Michigan _2045_
>>>Mobility

MDOT STATE LONG-RANGE TRANSPORTATION PLAN

MM2045 Public and Stakeholder Participation Summary and Evaluation

Final – November 5, 2021

MDOT
Michigan Department of Transportation

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1. Introduction

The Michigan Department of Transportation (MDOT) created a public and stakeholder participation plan (PSPP) for Phases I (visioning) and II (plan development) of the Michigan Mobility 2045 (MM2045) state long-range transportation plan (SLRTP) process. The state freight and rail plans that have been previously developed separately from the SLRTP will be incorporated into MM2045. The PSPP ensured that extensive efforts were made to gather public and stakeholder input concerning efficiency, capital investments, safety, and mobility in multi modes of transportation. Feedback included views on freight, rail, transit, passenger, aviation, bicycle, pedestrian, highway, and other issues important to Michigan's future.

Members of the public were able to comment by visiting www.MichiganMobility.org; sending an e-mail to MDOT-MichiganMobility@Michigan.gov; taking an interactive, online MetroQuest survey; participating in telephone town hall meetings; commenting at www.facebook.com/MichiganDOT or www.twitter.com/MichiganDOT, or sending mail to the following address:

<div align="center">

Michigan Mobility 2045
Michigan Department of Transportation
Van Wagoner Transportation Building
425 West Ottawa St.
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</div>

Public and stakeholder engagement techniques outlined in the plan were customized for use in establishing a transportation vision for Michigan and developing the MM2045 SLRTP. The PSPP was developed in consultation with Michigan's metropolitan planning organizations (MPOs) and regional planning agencies as well as the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA).

The PSPP was also the result of extensive research. An analysis was conducted of MDOT's 2030 SLRTP Public Participation Plan and 2040 SLRTP Public Involvement Plan. Public engagement conducted as part of regional nonmotorized planning processes was reviewed as well. Additionally, previous SLRTP public outreach and engagement techniques were reviewed for Michigan regional planning organizations and 10 peer state departments of transportation (DOT): Arizona, Colorado, Florida, Iowa, Minnesota, Missouri, Pennsylvania, Texas, Virginia, and Washington. These findings were presented in a written report and web conference presentation for MDOT, MPOs, and the FHWA.

Based on this review, the project team compiled a list of recommendations for public and stakeholder engagement to be used for the MM2045 planning process. MDOT and external

partners presented the recommendations at a one-day workshop on Aug. 6, 2018. Workshop participants worked in breakout groups, responded to Poll Everywhere questions using their mobile phones, and completed a post-workshop survey to provide input on the recommendations and other issues related to public and stakeholder engagement. Those same stakeholders and others reviewed this PSPP prior to it being posted for a 45-day comment period as required by federal law 23 CFR 450.210 – Interested parties, public involvement, and consultation.

2. Executive Summary

Public and stakeholder engagement efforts during Phase I resulted in more than 1.2 million touchpoints with the people of Michigan. Through proactive outreach along with a variety of input mechanisms, including a statistically significant statewide attitudes and perceptions survey (A&P survey) and an online interactive survey through MetroQuest, a public vision for the future of transportation in Michigan has emerged.

The top priority (by a wide margin) for the public in Michigan is to preserve the existing transportation system and not expand it (Figure 1). In particular, Michiganders want to see the condition of state roads and bridges improved and maintained at that level. However, transportation system maintenance could also include existing transit and other transportation modes.

Figure 1.   MetroQuest Survey Priority Rankings

Shows the number of times the issue was ranked in the top 5

Transportation System Maintenance	3,521
Quality of Service	3,429
Quality of Life	3,366
Safety and Security	3,333
Travel Time Reliability	3,077
Transportation Choices	3,058
Transportation System Expansion	2,710

Provided Definitions:

Transportation System Maintenance
Invest in repairing, maintaining or replacing highways and bridges, structures, transit systems, ports, airports, and technologies to better communicate with the public.

Quality of Service
Increase the use of technologies to enhance transportation services and communication to maintain customer satisfaction. Also, invest in enhanced public transit services and vehicles to better serve the traveling public.

Quality of Life
Transportation system investment that improves the quality of life for Michigan residents. This may include investment that promotes health, sustainability, air and water quality, and multimodal transportation options that are accessible and reliable.

Source: Michigan Department of Transportation, 2019

Improving the quality of service through the transportation system and quality of life for Michigan residents through transportation system investment are also high priorities for the public based on the MetroQuest survey. Quality of service was defined in the survey as increasing the use of technologies to enhance transportation services and communication to maintain customer satisfaction and investing in enhanced public transit services and vehicles to better serve the traveling public. Quality of life includes investment that

promotes prosperity, health, sustainability, air and water quality, and multimodal transportation options that are accessible and reliable.

Addressing the issue of local traffic congestion and providing alternative transportation services for underserved populations such as seniors and persons with disabilities were additionally listed as high priorities, but ranked well behind maintaining existing roads in the A&P survey (Figure 2).

Figure 2.   Attitudes and Perceptions Survey Priority Rankings (Michigan Public)
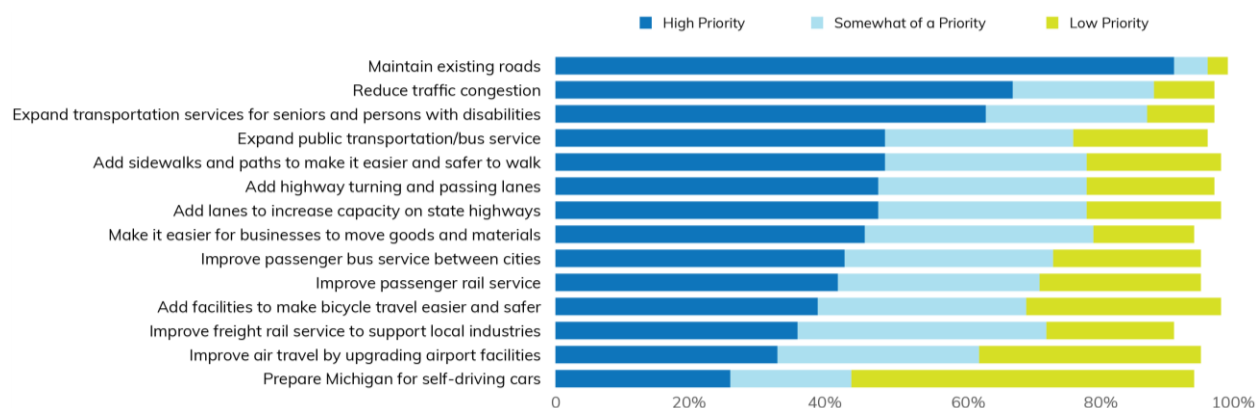
Source: Michigan Department of Transportation, 2019

Passenger rail was an additional area of focus for the public. Residents showed notable interest in using Amtrak service as a travel option if improvements are made to the system, particularly if additional routes are added to the system.

Adding sidewalks and paths to make it easier and safer to walk was a higher priority than providing better bicycle facilities. When grouped in a single category, bicycle and pedestrian system improvements were a priority for a significant number of Michigan residents.

Most Michigan residents who were surveyed indicated they were embracing the availability of online ordering and home delivery on at least a monthly basis. Residents see and take advantage of the value and convenience of shopping from home rather than making trips to the store.

Additionally, most Michigan residents who were surveyed believe self-driving vehicles would have a negative impact or expressed a general lack of understanding about these vehicles. Members of the public also see preparing for self-driving vehicles as a low priority for Michigan relative to other potential transportation investments.

Clearly, repairing and maintaining existing roads is the top priority for those providing input through the MM2045 public and stakeholder engagement process. Taking care of the existing transportation system is also a high priority, which includes roads, as well as bridges and other transportation modes.

Figure 3.   MetroQuest Survey Budget Allocation
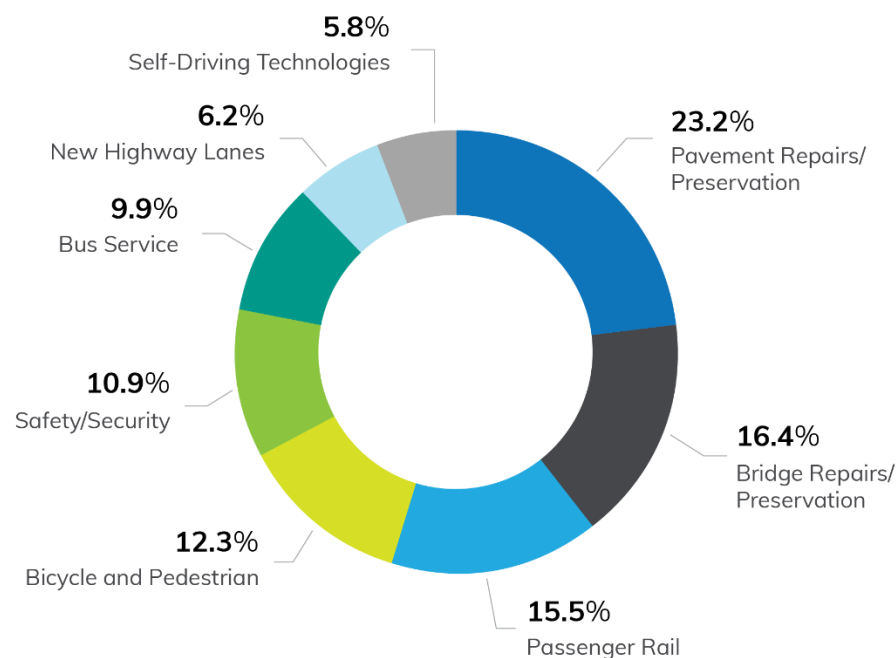
Source: Michigan Department of Transportation, 2019

Quality of life, alternative transportation options for the elderly and disabled, traffic congestion, passenger rail, the movement of goods and services, and investment in bicycle and pedestrian facilities all emerged as part of the vision for transportation in Michigan. Better defining public attitudes in these areas will help identify specific actions that can be taken to fulfill a transportation vision that addresses the needs and desires of Michigan's transportation system users.

Because preparing for self-driving vehicles will remain a priority for the State of Michigan, it is important to determine why Michigan residents have a negative opinion and see preparing for the advent of this new technology as their lowest transportation priority. Addressing public concerns, which are evidenced through more than one survey mechanism, and discerning how the public envisions the inclusion of this technology is crucial as the technology leaps forward.

To this end, continuing to engage the public about self-driving vehicles' potential to address current transportation problems and their potential to change how we approach mobility issues are crucial. Also, examining the opportunities they offer for solutions to current transportation problems, such as safety, is key to shaping public attitudes and increasing the demand for self-driving vehicles as a future transportation investment.

The public needs to know that connected and autonomous vehicle technology will remain a priority for MDOT because of its great potential to save lives, since most crashes (35,000+ annually in the U.S.) are a result of human error or impairment. It is also an economic imperative for Michigan's automotive industry. In particular, it is important to support and continue to grow the research and development branches that are engaged in advanced

technology in Michigan, which is key to retaining and attracting top talent and for job growth in our state.

Public opinion will be further explored in Phase II of the MM2045 process to more specifically develop a SLRTP for Michigan. The public and stakeholders will have the opportunity to contribute toward the SLRTP development and to review its draft before being finalized.

3. Visioning

3.1 PRIORITY SETTING

The first round of public and stakeholder participation focused on gathering input to develop a long-range vision and on setting priorities for transportation in Michigan. The Phase I engagement process began in January 2019 and was completed in May 2019.

3.1.1 Attitudes and Perceptions Survey

MDOT conducted a statistically valid survey of Michigan residents statewide and by region. Previous A&P surveys conducted by MDOT as well as similar surveys done by other state DOTs were reviewed. A&P surveys are done by a professional polling firm and include phone calls, mailed questionnaires, and online forms. The surveys have been conducted to gather public opinion about Michigan's transportation system and MDOT's performance. A&P surveys have also been used as part of previous SLRTP visioning processes.

The 2019 A&P survey was customized as a public input tool for MM2045 and was conducted between Jan. 2 and Feb. 16, 2019. Questions in the customized survey focused on the following issues important to creating MM2045:

- Identifying public priorities for future investments in transportation and areas of focus for various transportation modes.

- Gaining preliminary input on freight and rail issues since those plans will be integrated into MM2045.

- Determining perceptions regarding self-driving vehicles.

Results of the survey were analyzed and included in a report in April 2019. (Appendix 1 provides a summary of the A&P survey.) Residents were provided a list of 14 transportation issues and were asked to indicate how high of a priority the State of Michigan should place on each item (Figure 4). Key findings from the survey follow:

- The highest ranked issue, by a significant margin over the other issues, is for *Michigan to maintain its existing roads* (92 percent; 65 percent ranked it a "very high priority" and another 27 percent as a "high priority"). This is unsurprising based on the repeating theme of dissatisfaction with the conditions and maintenance of roads and the transportation system.

- Following the dominant issue of maintaining existing roads are the distant second and third priorities of *reducing traffic congestion* (68 percent) and *expanding transportation services for seniors and persons with disabilities* (64 percent). These two priority issues applied to residents in all MDOT regions except residents in Superior and North, who were less inclined to be concerned about reducing traffic congestion.

- Preparing Michigan for self-driving cars received the lowest priority rankings, with only 26 percent rating it as a high or very high priority and 51 percent indicating it should not be a priority at all (low or very low priority).

Figure 4.   Attitudes and Perceptions Survey Priority Rankings
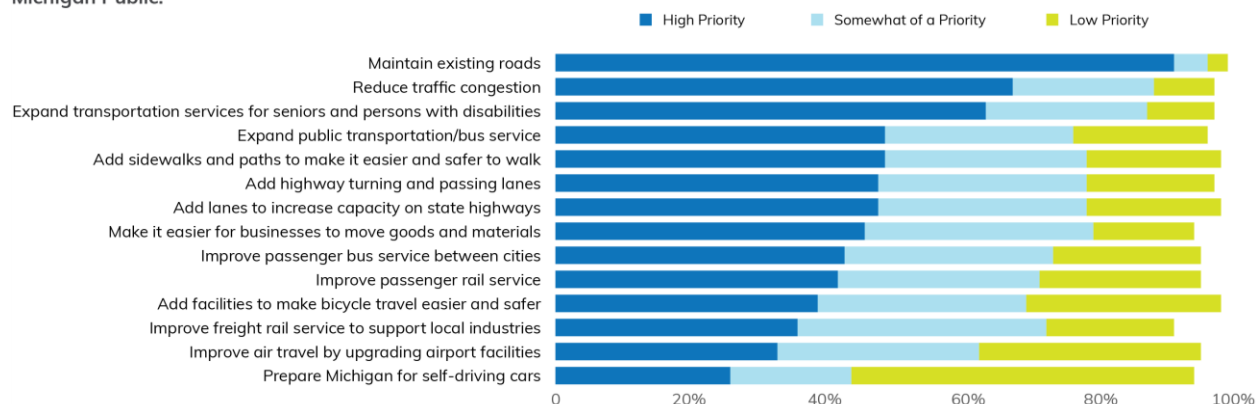
Michigan Public:

Source: Michigan Department of Transportation, 2019

3.1.2   MM2045 SLRTP Website

A dedicated website separate from but linked to the MDOT website has been created for MM2045. The site is available to the public and stakeholders at www.MichiganMobility.org. It was partially launched in early October 2018 to post the public and stakeholder participation plan for the required 45-day public comment period. The MM2045 website fully launched in February 2019 and complies with all federal, state, and MDOT requirements regarding accessibility.

