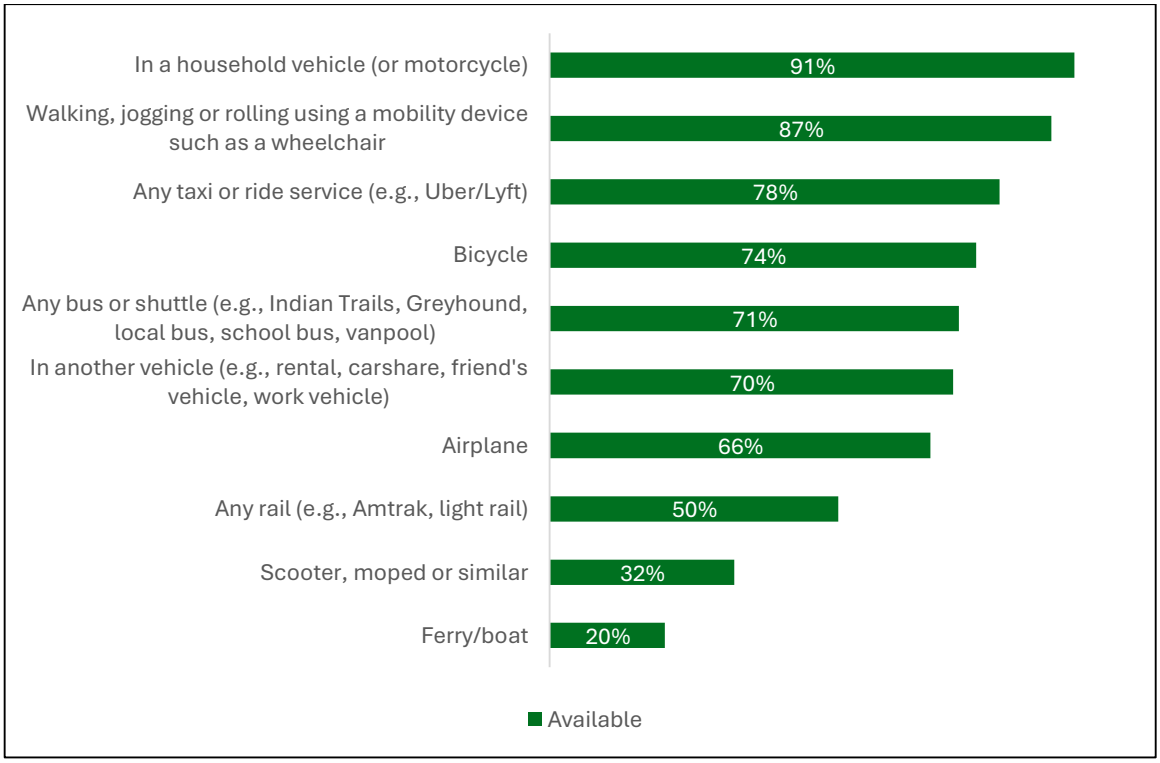
Section 5 Using Michigan's Transportation Network

Availability

Regardless of whether or not they use one, 91 percent of Michigan residents overall have access to a household vehicle to make trips outside of their home. Residents in the Metro Region are slightly less likely to have access to a household vehicle (86 percent), though they are most likely to have access to any buses (77 percent), rail (60 percent) or taxis/rideshare services (92 percent).

The Grand and North regions tend to have the most widespread access to ferries and boats, with 31 and 34 percent of residents having them available, respectively. Additionally, any rail is least available to those in the North and Superior regions (13 and 7 percent available, respectively).

Figure 5-1: Availability of Transportation Modes - Overall



Q13. Which of the following methods of transportation do you have available to you to travel outside of your home, regardless of whether or not you use them?
Base = Those answering

Table 5-1: Availability of Transportation Modes - By Region

Available	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
In a household vehicle (or motorcycle)	91%	95%[D]	94%[D]	86%	97%[D]	92%	95%[D]	94%[D]
Walking, jogging or rolling using a mobility device such as a wheelchair	87%	85%	90%	87%	88%	83%	84%	89%
Any taxi or ride service (e.g., Uber/Lyft)	78%	62%	74%[BEF]	92%[BCEFGH]	56%	58%	64%	75%[BEF]
Bicycle	74%	74%	80%[DF]	72%	73%	65%	75%	76%[F]
Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	71%	64%	64%	77%[BCFG]	73%	64%	64%	72%
In another vehicle (e.g., rental, carshare, friend's vehicle, work vehicle)	70%	69%	71%	70%	70%	72%	65%	73%
Airplane	66%	56%	66%[BF]	72%[BEF]	57%	50%	69%[BF]	70%[BEF]
Any rail (e.g., Amtrak, light rail)	50%	40%[EG]	48%[EG]	60%[BCEG]	13%	57%[BEG]	7%	57%[BEG]
Scooter, moped or similar	32%	29%	32%	33%	38%	27%	29%	34%
Ferry/Boat	20%	13%	31%[BDFH]	19%[BH]	34%[BDFH]	13%	22%	13%

Q13. Which of the following methods of transportation do you have available to you to travel outside of your home, regardless of whether or not you use them?
Base = Those answering
Superscript letters denote statistical significance between groups.

Frequency of Use in Past Seven days

Those who indicated that they have a mode available for making trips outside of their home were then asked how frequently they used each mode in the past seven days prior to taking the survey. On average, residents who have it available used a household vehicle five days in the previous week and they walked, jogged or used a mobility device to travel outside their home two days in the previous week. Other modes tend to be used less than one day in the previous week on average, though this varies by geography.

Table 5-2: Usage of Transportation Modes - Overall

	0 Days	1 Day	2 Days	3 Days	4 Days	5+ Days	**Net: 1+ Days**	**Mean # of Days**
In a household vehicle (or motorcycle)	3%	3%	4%	5%	5%	80%	**87%**	**5.8**
Walking, jogging or rolling using a mobility device such as a wheelchair	31%	11%	11%	12%	6%	29%	**58%**	**2.8**
In another vehicle (e.g., rental, carshare, friend's vehicle, work vehicle)	58%	16%	10%	5%	2%	9%	**28%**	**1.2**
Bicycle	68%	11%	8%	5%	2%	5%	**23%**	**0.8**
Scooter, moped or similar	85%	5%	2%	2%	1%	4%	**4%**	**0.5**
Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	87%	5%	2%	2%	1%	3%	**8%**	**0.4**
Ferry/Boat	86%	6%	3%	1%	2%	2%	**2%**	**0.4**
Any taxi or ride service (e.g., Uber/Lyft)	88%	6%	3%	1%	<1%	1%	**2%**	**0.3**
Airplane	91%	4%	3%	<1%	<1%	1%	**5%**	**0.2**
Any rail (e.g., Amtrak, light rail)	95%	2%	1%	1%	-	1%	**2%**	**0.1**

Q14. Which of the following methods of transportation do you have available to you to travel outside of your home, regardless of whether or not you use them?
Base = Those answering who have [MODE] available

Table 5-3: Usage of Transportation Modes - By Region

Mean Number of Days Used in Last Seven Days	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
In a household vehicle (or motorcycle)	5.8	5.8^{D}	6.2^{BDEGH}	5.7	5.6	6.1^{G}	5.4	5.9
Walking, jogging or rolling using a mobility device such as a wheelchair	2.8	2.5	2.7	2.9	2.8	2.4	2.9	2.8
In another vehicle (e.g., rental, carshare, friend's vehicle, work vehicle)	1.2	1.3^{G}	0.9	1.3	1.2	0.9	0.8	1.2
Bicycle	0.8	0.8	0.8	1.0^{F}	1.0^{F}	0.4	0.9	0.7
Scooter, moped or similar	0.5	0.3	0.4	0.4	1.3^{BCDFH}	0.3	1.1^{BCD}	0.6
Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	0.4	0.4^{EG}	0.2	0.5^{CEGH}	0.0	0.2	0.1	0.3^{E}
Ferry/boat	0.4	0.5^{C}	0.1	0.5^{C}	0.8^{CH}	0.3	0.3	0.1
Any taxi or ride service (e.g., Uber/Lyft)	0.3	0.1	0.1	0.4^{BCGH}	0.1	0.1	0.1	0.1
Airplane	0.2	0.1	0.1	0.3^{B}	0.1	0.1	0.1	0.3^{BC}
Any rail (e.g., Amtrak, light rail)	0.1	0.1	0.1	0.2	0.0	0.1	0.2	0.1

Q14A. In the past seven days, on how many days did you travel using each of the following methods of transportation for trips outside of your home?
Base = Those answering who have [MODE] available
Superscript letters denote statistical significance between groups.

Likelihood of Using Passenger Rail

Residents gave their stated likelihood to use passenger rail if certain aspects of service are improved. However, survey respondents typically overpredict how likely they are to purchase or use products or services in the future. They do this for many reasons, including optimistic bias and hypothetical bias. To account for these common problems and sources of bias in survey research, a factor can be applied to those who said they were very or somewhat likely to consider using passenger rail in the future if certain improvements are made. This factor assumes that only 50 percent of those who rated very likely would seriously consider using intercity buses in the future and 20 percent of those saying they would be just somewhat likely to consider would actually do so.

The top improvement to service that would result in residents being likely to use passenger rail is to **have additional routes that serve more communities throughout Michigan**. Overall, 68 percent stated that they would be very or somewhat likely to use passenger rail if this was improved. After conversion, this equates to **25 percent of residents who would be very or somewhat likely to use passenger rail if this was improved.**

Likelihood Conversion Factors

Since residents tend to overstate their future likelihood to adopt a behavior or use a product, researchers apply adjustment factors.

The actual factor used can vary, ranging from 50 to 85 percent for “very likely,”as an example. The actual factor used (in this case, 50 percent) depends on the actual product or service being evaluated and elements like:

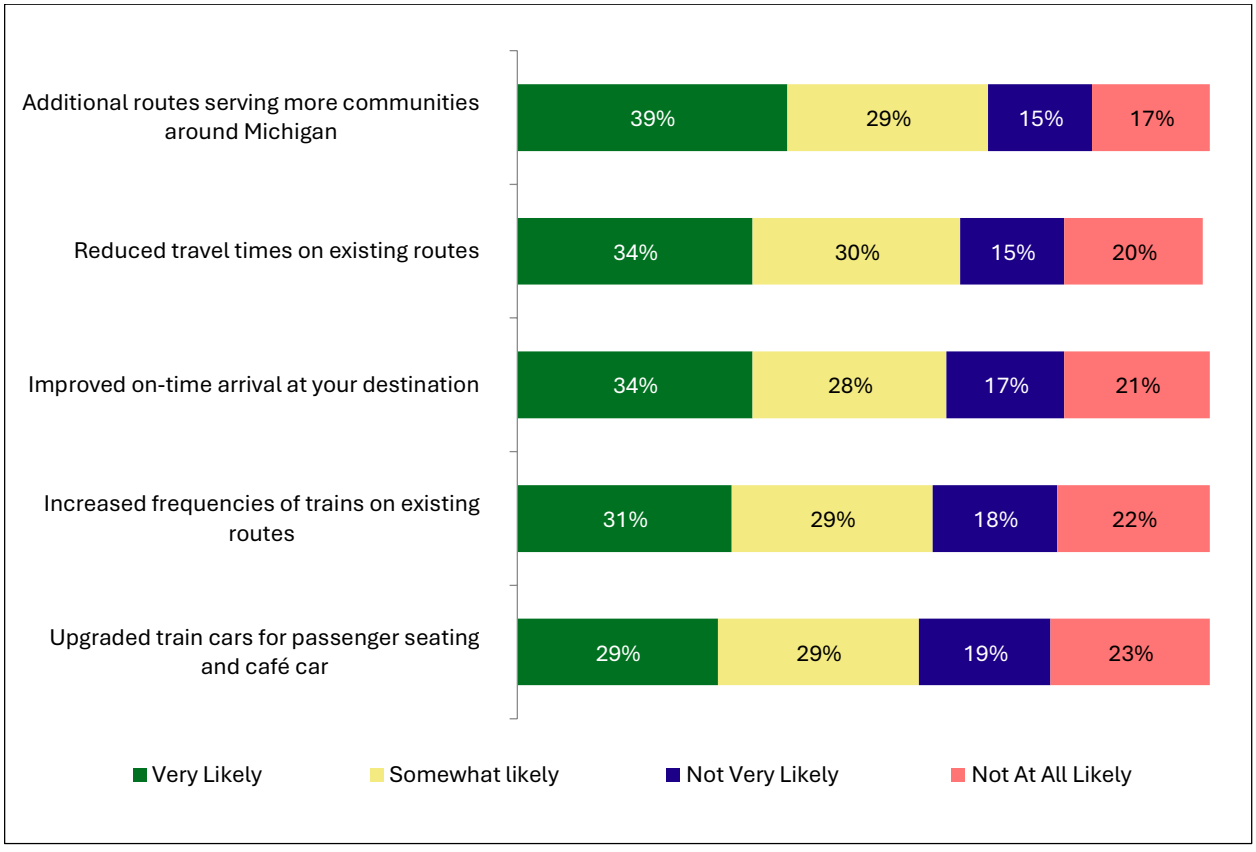
- Is it a brand-new service? This can lead to more hypothetical bias.
- Size of the change (small behavior changes tend to have more conversions than larger behavioral changes).
- Prior experience (WBA finds that 50 percent for "extremely likely" and 20 percent for "very likely" are appropriate, particularly for this specific case of future likelihood to use passenger rail).

Additionally, after conversion:

- Twenty-three percent would be very or somewhat likely to use passenger rail if there were reduced travel times on existing routes,
- Twenty-three percent would if there was improved on-time arrival at their destination,
- Twenty-one percent would if there were increased frequencies of trains on existing routes, and
- Twenty percent would if there were upgraded train cars for passenger seating and a café car.

Residents of the Metro Region are most likely to say they would be more likely to ride passenger rail if any of the improvements were implemented.

Figure 5-2: Improvements to Passenger Rail - Overall



Q15. How likely would you be to use passenger rail (Amtrak, etc.) if the following were improved?
Base = Those answering

Table 5-4: Improvements to Passenger Rail - By Region

Net: Very/Somewhat Likely	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Additional routes serving more communities around Michigan	68%	64%	63%	74%[BCEG]	56%	64%	55%	69%[G]
Reduced travel times on existing routes	64%	58%	57%	73%[BCEGH]	52%	64%[G]	49%	63%[G]
Improved on-time arrival at your destination	63%	60%	55%	71%[BCEGH]	47%	62%	54%	60%
Increased frequencies of trains on existing routes	60%	54%	56%	68%[BCEFGH]	47%	55%	48%	58%
Upgraded train cars for passenger seating and café car	59%	55%	49%	67%[BCEGH]	51%	58%	47%	56%

Q15. How likely would you be to use passenger rail (Amtrak, etc.) if the following were improved?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 5-5: Likelihood of Using Passenger Rail (Conversion) - By Region

		Factor	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Additional routes serving more communities around Michigan	Very likely		39%	37%	31%	45%	30%	33%	33%	43%
	Somewhat likely		29%	27%	31%	30%	26%	30%	22%	26%
	Conversion: Very likely	0.5	20%	19%	16%	23%	15%	17%	17%	22%
	Conversion: Somewhat likely	0.2	6%	5%	6%	6%	5%	6%	4%	5%
	Net: Likely		**25%**	**24%**	**22%**	**29%**	**20%**	**23%**	**21%**	**27%**
Reduced travel times on existing routes	Very likely		34%	28%	27%	41%	27%	31%	27%	36%
	Somewhat likely		30%	30%	30%	32%	25%	33%	21%	27%
	Conversion: Very likely	0.5	17%	14%	14%	21%	14%	16%	14%	18%
	Conversion: Somewhat likely	0.2	6%	6%	6%	6%	5%	7%	4%	5%
	Net: Likely		**23%**	**20%**	**20%**	**27%**	**19%**	**22%**	**18%**	**23%**
Improved on-time arrival at your destination	Very likely		34%	35%	24%	41%	22%	32%	28%	35%
	Somewhat likely		28%	25%	31%	29%	26%	30%	26%	25%
	Conversion: Very likely	0.5	17%	18%	12%	21%	11%	16%	14%	18%
	Conversion: Somewhat likely	0.2	6%	5%	6%	6%	5%	6%	5%	5%
	Net: Likely		**23%**	**23%**	**18%**	**26%**	**16%**	**22%**	**19%**	**23%**
Increased frequencies of trains on existing routes	Very likely		31%	26%	22%	37	27%	30%	29%	33%
	Somewhat likely		29%	27%	35%	31%	21%	25%	19%	25%
	Conversion: Very likely	0.5	16%	13%	11%	19%	14%	15%	15%	17%
	Conversion: Somewhat likely	0.2	6%	5%	7%	6%	4%	5%	4%	5%
	Net: Likely		**21%**	**18%**	**18%**	**25%**	**18%**	**20%**	**18%**	**22%**
Upgraded train cars for passenger seating and café car	Very likely		29%	28%	18%	36%	25%	25%	28%	29%
	Somewhat likely		29%	27%	31%	31%	25%	33%	19%	27%
	Conversion: Very likely	0.5	15%	14%	9%	18%	13%	13%	14%	15%
	Conversion: Somewhat likely	0.2	6%	5%	6%	6%	5%	7%	4%	5%
	Net: Likely		**20%**	**19%**	**15%**	**24%**	**18%**	**19%**	**18%**	**20%**

Q15. How likely would you be to use passenger rail (Amtrak, etc.) if the following were improved?
Base = Those answering
Superscript letters denote statistical significance between groups.

Likelihood of Using Intercity Buses

Residents gave their stated likelihood to use intercity buses if certain aspects of service are improved. However, survey respondents typically overpredict how likely they are to purchase or use products or services in the future. They do this for many reasons, including optimistic bias and hypothetical bias. As was done for passenger rail, to account for these common problems and sources of bias in survey research, a factor can be applied to those who said they were very or somewhat likely to consider using intercity buses in the future if certain improvements are made. This factor assumes that only 50 percent of those who rated very likely would seriously consider using intercity buses in the future and 20 percent of those saying they would be just somewhat likely to consider would actually do so.

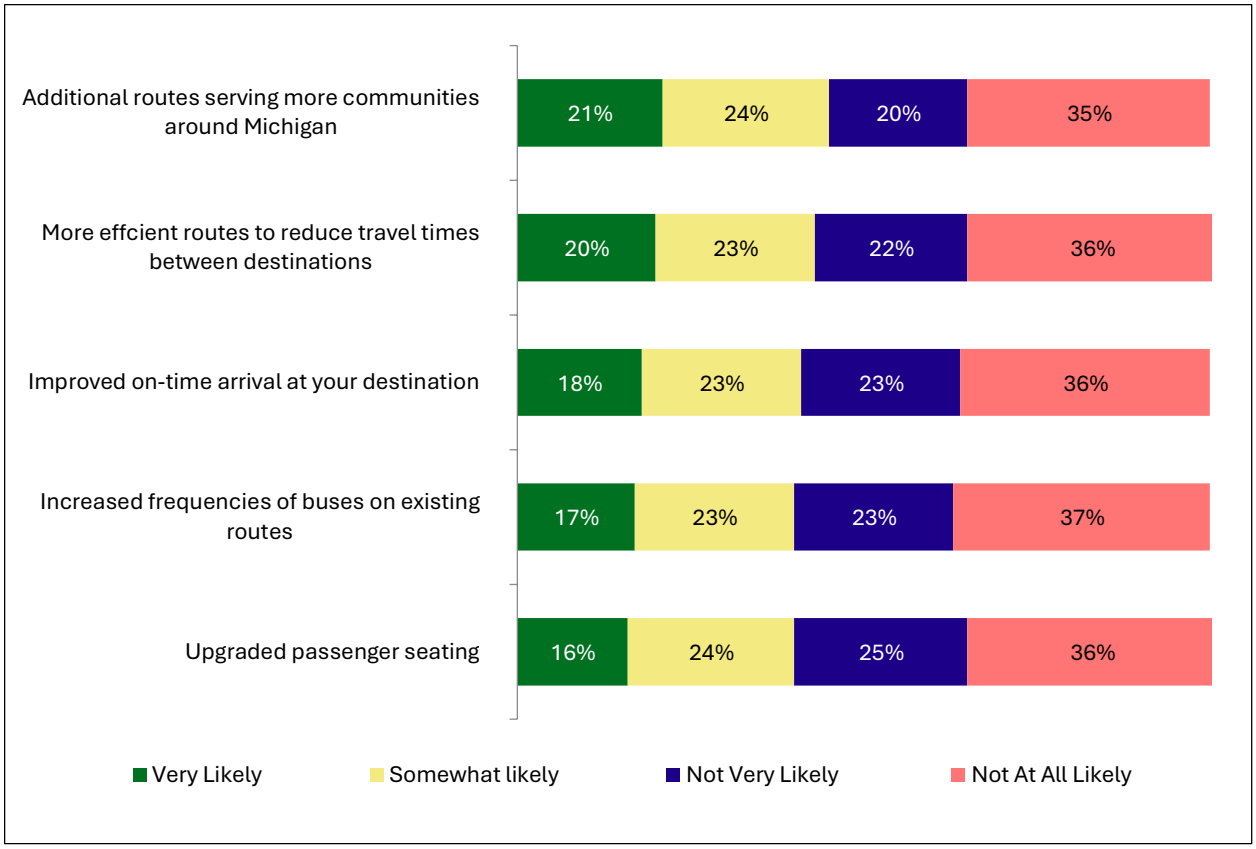
The top improvement to service that would result in residents being likely to use intercity buses is to **have additional routes that serve more communities throughout Michigan**. Overall, 45 percent stated that they would be very or somewhat likely to use intercity buses if this was improved. After conversion, this equates to **15 percent of residents who would be very or somewhat likely to use intercity buses if this was improved.**

Additionally, after conversion:

- Fifteen percent would be very or somewhat likely to use intercity buses if there were more efficient routes to reduce travel times between destinations,
- Fourteen percent would if there was improved on-time arrival at their destination,
- Thirteen percent would if there were increased frequencies of buses on existing routes, and
- Thirteen percent would if there was upgraded passenger seating.

Metro Region residents were the most likely to say they would be likely to use intercity buses if any of these improvements were made.

Figure 5-3: Improvements to Intercity Buses - Overall



Q16. How likely would you be to use intercity buses (Greyhound, Megabus, etc.) if the following were improved?
Base = Those answering

Table 5-6: Improvements to Intercity Buses - By Region

Net: Very/Somewhat Likely	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest((F)	Superior (G)	University (H)
Additional routes serving more communities around Michigan	45%	42%^{E}	39%	52%^{BCEFG}	29%	31%	38%	48%^{EF}
More efficient routes to reduce travel times between destinations	43%	36%	36%	52%^{BCEFH}	26%	36%	44%^{E}	42%^{E}
Improved on-time arrival at your destination	41%	36%	34%	50%^{BCEFH}	26%	29%	40%	42%^{EF}
Increased frequencies of buses on existing routes	40%	38%^{E}	32%	48%^{BCEFH}	21%	31%	38%^{E}	39%^{E}
Upgraded passenger seating	39%	37%^{E}	30%	48%^{BCEFG}	21%	31%	31%	41%^{CE}

Q16. How likely would you be to use intercity buses (Greyhound, Megabus, etc.) if the following were improved?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 5-7: Likelihood of Using Intercity Buses (Conversion) – By Region

		Factor	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Additional routes serving more communities around Michigan	Very likely		21%	18%	15%	27%	13%	14%	16%	23%
	Somewhat likely		24%	23%	25%	25%	15%	17%	23%	25%
	Conversion: Very likely	0.5	11%	9%	8%	14%	7%	7%	8%	12%
	Conversion: Somewhat likely	0.2	5%	5%	5%	5%	3%	3%	5%	5%
	Net: Likely		**15%**	**14%**	**13%**	**19%**	**10%**	**10%**	**13%**	**17%**
More efficient routes to reduce travel times between destinations	Very likely		20%	17%	10%	27%	9%	17%	18%	20%
	Somewhat likely		23%	19%	26%	25%	18%	18%	26%	22%
	Conversion: Very likely	0.5	10%	9%	5%	14%	5%	9%	9%	10%
	Conversion: Somewhat likely	0.2	5%	4%	5%	5%	4%	4%	5%	4%
	Net: Likely		**15%**	**12%**	**10%**	**19%**	**8%**	**12%**	**14%**	**14%**
Improved on-time arrival at your destination	Very likely		18%	16%	10%	25%	6%	14%	16%	18%
	Somewhat likely		23%	20%	23%	25%	20%	15%	24%	24%
	Conversion: Very likely	0.5	9%	8%	5%	13%	3%	7%	8%	9%
	Conversion: Somewhat likely	0.2	5%	4%	5%	5%	4%	3%	5%	5%
	Net: Likely		**14%**	**12%**	**10%**	**18%**	**7%**	**10%**	**13%**	**14%**
Increased frequencies of buses on existing routes	Very likely		17%	17%	10%	24%	4%	11%	13%	15%
	Somewhat likely		23%	21%	22%	24%	17%	20%	25%	24%
	Conversion: Very likely	0.5	9%	9%	5%	12%	2%	6%	7%	8%
	Conversion: Somewhat likely	0.2	5%	4%	4%	5%	3%	4%	5%	5%
	Net: Likely		**13%**	**13%**	**9%**	**17%**	**5%**	**10%**	**12%**	**12%**
Upgraded passenger seating	Very likely		16%	13%	6%	24%	3%	11%	10%	13%
	Somewhat likely		24%	24%	24%	23%	18%	20%	21%	28%
	Conversion: Very likely	0.5	8%	7%	3%	12%	2%	6%	5%	7%
	Conversion: Somewhat likely	0.2	5%	5%	5%	5%	4%	4%	4%	6%
	Net: Likely		**13%**	**11%**	**8%**	**17%**	**5%**	**10%**	**9%**	**12%**

Q16. How likely would you be to use intercity buses (Greyhound, Megabus, etc.) if the following were improved?
Base = Those answering
Superscript letters denote statistical significance between groups.

Bicycling

Overall, nearly six in 10 Michigan residents (58 percent) are comfortable riding a bike on roads with bike lanes at a minimum. This is consistent with that seen in 2023. About four in 10 residents (42 percent) are not comfortable if there are no bike lanes or have no interest in doing so. Notably, the proportion of residents who are not comfortable at all riding a bicycle has increased from 19 percent in 2023 to 25 percent in 2025.

Among those who have used a bicycle for travel in the last week, 82 percent are comfortable on roads with at least bike lanes.

Comfort with riding bicycles tends to be comparable across regions.

Table 5-8: Comfort with Bicycles - Trended

	2023 (n=1,673)	2025 (n=2,829)
Net: Comfortable On Roads With At Least Bicycle Lanes	59%	58%
I am comfortable riding on almost any road or intersection regardless of road condition, traffic speed and volume	13%	11%
I am comfortable riding on certain roads with wide shoulders, bicycle lanes and easy-to-navigate	20%	21%
I am only comfortable riding on roads with bicycle lanes, neighborhood streets with low traffic	27%	26%
Net: No Interest/Not Comfortable Beyond Bicycle Paths	41%	42%
I am only comfortable on bicycle paths away from motor vehicles	22%	17%↓
I have no interest in riding bicycles	19%	25%↑

Q17. Which of the following best describes your comfort and interest in riding a bicycle in the area where you live?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 5-9: Comfort with Bicycles - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Net: Comfortable On Roads With At Least Bicycle Lanes	**58%**	**55%**	**56%**	**60%**	**62%**	**57%**	**65%**	**56%**
I am comfortable riding on almost any road or intersection regardless of road condition, traffic speed and volume	11%	11%	11%	12%[H]	18%[BH]	12%	19%[BDH]	7%
I am comfortable riding on certain roads with wide shoulders, bicycle lanes and easy-to-navigate	21%	23%	20%	21%	22%	18%	23%	19%
I am only comfortable riding on roads with bicycle lanes, neighborhood streets with low traffic	26%	21%	24%	26%	22%	27%	23%	31%[B]
Net: No Interest/Not Comfortable Beyond Bicycle Paths	**42%**	**45%**	**44%**	**40%**	**38%**	**43%**	**35%**	**44%**
I am only comfortable on bicycle paths away from motor vehicles	17%	18%[G]	22%[EG]	18%[EG]	10%	13%	10%	18%
I have no interest in riding bicycles	25%	26%	23%	22%	28%	29%	25%	26%

Q17. Which of the following best describes your comfort and interest in riding a bicycle in the area where you live?
Base = Those answering
Superscript letters denote statistical significance between groups.

Public Transportation

Overall, one in 10 residents use public transportation at least once a week. Usage of public transportation logically tends to be concentrated in the Metro Region, where 13 percent use it at least once per week. This is significantly more than in any other region of Michigan.

Table 5-10: Usage of Public Transportation - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=187)	University (H) (n=471)
Net: At Least Once a Week	**9%**	**7%**	**5%**	**13%^{BCEFGH}**	**7%**	**4%**	**8%**	**7%**
5 or more days per week	3%	3%^{E}	2%^{E}	5%^{CEFG}	-	1%	1%	3%^{E}
3-4 days per week	3%	3%^{F}	2%^{F}	4%^{CFH}	4%^{F}	-	6%^{BCFH}	2%^{F}
1-2 days per week	3%	1%	1%	4%^{BCG}	3%^{G}	3%	<1%	2%
More than 2 days per month but less than once per week	2%	1%	2%^{E}	2%^{E}	-	4%E	<1%	3%^{EG}
1-2 times per month	3%	3%^{G}	3%^{G}	4%^{G}	3%	3%G	-	4%^{G}
1-11 times per year	15%	13%	17%	15%	13%	19%	10%	16%
Less than yearly	25%	27%	24%	22%	21%	29%	24%	29%
Never	46%	49%	49%	43%	55%^{DH}	42%	57%^{DFH}	41%
Mean	**0.4**	**0.4**	**0.3**	**0.6^{BCEFH}**	**0.2**	**0.2**	**0.3**	**0.4**

Q19. How often do you use public transportation?
Base = Those answering
Superscript letters denote statistical significance between groups.

Ridesharing

Only 6 percent overall use rideshare such as Uber, Lyft or taxi at least once per week. This is generally consistent across regions, with the Metro and Superior regions standing out with the highest usage of rideshare services (10 and 7 percent using at least once per week, respectively).

Table 5-11: Usage of Rideshare - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Net: At Least Once a Week	**6%**	**3%**	**3%**	**10%^{BCEFH}**	**3%**	**5%^{H}**	**7%^{BCEH}**	**2%**
5 or more days per week	1%	1%	-	2%^{BCEFH}	-	-	1%	1%^{CEF}
3-4 days per week	2%	-	3%^{BFH}	2%^{BFH}	3%^{BFH}	-	4%^{BFH}	<1%
1-2 days per week	3%	2%^{E}	<1%	5%^{BCEGH}	-	5%^{BCEH}	2%^{CE}	1%
More than 2 days per month but less than once per week	2%	2%	2%^{G}	3%^{EFG}	<1%	<1%	-	3%^{EFG}
1-2 times per month	4%	1%	3%^{G}	6%^{BCEG}	1%	2%	-	5%^{BEG}
1-11 times per year	26%	18%	24%	33%^{BCEFH}	15%	22%	24%	24%
Less than yearly	19%	21%^{D}	25%^{D}	14%	19%	21%	15%	23%^{D}
Never	43%	56%^{CDH}	43%^{D}	34%	62%^{CDH}	48%^{D}	53%^{D}	44%^{D}
Mean	**0.3**	**0.1**	**0.2**	**0.4^{BCEFH}**	**0.1**	**0.1**	**0.3**	**0.2**

Q20. How often do you use ridesharing modes such as Uber, Lyft or taxi?
Base = Those answering
Superscript letters denote statistical significance between groups.

Micromobility

More than one in 10 Michigan residents (14 percent) currently use micromobility, including bicycles, e-bikes or e-scooters, at least once a week. Interestingly, residents from the North Region use micromobility more frequently on average, with an average of 0.8 days per week, led by 7 percent who are using micromobility five or more days per week.

Table 5-12: Usage of Micromobility - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Net: At Least Once a Week	**14%**	**13%**	**14%**	**15%^{H}**	**18%^{H}**	**11%**	**20%^{H}**	**9%**
5 or more days per week	3%	2%	3%^{F}	3%^{F}	7%^{BCDFH}	<1%	6%^{F}	2%
3-4 days per week	4%	3%	2%	5%^{C}	5%	3%	4%	4%
1-2 days per week	7%	8%	9%	7%	6%	7%	10%^{H}	4%
More than 2 days per month but less than once per week	5%	4%	5%	5%	3%	2%	5%	6%
1-2 times per month	5%	4%	5%	7%^{FH}	7%	1%	6%	3%
1-11 times per year	17%	17%	23%^{DH}	16%	14%	19%	19%	15%
Less than yearly	14%	14%	14%	12%	11%	14%	11%	19%^{D}
Never	46%	47%	39%	46%	47%	53%^{C}	39%	48%
Mean	**0.5**	**0.4**	**0.5**	**0.6**	**0.8^{BCFH}**	**0.3**	**0.7^{FH}**	**0.4**

Q21. How often do you travel by micromobility (bicycles, e-bikes, e-scooters, etc.)?
Base = Those answering
Superscript letters denote statistical significance between groups.

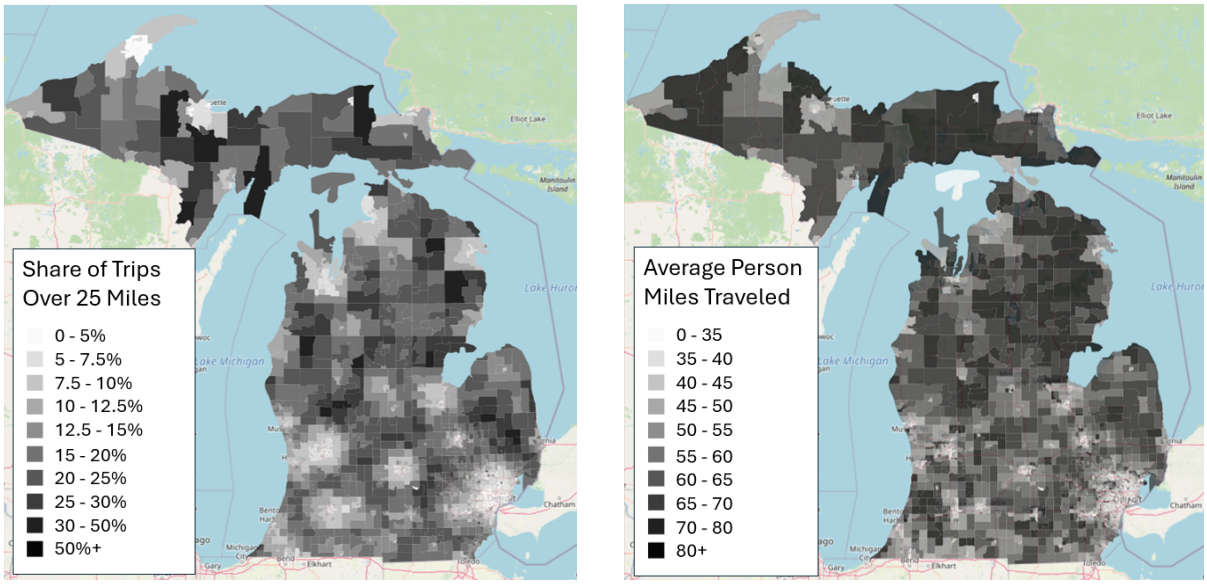
LOCUS Comparisons

In addition, analysis of the survey results with respect information gathered on census tracts through LOCUS (see **LOCUS**) was done to see how local travel behavior might impact residents' answers within the survey. This involved developing choice models in which the answer given was modeled based on the observed metrics of their home tract. In this report, some of these results are described to better understand and enhance survey responses. Not all metrics were found to be correlated to choices in this survey. Only those that were statistically significant are reported here unless otherwise noted.