The website features informational pieces about MM2045 such as embedded videos, news releases, and reports. It also includes a social media feed, links to social media pages, a comment form, a calendar of events, and pages for integrating freight and passenger transportation into MM2045. The website previously linked to an interactive MM2045 MetroQuest survey tool, which is now closed.

Between Oct. 1, 2018, and April 15, 2019, there were 4,999 users of the website. These visits to the website resulted in 11,723 page views. There were 68 comments submitted through the website. Appendix 2 provides a full website analytics report.

3.1.3   MetroQuest

An interactive, online survey tool called MetroQuest was used to provide general information about MM2045, to identify the public's transportation priorities, to show the tradeoffs that occur when choosing one priority over another, and to gather general public input.

The success of using the platform, in terms of engaging as many people as possible, depended on informing the public and stakeholders about its availability and capabilities.

Therefore, a proactive outreach campaign was conducted to direct people to the MetroQuest page. This effort included social media ads and posts, prominent positioning on the MM2045 website, news releases, statewide e-mail "blasts", links in e-mails to stakeholders, promotion through presentations, public meetings, and other communications efforts. The MetroQuest site was available from Jan. 1 to April 15, 2019.

There were 6,300 surveys completed through the MetroQuest site (Figure 5 and Figure 6). Five screens were used to inform survey visitors about MM2045 and to solicit input about a vision for transportation in Michigan. The five screens were Welcome, Priority Ranking, Tradeoffs, Budget Allocation, and Final Questions. Appendix 3 provides full results from the MetroQuest site.

Figure 5.   Number of Michigan MetroQuest Participants
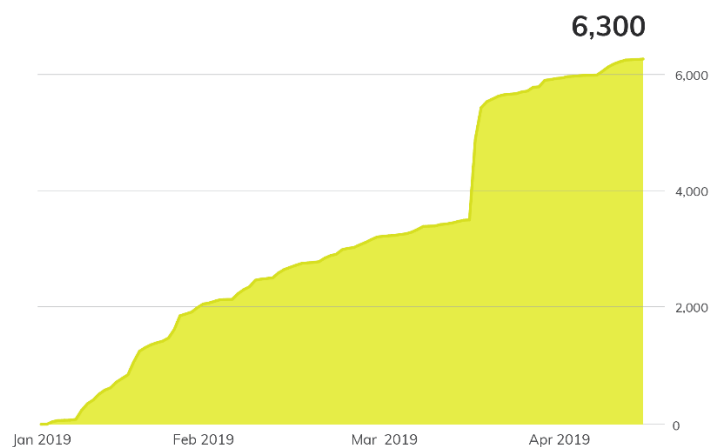
Source: Michigan Department of Transportation, 2019
Note: Participants are visitors who submitted data.

Figure 6.   Location of Michigan MetroQuest Participants by ZIP Code
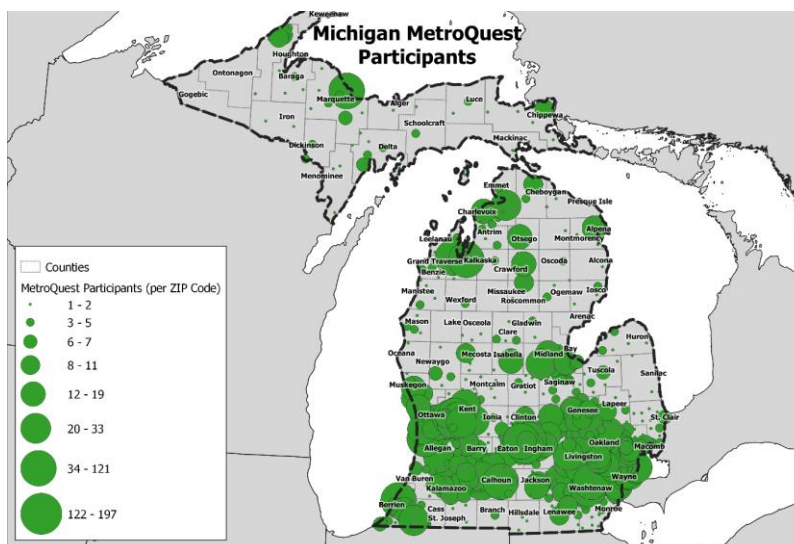
Source: Michigan Department of Transportation, 2019

3.1.3.1 Welcome

There were 10,108 visitors to the MetroQuest site. The first screen of the site (Figure 7) provided information about MM2045 and its importance to the future of transportation in Michigan. It also encouraged visitors to provide input by continuing to the rest of the MetroQuest survey.

Figure 7.   MetroQuest Site – Screen 1 (Welcome)

Source: Michigan Department of Transportation, 2019

3.1.3.2 Priority Ranking

The first interactive survey activity through MetroQuest was the ranking of transportation system attributes (Figure 8). Survey takers were asked to consider seven possible priorities and to rank five of them in order from most important to least important.

Figure 8.   MetroQuest Site – Screen 2 (Priority Ranking)
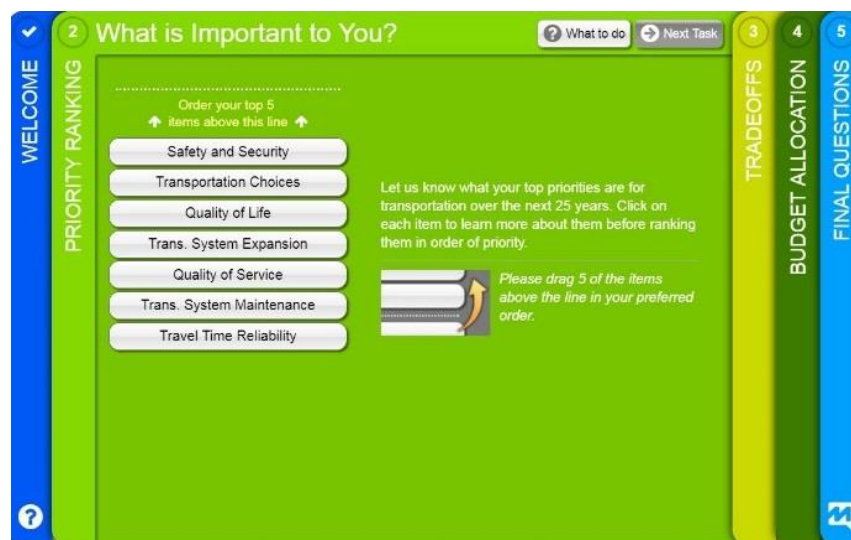
Transportation System Maintenance was ranked in the top five more than any other option. It was ranked in the top five transportation priorities 3,521 times, followed by "Quality of Service" (ranked 3,429 times) and Quality of Life (ranked 3,366 times).

Figure 9.   MetroQuest Survey Priority Rankings
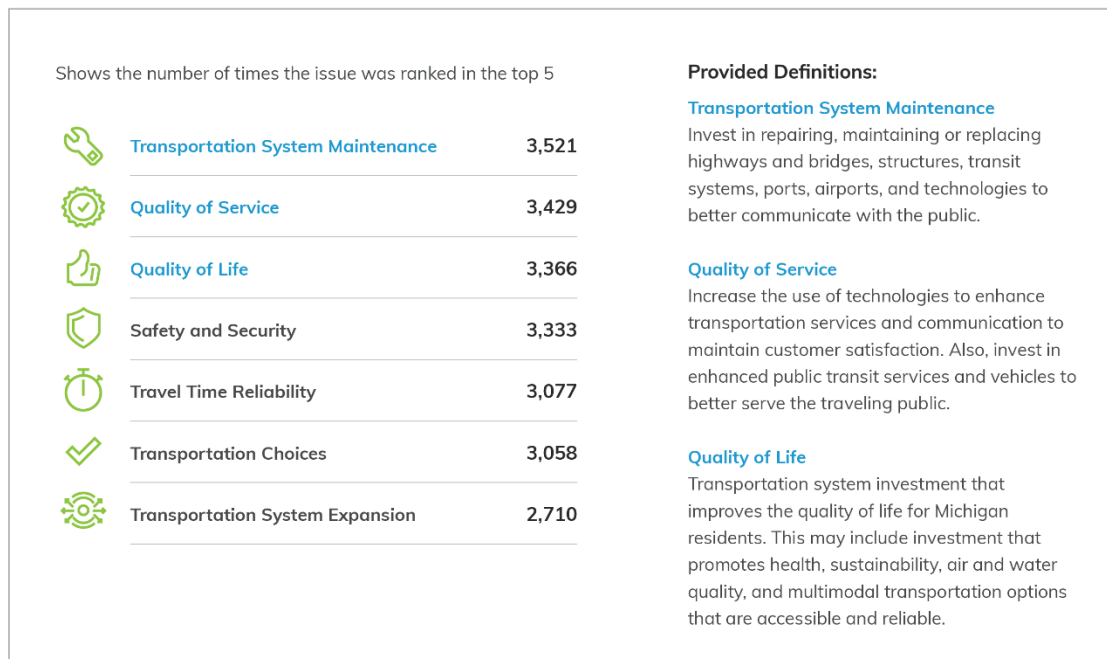
Source: Michigan Department of Transportation, 2019

3.1.3.3 Tradeoffs

The third screen of the MetroQuest site presented five "Tradeoff" scenarios (Figure 10). Survey participants were asked to select between two choices, indicating which one was a higher priority for them.

Figure 10.   MetroQuest Site – Screen 3 (Tradeoffs)
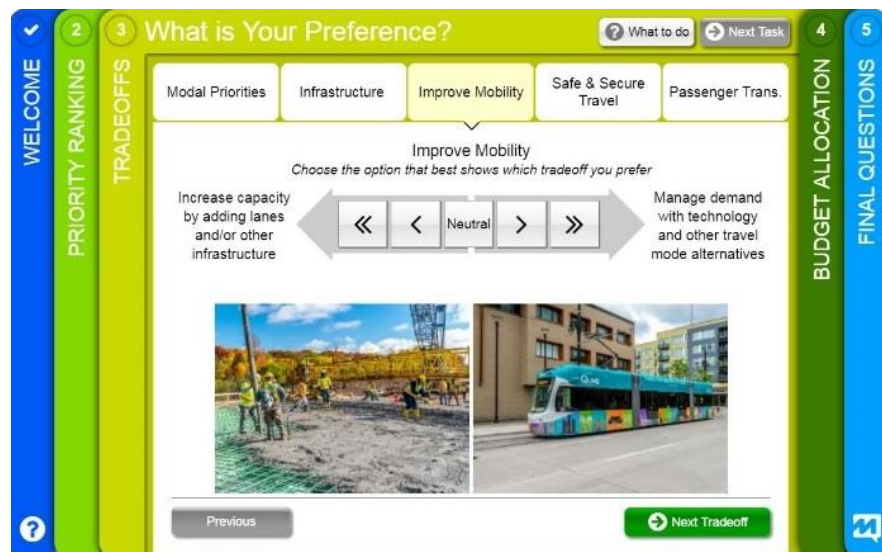
Modal Priorities

Survey participants were given the choice between "More improvements for cars and trucks" and "More improvements for bikes, pedestrians and transit." Of those responding, 52 percent chose "More improvements for bikes, pedestrians and transit" while 38 percent chose "More improvements for cars and trucks." "Neutral" was also provided as an option, and 9 percent of survey takers chose that answer. **The percentages are rounded, so they may not equal 100 percent.**

Infrastructure

The next choice was between "Invest in new infrastructure" and "Upgrade/improve the quality of existing infrastructure." Survey respondents chose "Upgrade/improve the quality of existing infrastructure" by 61 percent to 31 percent for "Invest in new infrastructure." "Neutral" was selected 8 percent of the time.

Improve Mobility

The third tradeoff presented the choices of "Increase capacity by adding lanes and/or other infrastructure" and "Manage demand with technology and other travel mode alternatives." The second option was chosen 62 percent of the time while the first was chosen 30 percent of the time. Survey participants chose "Neutral" 9 percent of the time.

Safe and Secure Travel

"Invest more in traditional safety infrastructure" was chosen by 28 percent of survey takers as opposed to 54 percent choosing "Invest more in new 'intelligent' technologies such as changeable message signs." "Neutral" was selected by 18 percent of respondents.

Passenger Transportation

The final tradeoff was a choice between "Increase transit and other passenger services on popular routes" and "Increase transit and other passenger services to new areas." Respondents selected "Increase transit and other passenger services to new areas" 45 percent of the time. "Increase transit and other passenger services on popular routes" was chosen 38 percent of the time and 17 percent of respondents chose "Neutral." (See Figure 11.)

Figure 11.   MetroQuest Site – Tradeoff (Passenger Transportation)
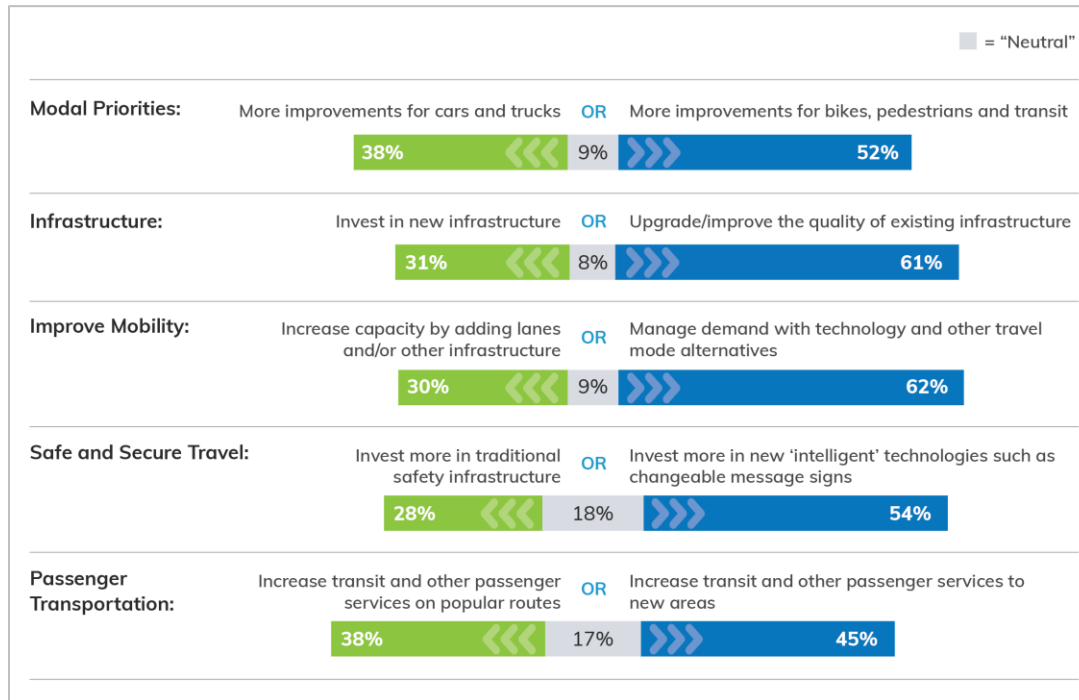
3.1.3.4 Budget Allocation

The fourth MetroQuest screen (Figure 12) asked participants to indicate how they would spend transportation funds. Survey respondents were given the equivalent of $50 in virtual stars (nine $5 stars and five $1 stars) to distribute into eight different transportation categories (Figure 13).