This should not be interpreted as cause and effect. People may live in an area because they feel a certain way about transportation and their environment, or a particular situation may influence how they view transportation. It is also not direct assessment of the respondent. These statistics quantify the overall travel of everyone there but do not mean that each individual in the zone with high travel distance, for example, travels long distances themselves.

The percentage of trips more than 25 miles correlate well with lower population density. Those areas where people and places are further apart have a higher share of trips that are longer. Average person miles traveled (PMT), the total distance someone travels in a day, shows similar geographic patterns without the same rapid drop off outside of the cities.

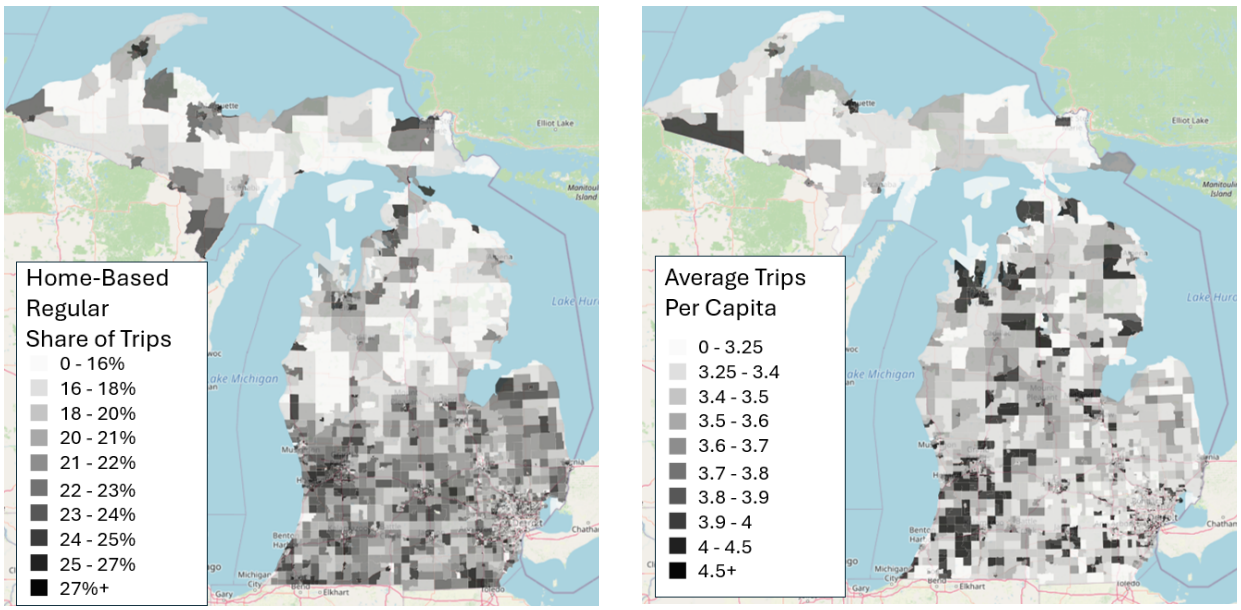
Figure 5-4: Map of LOCUS Metrics - Share of Trips More Than 25 Miles and Person Miles Traveled



The residents in census tracts with more trips longer than 25 miles or higher PMT tended to have less overall satisfaction with MDOT and were less likely to feel that the quality of transportation had improved. This suggests that people who drive more are less pleased with traveling. They also reported less transportation insecurity, less discrimination or harassment, less impact of self-driving cars on fuel economy and more concern about increases in crash severity due to self-driving cars. More, longer trips also correlated with less interest in electric vehicles and more willingness to pay tolls to drive on less congested roads.

LOCUS data identifies the home location of each device (i.e., person). It also includes a "regular" location, typically work or school, that the person travels to with regularity (if one exists). With this it can identify each trip as either home-based regular (HBR; home-to-regular or regular-to-home), home-based other (HBO), regular-based other (RBO) or other based other (OBO). Tracts that have a high share of HBR trips have a high number of people commuting, fewer other types of trips, or a combination of these characteristics. The following maps show the distribution of census tracts by their HBR share and by their total average trips per person.

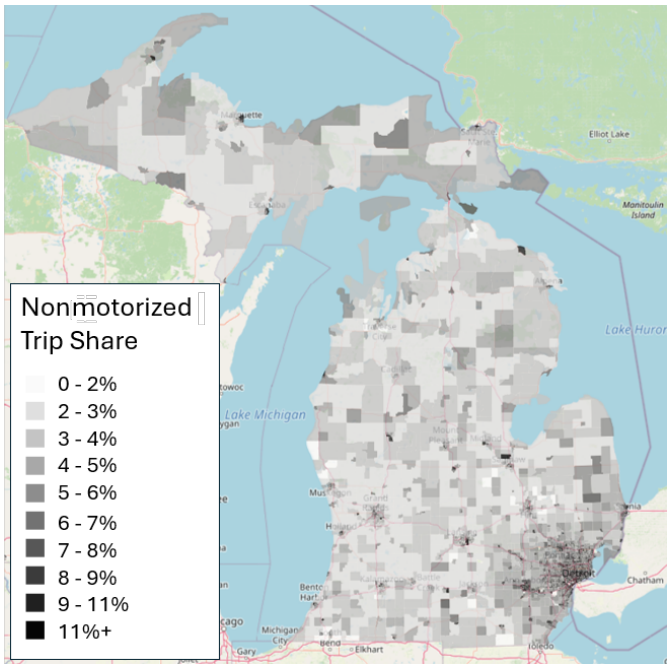
Figure 5-5: Map of LOCUS Metrics - Trips Per Person and Home-Based Regular Share



People in areas with higher HBR tended to be more open to electric vehicles, be more willing to pay tolls (for reduced congestion, better roads, or something else), experience less transportation insecurity or discrimination, and expect little impact from self-driving cars on congestion or the number of crashes.

The LOCUS data also categorizes trips as motorized or nonmotorized (e.g., bike or walk). These trips were more common in denser or more urban areas and tend to correlate inversely to PMT and share of long-distance trips.

Figure 5-6: Map of LOCUS Metrics – Nonmotorized Share of Trips



Areas with more nonmotorized travel correlated positively with:

- Satisfaction with MDOT,
- Feeling that the quality of transportation has improved,
- Interest in buying or leasing an electric vehicle and
- Reporting transportation insecurity, harassment or discrimination.

Transportation Security

Residents were asked to specify how frequently transportation issues played a role in each of the following in their life:

- How often they skipped going somewhere because of a problem with transportation,
- How often problems with transportation affected their relationship with others, and
- How often they were not able to leave the house when they wanted to because of a problem with transportation.

In addition to individual readings on each of these attributes, these three attributes make up the 3-Item Transportation Security Index,[2] a consolidation of the TSI-16 and TSI-6 put forth by the Transportation Insecurity Project.[3]

Transportation Security Index (TSI-3)

The 3-Item Transportation Security Index is a validated measure that captures the experience of transportation insecurity at the individual level. The measure is calculated for each individual respondent by summing their responses to the three-item index, where:

- Often = 3,
- Sometimes = 2, and
- Never = 1.

When the responses to the index are summed for each individual, if the sum is three or four, the individual is considered **transportation secure**. If the sum is five to nine, the individual is **transportation insecure.**

This exercise overall shows that slightly more than one-third of residents statewide can be considered transportation insecure (37 percent), though at least one-quarter of residents in each region are transportation insecure. This is highest in the Metro Region, where 42 percent are transportation insecure. Low income, younger age and/or being a person of color are more likely to correlate with being transportation insecure.

[2] https://www.Michigan.gov/MDOT/-/media/Project/Websites/MDOT/Programs/Research-Administration/Final-Reports/SPR-1749-Report.pdf?rev=9cd4b8bf0933465382f01c163108307d&hash=5BC749B2C19A153838B28861333B8B0E
[3] https://transportation-insecurity.umich.edu/transportation-security-index/

Table 5-13: Transportation Security Index - By Region

	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Transportation Secure	63%	65%[D]	67%[D]	58%	71%[D]	74%[D]	65%	64%
Transportation Insecure	**37%**	**35%**	**33%**	**42%[BCEF]**	**29%**	**26%**	**35%**	**36%**

Q9SUM2. Transportation Security Index
Superscript letters denote statistical significance between groups.

Table 5-14: Transportation Security Index - By Subgroups

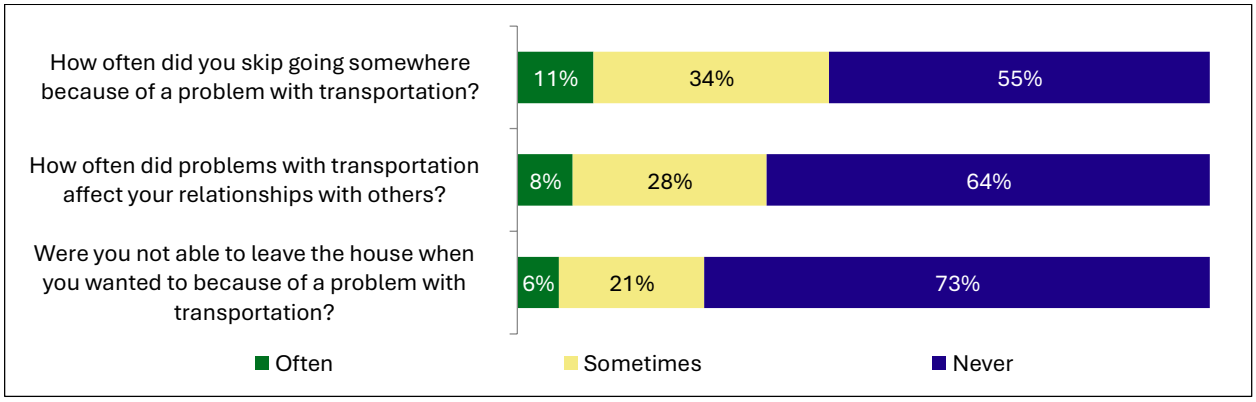
	White (B)	People of Color (C)	18-34 (G)	35-54 (H)	55+ (I)	<$35K (J)	$35K - <$75K (K)	$75K - <$100K (L)	$100K+ (M)
Transportation Secure	70%[C]	45%	52%	62%[G]	72%[GH]	46%	60%[J]	71%[JK]	72%[JK]
Transportation Insecure	**30%**	**55%[B]**	**48%[HI]**	**38%[I]**	**28%**	**54%[KLM]**	**40%[LM]**	**29%**	**28%**

Q9SUM2. Transportation Security Index
Superscript letters denote statistical significance between groups.

Those who are transportation insecure tend to be more dissatisfied with MDOT overall (32 percent, compared to 19 percent of those who are transportation secure). They also are more likely to have used at least one of the following modes in the last seven days, compared to their transportation secure counterparts:

- In another vehicle,
- Any taxi or rideshare service,
- Any bus or shuttle, and/or
- Scooter, moped, or similar.

Figure 5-7: Transportation Security Attributes - Overall



Q9. In the past 30 days…
Base = Those answering

Table 5-15: Transportation Security Attributes - By Region

Net: Sometimes/Often	Total (A)	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
How often did you skip going somewhere because of **a problem with transportation?**	45%	42%	43%	52%[BCEGH]	38%	42%	38%	41%
How often did problems with **transportation affect your relationships with others?**	36%	35%	32%	42%[CEFGH]	28%	28%	30%	34%
Were you **not able to leave the house when you wanted to** because of a problem with transportation?	27%	26%[E]	23%	32%[CEFH]	15%	20%	33%[CEF]	25%[E]

Q9. In the past 30 days…
Base = Those answering
Superscript letters denote statistical significance between groups.

Trip Purpose Frequency

Overall, 56 percent of Michigan residents travel at least once in the past seven days for medical or other healthcare purposes, and a similar proportion (57 percent) do so to commute to work or school. However, while trips to commute to work or school are made nearly three days a week on average, trips for medical or health care purposes are made less frequently, with residents making them an average of once in the past seven days.

Table 5-16: Trip Purpose Frequency - Overall

	0 Days	1 Day	2 Days	3 Days	4 Days	5+ Days	**Mean**
To commute to work or school	43%	3%	4%	5%	6%	40%	**2.7**
For shopping or other errands	11%	25%	25%	18%	7%	14%	**2.4**
To go to grocery stores or markets	5%	24%	32%	21%	8%	10%	**2.4**
For medical or health care	44%	30%	16%	5%	2%	3%	**1.1**
For any other purpose	18%	20%	18%	12%	8%	26%	**2.9**

Q14B. In the past seven days, on how many days did you travel for each of the following purposes?
Base = Those answering

The Bay, Metro and Superior regions tend to see the highest incidence of travel for medical or healthcare purposes, making these trips 1.1 to 1.2 days in the past seven days (compared to 0.8 to 1.0 in other regions). Additionally, people of color tend to have made more trips in the past seven days for all trip purposes than white residents.

Table 5-17: Trip Purpose Frequency - By Region

Mean Number of Days in Past Seven Days	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
To commute to work or school	2.7	3.0	3.0	2.6	2.4	2.8	2.4	2.9
For shopping or other errands	2.4	2.4	2.5	2.5	2.3	2.5	2.1	2.3
To go to grocery stores or markets	2.4	2.3	2.5	2.4	2.2	2.6	2.3	2.3
For medical or health care	1.1	1.1[E]	1.0	1.2[EH]	0.8	1.0	1.2[E]	0.9
For any other purpose	2.9	3.0	3.0	2.9	3.0	2.7	2.8	2.7

Q14B. In the past seven days, on how many days did you travel for each of the following purposes?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 5-18: Trip Purpose Frequency - By Subgroups

Mean Number of Days in Past Seven Days	White (B)	POC (C)	18-34 (G)	35-54 (H)	55+ (I)
To commute to work or school	2.6	3.2[B]	3.8[I]	3.6[I]	1.4
For shopping or other errands	2.3	2.9[B]	2.5	2.5	2.4
To go to grocery stores or markets	2.3	2.6[B]	2.4	2.4	2.4
For medical or health care	0.9	1.4[B]	1.1	1.1	1.1
For any other purpose	2.8	3.2[B]	3.0	3.0	2.7

Q14B. In the past seven days, on how many days did you travel for each of the following purposes?
Base = Those answering
Superscript letters denote statistical significance between groups.

Ease of Mode Use by Purpose

Michigan residents tend to see driving as one of the easiest modes to use for most trip purposes, with nine in 10 or more ranking driving as their first or second choice for all trip purposes. While driving is consistently ranked as the first or second choice for various trip purposes, other modes tend to have minimal ability to allow residents to access those same trip purposes and are more likely to be ranked in the fourth or fifth place (second to last or last) for each.

Walking is most consistently ranked lower on its ease of use for getting to places of employment, trips for medical or healthcare, and for other shopping or errands, with at least six in 10 residents ranking it either last or second to last compared to other modes (66, 64 and 60 percent, respectively). Similarly, about one-half of residents ranked walking last or second to last compared to other modes for trips to their children's school or childcare (52 percent) and trips to grocery stores or markets (54 percent). Additionally, biking and public transportation were ranked similarly low across all trip purposes, with 48 to 57 percent of residents ranking each in the fourth or fifth rank position.

Table 5-19: Ease of Using Modes for Specific Trip Purposes - Lowest Ranked by Trip Purpose

Net: 4th and 5th Ranked	To places of employment*	To you or your children's school or childcare	Trips for medical/healthcare	To grocery stores or markets	For other shopping or errands
Walking	66%	52%	64%	54%	60%
Biking	54%	51%	57%	51%	54%
Public transportation	49%	51%	48%	55%	51%
Rideshare (taxi, Uber, Lyft)	27%	41%	28%	38%	32%
Driving (or being a passenger)	3%	5%	2%	2%	3%

Q22. Please rank how easy it is for you to make each of the following types of trips by each mode of transportation listed below
**Base = Those answering who are employed/Intern or volunteer/Unemployed but looking for work*
Base = Those answering

After driving, about one-half of residents find that ridesharing is the first or second easiest mode to use to make trips to places of employment (57 percent), trips for medical or health care (56 percent) and for other shopping and errands (50 percent). Notably, however, rideshare is seen as less easy to use for trips to children's schools or for childcare (41 percent) and to go to grocery stores or markets (44 percent).

While driving is most consistently seen as the easiest to use across regions, rideshare is consistently seen as easier to use in the Metro Region than any others, likely because of its availability in the greater Detroit area. In the Superior and North regions, biking was ranked as first or second easiest to use for trips for medical care by 30 and 26 percent of residents, respectively.

Table 5-20: Ease of Using Modes for Specific Trip Purposes - By Region

Net: 1st and 2nd Ranked	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
To places of employment*	**n=1,419**	**n=196**	**n=187**	**n=570**	**n=77**	**n=87**	**n=75**	**n=227**
Driving (or being a passenger)	94%	95%^{D}	95%	90%	99%^{DG}	97%^{D}	90%	98%^{DG}
Rideshare (taxi, Uber, Lyft)	57%	50%^{E}	58%^{E}	66%^{BEGH}	26%	53%^{E}	41%	54%^{E}
Biking	18%	23%^{D}	22%^{D}	12%	35%^{D}	18%	29%^{D}	20%^{D}
Walking	15%	14%	12%	16%	28%^{H}	22%	30%^{CH}	10%
Public transportation	15%	18%	12%	17%	12%	10%	9%	17%
To you or your children's school or child care	**n=1,025**	**n=145**	**n=120**	**n=411**	**n=60**	**n=69**	**n=60**	**n=160**
Driving (or being a passenger)	90%	92%	89%	88%	97%^{DG}	94%	84%	89%
Rideshare (taxi, Uber, Lyft)	41%	28%	39%	50%^{BEH}	27%	42%	39%	37%
Public transportation	23%	32%^{DF}	28%	19%	23%	14%	27%	26%
Walking	26%	25%	22%	28%	31%	20%	21%	26%
Biking	20%	23%	23%	15%	22%	29%	28%	22%
Trips for medical/health care	**n=2,766**	**n=414**	**n=378**	**n=980**	**n=170**	**n=175**	**n=184**	**n=465**
Driving (or being a passenger)	96%	98%^{DG}	96%	94%	99%^{DG}	97%^{D}	94%	98%^{DG}
Rideshare (taxi, Uber, Lyft)	56%	41%^{E}	56%^{BEG}	68%^{BCEFGH}	22%	54%^{BEG}	35%^{E}	57%^{BEG}
Walking	18%	20%	20%	15%	22%	19%	28%^{DH}	15%
Public transportation	16%	25%^{CD}	11%	12%	27%^{CD}	18%	17%	18%^{CD}
Biking	14%	16%	18%^{D}	11%	30%^{BCDFH}	11%	26%^{DFH}	12%
To grocery stores or markets	**n=2,766**	**n=414**	**n=378**	**n=980**	**n=170**	**n=175**	**n=184**	**n=465**
Driving (or being a passenger)	95%	98%^{D}	97%^{D}	92%	98%^{D}	96%^{D}	94%	98%^{DG}
Rideshare (taxi, Uber, Lyft)	44%	35%	48%^{BEG}	48%^{BEG}	25%	49%^{BEG}	29%	43%^{EG}
Walking	22%	18%	16%	28%^{BCH}	22%	21%	29%^{BCH}	18%
Biking	22%	24%	26%	19%	28%	17%	27%	23%
Public transportation	17%	26%^{CDH}	13%	13%	26%^{CD}	17%	20%	18%
For other shopping or errands	**n=2,766**	**n=414**	**n=378**	**n=980**	**n=170**	**n=175**	**n=184**	**n=465**
Driving (or being a passenger)	95%	96%^{DG}	96%^{DG}	93%	99%^{BDG}	98%^{DG}	92%	98%^{DG}
Rideshare (taxi, Uber, Lyft)	50%	39%	51%^{BEG}	57%^{BEG}	30%	51%^{EG}	36%	51%^{BEG}
Biking	20%	23%	21%	17%	29%^{DFH}	16%	23%	18%
Walking	19%	19%	17%	20%	19%	20%	29%^{BCH}	16%
Public transportation	16%	23%^{CD}	15%	13%	23%^{D}	16%	19%	17%

Q22. Please rank how easy it is for you to make each of the following types of trips by each mode of transportation listed below
**Base = Those answering who are employed/Intern or volunteer/Unemployed but looking for work*
Base = Those answering
Superscript letters denote statistical significance between groups.

Harassment

Harassment
To create an unpleasant or hostile situation for; especially by uninvited and unwelcome verbal or physical conduct.

About three in 10 Michigan residents (31 percent) report having experienced harassment while traveling in Michigan, meaning nearly seven in 10 (69 percent) have not. The most common mode of travel where residents have encountered harassment is driving, where 22 percent have experienced some form of harassment. This is lowest among those in the Superior Region, where 9 percent have encountered harassment while driving. While overall only 4 percent have experienced some form of harassment while on public transportation, when looking specifically at public transportation riders, that rises to 16 percent.

Residents in the Bay, Metro and Southwest regions tend to experience more harassment as pedestrians, ranging from 9 to 11 percent.

People of color were more likely to specify they have experienced harassment (40 percent), compared to white residents (28 percent), and younger residents (ages 18 to 34) also experience harassment at a higher rate than older residents.

Table 5-21: Experiences with Harassment - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Net: Have experienced harassment	31%	29%	31%^{G}	34%^{G}	29%	29%	21%	30%
Driving	22%	20%^{G}	25%^{G}	22%^{G}	20%	23%^{G}	9%	26%^{G}
Walking	8%	9%^{EGH}	7%	11%^{EGH}	3%	10%^{EGH}	4%	4%
Biking	6%	7%	7%	7%	8%	5%	8%	4%
Public Transportation	4%	3%^{F}	3%	6%^{FG}	5%^{F}	1%	3%	4%^{F}
Rideshare (e.g., taxi, Uber, Lyft)	2%	1%	<1%	4%^{BCF}	2%	-	2%^{CF}	3%^{BCF}
Other	-	-	-	-	-	-	-	-
I have not experienced harassment while traveling in Michigan	69%	71%	69%	66%	71%	71%	79%^{CD}	70%

Q23A. In the past year, have you experienced harassment while traveling in Michigan by the modes of transportation listed below?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 5-22: Experiences with Harassment - By Subgroups

	White (B) (n=2065)	POC (C) (n=467)	18-34 (G) (n=301)	35-54 (H) (n=782)	55+ (I) (n=1601)
Net: Have experienced harassment	**28%**	**40%^{B}**	**41%^{HI}**	**33%^{I}**	**24%**
Driving	21%	24%	22%	25%^{I}	21%
Walking	6%	15%^{B}	14%^{I}	9%^{I}	4%
Biking	6%	9%^{B}	10%^{I}	6%	4%
Public Transportation	3%	10%^{B}	8%^{I}	4%^{I}	2%
Rideshare (e.g., taxi, Uber, Lyft)	1%	5%^{B}	3%	3%^{I}	1%
Other	-	-	-	-	-
I have not experienced harassment while traveling in Michigan	72%^{C}	60%	59%	67%^{G}	76^{GH}

Q23A. In the past year, have you experienced harassment while traveling in Michigan by the modes of transportation listed below?
Base = Those answering
Superscript letters denote statistical significance between groups.

Discrimination

Discrimination
The unfair or prejudicial treatment of people and groups based on characteristics such as race, gender, age or sexual orientation, etc.

One in 10 residents (11 percent) indicated they have experienced discrimination while traveling in Michigan, most commonly while driving (6 percent). Again, when looking at public transportation users specifically and their experiences, 13 percent have experienced discrimination on public transportation.

Residents in the Bay, Metro and Southwest regions tend to experience more discrimination as pedestrians (7 percent, compared to 1 - 5 percent in other regions).

Experiences of discrimination are not quite as common in the North Region, where 97 percent of residents indicate they have not experienced discrimination in Michigan while traveling.

People of color were more likely to specify they have experienced discrimination (24 percent), compared to white residents (7 percent). Older residents (age 55 or older) are less likely to have encountered discrimination than their younger counterparts.

Table 5-23: Experiences with Discrimination - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Net: Have experienced discrimination	11%	13%^{E}	9%^{E}	14%^{CEH}	3%	10%^{E}	12%^{E}	9%^{E}
Driving	6%	9%^{CEGH}	4%	6%^{G}	3%	5%	2%	4%
Walking	4%	4%	3%	7%^{BCEFH}	2%	1%	5%	3%
Biking	4%	3%	3%	4%^{H}	3%	5%	7%^{H}	2%
Public Transportation	3%	2%	1%	5%^{BCF}	2%	1%	3%	5%^{BCF}
Rideshare (e.g., taxi, Uber, Lyft)	2%	1%	1%	3%^{BCF}	2%	1%	2%	2%
Other	-	-	-	-	-	-	-	-
I have not experienced discrimination while traveling in Michigan	89%	87%	91%^{D}	86%	97%^{BCDFGH}	90%	88%	91%^{D}

Q23B. In the past year, have you experienced discrimination while traveling in Michigan by the modes of transportation listed below?
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 5-24: Experiences with Discrimination - By Subgroups

	White (B) (n=2065)	POC (C) (n=467)	18-34 (G) (n=301)	35-54 (H) (n=782)	55+ (I) (n=1601)
Net: Have experienced discrimination	**7%**	**24%[B]**	**16%[I]**	**14%[I]**	**6%**
Driving	3%	11%[B]	4%	9%[GI]	4%
Walking	2%	10%[B]	6%[I]	5%[I]	2%
Biking	2%	7%[B]	7%[HI]	2%	2%
Public Transportation	2%	7%[B]	5%	4%[I]	2%
Rideshare (e.g., taxi, Uber, Lyft)	1%	5%[B]	2%	3%[I]	1%
Other	-	-	-	-	-
I have not experienced discrimination while traveling in Michigan	93%[C]	76%	84%	86%	94%[GH]

Q23B. In the past year, have you experienced discrimination while traveling in Michigan by the modes of transportation listed below?
Base = Those answering
Superscript letters denote statistical significance between groups.

Employment

When looking at the employment status of Michigan residents, overall 59 percent of residents are employed, leaving 41 percent who are not (note that this includes those who are retired as well).

Residents were also asked if they are able to work from home and how many days each week they typically do so. Understanding residents' likelihood and frequency of working from home offers insights into traffic patterns, such as trips made during peak hours in the morning and evening.

Of those who are employed, 38 percent have some ability to work from home, with their employers permitting an average of 3.7 days per week working remotely. On average, residents who have the ability to work from home do so 3.0 days per week.

Those who telework only (either from home or some other remote location) do so just under five days per week on average (4.7 days). Those who work a hybrid schedule where they telework some days and travel for others work from home less than three days per week on average (2.7 days). Overall, 51 percent of employed residents have only one work location outside of the home. This segment of residents teleworks very rarely.

Table 5-25: Days Worked from Home Per Week - By Work Situation

	Telework **only** from home or remotely (B) (n=183)	Telework some days and travel to a work location for the remainder (C) (n=244)	Only one work location outside of home (D) (n=778)	Work location regularly varies (different offices/jobsites) (E) (n=249)
0 days	2%	1%	95%^{BCE}	82%^{BC}
1+ days	98%^{DE}	99%^{DE}	5%	18%^{D}
Mean (days)	**4.7^{CDE}**	**2.7^{DE}**	**0.1**	**0.4^{D}**

Q32A. On average, how many days a week do you work from home?
Base = Those who are employed
Superscript letters denote statistical significance between groups.

There are no significant differences in net employment across regions; however, there are differences within the level of employment. While the majority of the Superior Region's residents who are employed are full-time, this region has a significantly greater proportion of part-time workers compared to the other regions. When looking at those who say they are unemployed, residents of the Metro Region were significantly more likely than any other region to be unemployed and actively looking for work (7 percent). Residents of the Metro Region were the most likely to have the ability to work from home (44 percent).

Table 5-26: Employment Characteristics - By Region

	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Employment status (Q30)	**n=2,829**	**n=428**	**n=383**	**n=1005**	**n=175**	**n=179**	**n=188**	**n=471**
Net: Employed	59%	54%	63%	60%	52%	59%	51%	60%
Employed full-time (paid, working 30 or more hours per week)	48%	48%[G]	51%[EG]	48%[G]	38%	51%[G]	33%	50%[G]
Employed part-time (paid, working less than 30 hours per week)	6%	3%	7%	6%[B]	9%	4%	14%[BDFH]	6%
Primarily self-employed	4%	4%	5%	5%	5%	4%	4%	4%
Net: Not employed	41%	46%	37%	40%	48%	41%	49%	40%
Unemployed and not looking for work (e.g., retired, stay-at-home parent, student)	36%	41%[D]	33%	33%	46%[CD]	33%	43%	37%
Unemployed and looking for work	4%	3%[E]	3%	7%[BCEGH]	1%	6%[E]	3%	2%
Unpaid volunteer or intern	1%	1%	1%	1%	2%	2%	3%	1%
Ability to work from home (Q32A)	**n=1,535**	**n=210**	**n=206**	**n=600**	**n=89**	**n=99**	**n=85**	**n=246**
Yes	38%	28%	36%	44%[B]	39%	31%	32%	35%
No	62%	72%[D]	64%	56%	61%	69%	68%	65%
Number of days working from home (Q32B)	**n=598**	**n=65**	**n=82**	**n=253**	Base too small to report	Base too small to report	Base too small to report	**n=109**
0	11%	24%[DH]	12%	9%	N/A	N/A	N/A	6%
1+	89%	76%	88%	91%[B]	N/A	N/A	N/A	94%[B]
Mean	3.0	2.6	2.7	3.1	N/A	N/A	N/A	3.0
Permitted work from home days per week (Q32C)	**n=548**	**n=61**	**n=72**	**n=235**	Base too small to report	Base too small to report	Base too small to report	**n=101**
Mean	3.7	3.7	3.8	3.6	N/A	N/A	N/A	3.5
Current work situation (Q33)[1]	**n=1,522**	**n=207**	**n=205**	**n=596**	**n=87**	**n=97**	**n=85**	**n=245**
Only one work location outside of home	51%	61%[DH]	53%	49%	46%	55%	53%	48%
Work location regularly varies (different offices/jobsites)	17%	20%	17%	15%	25%	17%	22%	15%
Telework some days and travel to a work location for the remainder	16%	8%	16%	20%[BG]	13%	13%	9%	18%[B]
Telework **only** from home (or remotely)	12%	7%	12%	13%[B]	13%	12%	12%	12%
Drive/bike/travel for work (driver, sales, deliveries)	4%	4%	2%	3%	3%	4%	3%	7%

Q30. What is your current employment status? Base = Those answering
Q32A. Does your employer allow you to work from home/telework? Base = Those who are employed
Q32B. On average, how many days a week do you work from home? Base = Those allowed to work from home
Q32C. How many days a week does your employer permit you to work from home? Base = Those allowed to work from home
Q33. Which of the following best describes your current work situation? Base = Those answering who are employed
Superscript letters denote statistical significance between groups.
[1]Top mentions

Section 6 EVs, Gas Tax/Tolls, Self-Driving Vehicles

Current Registered Vehicles in Household

On average, residents have two registered vehicles in their household, holding steady with proportions seen in 2023. Note that vehicle ownership is lowest in the Metro Region, where 9 percent do not have a registered vehicle in their household.

Table 6-1: Number of Registered Vehicles in Household - Trended

	2021 (n=5,074)	2023 (n=1,673)	2025 (n=2,829)
0 (No vehicles in household)	5%	4%	6%
1 or more	95%	96%	94%
Mean	1.9	2.0↑	2.0

Q31A. How many registered motor vehicles are in your current household?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 6-2: Number of Registered Vehicles in Household - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
0 (No vehicles in household)	6%	4%	3%	9%^{BCEGH}	3%	8%^{C}	3%	4%
1 or more	94%	96%^{D}	97%^{DF}	91%	97%^{D}	92%	97%^{D}	96%^{D}
Mean	**2.0**	**2.2^{D}**	**2.2^{D}**	**1.9**	**2.3^{DH}**	**2.2^{D}**	**2.1**	**2.0**

Q31A. How many registered motor vehicles are in your current household?
Base = Those answering
Superscript letters denote statistical significance between groups.

Change to Vehicles in Household

Most residents plan to continue with the same number of vehicles in their household over the next six months (86 percent). The remainder of residents (14 percent) plan to change the number of vehicles they own (5 percent planning to own fewer vehicles and 8 percent planning to own more).

Of those who do not currently have a car registered in their household, 50 percent plan to own a vehicle in the next six months, with the other 50 percent of those residents planning on keeping the same number of vehicles, that is, zero.

Table 6-3: Change in Number of Registered Vehicles in Household - By Region

	Total	Bay (B) (n=383)	Grand (C) (n=356)	Metro (D) (n=868)	North (E) (n=160)	Southwest (F) (n=161)	Superior (G) (n=173)	University (H) (n=426)
Net: Yes	**14%**	**15%^{G}**	**10%**	**15%^{G}**	**12%**	**20%^{CGH}**	**6%**	**12%**
Yes, plan to own fewer vehicles	5%	6%	6%	5%	6%	8%	2%	5%
Yes, plan to own more vehicles	8%	9%^{G}	5%	10%^{CG}	6%	13%^{CEG}	4%	7%
No, plan to keep the same number of vehicles	86%	85%	90%^{F}	85%	88%	80%	94%^{BDF}	88%^{F}

Q31B. In the next six months, do you plan to change the number of vehicles in your household?
Base = Those answering
Superscript letters denote statistical significance between groups.

Self-driving Vehicles

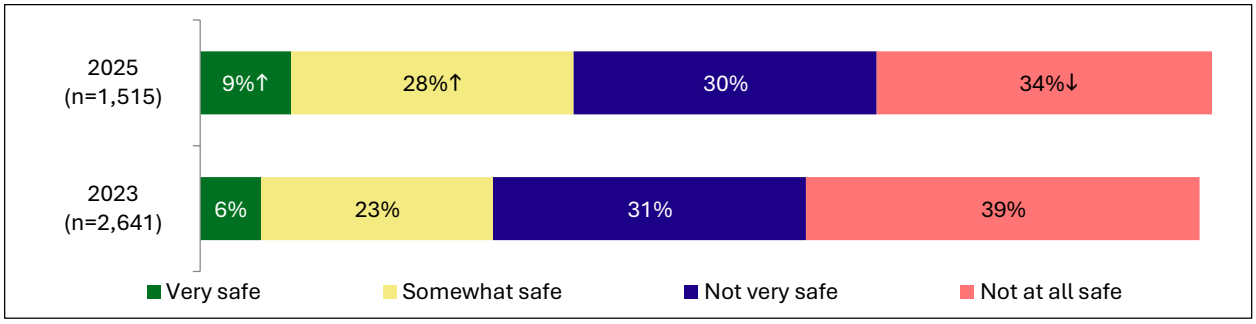
Safety Sharing the Road

Residents overall are tentative to share the roads with self-driving vehicles, with nearly two-thirds saying they would feel not very or not at all safe sharing the road with them (64 percent). This sentiment is especially common in the North Region, where 80 percent do not feel safe with the idea of sharing the road with self-driving vehicles.

Historically, Michigan residents have been tentative about this new technology, though we do see some improvement in feelings of safety sharing the road from 2023 to 2025. The proportion of residents feeling somewhat or very safe sharing the road with self-driving vehicles has increased from 29 percent in 2023 to 36 percent in 2025.

Younger residents are more open to self-driving vehicles, with 40 percent of those ages 18-34 and 40 percent of those 35-54 feeling somewhat or very safe sharing the road. Of those age 55 or older, 29 percent would feel safe sharing the road with self-driving vehicles.