Figure 12.   MetroQuest Site – Screen 4 (Budget Allocation)

Source: Michigan Department of Transportation, 2019

"Pavement Repairs and Preservation" received 23.2 percent of the virtual money followed by "Bridge Repairs and Preservation" at 16.4 percent, "Passenger Rail" at 15.5 percent, "Bicycle and Pedestrian" at 12.3 percent, "Safety and Security" at 10.9 percent, and "Bus Service" at 9.9 percent. The lowest ranking priorities for funding were "New Highway Lanes" at 6.2 percent and "Self-Driving Technologies" at 5.8 percent.

Figure 13.   MetroQuest Survey Budget Allocation
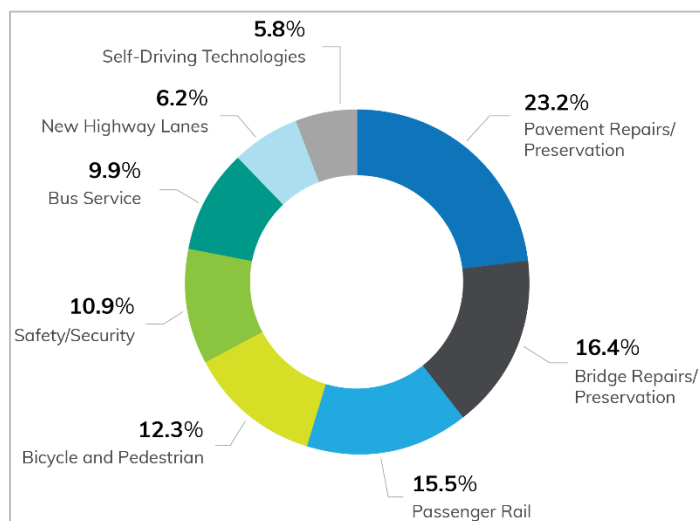
3.1.3.5 Final Questions

The last screen in the MetroQuest survey (Figure 14) asked for demographic information and provided the opportunity to submit comments. Survey respondents submitted 1,732 comments. The comments largely reflected the results of the overall survey, with taking care of or "fixing" existing roads and bridges, improving transit, and providing better bicycle and pedestrian facilities being mentioned frequently.

Figure 14.   MetroQuest Site – Screen 5 (Final Questions)

Source: Michigan Department of Transportation, 2019

3.1.3.6 MetroQuest Results by MDOT Region

Survey respondents were asked to voluntarily provide their zip code. Based on this information, results were broken out into MDOT's seven regions.

Figure 15.   MDOT Regions

If a zip code overlapped multiple MDOT regions, the survey results were included in the totals for each of those regions.

Bay Region

MetroQuest participants in MDOT's Bay Region completed 511 surveys. Residents in this region ranked Transportation System Maintenance in the top five choices the most, followed

by Quality of Service and Safety and Security tied for second on the Priority Rankings screen. Quality of Life was next. These results were largely similar to the statewide results.

Figure 16.   Bay Region Priorities
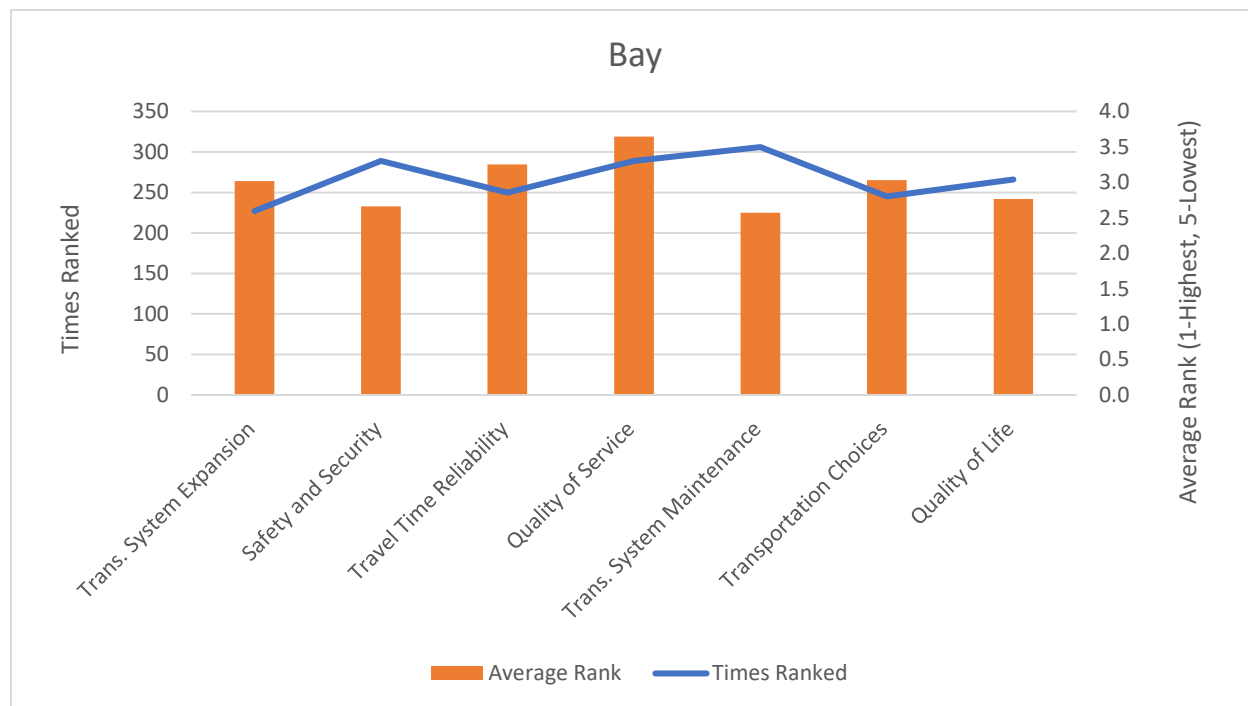
Bay Region results also reflected the statewide results on the Tradeoffs screen, with one major exception. Survey participants in this region indicated that they would like to see more improvements for cars and trucks rather than for bikes, pedestrians, and transit. Only one other region indicated that same preference, but by a smaller margin.

Figure 17.   Bay Region Tradeoffs
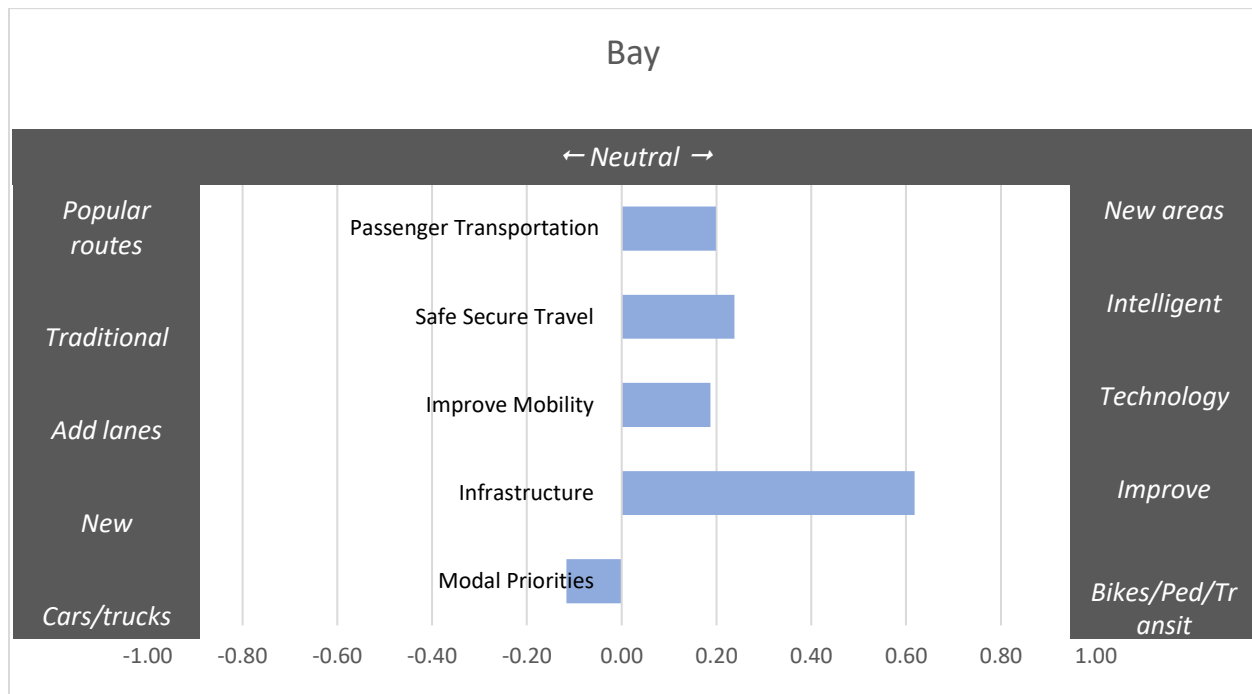
For the budget allocation screen, the Bay Region ranked pavement repairs and preservation as the highest priority. Bridge repairs and preservation were ranked second, and Bay Region respondents allocated more money to this category than any other region. The region ranked bicycle and pedestrian lower than any other region, but still higher than bus service and new highway lanes.

Figure 18.   Bay Region Budget Allocation
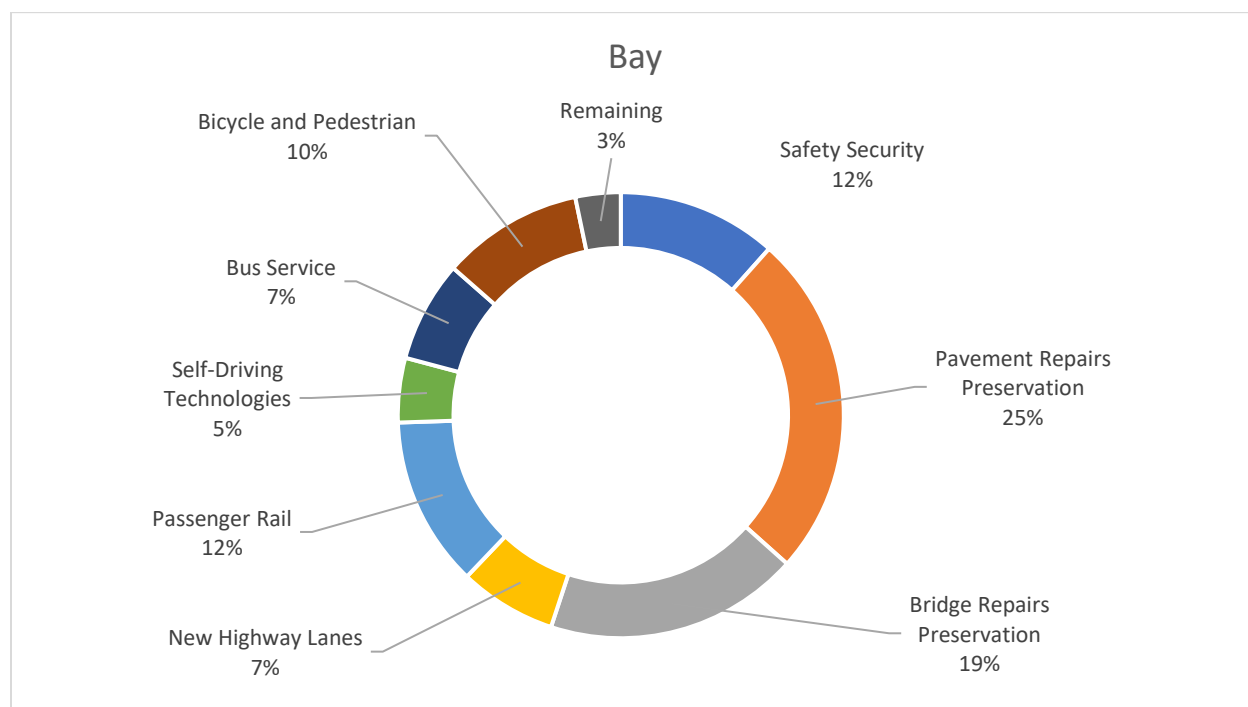
Figure 19.   MetroQuest Tradeoffs Results by MDOT Region
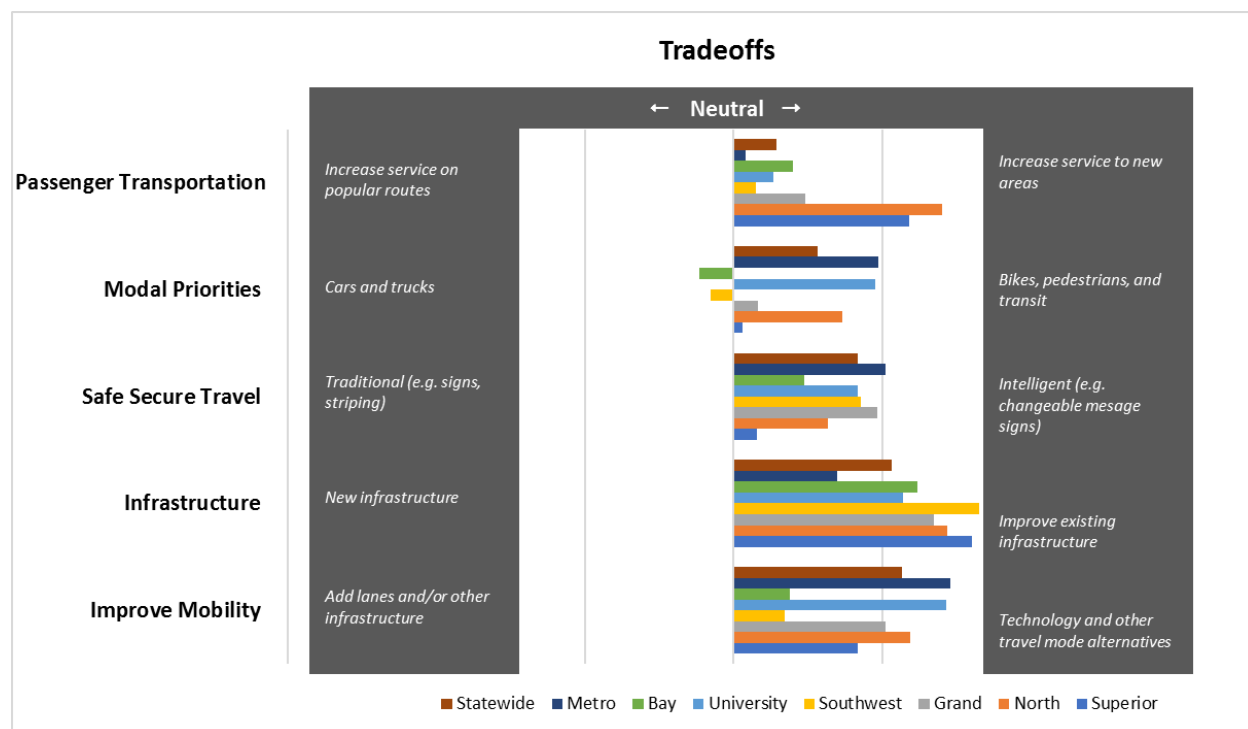
Grand Region

A total of 936 MetroQuest surveys were completed in MDOT's Grand Region. On the Priority Rankings screen, this region ranked Transportation System Maintenance first, Quality of Service second, and Quality of Life third.