Figure 6-1: Safety Sharing the Road with Self-Driving Vehicles - Trended



Q10. How safe do you think you will feel sharing the roadways in your community with self-driving vehicles?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 6-4: Safety Sharing the Road with Self-Driving Vehicles - By Region

	Total	Bay (B) (n=394)	Grand (C) (n=360)	Metro (D) (n=941)	North (E) (n=165)	Southwest (F) (n=166)	Superior (G) (n=177)	University (H) (n=438)
Net: Safe	**36%**	**29%**	**31%**	**44%^{BCE}**	**20%**	**36%^{E}**	**34%^{E}**	**37%^{E}**
Very safe	9%	6%	7%	11%^{BCG}	6%	10%^{G}	3%	10%^{G}
Somewhat safe	28%	24%	24%	33%^{BCE}	14%	26%	31%^{E}	27%^{E}
Net: Not safe	**64%**	**71%^{D}**	**69%^{D}**	**56%**	**80%^{DFGH}**	**64%**	**66%**	**63%**
Not very safe	30%	29%	32%	28%	30%	33%	31%	31%
Not at all safe	34%	42%^{DH}	37%^{D}	28%	50%^{DFH}	32%	35%	32%

Q10. How safe do you think you will feel sharing the roadways in your community with self-driving vehicles?
Base = Those answering
Superscript letters denote statistical significance between groups.

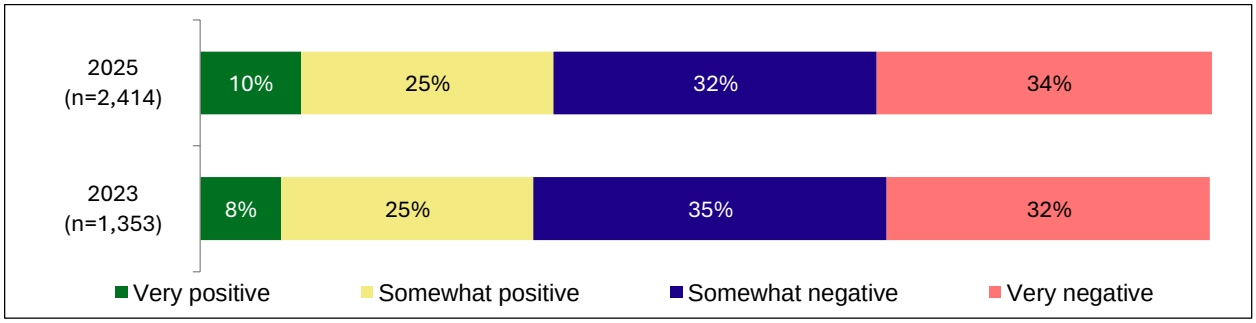
Impact on Community

Residents' attitudes toward how self-driving vehicles may impact their community mirrors their attitudes toward sharing the roads, with about one-third feeling self-driving vehicles will have a positive impact on the community (34 percent, consistent with that seen in 2023), while 66 percent say it would have a negative impact.

Positive impact is the highest among those in the Metro Region, where 42 percent think they will have a positive impact on the community (compared to 14 - 34 percent among other regions). Conversely, in the North Region, residents are most likely to think self-driving vehicles will have a negative impact, with more than eight in 10 citing a negative impact (86 percent, compared to 58 - 72 percent among other regions).

Again, younger residents are more open to self-driving vehicles, with 40 percent of those ages 18-34 and 39 percent of those ages 35-54 feeling self-driving cars will have a somewhat or very positive impact on their community.

Figure 6-2: Self-Driving Vehicle Impact on the Community - Trended



Q11. In general, what type of impact do you think self-driving vehicles will have on your community?
Base = Those answering

Table 6-5: Self-Driving Vehicle Impact on the Community - By Region

	Total	Bay (B) (n=381)	Grand (C) (n=315)	Metro (D) (n=866)	North (E) (n=149)	Southwest (F) (n=149)	Superior (G) (n=156)	University (H) (n=398)
Net: Positive	**34%**	**28%^{E}**	**29%^{E}**	**42%^{BCEFGH}**	**14%**	**29%^{E}**	**32%^{E}**	**34%^{E}**
Very positive	10%	8%^{EG}	7%^{E}	13%^{BCEG}	2%	8%	3%	9%^{EG}
Somewhat positive	25%	20%	22%	29%^{BCE}	12%	22%	30%^{E}	25%^{E}
Net: Negative	**66%**	**72%^{D}**	**71%^{D}**	**58%**	**86%^{BCDFGH}**	**71%^{D}**	**68%^{D}**	**66%^{D}**
Somewhat negative	32%	29%	36%	31%	40%	36%	28%	31%
Very negative	34%	43%^{D}	35%^{D}	27%	46%^{D}	35%	40%^{D}	35%^{D}

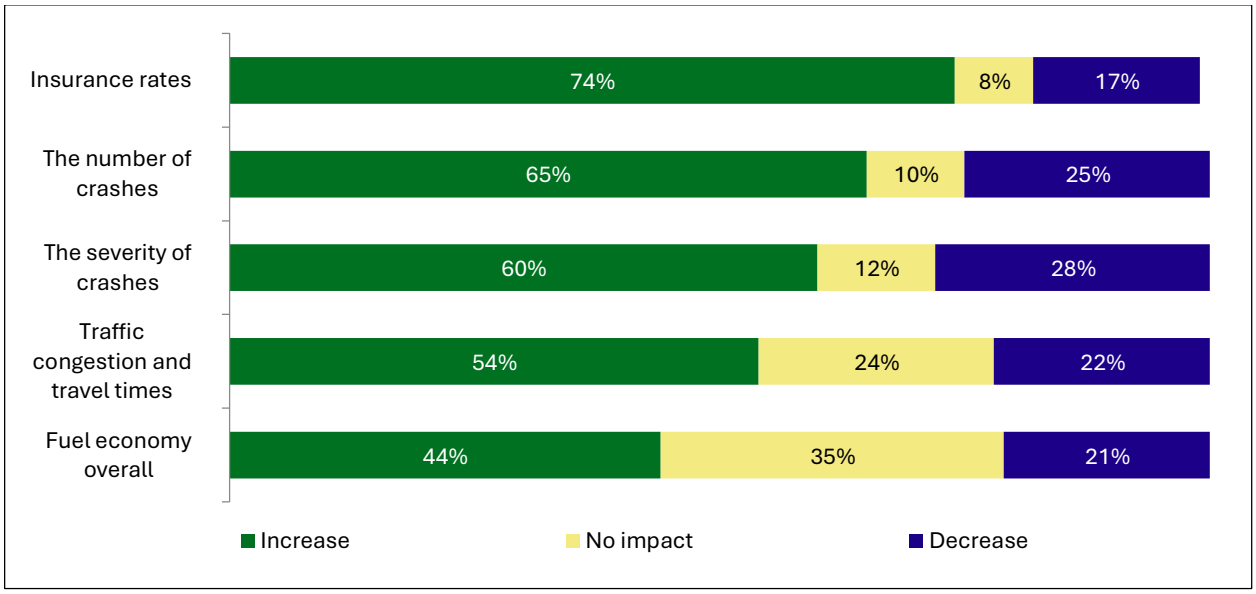
Q11. In general, what type of impact do you think self-driving vehicles will have on your community?
Base = Those answering
Superscript letters denote statistical significance between groups.

Other Impacts

About three-fourths of Michigan residents expect that self-driving vehicles will increase their insurance rates and nearly two-thirds feel that they would increase the number and/or severity of crashes. Notably, about one-fourth feel that self-driving vehicles could decrease the number and/or severity of crashes.

Views have shifted slightly from 2023 to 2025, particularly in how residents feel self-driving cars will impact the severity of crashes and traffic congestion/overall travel times. The proportion of residents who feel there will be an increased impact on the severity of crashes has grown from 51 percent in 2023 to 60 percent in 2025. Similarly, residents who feel there will be an increased impact on traffic congestion and travel times have grown from 45 percent in 2023 to 54 percent in 2025.

Figure 6-3: Self-Driving Vehicle Impact on Other Items - Overall



Q12. Please indicate if you think completely self-driving vehicles will increase, decrease or have no impact on each of the following items.
Base = Those answering

Table 6-6: Self-Driving Vehicle Increased Impacts on Other Items - Trended

Increased Impact	2023 (n=1,230-1,397)	2025 (n=2,052-2,354)
Insurance rates	72%	74%
The number of crashes	66%	65%
The severity of crashes	51%	60%↑
Traffic congestion and travel times	45%	54%↑
Fuel economy overall	45%	44%

Q12. Please indicate if you think completely self-driving vehicles will increase, decrease or have no impact on each of the following items.
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 6-7: Self-Driving Vehicle Decreased Impacts on Other Items - Trended

Decreased Impact	2023 (n=1,230-1,397)	2025 (n=2,052-2,354)
Insurance rates	20%	17%
The number of crashes	27%	25%
The severity of crashes	34%	28%↓
Traffic congestion and travel times	26%	22%↓
Fuel economy overall	27%	21%↓

Q12. Please indicate if you think completely self-driving vehicles will increase, decrease or have no impact on each of the following items.
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 6-8: Self-Driving Vehicle Increased Impacts on the Community - By Region

Increased Impact	Total	Bay (B) (n=294-350)	Grand (C) (n=261-310)	Metro (D) (n=756-843)	North (E) (n=131-152)	Southwest (F) (n=129-146)	Superior (G) (n=129-155)	University (H) (n=352-398)
The number of crashes	65%	67%	66%	61%	74%^{D}	67%	67%	71%^{D}
The severity of crashes	60%	63%	57%	55%	72%^{CD}	66%	67%^{D}	61%
Traffic congestion and travel times	54%	52%	53%	51%	68%^{BCD}	58%	58%	56%
Fuel economy overall	44%	41%	43%	45%	46%	39%	42%	48%
Insurance rates	74%	73%	76%	70%	84%^{BD}	77%	75%	79%^{D}

Q12. Please indicate if you think completely self-driving vehicles will increase, decrease or have no impact on each of the following items.
Base = Those answering
Superscript letters denote statistical significance between groups.

Table 6-9: Self-Driving Vehicle Decreased Impacts on the Community - By Region

Decreased Impact	Total	Bay (B) (n=294-350)	Grand (C) (n=261-310)	Metro (D) (n=756-843)	North (E) (n=131-152)	Southwest (F) (n=129-146)	Superior (G) (n=129-155)	University (H) (n=352-398)
The number of crashes	25%	24%	21%	30%^{CEH}	14%	23%	26%	23%
The severity of crashes	28%	25%	26%	32%^{BEG}	21%	25%	21%	30%
Traffic congestion and travel times	22%	21%	18%	26%^{C}	17%	21%	21%	20%
Fuel economy overall	21%	18%	20%	25%^{BH}	18%	19%	19%	17%
Insurance rates	17%	16%	15%	21%^{EG}	11%	15%	14%	15%

Q12. Please indicate if you think completely self-driving vehicles will increase, decrease or have no impact on each of the following items.
Base = Those answering
Superscript letters denote statistical significance between groups.

EVs

Current Electric Vehicle (EV)

Currently, nearly one in 10 Michigan residents own or lease an EV (8 percent). The incidence of EV ownership is highest among those in the Metro, North and University regions (9, 12 and 9 percent, respectively).

Table 6-10: Currently Own or Lease an Electric Vehicle - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Yes	8%	6%	4%	9%^{CFG}	12%^{CFG}	4%	3%	9%^{G}
No	92%	94%	96%^{DE}	91%	88%	96%^{DE}	97%^{DEH}	91%

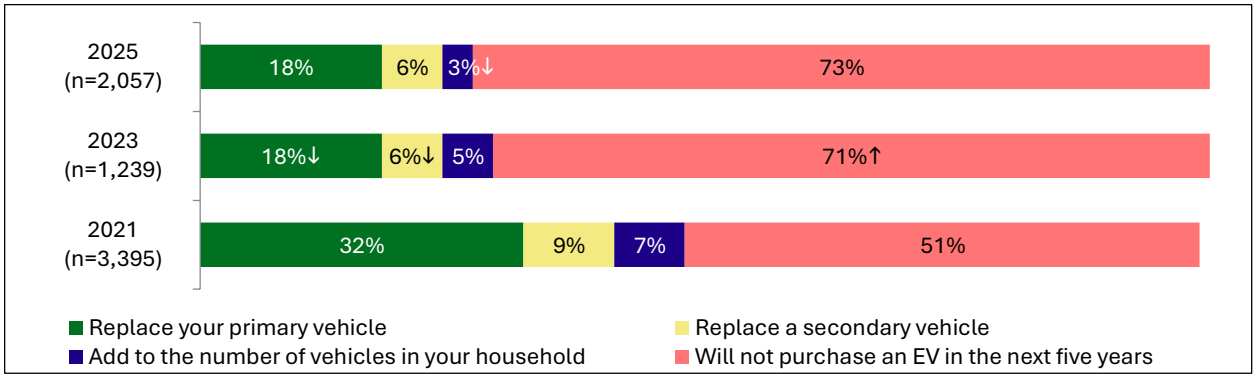
Q24. Do you currently own or lease an electric vehicle?
Base = Those answering
Superscript letters denote statistical significance between groups.

Future Interest in EVs

One-fourth of Michigan residents overall are interested in purchasing or leasing an EV in the next five years (27 percent). This is notably higher in the Metro Region specifically, where 34 percent are interested in purchasing or leasing one. Residents that are interested in purchasing or leasing one across all regions are more likely to simply replace their current primary vehicles with an EV than they are to replace a secondary vehicle or add to the number of vehicles in their household.

Younger residents ages 18-34 or 35-54 are more likely than those who are 55 or older to replace their current primary vehicle if they purchase an EV in the next five years (25 and 23 percent, compared to 11 percent).

Figure 6-4: Future Interest/Ownership of an Electric Vehicle - Trended



Q25/26. If you purchase or lease an electric vehicle in the next five years, would this new electric vehicle…?
Base = Those answering
Arrows (↑/↓) denote statistical significance from the previous survey waves.

Table 6-11: Future Interest/Ownership of an Electric Vehicle - By Region

	Total	Bay (B) (n=322)	Grand (C) (n=270)	Metro (D) (n=711)	North (E) (n=138)	Southwest (F) (n=135)	Superior (G) (n=146)	University (H) (n=335)
Interested in purchasing or leasing an EV in next five years	**27%**	**23%^{G}**	**20%**	**34%^{BCEGH}**	**17%**	**31%^{G}**	**13%**	**25%^{G}**
Replace your primary vehicle	18%	12%	15%	23%^{BCEG}	10%	18%	10%	19%
Replace a secondary vehicle	6%	8%	4%	7%	5%	8%	3%	4%
Add to the number of household vehicles	3%	3%^{G}	1%	4%^{CG}	3%	6%^{G}	-	2%
Will **not** purchase an EV in the next five years	73%	77%^{D}	80%^{D}	66%	83%^{D}	69%	87%^{BDFH}	75%^{D}

Q25/26. If you purchase or lease an electric vehicle in the next five years, would this new electric vehicle…?
Base = Those answering
Superscript letters denote statistical significance between groups.

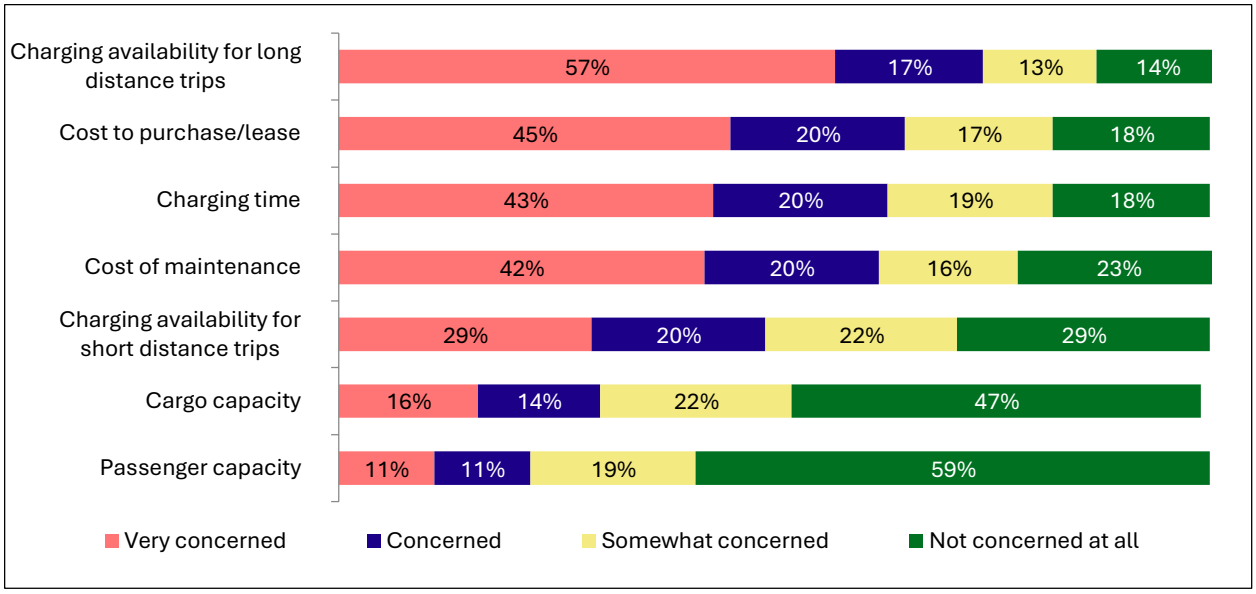
Other Concerns Regarding EVs

The main concern of residents when considering EV ownership are the:

- Charging availability (74 percent),
- Cost to purchase/lease (65 percent),
- Charging time needed (63 percent),and
- Cost of maintenance (62 percent).

These concerns are generally consistent across regions.

Figure 6-5: Level of Concern About Electric Vehicle Ownership - Overall



Q27. How concerned are you with the following aspects of electric vehicle ownership?
Base = Those answering

Table 6-12: Level of Concern About Electric Vehicle Ownership - By Region

Net: Concerned/Very Concerned	Total	Bay (B) (n=366-399)	Grand (C) (n=322-342)	Metro (D) (n=864-907)	North (E) (n=142-157)	Southwest (F) (n=148-159)	Superior (G) (n=153-173)	University (H) (n=413-437)
Charging availability for long distance trips	74%	70%	74%	72%	72%	77%	78%	80%[BD]
Cost to purchase/lease	65%	63%	68%	62%	61%	73%[D]	60%	71%[D]
Charging time	63%	66%	65%	60%	65%	65%	63%	66%
Cost of maintenance	62%	59%	67%[D]	58%	62%	67%	64%	65%
Charging availability for short distance trips	50%	51%	49%	46%	56%	47%	62%[CD]	54%[D]
Cargo capacity	30%	35%	32%	28%	39%	24%	37%	30%
Passenger capacity	22%	24%	22%	20%	29%	23%	25%	22%

Q27. How concerned are you with the following aspects of electric vehicle ownership?
Base = Those answering
Superscript letters denote statistical significance between groups.

Gas Tax and Tolls

Michigan residents, when considering the expected rise in electric, hybrid and more fuel-efficient vehicles, were asked which funding approach they felt would sustainably fund the transportation system in Michigan. Residents were split overall between a road use charge where they pay by the mile (28 percent) and a gas tax where they pay by the gallon of gas (23 percent), with the remaining 49 percent indicating they are "Not sure."

Those who own a car are more likely to opt for a road use charge where they pay by the mile (29 percent, compared to 15 percent of those with no vehicles in their household).

Table 6-13: Preference for Gas Tax or Road Use Charge By - Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
A road use charge where you pay by the mile	**28%**	**28%**	**32%[E]**	**27%**	**20%**	**33%**	**28%**	**29%**
A gas tax where you pay by the gallon of gas	23%	24%	21%	23%	24%	15%	27%	27%[F]
Not sure	49%	48%	47%	51%	56%	53%	45%	44%

Q28A. Considering the expected rise in electric, hybrid and fuel-efficient vehicle use on the road in the next few years, which transportation funding approach do you think would best sustainably fund the transportation system?
Base = Those answering
Superscript letters denote statistical significance between groups.

Additionally, residents were asked to specify what they would be willing to pay a toll for on Michigan roads. More than one-half of residents (57 percent) indicated they are not willing to pay any tolls. Those who are willing to pay tolls (43 percent) were slightly more likely to choose access to high-quality, better-maintained roads (31 percent) over access to highway lanes with less traffic (26 percent).

Notably, Metro and University region residents are more likely than their counterparts in other regions to be willing to pay a toll, with 47 and 50 percent willing to do so, respectively.

Table 6-14: Willingness to Pay Tolls - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=382)	Metro (D) (n=1,005)	North (E) (n=174)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=469)
Net: Willing to pay toll	**43%**	**40%^{G}**	**40%^{G}**	**47%^{BCEG}**	**33%**	**38%**	**28%**	**50%^{BCEFG}**
Access to high-quality, better-maintained roads*	31%	33%^{EG}	29%	32%^{EG}	20%	31%	19%	37%^{EG}
Access to highway lanes with less traffic*	26%	24%^{G}	27%^{EG}	28%^{EG}	16%	25%^{G}	11%	27%^{EG}
I am not willing to pay any tolls	**57%**	**60%^{DH}**	**60%^{DH}**	**53%**	**67%^{DH}**	**62%^{H}**	**72%^{BCDH}**	**50%**

Q29. For which of the following, if any, would you be willing to pay a toll?
Base = Those answering
**Multiple responses accepted.*
Superscript letters denote statistical significance between groups.

Online Purchasing/Ordering

Residents most commonly will receive packages at their home (81 percent doing so at least once in the past seven days). Logically, a similar proportion (77 percent) has ordered or bought something from a major online retailer such as Amazon, Walmart or Target.

Nearly one-half have ordered or bought something from a local or small retailer (47 percent), and three in 10 or less have done the following in the past seven days:

- Have someone come to your home to do work (e.g., electrician, babysitter, cleaner (29 percent),
- Order food or drink for delivery directly from a restaurant/café (24 percent),
- Order groceries (food or drink) from a store for delivery to you (20 percent),
- Receive packages at work (e.g., Amazon, FedEx, UPS, USPS) (20 percent),
- Order food or drink for delivery using a food delivery service (e.g., Grubhub, Seamless, UberEats, etc.) (18 percent), and
- Receive packages at another location (e.g., Amazon locker, package pick-up point) (9 percent).

Table 6-15: Online Purchasing and/or Ordering in Past Seven Days - By Region

Net: 1+ Days	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Receive packages at **home** (e.g., Amazon, FedEx, UPS, USPS)	81%	78%	80%	82%	81%	82%	82%	78%
Order/buy anything online from a **major retailer** (e.g., Amazon, Walmart, Target, etc.)	77%	76%	79%[F]	78%[F]	76%	67%	77%	76%
Order/buy anything online from a **local and/or small retailer** (e.g., shop local)	47%	45%	44%	50%	46%	44%	48%	49%
Have **someone come to your home** to do work (e.g., electrician, babysitter, cleaner)	29%	26%	28%	32%	25%	30%	27%	30%
Order food or drink for delivery **directly from a restaurant/cafe**	24%	23%	18%	27%[C]	21%	28%	20%	22%
Order groceries (food or drink) **from a store** for delivery to you	20%	21%[F]	15%	24%[CEF]	15%	13%	19%	20%
Receive packages at **work** (e.g., Amazon, FedEx, UPS, USPS)	20%	21%[C]	13%	20%[C]	16%	23%[C]	20%	22%[C]
Order food or drink for delivery using a **food delivery service** (e.g., Grubhub, Seamless, UberEats, etc.)	18%	18%[CE]	11%	25%[BCEGH]	11%	18%	15%	14%
Receive packages at **another location** (e.g., Amazon locker, package pick-up point)	9%	10%[C]	5%	11%[CEH]	5%	14%[CEH]	8%	7%

Q18. In the past seven days, on how many days did you…
Base = Those answering
Superscript letters denote statistical significance between groups.

Section 7 Demographic Profile

Information on Transportation Issues in Michigan

When looking at how Michigan residents obtain information on transportation issues, the majority of residents use smartphone traffic/map apps (42 percent), social media or forums (32 percent), or television (32 percent). Residents of the Superior Region are the least likely to search for any information regarding transportation issues (26 percent, compared to 10 - 22 percent in other regions).

Table 7-1: Getting Information on Transportation Issues in Michigan - By Region

	Total	Bay (B) (n=428)	Grand (C) (n=383)	Metro (D) (n=1,005)	North (E) (n=175)	Southwest (F) (n=179)	Superior (G) (n=188)	University (H) (n=471)
Smartphone traffic/map app	42%	41%^{G}	40%^{G}	46%^{EG}	31%	40%^{G}	26%	46%^{EG}
Social media or forums (Facebook, X, Reddit, etc.)	32%	31%	37%	31%	28%	43%^{BDEH}	32%	30%
Television	32%	30%	33%	33%	39%	27%	30%	30%
Newspaper/news website	28%	24%	29%	28%	34%	22%	32%	29%
MDOT website	22%	20%	17%	24%^{C}	17%	19%	16%	28%^{CEG}
Radio/podcasts	20%	15%	23%^{BFG}	21%^{BFG}	30%^{BFG}	11%	13%	23%^{BFG}
None/don't look for information	14%	15%	11%	13%	22%^{CDH}	15%	26%^{BCDFH}	10%
MI Drive website	11%	13%	9%	12%	8%	12%	13%	12%

Q4. Where do you go to obtain information on transportation issues in Michigan?
Base = Those answering
Superscript letters denote statistical significance between groups.
Top Mentions

Demographics

As discussed in the **Weighting** section of this report, the initial weighting targets were set to the total adults by county taken from the American Community Survey (ACS) 2023 five-year data, and incorporated:

- Household income,
- Person age,
- Person education,
- Person gender,
- Person employment, and
- Person race/ethnicity.

The weighting applied to the data ensures that for each of these demographic measures at both the overall and regional levels, the sample makeup matches the actual adult population makeup in Michigan.

Table 7-2: Demographic Profile - By Region

	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Race/Ethnicity (Q34)[1]	**n=2,543**	**n=391**	**n=343**	**n=886**	**n=160**	**n=167**	**n=176**	**n=420**
White/Caucasian	76%	84%[D]	81%[D]	64%	95%[BCDFH]	83%[D]	89%[CDH]	81%[D]
Black/African American	13%	10%[CEG]	6%[EG]	24%[BCEFGH]	-	8%[EG]	2%[E]	7%[EG]
Hispanic, Latino or Spanish origin	4%	5%[EG]	6%[EG]	5%[EG]	<1%	4%[E]	1%	4%[EG]
Asian/Pacific Islander	4%	1%	5%[BF]	4%[BF]	3%	1%	4%[B]	4%[B]
American Indian or Alaska Native	3%	2%	7%[BDEH]	2%	2%	5%	5%	2%
Middle Easterner	2%	-	<1%	4%	1%	-	-	5%
Gender (Q35)[1]	**n=2,648**	**n=405**	**n=358**	**n=930**	**n=166**	**n=170**	**n=179**	**n=440**
Female	50%	51%	49%	52%	50%	51%	46%	49%
Male	49%	49%	49%	48%	50%	49%	51%	49%
LGBTQ+ (Q36)	**n=2,598**	**n=393**	**n=350**	**n=914**	**n=165**	**n=166**	**n=177**	**n=433**
Yes	5%	2%	6%[BE]	5%	3%	4%	8%[BE]	6%[B]
No	95%	98%[CGH]	94%	95%	97%[CGH]	96%	92%	94%
Age (Q37)	**n=2,648**	**n=411**	**n=365**	**n=948**	**n=164**	**n=168**	**n=181**	**n=447**
18-24	5%	4%	4%	5%	6%	6%	6%	5%
25-34	23%	22%[E]	26%[E]	23%[E]	15%	23%[E]	21%[E]	26%[E]
35-44	15%	12%	15%	16%	14%	15%	12%	19%
45-54	16%	17%	17%	17%	13%	16%	15%	11%
55-64	18%	19%	17%	18%	20%	17%	18%	17%
65+	23%	26%	21%	22%	32%	24%	28%	22%
Ability status (Q38)[1]	**n=2,514**	**n=383**	**n=344**	**n=872**	**n=156**	**n=158**	**n=170**	**n=431**
No known chronic conditions or ability issues	38%	39%[F]	41%[F]	41%[FH]	38%	25%	31%	33%
Need glasses or contacts	56%	57%	51%	51%	51%	72%[BCDE]	64%[CD]	63%[CD]
Mental health condition	8%	6%	13%[BDEF]	6%	6%	6%	9%	10%[D]
Hard of hearing	7%	6%	5%	6%	9%	5%	9%	10%
Use of other mobility assistance devices (walker, artificial, crutches, etc.)	5%	6%	5%	5%	6%	6%	6%	4%

Q34. What is your race or ethnicity?
Q35. What is your gender identity?
Q36. Do you identify as LGBTQ+?
Q37. What is your age?
Q38. What is your ability status?
Base = Those answering
[1]Top Mentions
Superscript letters denote statistical significance between groups.

Table 7-3: Demographic Profile Continued - By Region

	Total	Bay (B)	Grand (C)	Metro (D)	North (E)	Southwest (F)	Superior (G)	University (H)
Income (Q39)	**n=2,648**	**n=411**	**n=365**	**n=948**	**n=164**	**n=168**	**n=181**	**n=447**
Less than $20,000	11%	14%[C]	9%	12%	11%	10%	9%	10%
$20,000 to less than $25,000	4%	5%	3%	4%	4%	6%	10%[CDH]	2%
$25,000 to less than $30,000	3%	5%	3%	2%	4%	6%	4%	3%
$30,000 to less than $35,000	3%	2%	4%	3%	9%[BH]	2%	3%	2%
$35,000 to less than $40,000	4%	4%	4%	3%	2%	4%	2%	6%
$40,000 to less than $45,000	3%	3%	4%	3%	3%	3%	3%	3%
$45,000 to less than $50,000	3%	4%	2%	3%	2%	2%	7%	2%
$50,000 to less than $60,000	7%	10%	6%	6%	7%	8%	6%	8%
$60,000 to less than $70,000	7%	8%	9%	7%	6%	8%	8%	4%
$70,000 to less than $75,000	4%	3%	4%	4%	8%	3%	7%	6%
$75,000 to less than $80,000	4%	4%	6%	3%	5%	5%	7%	4%
$80,000 to less than $90,000	5%	4%	5%	5%	7%	4%	5%	4%
$90,000 to less than $100,000	6%	7%	5%	5%	3%	6%	3%	7%
$100,000 to less than $150,000	20%	19%	20%	21%	11%	15%	15%	21%
$150,000 to less than $200,000	10%	6%	12%[B]	10%[B]	11%	12%	6%	9%
$200,000 or more	7%	4%	4%	9%[BC]	7%	6%	4%	9%
Median Income	**$75.74k**	**$64.51k**	**$76.84k**	**$81.65k**	**$71.03k**	**$71.34k**	**$66.34k**	**$80.92k**
Educational attainment (Q40)	**n=2,664**	**n=410**	**n=361**	**n=931**	**n=165**	**n=168**	**n=180**	**n=449**
High school graduate/GED	24%	31%[DH]	28%[DH]	21%[H]	34%[DH]	27%[H]	30%[DH]	15%
Bachelor's degree	23%	16%	27%[B]	24%[B]	22%	25%	27%[B]	20%
Graduate/post-graduate degree	20%	16%	17%	22%[G]	16%	20%	9%	28%[BCEG]
Some college	12%	14%	10%	12%	14%	7%	12%	11%
Vocational/technical training	10%	10%	10%	10%	7%	10%	11%	12%
Associate degree	7%	10%	7%	6%	8%	7%	11%	9%
Less than high school	3%	3%[CEG]	1%[G]	5%[CEFG]	<1%	3%[G]	-	5%[CEG]

Q39. In 2024, what was your household's total annual income (from all sources, before taxes/deductions from pay)?
Q40. What is the highest level of education that you have completed?
Base = Those answering
Superscript letters denote statistical significance between groups.

Section 8 Regional Profiles

The following tables show the top-level attitudes and preferences of residents in each region in Michigan.

Table 8-1: Bay Region Summary

Key Metrics	Bay
Perception of Quality of Transportation (Better)	**31%**
Top Two Areas to Obtain Transportation Information	
Smartphone traffic/map app	41%
Social media or forums (Facebook, X, Reddit, etc.)	31%
Top Two Statements with Highest Top Two Agreement	
I think MDOT is moving in the right direction.	52%
I trust MDOT officials to make good decisions about the state's future transportation system.	51%
Top Two Issues with High/Very High Priority	
Maintain existing roads	93%
Reduce traffic congestion	74%
Top Two Services with High Satisfaction	
Making Michigan state highways as safe as possible with clear markings and signs	73%
Quickly and efficiently removing snow and ice from Michigan state highways	70%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	70%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	44%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	25%
The number of crashes	24%
Willing to Pay Tolls	**40%**

Table 8-2: Grand Region Summary

Key Metrics	Grand
Perception of Quality of Transportation (Better)	**27%**
Top Two Areas to Obtain Transportation Information	
Smartphone traffic/map app	40%
Social media or forums (Facebook, X, Reddit, etc.)	37%
Top Two Statements with Highest Top Two Agreement	
I think MDOT adequately supports local transportation projects for city and county governments.	56%
I think MDOT is moving in the right direction.	53%
Top Two Issues with High/Very High Priority	
Maintain existing roads	94%
Reduce traffic congestion	67%
Top Two Services with High Satisfaction	
Quickly and efficiently removing snow and ice from Michigan state highways	82%
Making Michigan state highways as safe as possible with clear markings and signs	74%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	62%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	43%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	26%
The number of crashes	21%
Willing to Pay Tolls	**40%**

Table 8-3: Metro Region Summary

Key Metrics	Metro
Perception of Quality of Transportation (Better)	**37%**
Top Two Areas to Obtain Transportation Information	
Smartphone traffic/map app	46%
Television	33%
Top Two Statements with Highest Top Two Agreement	
I think MDOT is moving in the right direction.	54%
I think MDOT does a good job prioritizing which highway improvements are made.	53%
Top Two Issues with High/Very High Priority	
Maintain existing roads	89%
Reduce traffic congestion	77%
Top Two Services with High Satisfaction	
Quickly and efficiently removing snow and ice from Michigan state highways	71%
Making Michigan state highways as safe as possible with clear markings and signs	70%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	58%
Quality of Life: Enhance the quality of life for all communities and users.	44%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	32%
The number of crashes	30%
Willing to Pay Tolls	**47%**

Table 8-4: North Region Summary

Key Metrics	North
Perception of Quality of Transportation (Better)	**27%**
Top Two Areas to Obtain Transportation Information	
Television	39%
Newspaper/news website	34%
Top Two Statements with Highest Top Two Agreement	
I think MDOT does a good job prioritizing which highway improvements are made.	51%
I trust MDOT officials to make good decisions about the state's future transportation system.	49%
Top Two Issues with High/Very High Priority	
Maintain existing roads	93%
Reduce traffic congestion	65%
Top Two Services with High Satisfaction	
Quickly and efficiently removing snow and ice from Michigan state highways	75%
Making Michigan state highways as safe as possible with clear markings and signs	75%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	63%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	39%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	21%
Fuel economy overall	18%
Willing to Pay Tolls	**33%**

Table 8-5: Southwest Region Summary

Key Metrics	Southwest
Perception of Quality of Transportation (Better)	**31%**
Top Two Areas to Obtain Transportation Information	
Social media or forums (Facebook, X, Reddit, etc.)	43%
Smartphone traffic/map app	40%
Top Two Statements with Highest Top Two Agreement	
I think MDOT is moving in the right direction.	51%
I trust MDOT officials to make good decisions about the state's future transportation system.	50%
Top Two Issues with High/Very High Priority	
Maintain existing roads	92%
Reduce traffic congestion	68%
Top Two Services with High Satisfaction	
Quickly and efficiently removing snow and ice from Michigan state highways	77%
Making Michigan state highways as safe as possible with clear markings and signs	72%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	74%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient and adaptable.	44%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	25%
The number of crashes	23%
Willing to Pay Tolls	**38%**