Figure 20.   Grand Region Priorities
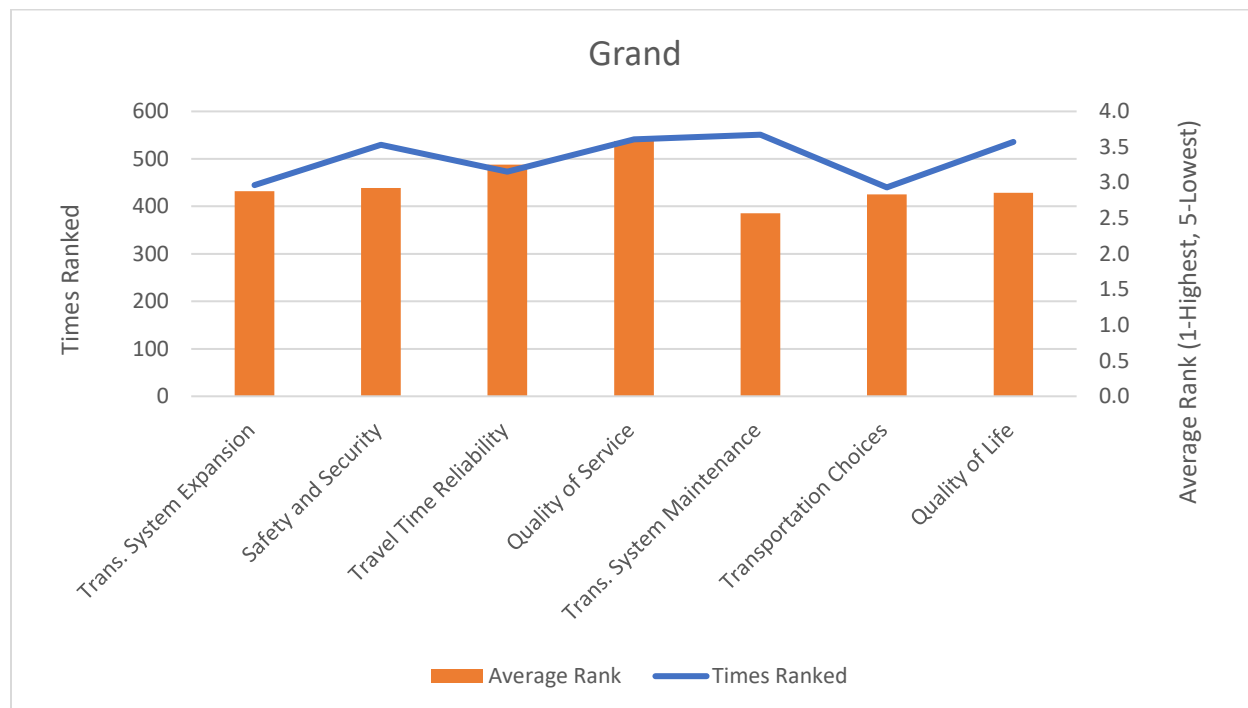
Grand Region participants responded similarly to the rest of the state on the Tradeoffs screen. Region residents indicated a preference for more improvements for bikes, pedestrians, and transit, but by a smaller margin than the statewide results.

Figure 21.   Grand Region Tradeoffs
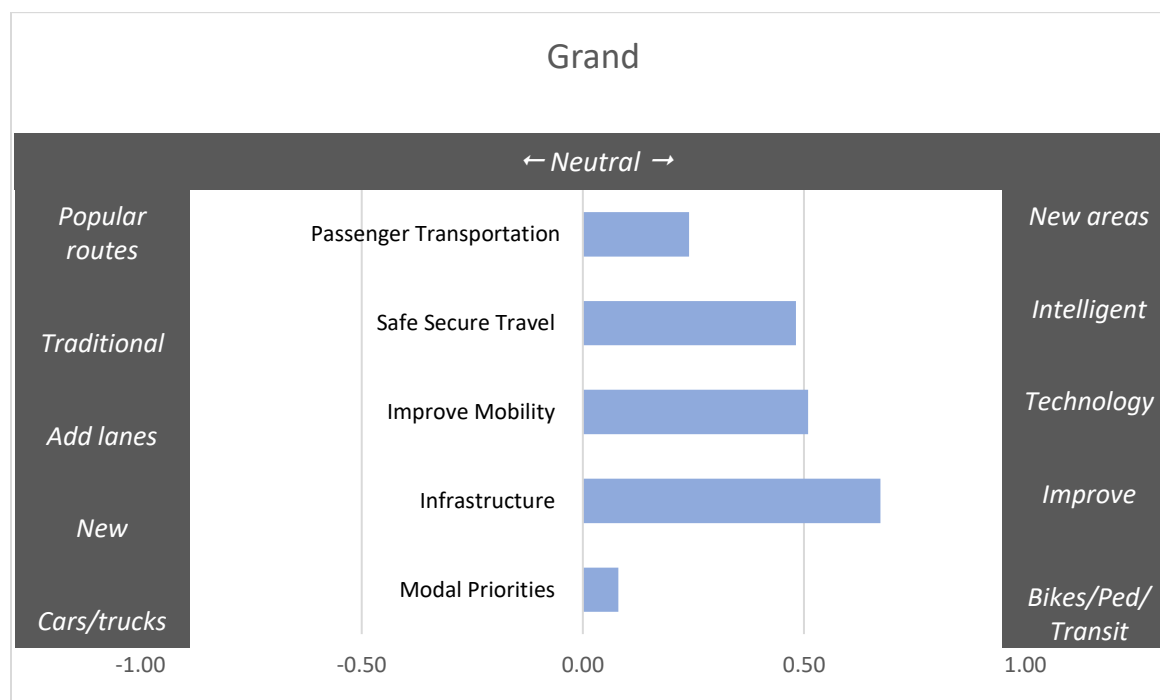
On the budget allocation screen, Grand Region respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation then passenger rail. This order is the same as the statewide results.

Figure 22.   Grand Region Budget Allocation
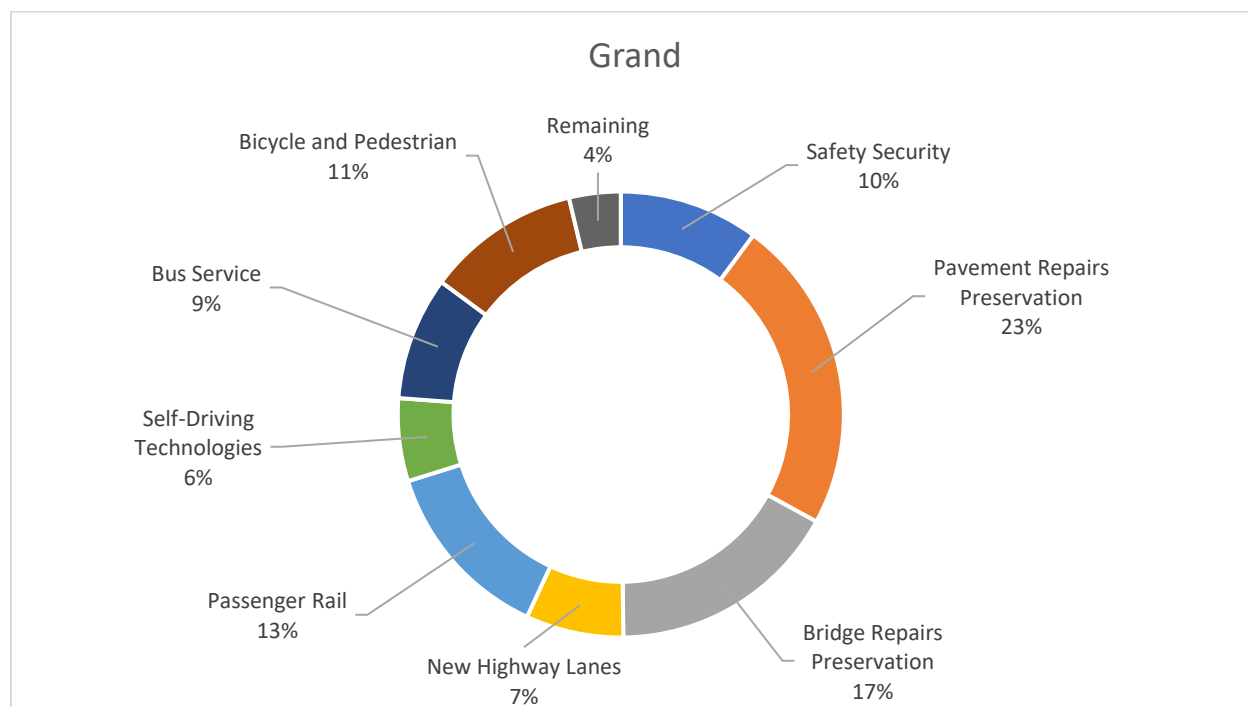
Metro Region

MetroQuest surveys completed by residents of MDOT's Metro Region totaled 1,664. Quality of Service was ranked in the top five priorities the most times, Transportation System Maintenance was second and Travel Time Reliability was third.

Figure 23.   Metro Region Priorities

Metro Region residents indicated a preference for more improvements for bikes, pedestrians, and transit by a larger margin than any other region on the Tradeoffs screen. Region respondents also felt more strongly than other regions about using technology and alternative modes to improve mobility and that the use of intelligent rather than traditional methods was the preferable way to ensure safe and secure travel.

Figure 24.   Metro Region Tradeoffs
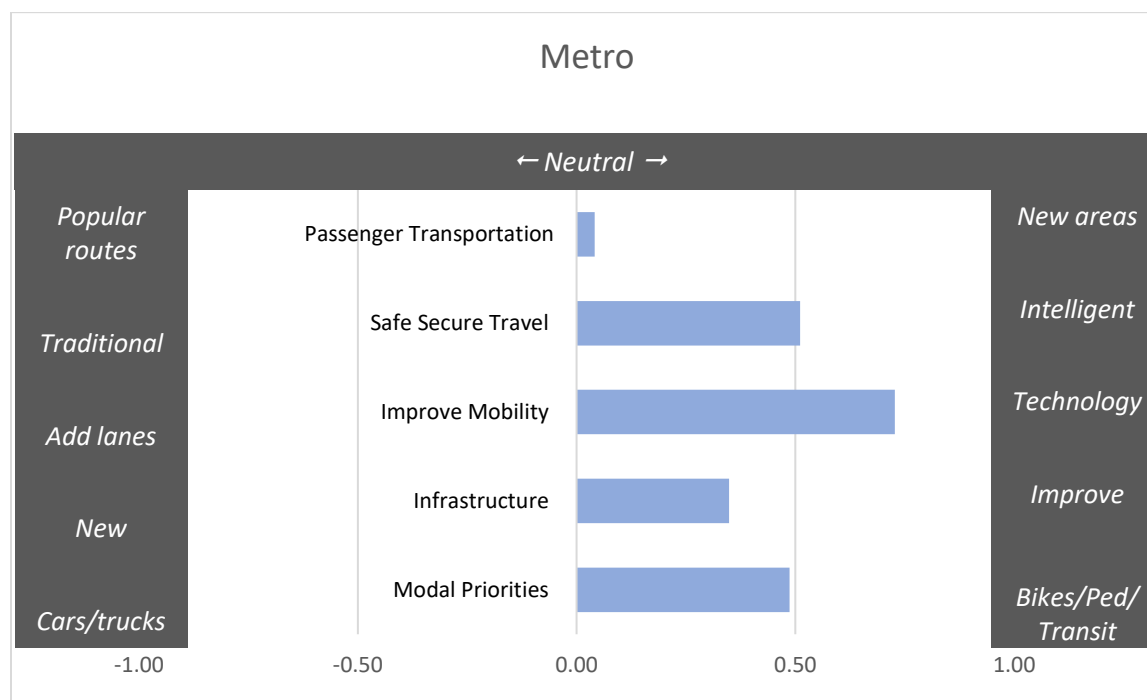
On the budget allocation screen, Metro Region respondents allocated the most virtual funds to pavement repairs and preservation. This region was the only one to have passenger rail as the second-highest priority and allotted the most funds of any region to this category. Bridge repairs and preservation was third. Metro Region residents allocated more funds to bus service than any other region but had it slightly behind bicycle and pedestrian.