Table 8-6: Superior Region Summary

Key Metrics	Superior
Perception of Quality of Transportation (Better)	**27%**
Top Two Areas to Obtain Transportation Information	
Social media or forums (Facebook, X, Reddit, etc.)	32%
Television	32%
Top Two Statements with Highest Agreement	
I trust MDOT officials to make good decisions about the state's future transportation system.	53%
I think MDOT is moving in the right direction.	51%
Top Two Issues with High/Very High Priority	
Maintain existing roads	88%
Reduce traffic congestion	54%
Top Two Services with High Satisfaction	
Making Michigan state highways as safe as possible with clear markings and signs	74%
Quickly and efficiently removing snow and ice from Michigan state highways	73%
Top Two Long-Term Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	53%
Network Condition: Preserve and improve Michigan's transportation network so that all modes are reliable, resilient, and adaptable.	44%
Top Two Decreased Impacts from Self-Driving Vehicles	
The number of crashes	26%
The severity of crashes	21%
Willing to Pay Tolls	**28%**

Table 8-7: University Region Summary

Key Metrics	University
Perception of Quality of Transportation (Better)	**32%**
Top Two Areas to Obtain Transportation Information	
Smartphone traffic/ap app	46%
Social media or forums (Facebook, X, Reddit, etc.)	30%
Top Two Statements with Highest Top Two Agreement	
I think MDOT is moving in the right direction.	56%
I trust MDOT officials to make good decisions about the state's future transportation system.	51%
Top Two Issues with High/Very High Priority	
Maintain existing roads	91%
Reduce traffic congestion	71%
Top Two Services with High Satisfaction	
Making Michigan state highways as safe as possible with clear markings and signs	75%
Quickly and efficiently removing snow and ice from Michigan state highways	74%
Top Two Transportation Goals Ranked 1st or 2nd in Order of Importance	
Safety and Security: Enhance the safety and security of the transportation network for all users and workers.	67%
Quality of Life: Enhance the quality of life for all communities and users.	43%
Top Two Decreased Impacts from Self-Driving Vehicles	
The severity of crashes	30%
The number of crashes	23%
Willing to Pay Tolls	**50%**

Section 9 Conclusions

MDOT enjoys both increasing satisfaction and increasing familiarity among residents of Michigan. More than three-fourths of Michigan residents are familiar with MDOT (76 percent somewhat or very familiar). With that, three-fourths of Michigan residents are satisfied with the job MDOT is doing, an increase from 2023 (76 percent, an increase from 71 percent in 2023).

Michigan residents' satisfaction with the following services offered by MDOT has also increased from 2023 to 2025:

- Quickly and efficiently removing snow and ice from Michigan state highways (70 percent to 74 percent),
- Making Michigan state highways as safe as possible with clear markings and signs (67 percent to 72 percent),
- Making sure bridges along Michigan state highways are in good condition (54 percent to 59 percent),
- Facilitating public transportation services for the elderly and persons with disabilities (36 percent to 46 percent),
- Making sure traffic flows as efficiently as possible during rush hour, highway construction and after crashes (40 percent to 45 percent),
- Providing bike lanes and pathways for bicycles (39 percent to 44 percent),
- Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes (31 percent to 41 percent),
- Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service (32 percent to 40 percent), and
- Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services (23 percent to 29 percent).

MDOT has two **strengths**. These are areas where MDOT currently performs well and have a greater impact on overall satisfaction:

- Making Michigan state highways as safe as possible with clear markings and signs.
- Making sure bridges along Michigan state highways are in good condition.

MDOT should focus on maintaining strong performance in these areas due to their significant impact on satisfaction overall.

On the other hand, there are areas where satisfaction with MDOT is lower and that have a greater impact on overall satisfaction. These are considered **weaknesses**:

- Quickly and efficiently completing Michigan state highway construction projects.
- Maintaining the pavement on state highways to keep them smooth and free from potholes.
- Making sure traffic flows as efficiently and smoothly as possible.

MDOT should focus on improving performance in these areas in order to improve resident satisfaction.

When asked about specific transportation issues throughout Michigan and the priority that should be placed on addressing each, residents felt that **maintaining existing roads** should be either high priority or very high priority (91 percent). Residents were also asked to rank six transportation goals for Michigan from one to six, where one is most important and six is least important. **Enhancing the safety and security of the transportation network** for all users and workers was most consistently ranked in either the first or second position, with 63 percent ranking it in the top two.

One-third of residents statewide can be considered **transportation insecure** (37 percent). This is **highest in the Metro Region**, where 42 percent are transportation insecure. Income, age and/or being a person of color are more likely to correlate with being transportation insecure.

Residents overall are tentative to share the roads with self-driving vehicles, with 64 percent feeling not very or not at all safe sharing the road with them. Historically, Michigan residents have been hesitant about this new technology, though we do see some improvement in feelings of safety sharing the road from 2023 to 2025. The proportion of residents feeling somewhat or very safe sharing the road with self-driving vehicles has increased from 29 percent in 2023 to 36 percent in 2025.

Michigan residents, when considering the expected rise in electric, hybrid and more fuel-efficient vehicles, were split on funding approaches between a road use charge where they

pay by the mile (28 percent) and a gas tax where they pay by the gallon of gas (23 percent), with the remaining 49 percent indicating they are “Not sure.”

Additionally, residents were asked to specify what they would be willing to pay a toll for on Michigan roads. More than one-half of residents (57 percent) indicated they are not willing to pay any tolls. Those who are willing to pay tolls (43 percent) were more likely to choose access to high-quality, better-maintained roads (31 percent) over access to highway lanes with less traffic.

Section 10 Appendix

Appendix 1

MDOT Attitudes and Perceptions Survey **2025**

Survey Links:
Mail Shortlink:
Mail QR Code:

Quotas:

Region	Logic	Quota*
Bay	S4	183
Grand	S4	207
Metro	S4	511
North	S4	100
Southwest	S4	101
Superior	S4	100
University	S4	198
TOTAL	**S4**	**1,400**

*Quotas subject to change with update to sampling plan.

Introduction
WBA Research, a research consulting firm, is conducting an opinion survey on behalf of the **Michigan Department of Transportation (MDOT)**. Your responses will help represent your community in the statewide picture and influence future transportation planning in Michigan. Upon completion of this survey, you can be entered into a drawing to receive 1 of 10 **$100 Gift Cards from WBA Research**.

Please note that the survey saves your responses as you go, and if necessary, you can exit the browser and pick up where you left off at a later time by returning to the survey. This survey will take about 20 minutes to complete.

Your responses will remain confidential and will not be shared or sold.

S1. Are you 18 years of age or older?

01	Yes	→	**CONTINUE**
02	No	→	**THANK & TERMINATE**

QS1 Term:
Thank you for participating in this survey. Unfortunately, you must be 18 years or older to qualify.

S2. Have you lived or anticipate living in the state of Michigan for at least 6 months in 2025?

01	Yes	→	**CONTINUE**
02	No	→	**THANK & TERMINATE**

QS2 Term:
Thank you for participating in this survey. Unfortunately, you must anticipate living in Michigan for at least 6 months in 2025 to qualify.

S4. What is your home county?

This helps us understand how representative this survey is for all of Michigan.

[DROP DOWN LIST OF MICHIGAN COUNTIES]

MDOT FAMILIARITY AND SATISFACTION

Q1. MDOT is the state agency responsible for the routes designated by the letters "I," "US," and "M." MDOT also oversees border crossings, buses, trains, and airports. How familiar are you with the Michigan Department of Transportation?

04 Very familiar
03 Somewhat familiar
02 A little familiar
01 Not at all familiar
99 Not sure

Q2A. Overall, how satisfied are you with the job MDOT is doing?

04 Very satisfied
03 Somewhat satisfied
02 Somewhat dissatisfied
01 Not at all satisfied
99 Not sure

THOSE WHO ARE NOT SATISFIED WITH MDOT [Q2A(01-02)], ASK:

Q2B. What about MDOT or the job it is doing leads you to be dissatisfied? **(OPEN ENDED.)**

ASK EVERYONE:

Q3A. Transportation is the movement of goods and people from place to place and the various means by which such movement is accomplished. Is the quality of transportation in Michigan better, the same, or worse than it was three years ago?

03 Better
02 Same
01 Worse
99 Not sure

Q3B. Please explain the reason for your answer. **(OPEN ENDED.)**

Q4. Where do you go to obtain information on transportation issues in Michigan? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED.)**

01 Television
02 MI Drive website
03 Newspaper/News website
04 Radio/Podcasts
05 Smartphone traffic/Map app
06 MDOT website
07 Social Media or forums (Facebook, X, Reddit, etc.)
09 Industry/Advocacy publication
95 Somewhere else **(specify)**
97 None/Don't look for information

Q5. Please indicate your level of agreement with each statement about MDOT. **(RANDOMIZE A-F.)**

		Strongly agree	Somewhat agree	Neutral	Somewhat disagree	Strongly disagree	Don't know
A	I trust MDOT officials to make good decisions about the State's future transportation system	05	04	03	02	01	99
B	I think MDOT is moving in the right direction	05	04	03	02	01	99
C	I have more confidence in MDOT today than I did three years ago	05	04	03	02	01	99
D	I think MDOT does a good job prioritizing which highway improvements are made	05	04	03	02	01	99
E	I think MDOT adequately supports local transportation projects for city and county governments	05	04	03	02	01	99
F	I think MDOT is responsive to the concerns of local communities	05	04	03	02	01	99

Q7. Please indicate how satisfied you are with each of the following MDOT services. **(RANDOMIZE A-L).**

		5- Very Satisfied	4- Somewhat Satisfied	3- Neutral	2- Somewhat Dissatisfied	1- Very Dissatisfied	Don't Know
A	Making sure bridges along Michigan state highways are in good condition	05	04	03	02	01	99
B	Maintaining the pavement on Michigan state highways to keep them smooth and free from potholes	05	04	03	02	01	99
C	Quickly and efficiently removing snow and ice from Michigan state highways	05	04	03	02	01	99
D	Making Michigan state highways as safe as possible with clear markings and signage	05	04	03	02	01	99
E	Quickly and efficiently completing Michigan state highway construction projects	05	04	03	02	01	99
F	Making sure traffic flows as efficiently and smoothly as possible during rush hour, highway construction, and after crashes	05	04	03	02	01	99
G	Providing information and warnings to the public through social media	05	04	03	02	01	99
H	Providing bike lanes and pathways for bicycles	05	04	03	02	01	99
I	Facilitating public transportation services for the elderly and persons with disabilities	05	04	03	02	01	99
J	Facilitating public transportation services for everyday trips, including but not limited to public buses or "Dial-A-Ride" service	05	04	03	02	01	99

		5- Very Satisfied	4- Somewhat Satisfied	3- Neutral	2- Somewhat Dissatisfied	1- Very Dissatisfied	Don't Know
K	Facilitating alternatives to driving for long distance trips, such as intercity passenger rail or intercity bus services	05	04	03	02	01	99
L	Facilitating passenger air services	05	04	03	02	01	99

MDOT PRIORITIZATION

Q8. What type of priority should Michigan place on each of the following issues? **(RANDOMIZE A-P.)**

		Very high priority	High priority	Some-what of a priority	Low priority	Very low priority	Don't Know
A	Add lanes to increase capacity on state highways	05	04	03	02	01	99
B	Add facilities to make bicycle travel easier and safer	05	04	03	02	01	99
C	Add highway turning and passing lanes	05	04	03	02	01	99
D	Add sidewalks and paths to make it easier and safer to walk	05	04	03	02	01	99
E	Expand public transportation/bus service **within** cities and towns	05	04	03	02	01	99
F	Expand transportation services for seniors and persons with disabilities	05	04	03	02	01	99
G	Improve air travel by upgrading airport facilities	05	04	03	02	01	99
H	Improve freight rail service to support local industries	05	04	03	02	01	99
I	Improve passenger bus service **between** cities	05	04	03	02	01	99
J	Reduce traffic congestion	05	04	03	02	01	99
K	Maintain existing roads	05	04	03	02	01	99
L	Make it easier for businesses to move goods and materials	05	04	03	02	01	99
M	Improve passenger rail service	05	04	03	02	01	99

		Very high priority	High priority	Some-what of a priority	Low priority	Very low priority	Don't Know
N	Prepare Michigan for self-driving cars	05	04	03	02	01	99
O	Prepare Michigan for electric vehicles	05	04	03	02	01	99
P	Reduce air pollution caused by vehicles	05	04	03	02	01	99

THOSE TAKING THE SURVEY ONLINE [SOURCE = WEB], ASK:

Q8.1. Please rank the following six MDOT long-range goals in order of importance to you currently and in the future.

Note: 1 = Most important, 6 = Least important)

(RANKING. RANDOMIZE 01-06.)

01 **Quality of Life**: Enhance the quality of life for all communities and users.
02 **Mobility**: Enhance mobility options and reliable access for all users.
03 **Safety and Security**: Enhance the safety and security of the transportation network for all users and workers.
04 **Economy and Stewardship**: Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.
05 **Network Condition:** Preserve and improve Michigan's transportation network so that all modes are reliable, resilient, and adaptable.
06 **Partnership:** Strengthen and expand collaboration with all users through effective public and private partnerships.

Q8.2. Do these six goals meet all of the needs of Michigan's transportation network? If not, what goals do you suggest MDOT adopt?

01 Yes
02 No **(What do you suggest?)**

ASK EVERYONE:

Q9. In the past 30 days… **(RANDOMIZE A-C.)**

		Often	Sometimes	Never
A	How often did you skip going somewhere because of a problem with transportation?	03	02	01
B	Were you **not** able to leave the house when you wanted to because of a problem with transportation?	03	02	01
C	How often did problems with transportation affect your relationships with others?	03	02	01

Q9.1. In relation to Michigan's transportation system, please prioritize how much improvement you feel the state of Michigan needs to make on these issues. **(RANDOMIZE A-J.)**

		A great deal of improvement	Some improvement	Only a little improvement	No improvement at all	Not sure
A	Enhance the transportation system to support economic prosperity of Michigan	04	03	02	01	99
B	Increase the safety of the transportation system for all users	04	03	02	01	99
C	Increase the security of the transportation system for all users	04	03	02	01	99
D	Increase the ease of moving people and goods within the transportation system	04	03	02	01	99
E	Protect and enhance the environment, promote energy conservation, improve quality of life	04	03	02	01	99
F	Improve the connections between different transportation modes	04	03	02	01	99
G	Promote efficient management and operation of the transportation system	04	03	02	01	99
H	Maintain the existing transportation system	04	03	02	01	99
I	Improve the reliability of the transportation system	04	03	02	01	99
J	Improve travel and tourism	04	03	02	01	99

SELF-DRIVING VEHICLES

Q10. How safe do you think you will feel sharing the roadways in your community with self-driving vehicles? Would you say you would feel…

04 Very safe
03 Somewhat safe
02 Not very safe
01 Not at all safe
99 Don't know

Q11. In general, what type of impact do you think self-driving vehicles will have on your community? Would you say the impact would be…

04 Very positive
03 Somewhat positive
02 Somewhat negative
01 Very negative
99 Don't know

Q12. Please indicate if you think **completely self-driving vehicles** will increase, decrease, or have no impact on each of the following items. **(RANDOMIZE A-E.)**

		Increase	Decrease	No Impact	Don't Know
A	The number of crashes	03	02	01	99
B	The severity of crashes	03	02	01	99
C	Traffic congestion and travel times	03	02	01	99
D	Fuel economy overall	03	02	01	99
E	Insurance rates	03	02	01	99

MODE USE

Q13. Which of the following methods of transportation do you have available to you to travel outside of your home, regardless of whether or not you use them?

	Mode	Available	Not available	Don't know
A	In a household vehicle (or motorcycle)	01	02	99
B	In another vehicle (e.g. rental, carshare, friend's vehicle, work vehicle)	01	02	99
C	Any taxi or ride service (e.g., Uber/Lyft)	01	02	99
D	Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	01	02	99
E	Any rail (e.g. Amtrak, light rail)	01	02	99
F	Bicycle	01	02	99
G	Walking, jogging, or rolling using a mobility device such as a wheelchair	01	02	99
H	Ferry/boat	01	02	99
I	Scooter, moped, or similar	01	02	99
J	Airplane	01	02	99

THOSE WHO HAVE MODES AVAILABLE [Q13A-O(01 TO ANY)]:

Q14A. **In the past 7 days,** on how many days did you travel using each of the following methods of transportation for trips outside of your home? Please include **all** travel, including trips made for exercise, walking a dog, etc. If you did not use a method of transportation, simply select '0' for that method. **(PROGRAMMING NOTE: ENSURE THAT ALL DROP DOWN MENUS BEGIN BLANK AND NOT AT 0. ONLY SHOW MODES THAT ARE AVAILABLE AT Q13.)**

	Mode	**Days**
A	**[IF Q13A(01)]:** In a household vehicle (or motorcycle)	[DROP DOWN BOX OF 0-7 DAYS]
B	**[IF Q13B(01)]:** In another vehicle (e.g. rental, carshare, friend's vehicle, work vehicle)	[DROP DOWN BOX OF 0-7 DAYS]
C	**[IF Q13C(01)]:** Any taxi or ride service (e.g., Uber/Lyft)	[DROP DOWN BOX OF 0-7 DAYS]
D	**[IF Q13D(01)]:** Any bus or shuttle (e.g., Indian Trails, Greyhound, local bus, school bus, vanpool)	[DROP DOWN BOX OF 0-7 DAYS]
E	**[IF Q13E(01)]:** Any rail (e.g. Amtrak, light rail)	[DROP DOWN BOX OF 0-7 DAYS]
F	**[IF Q13F(01)]:** Bicycle	[DROP DOWN BOX OF 0-7 DAYS]
G	**[IF Q13G(01)]:** Walking, jogging, or rolling using a mobility device such as a wheelchair	[DROP DOWN BOX OF 0-7 DAYS]
H	**[IF Q13H(01)]:** Ferry/boat	[DROP DOWN BOX OF 0-7 DAYS]
I	**[IF Q13I(01)]:** Scooter, moped, or similar	[DROP DOWN BOX OF 0-7 DAYS]
J	**[IF Q13J(01)]:** Airplane	[DROP DOWN BOX OF 0-7 DAYS]

ASK EVERYONE:

Q14B. **In the past 7 days,** on how many days did you travel for each of the following purposes? If you did not travel for a particular purpose, simply select '0' for that purpose.

	Purpose	**Days**
A	To commute to work or school	[DROP DOWN BOX OF 0-7 DAYS]
B	For medical or health care	[DROP DOWN BOX OF 0-7 DAYS]
C	To go to grocery stores or markets	[DROP DOWN BOX OF 0-7 DAYS]
D	For shopping or other errands	[DROP DOWN BOX OF 0-7 DAYS]
E	For any other purposes	[DROP DOWN BOX OF 0-7 DAYS]

Q15. How likely would you be to use passenger rail (Amtrak, etc.) if the following were improved? **(RANDOMIZE A-E.)**

		Very likely	**Somewh at likely**	**Not very likely**	**Not at all likely**	**Don't know**
A	Increased frequencies of trains on existing routes	04	03	02	01	99
B	Upgraded train cars for passenger seating and café car	04	03	02	01	99
C	Improved on-time arrival at your destination	04	03	02	01	99
D	Reduced travel times on existing routes	04	03	02	01	99
E	Additional routes serving more communities around Michigan	04	03	02	01	99

Q16. How likely would you be to use intercity buses (Greyhound, Megabus, etc.) if the following were improved? **(RANDOMIZE A-E.)**

		Very likely	Somewh at likely	Not very likely	Not at all likely	Don't know
A	Increased frequencies of buses on existing routes	04	03	02	01	99
B	Upgraded passenger seating	04	03	02	01	99
C	Improved on-time arrival at your destination	04	03	02	01	99
D	More efficient routes to reduce travel times between destinations	04	03	02	01	99
E	Additional routes serving more communities around Michigan	04	03	02	01	99

Q17. Which of the following best describes your comfort and interest in riding a bicycle in the area where you live? **(ACCEPT ONE RESPONSE ONLY.)**

01 I am comfortable riding on **almost any road** or intersection **regardless of road condition**, **traffic speed**, and **volume**
02 I am comfortable riding on **certain roads** with **wide shoulders**, **bicycle lanes**, and **easy-to-navigate intersections**
03 I am **only** comfortable riding on roads with **bicycle lanes**, **neighborhood streets with low traffic speeds and volumes**, and on **bicycle paths**
04 I am **only** comfortable on **bicycle paths away from motor vehicles**
05 I have no interest in riding bicycles

Q18. **In the past 7 days,** on how many days did you…

	Mode	Days
A	Order/buy anything **online** from a **major retailer** (e.g. Amazon, Walmart, Target, etc.)	[DROP DOWN BOX OF 0-7 DAYS]
B	Order/buy anything online from a **local and/or small retailer** (e.g. shop local)	[DROP DOWN BOX OF 0-7 DAYS]
C	Receive packages at **home** (e.g. Amazon, FedEx, UPS, USPS)	[DROP DOWN BOX OF 0-7 DAYS]
D	Receive packages at **work** (e.g. Amazon, FedEx, UPS, USPS)	[DROP DOWN BOX OF 0-7 DAYS]
E	Receive packages at another location (e.g. Amazon locker, package pick-up point)	[DROP DOWN BOX OF 0-7 DAYS]
F	Have someone come to your home to do work (e.g. electrician, babysitter, cleaner)	[DROP DOWN BOX OF 0-7 DAYS]
G	Order groceries (food or drink) from a store for delivery to you	[DROP DOWN BOX OF 0-7 DAYS]
H	Order food or drink for delivery **directly** from a restaurant/café	[DROP DOWN BOX OF 0-7 DAYS]
I	Order food or drink for delivery **using a food delivery service** (e.g. Grubhub, Seamless, UberEats, etc.)	[DROP DOWN BOX OF 0-7 DAYS]

Q19. Public transportation is defined as buses, trains, subways, vans/vanpools, and other forms of transportation implemented at the local or regional level that charge set fares and are available to the public. How often do you use public transportation?

07 5 or more days per week
06 3-4 days per week
05 1-2 days per week
04 More than 2 days per month but less than once per week
03 1-2 times per month
02 1-11 times per year
01 Less than yearly
00 Never

Q20. How often do you travel by ridesharing modes such as Uber, Lyft or taxi?

07 5 or more days per week
06 3-4 days per week
05 1-2 days per week
04 More than 2 days per month but less than once per week
03 1-2 times per month
02 1-11 times per year
01 Less than yearly
00 Never

Q21. How often do you travel by micromobility (bicycles, e-bikes, e-scooters, etc.)?

07 5 or more days per week
06 3-4 days per week
05 1-2 days per week
04 More than 2 days per month but less than once per week
03 1-2 times per month
02 1-11 times per year
01 Less than yearly
00 Never

THOSE TAKING THE SURVEY ONLINE [SOURCE = WEB], ASK:

Q22. Please rank how easy it is for you to make each of the following types of trips by each mode of transportation listed below.

(Note: 1 = Easiest, 5 = Most difficult)

(PROGRAMMING NOTE: SHOW AS 5 QUESTIONS, NOT AS GRID. RANDOMIZE A-C. RANDOMIZE MODES IN SAME ORDER FOR EACH QUESTION.)

	A	B	C	D	E
	To places of employment	To you or your children's school or child care	Trips for medical/health care	To grocery stores or markets	For other shopping or errands
Walking	01	01	01	01	01
Biking	02	02	02	02	02
Public transportation	03	03	03	03	03
Rideshare (taxi, Uber, Lyft)	04	04	04	04	04
Driving (or being a passenger)	05	05	05	05	05
Not applicable	97	97			

ASK EVERYONE. ROTATE Q23A AND B.

Q23A. In the past year, have you experienced **harassment** while traveling in Michigan by the modes of transportation listed below? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED.)**

(**DISPLAY AS TOOLTIP:** Harassment - to create an unpleasant or hostile situation for; especially by uninvited and unwelcome verbal or physical conduct.)

01 Walking
02 Biking
03 Public transportation
04 Rideshare (e.g. Taxi, Uber, Lyft)
05 Driving
97 I have not experienced harassment while traveling in Michigan

Q23B. In the past year, have you experienced **discrimination** while traveling in Michigan by the modes of transportation listed below? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED.)**

(**DISPLAY AS TOOLTIP:** Discrimination - The unfair or prejudicial treatment of people and groups based on characteristics such as race, gender, age, or sexual orientation, etc.)

01 Walking
02 Biking
03 Public transportation
04 Rideshare (e.g. Taxi, Uber, Lyft)
05 Driving
97 I have not experienced discrimination while traveling in Michigan

ELECTRIC VEHICLES

Q24. Do you currently own or lease an electric vehicle?

01 Yes
02 No

Q25. Would you be interested in purchasing or leasing an electric vehicle within the next five years?

01 Yes
02 No
99 Not sure

IF PURCHASING OR LEASING AN EV IN THE NEXT FIVE YEARS [Q25(01)], ASK:

Q26. If you purchase or lease an electric vehicle in the next five years, would this new electric vehicle… **(ACCEPT ONE RESPONSE ONLY.)**

01 Replace your primary vehicle?
02 Replace a secondary vehicle?
03 Add to the number of household vehicles?

ASK EVERYONE:

Q27. How concerned are you with the following aspects of **electric vehicle** ownership? Please answer whether or not you own or plan to own an electric vehicle. **(RANDOMIZE A-G.)**

		Not concerned at all	Somewhat Concerned	Concerned	Very Concerned	Not sure
A	Charging availability for short distance trips	01	02	03	04	99
B	Charging availability for long distance trips	01	02	03	04	99
C	Charging time	01	02	03	04	99
D	Cost to purchase/lease	01	02	03	04	99
E	Cost of maintenance	01	02	03	04	99
F	Passenger capacity	01	02	03	04	99
G	Cargo capacity	01	02	03	04	99

GAS TAX AND TOLLS

Q28A. In addition to automobile registration fees that vary by vehicle type and value, drivers in Michigan currently pay 49.4 cents per gallon in state and federal motor fuel taxes. Like most states, this "gas tax" is the primary source of funding for transportation development and maintenance in Michigan. Because they use less or no gas, drivers of fuel efficient, hybrid, and electric vehicles pay less tax for the same distances traveled.

Considering the expected rise in electric, hybrid, and fuel-efficient vehicle use on the road in the next few years, which transportation funding approach do you think would best sustainably fund the transportation system? **(ROTATE 01 AND 02. ACCEPT ONE RESPONSE ONLY.)**

01 A road use charge where you pay **by the mile**
02 A gas tax where you pay **by the gallon of gas**
99 Not sure

ASK EVERYONE:

Q29. For which of the following, if any, would you be willing to pay a toll? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED EXCEPT 97.)**

01 Access to highway lanes with less traffic
02 Access to high-quality, better-maintained roads
95 For something else **(specify)**
97 I am not willing to pay any tolls

EMPLOYMENT

Q30. What is your current employment status? **(ACCEPT ONE RESPONSE ONLY.)**

01 Employed full-time (paid, working 30 or more hours per week)
02 Employed part-time (paid, working less than 30 hours per week)
03 Primarily self-employed
05 Unpaid volunteer or intern
06 Unemployed and looking for work
07 Unemployed and not looking for work (e.g. retired, stay-at-home parent, student)

Q31A. How many registered motor vehicles are in your **current** household?

00 0 (no vehicles in household)
01 1
02 2
03 3
04 4
05 5
06 6
07 7
08 8 or more

Q31B. **In the next six months,** do you plan to change the number of vehicles in your household?

01 **IF [Q31A(01-08)]:** Yes, plan to own fewer vehicles
02 Yes, plan to own more vehicles
03 No, plan to keep the same number of vehicles
99 Not sure

THOSE WHO ARE EMPLOYED [Q30(01-03)], ASK:

Q32A. Does your employer allow you to work from home/telework?

01 Yes
02 No

IF ALLOWED TO WFH [Q32A(01)], ASK:

PROGRAMMER NOTE: PUT Q32B AND Q32C ON SAME PAGE.

Q32B. On average, how many days a week do you work from home?
_____ **[RANGE 0-7]**

Q32C. How many days a week does your employer permit you to work from home?
_____ **[RANGE 1-7]**

THOSE WHO ARE EMPLOYED [Q30(01-03)], ASK:

Q33. Which of the following best describes your current work situation? **(ACCEPT ONE RESPONSE ONLY.)**

01 **IF [Q23B(1-7)]:** Telework ONLY from home (or remotely)
02 **IF [Q23B(1-7)]:** Telework some days and travel to a work location for the remainder
03 Only one work location outside of home
04 Work location regularly varies (different offices/jobsites)
05 Drive/Bike/Travel for work (driver, sales, deliveries)
95 Something else **(specify)**

DEMOGRAPHICS

ASK EVERYONE:

Next, we would like to understand your household composition. This helps MDOT understand how representative the Michigan Transportation Survey is for all of Michigan.

Q34. What is your race or ethnicity? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED.)**

01 American Indian or Alaska Native
02 Asian/Pacific Islander
03 Black/African American
04 Hispanic, Latino, or Spanish origin
05 Middle Easterner
06 White/Caucasian
95 Another race, ethnicity, or origin **(specify)**
97 Prefer not to answer

Q35. What is your gender identity?

01 Female
02 Male
03 Non-binary
04 Transgender
05 Another gender **(specify)**
97 Prefer not to answer

Q36. Do you identify as LGBTQ+?

01 Yes
02 No
95 Other **(specify)**
97 Prefer not to answer

Q37. What is your age?

01 18-24
02 25-34
03 35-44
04 45-54
05 55-64
06 65-74
07 75 or older
97 Prefer not to answer

Q38. What is your ability status? Please select all that apply. **(MULTIPLE RESPONSES ACCEPTED EXCEPT 01.)**

01 No known chronic conditions or ability issues
02 Need glasses or contacts
03 Blindness
04 Mental health condition
05 Use a wheelchair
06 Use of other mobility assistance devices (walker, artificial, crutches, etc.)
07 Hard of hearing
08 Deaf
95 Something else **(specify)**
97 Prefer not to answer

Q39. In 2024, what was your household's total annual income (from all sources, before taxes/deductions from pay)?

01 Less than $20,000
02 $20,000 to less than $25,000
03 $25,000 to less than $30,000
04 $30,000 to less than $35,000
05 $35,000 to less than $40,000
06 $40,000 to less than $45,000
07 $45,000 to less than $50,000
08 $50,000 to less than $60,000
09 $60,000 to less than $70,000
10 $70,000 to less than $75,000
11 $75,000 to less than $80,000
11 $80,000 to less than $90,000
12 $90,000 to less than $100,000
13 $100,000 to less than $150,000
14 $150,000 to less than $200,000
15 $200,000 or more
97 Prefer not to answer

Q40. What is the highest level of education that you have completed? **(ACCEPT ONE RESPONSE ONLY.)**

01 Less than high school
02 High school graduate/GED
03 Some college
04 Vocational/technical training
05 Associate degree
06 Bachelor's degree
07 Graduate/post-graduate degree
97 Prefer not to answer

Q41A. Thank you for your answers! We are offering a drawing for one of ten $100.00 gift cards for residents who respond to the survey by the response date noted **on the letter you received in the mail.** There will be 10 chances to win. If you would like to participate in the drawing, please provide your name and email address, so we can send you the card if you are one of the winners. Please be assured that we will not sell or use your information for anything other than selecting winners and sending gift cards.

01 Yes, please include my name and email address in the drawing
02 No, I do not want to participate in the drawing

THOSE WHO WANT TO BE INCLUDED IN THE DRAWING [Q41A(01)], ASK:

Q41B. Please provide your name and email address so we can contact you if you are one of the winners. (If you do not have an email address, please provide your phone number and mailing address).

First Name:_____
Last Name:_____
Email Address:_____

98 I've changed my mind; I do not want to participate in the drawing.

CLOSING: Thank you for taking the time to complete this survey.

MDOT
Michigan Department of Transportation

<<FIRST_NAME>> <<LAST NAME>> or Current Resident
Address
City, ST ZIP

The Michigan Department of Transportation (MDOT), with the assistance of WBA Research, is conducting a survey of adult Michigan residents to assist with the improvement of Michigan's transportation system and the development of the state's long-range transportation plan, Michigan Mobility 2050.

MDOT is asking for your participation in this survey to help us:

- Gather opinions of residents' priorities regarding Michigan's transportation system and services.
- Guide the state's long-range transportation system.

Upon completion of this survey, you may opt to be entered into a drawing to receive 1 of 10 **$100 Gift Cards from WBA Research**. To qualify, please complete this survey by **Aug. 24, 2025**.

MDOT values your opinion. You may choose to answer this survey online or by telephone. Please note that this survey may only be completed once per household.

Online Option: Visit **gowba.info/MDOT2025** or scan the QR code and enter the password below:

PASSWORD: [PASSWORD INSERTED HERE]

Telephone Option: Call **855-999-6868** to make an appointment at a time that is convenient for you. You will be asked to provide the password above.

Within the next couple of weeks, if you do not access the survey online or by phone, a representative from WBA Research may call you to conduct the survey by phone.

If you have any questions or need assistance, please call: **855-999-6868**.
For more information visit: **www.Michigan.gov/SLRP**.

Thank you very much for your interest and participation. MDOT looks forward to hearing from you!

Sincerely,

Todd White, Director
Bureau of Transportation Planning
Michigan Department of Transportation

Appendix 2

Sampling Plan

Initial Sampling

Region	Adult Population	Proportion	Initial Quotas	Population Excluding Least Populous Regions	Proportion	Final Quotas
Bay	1,106,774	14.0%	196.2	1,106,774	15.3%	184
Grand	1,258,639	15.9%	223.2	1,258,639	17.4%	209
Metro	3,058,958	38.7%	542.3	3,058,958	42.3%	508
North	422,593	5.4%	74.9			100
Southwest	608,092	7.7%	107.8	608,092	8.4%	101
Superior	247,857	3.1%	43.9			100
University	1,193,536	15.1%	211.6	1,193,536	16.5%	198
TOTAL	**7,896,449**		**1,400.0**	**7,225,999**		**1,400**

Mailing/Invitations

Region	Final Quotas	Wave 1 Letters Mailed	Letters Mailed
Bay	184	4,600	Adjusted according to performance of Mailing 1
Grand	209	5,225	Adjusted according to performance of Mailing 1
Metro	508	12,700	Adjusted according to performance of Mailing 1
North	100	2,500	Adjusted according to performance of Mailing 1
Southwest	101	2,525	Adjusted according to performance of Mailing 1
Superior	100	2,500	Adjusted according to performance of Mailing 1
University	198	4,950	Adjusted according to performance of Mailing 1
TOTAL	**1,400**	**35,000**	**35,000**

Wave 2 Sampling

Region	Adult Population	Mailing 1	Mailing 2 targeted	Mailing 2 general	Mailing 2 TOTAL
Bay	1,106,774	4,600.0	4,414.00	1,663.00	6,077.00
Grand	1,258,639	5,225.0	1,213.00	1,892.00	3,105.00
Metro	3,058,958	12,700.0	13,789.00	4,597.00	18,386.00
North	422,593	2,500.0	635.00	-	635.00
Southwest	608,092	2,525.0	993.00	914.00	1,907.00
Superior	247,857	2,500.0	782.00	373.00	1,155.00
University	1,193,536	4,950.0	1,941.00	1,794.00	3,735.00
TOTAL	**7,896,449**	**35,000.0**	**23,767**	**11,233**	**35,000**