Figure 25. Metro Region Budget Allocation
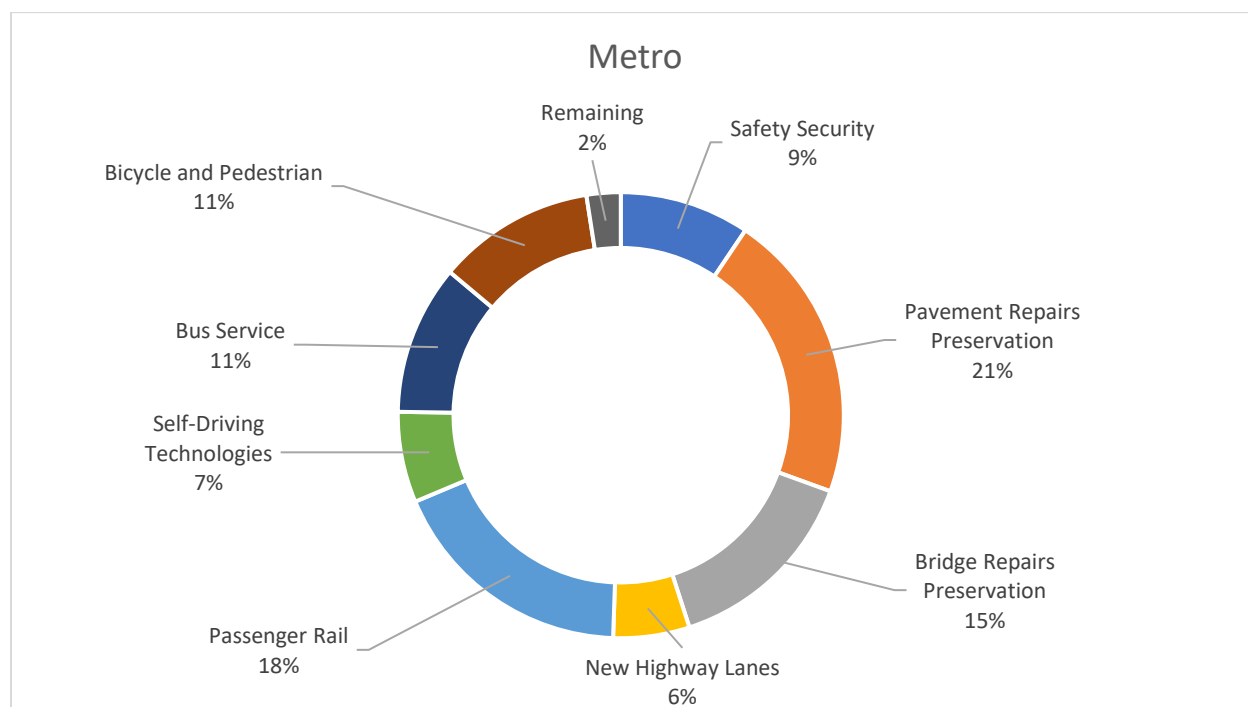
Figure 26. MetroQuest Budget Allocation Results by MDOT Region
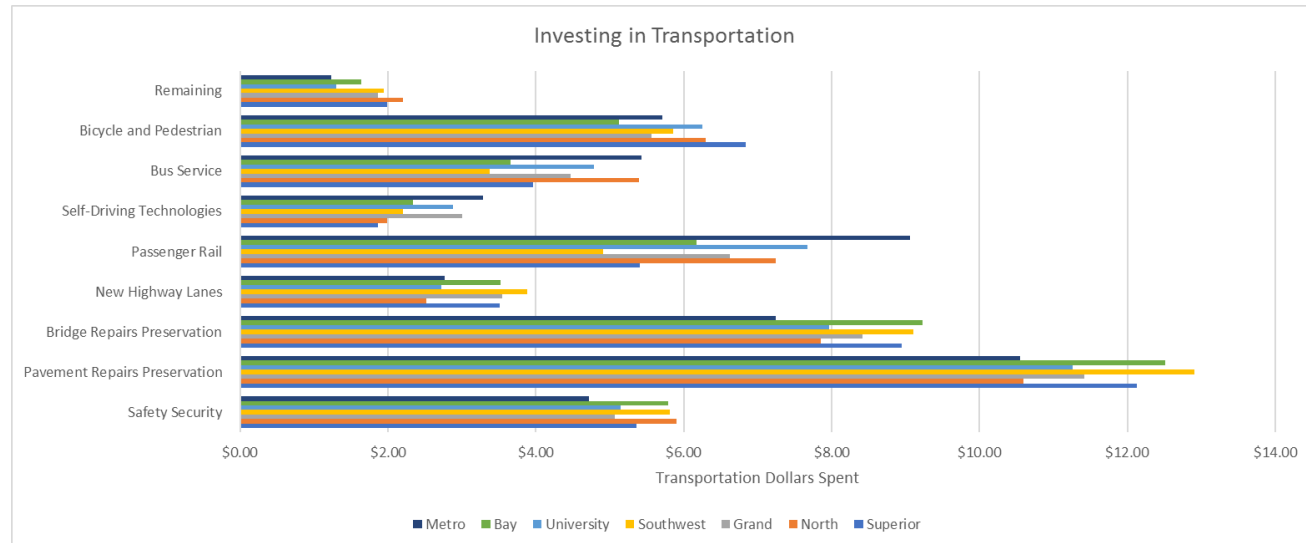
North Region

A total of 314 surveys were completed in MDOT's North Region through MetroQuest. Quality of Life was ranked in the top five priorities the most times, Transportation Choices was second, and Quality of Service third. Safety and Security was a very close fourth.

Figure 27.   North Region Priorities
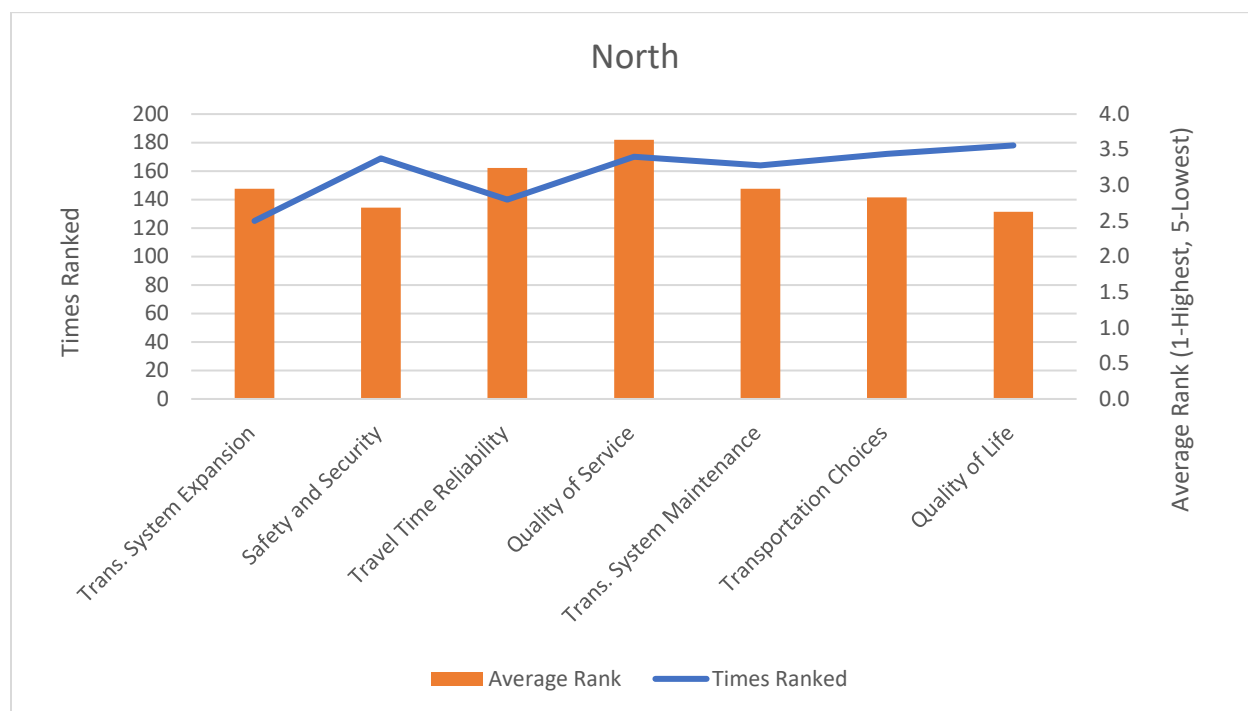
North Region participants responded similarly to the rest of the state on the Tradeoffs screen. Region residents felt more strongly than any other region that improvements to passenger transportation should increase service to new areas rather than increase service on popular routes.

Figure 28.   North Region Tradeoffs
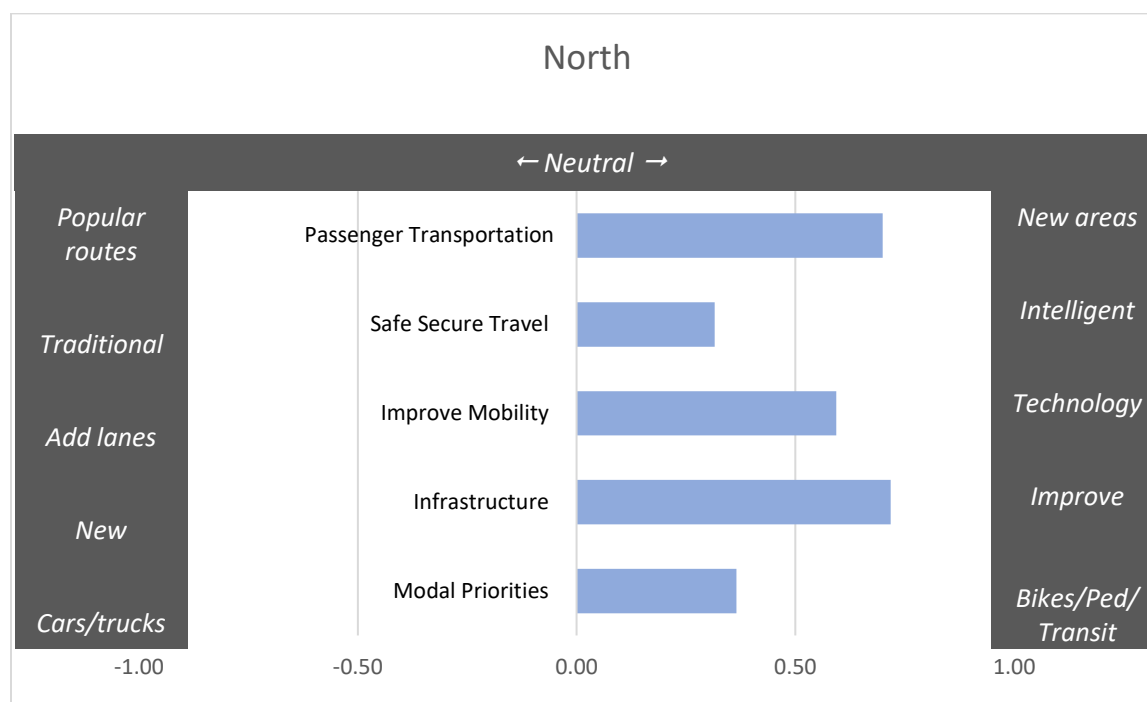
On the budget allocation screen, North Region respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation then passenger rail. This order is the same as the statewide results. The region had bicycle and pedestrian fourth, followed by safety and security. North Region respondents allocated more funds to safety and security than the other regions.

Figure 29.   North Region Budget Allocation
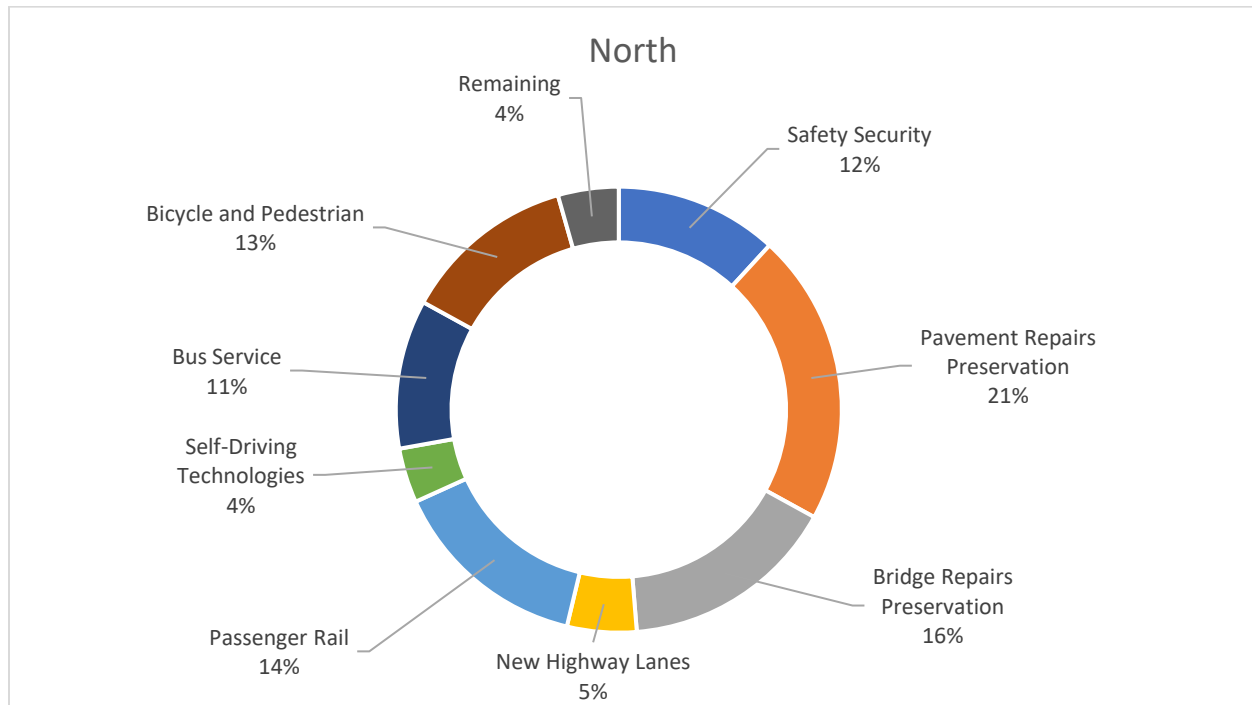
Southwest Region

MetroQuest participants in MDOT's Southwest Region completed 668 MetroQuest surveys. Safety and Security was ranked in the top five priorities the most times, Transportation System Maintenance was a close second, and Quality of Life third.

Figure 30.   Southwest Region Priorities
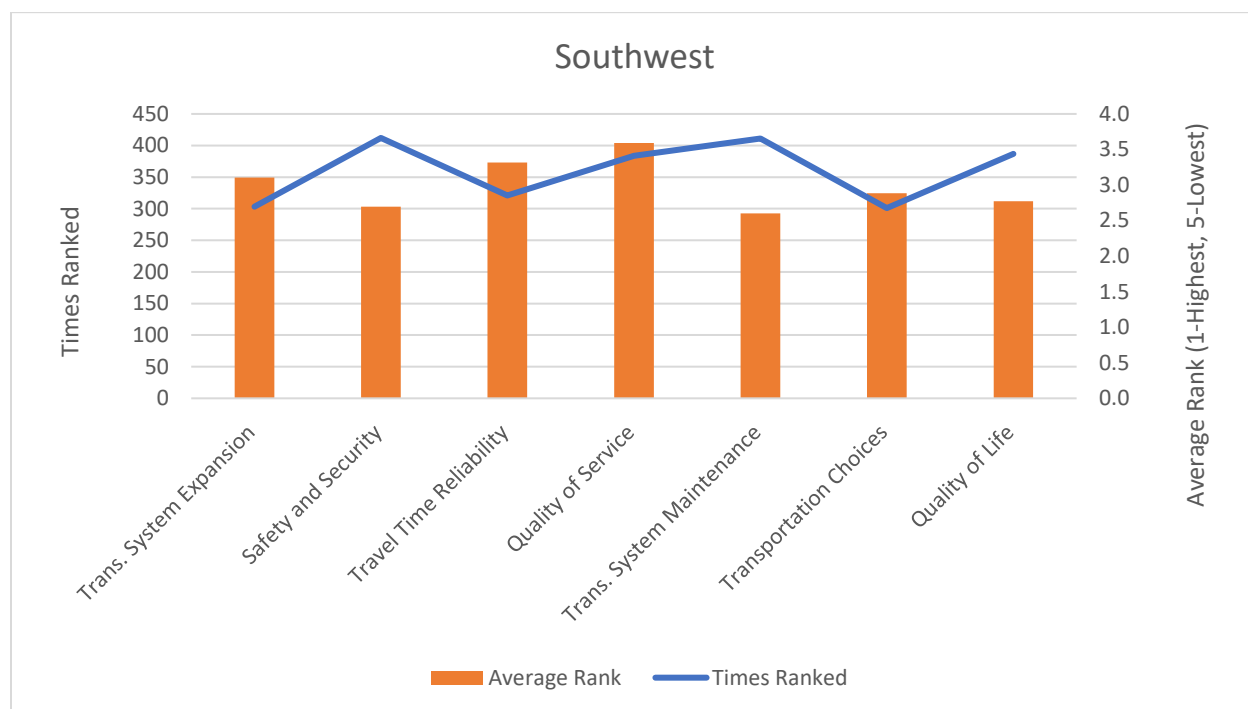
Southwest Region participants differed from the statewide results on the Tradeoffs screen in one category. Region residents indicated a preference for more improvements for cars and trucks rather than bikes, pedestrians, and transit. Regional residents also felt more strongly than any other region that improving existing infrastructure is more important than building new infrastructure.

Figure 31.   Southwest Region Tradeoffs

On the budget allocation screen, Southwest Region respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs. This region had bicycle and pedestrian third and safety and security in a close fourth. Southwest Region residents allocated less money to passenger rail than any other region but still had it as the fifth-highest priority.

Figure 32.   Southwest Region Budget Allocation
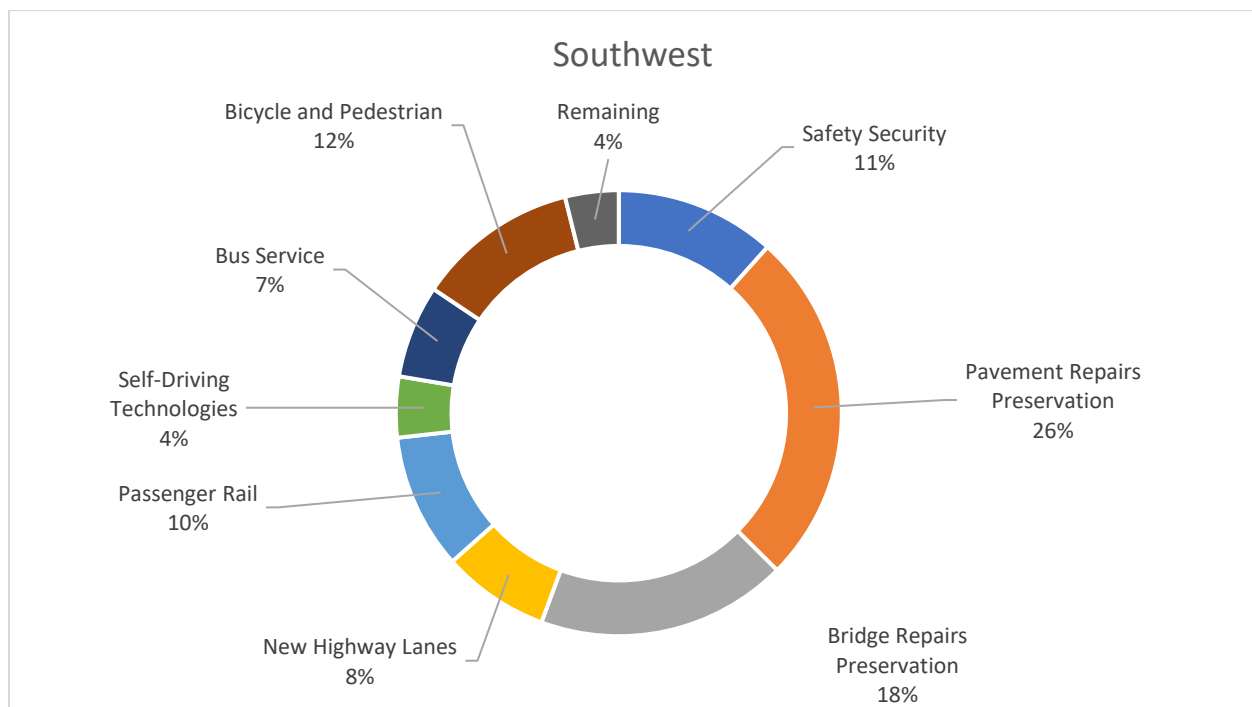
Superior Region

Superior Region participants in the MetroQuest site completed 154 surveys. Transportation System Maintenance was ranked in the top five priorities the most times, Safety and Security was second, and Quality of Life third.

Figure 33.   Superior Region Priorities
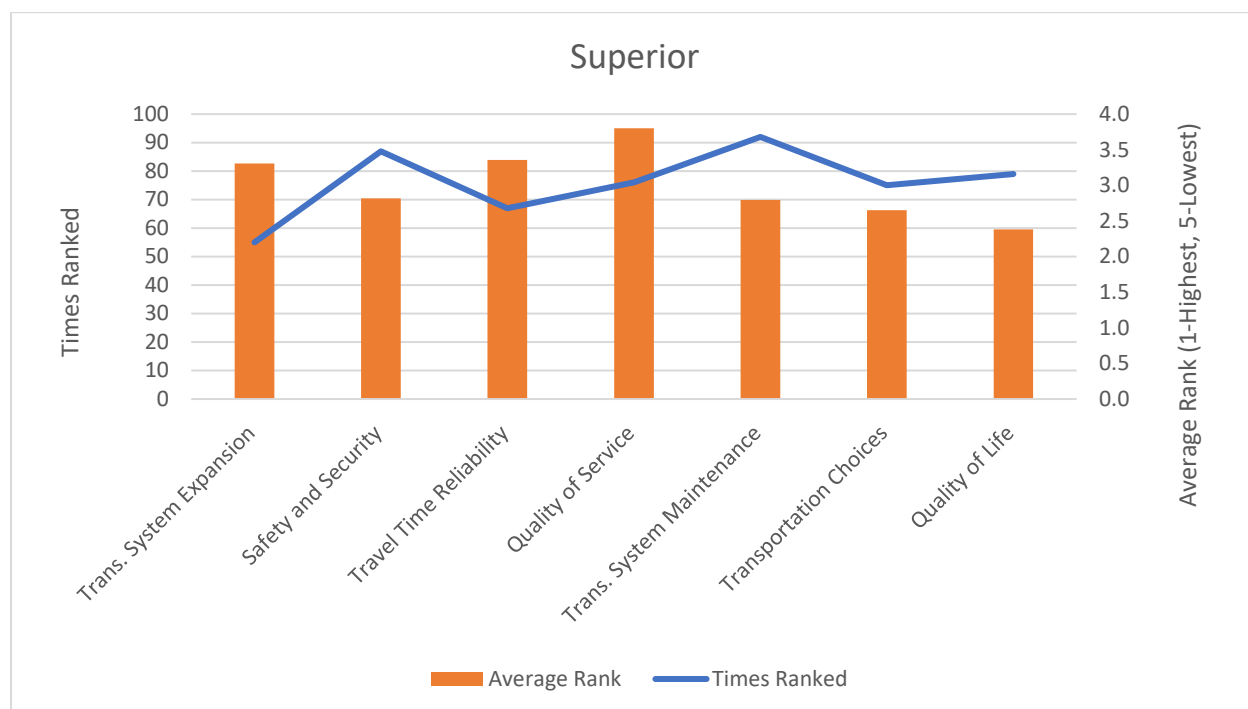
Region residents indicated a slightly stronger preference than the statewide average for more improvements for bikes, pedestrians, and transit rather than for cars and trucks. This region was second only to the Southwest Region in how strongly it preferred improvements to existing infrastructure over building new infrastructure, and Superior Region residents felt strongly that improvements to passenger transportation should increase service to new areas rather than increase service on popular routes.

Figure 34. Superior Region Tradeoffs
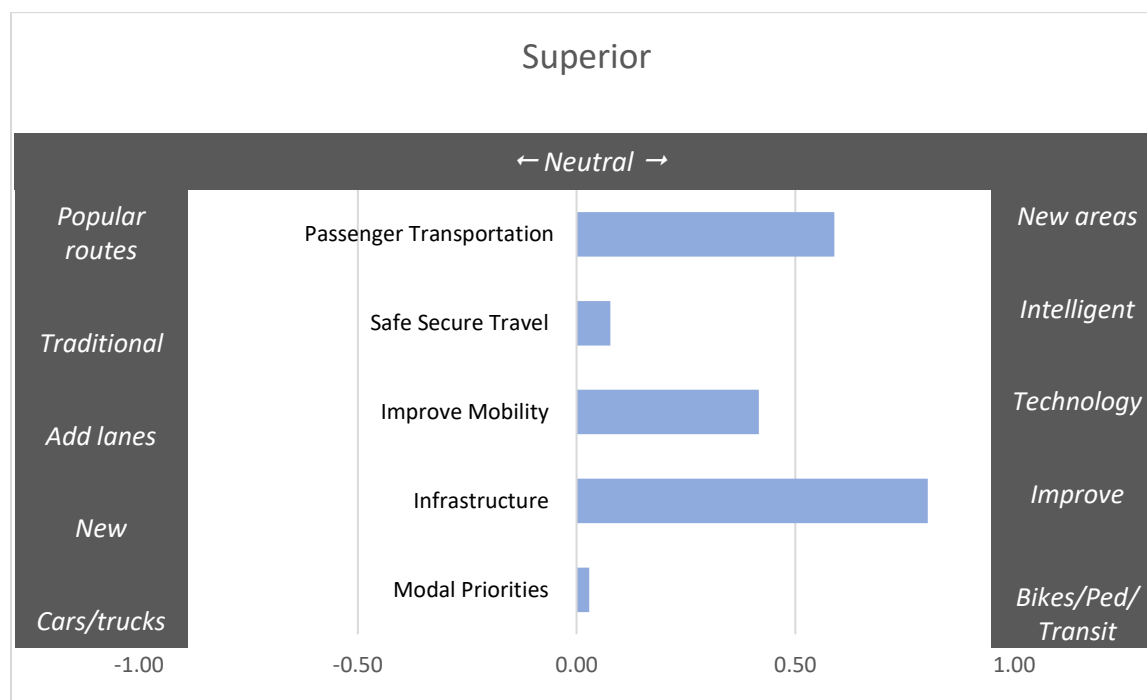
On the budget allocation screen, Superior Region respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation then bicycle and pedestrian. The Superior Region put more funds toward bicycle and pedestrian than any other region.

Figure 35. Superior Region Budget Allocation

University Region

Residents of MDOT's University Region completed 1,470 MetroQuest surveys. Transportation System Maintenance was ranked in the top five priorities the most times, Quality of Life was second, and Quality of Service third.

Figure 36.   University Region Priorities

University Region participants responded similarly to the rest of the state on the Tradeoffs screen. Region residents indicated a preference for more improvements for bikes, pedestrians, and transit and for technology and alternative modes by margins second only to the Metro Region.

Figure 37.   University Region Tradeoffs
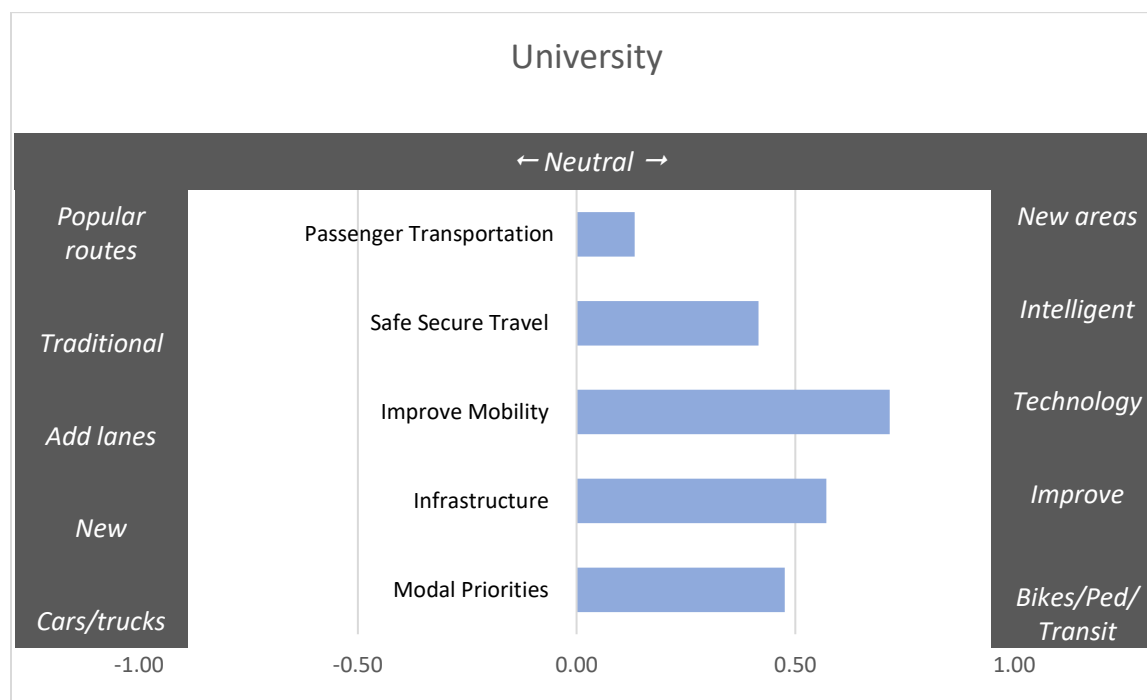
On the budget allocation screen, University Region respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation then passenger rail. This order is the same as the statewide results.

Figure 38.   University Region Budget Allocations
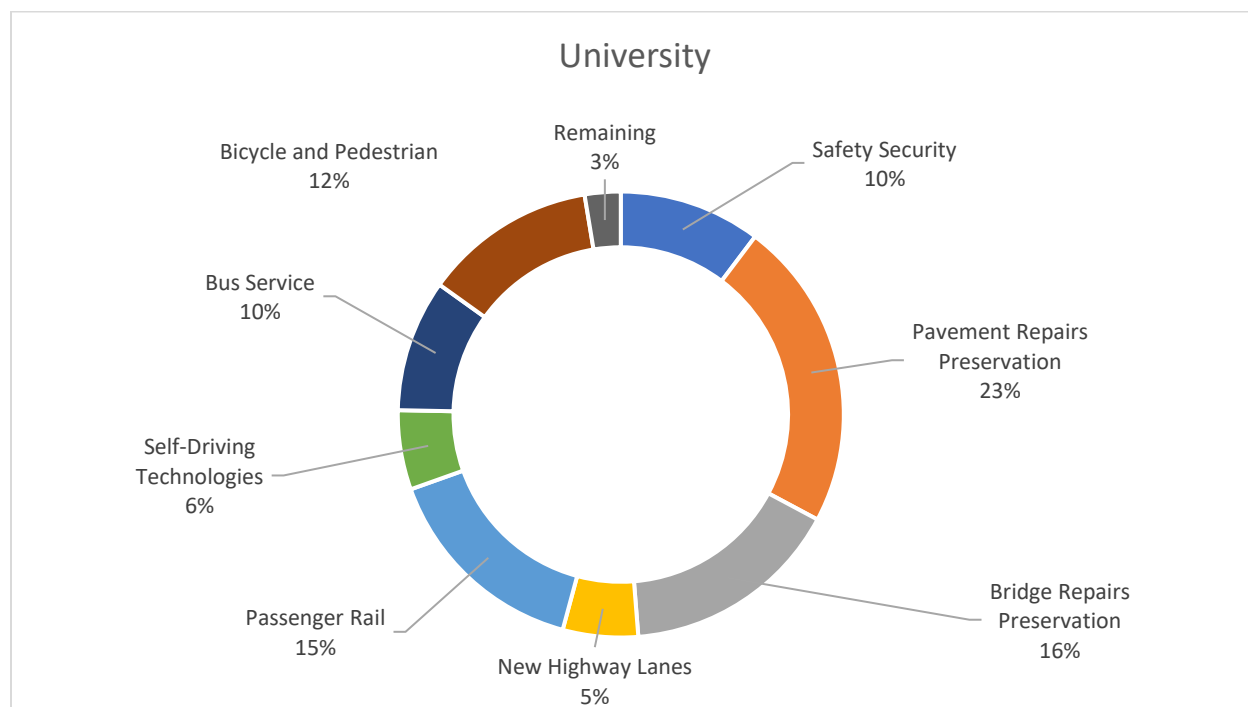
3.1.3.7 MetroQuest Results by Michigan Planning Organization

Figure 39.   Michigan Planning and Development Regions

Group Meeting Planning Map for the Statewide NFC Review
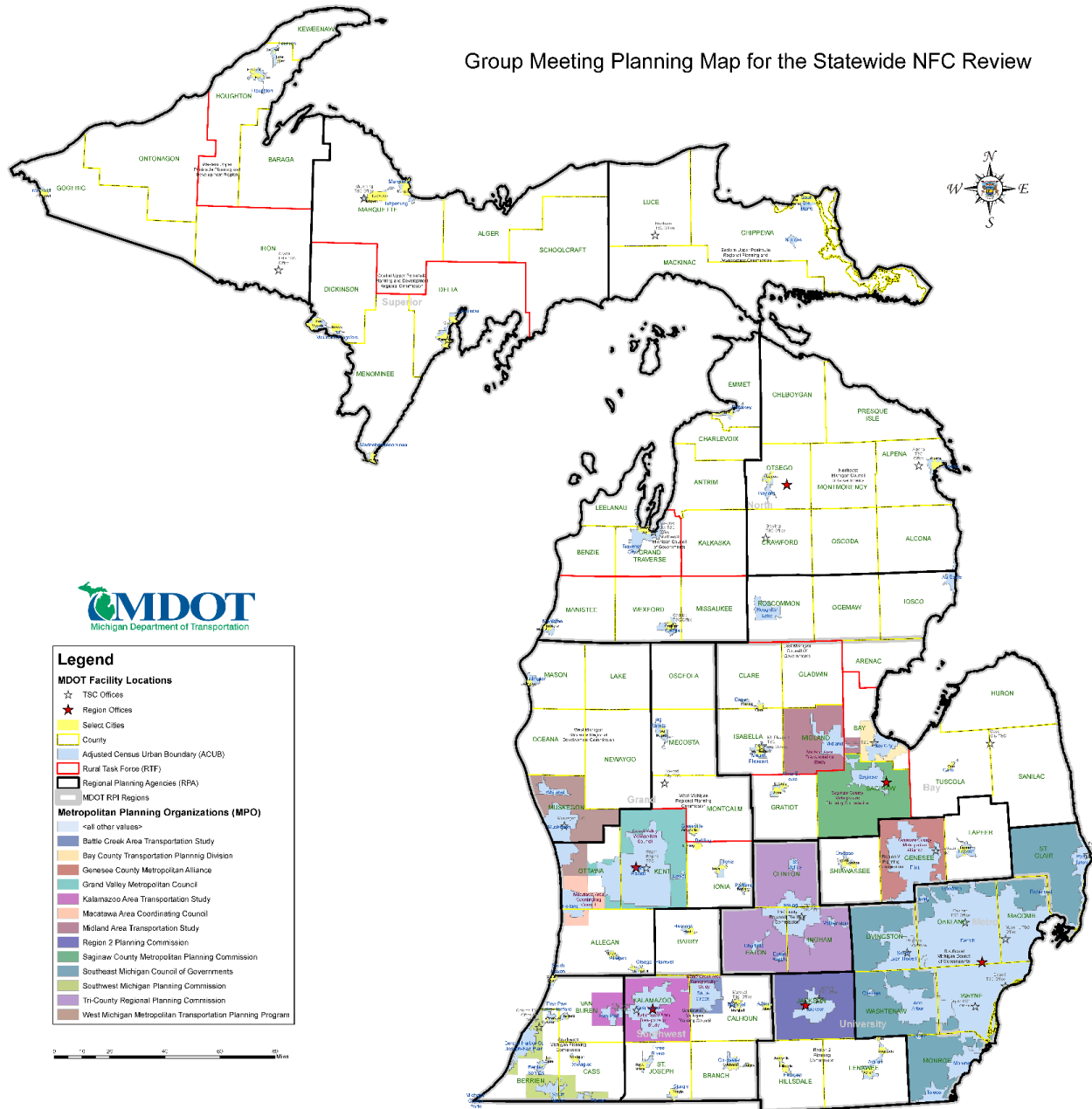
Through collection of zip codes, MetroQuest survey results were also broken out for each regional and metropolitan planning organization (MPO). If a zip code overlapped multiple regions, the survey results were included in the totals for each of those regions.

Battle Creek Area Transportation Study (Battle Creek BCATS)

Residents within Michigan's Battle Creek BCATS area completed 176 MetroQuest surveys. Safety and Security was ranked in the top five priorities the most times, followed by Quality of Service second. Transportation System Maintenance and Quality of Life tied for third.

Figure 40.   BCATS (Battle Creek) Priorities
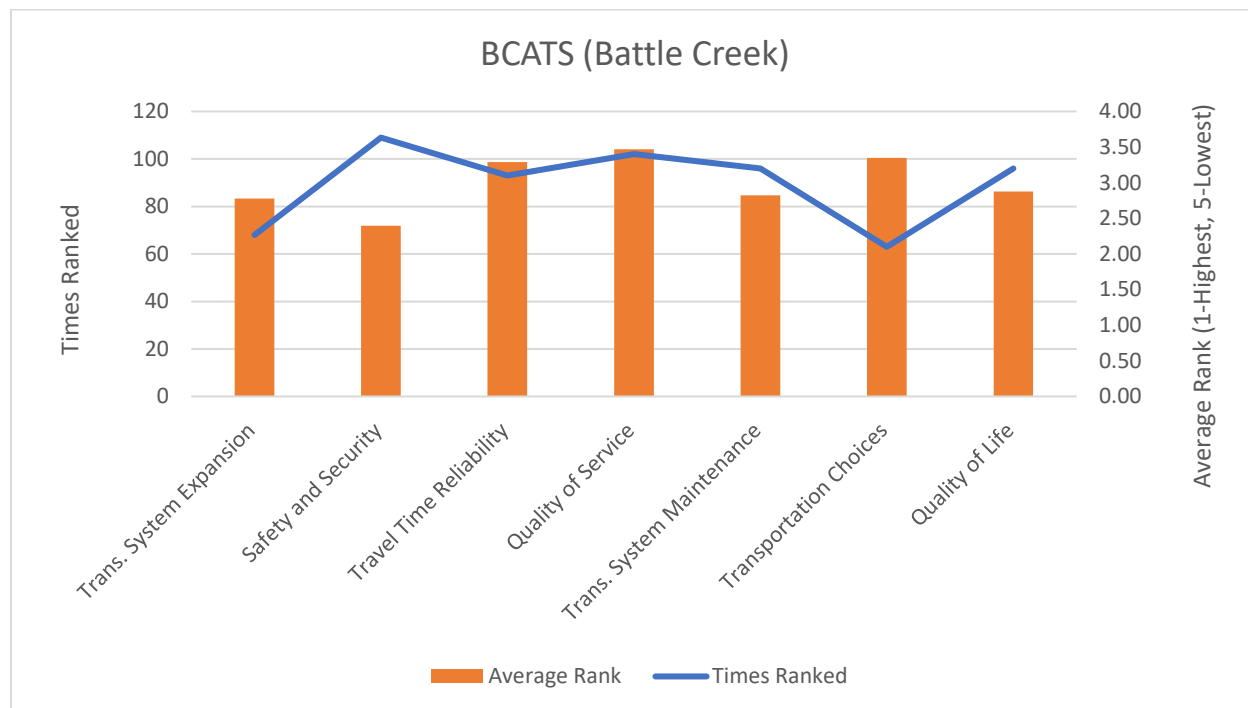
Battle Creek BCATS participants differed from the statewide results on the Tradeoffs screen in two categories. Residents indicated the strongest preference of any planning region for more improvements for cars and trucks rather than for bikes, pedestrians, and transit. The area also indicated a slight preference for increased capacity through added lanes/other infrastructure over technology and alternative modes of transportation.
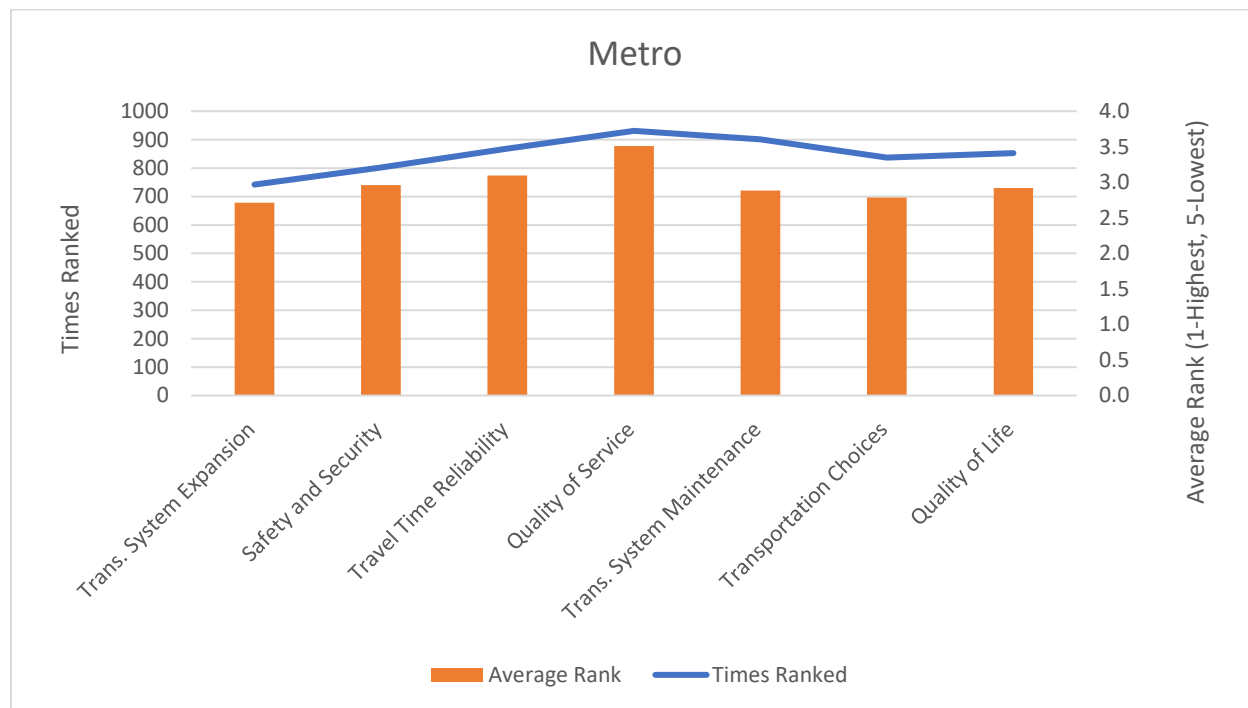
Figure 41.   Battle Creek BCATS Tradeoffs
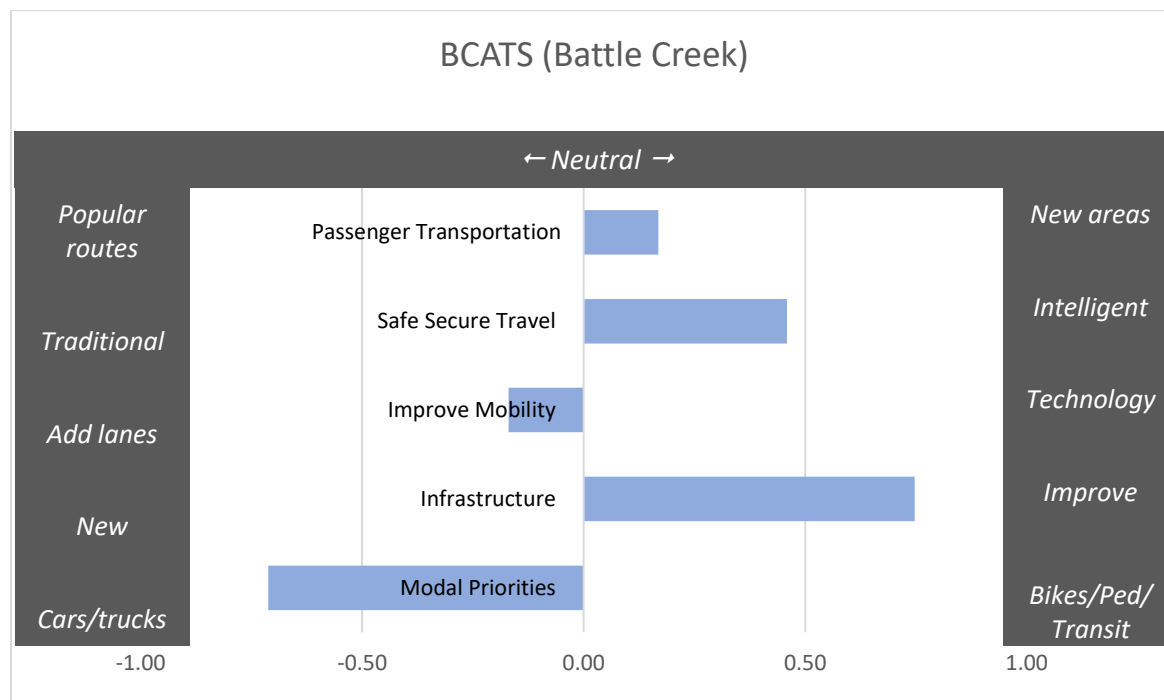
On the budget allocation screen, Battle Creek BCATS respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation. New highway lanes and safety and security tied at third.

Figure 42.   BCATS (Battle Creek) Budget Allocation
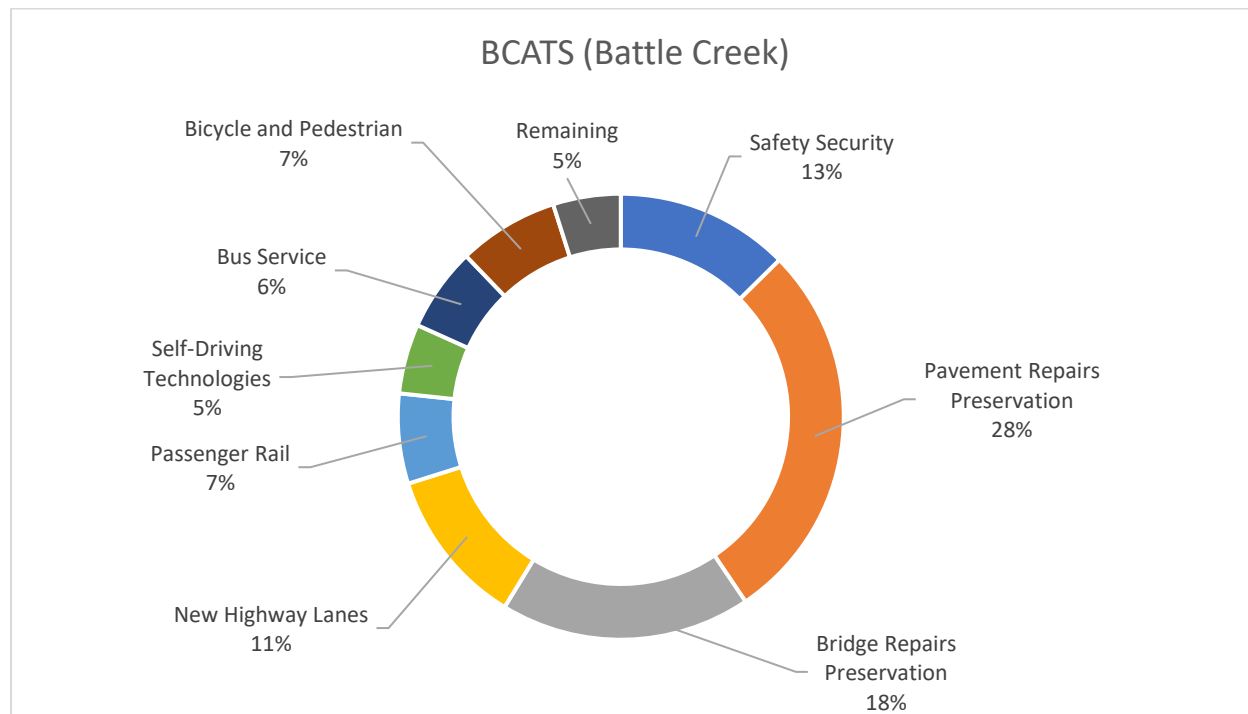
Bay City Area Transportation Study (Bay City BCATS)

Bay City BCATS-area residents completed 42 MetroQuest surveys, the second to smallest quantity of surveys received. For the surveys received, Transportation System Maintenance was ranked in the top five priorities the most times, Safety and Security was second, Quality of Life third, and Quality of Service was a close fourth. Since few surveys were received, the top five priority rankings varied by only a few points.

Figure 43.   Bay City BCATS Priorities
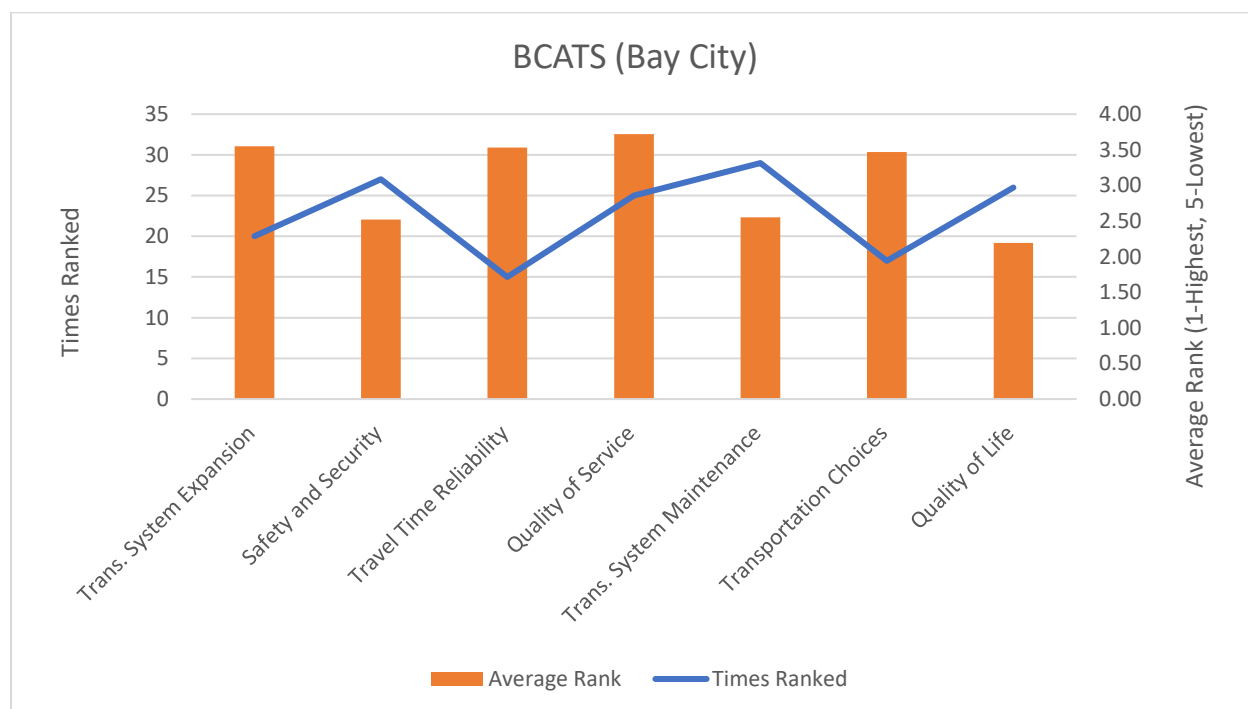
On the Tradeoff screen, Bay City BCATS participants differed from the statewide results on improved mobility by indicating a very slight preference toward increased capacity by adding lanes and/or other infrastructure over managing demand with technology and other travel mode alternatives. For the category of passenger transportation, respondents indicated nearly twice the statewide preference of increasing transit and other passenger services to new areas over increased service on popular routes.

Figure 44.   Bay City BCATS Tradeoffs
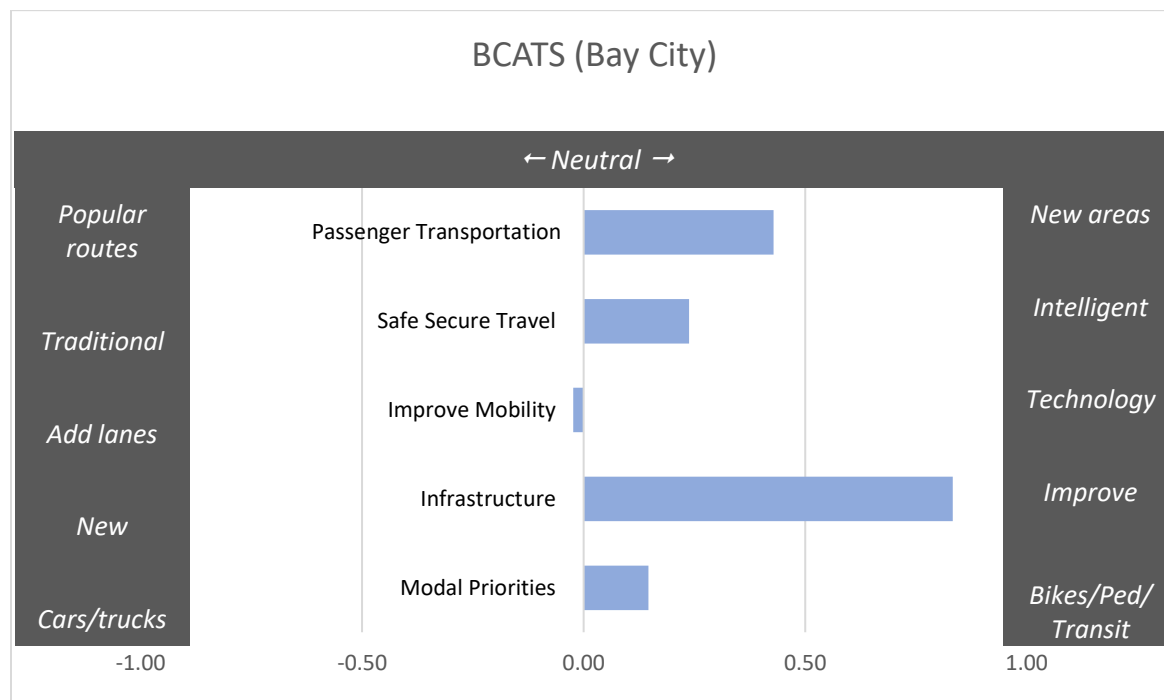
Bay City BCATS respondents echoed the statewide results on the budget allocation screen by indicating strong financial support toward pavement repairs and preservation, followed by bridge repairs and preservation. Bicycle and pedestrian investments tied with safety and security in third place.

Figure 45.   Bay City BCATS Budget Allocation
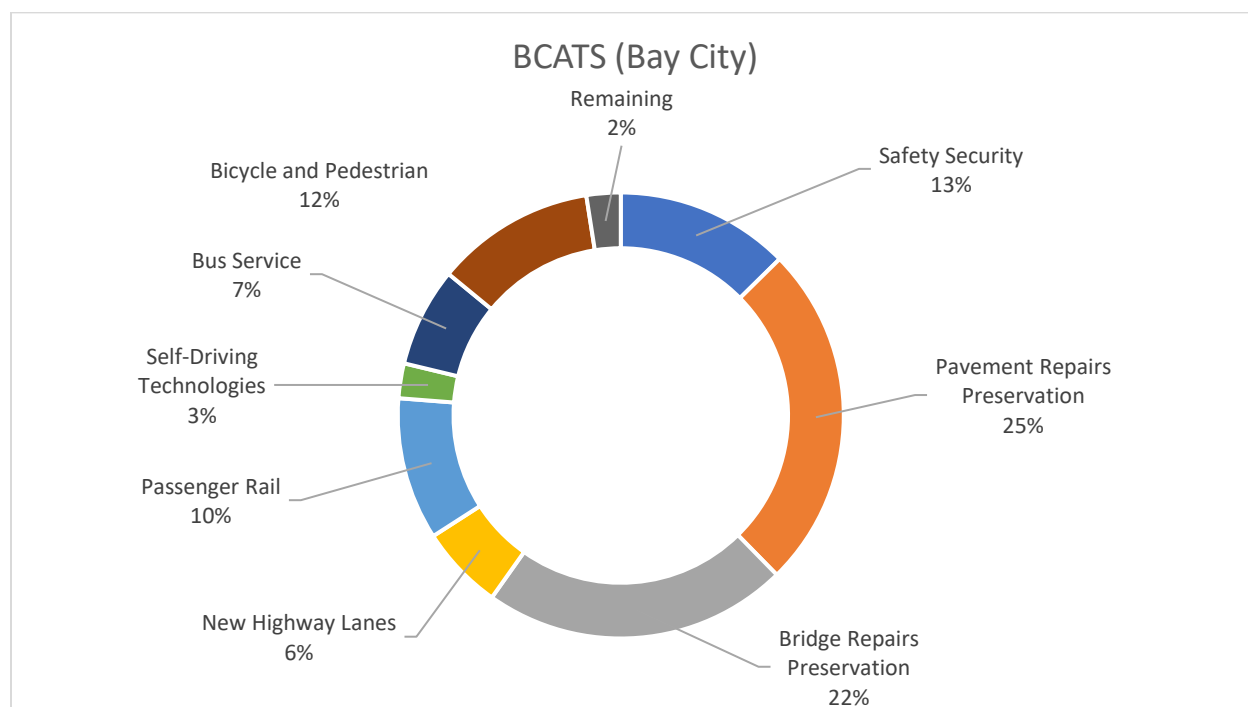
Figure 46.   Number of Times Ranked in the Top Five Priorities by Planning Region

	Trans. System Expansion	Safety and Security	Travel Time Reliability	Quality of Service	Trans. System Maintenance	Trans. Choices	Quality of Life
BCATS (Battle Creek)	68	109	93	102	96	63	96
BCATS (Bay City)	20	27	15	25	29	17	26
GCMPC	83	93	80	86	105	72	95
GVMC	267	279	271	314	307	265	309
JACTS	30	39	31	38	35	28	32
KATS	142	213	182	202	216	178	207
MACC	55	64	57	61	65	56	65
MATS	32	43	37	46	47	42	45
NATS	20	24	19	22	26	12	22
SCCOTS	15	16	15	19	17	19	17
SEMCOG	1,098	1,180	1,247	1,351	1,364	1,258	1,286
SMATS	30	35	32	35	34	26	33
TCRPC	197	318	241	298	330	261	296
TwinCATS	42	51	25	43	55	45	52
WATS	330	345	347	395	431	406	407
WESTPLAN	50	76	67	69	73	67	75

Genesee County Metropolitan Planning Commission (GCMPC)

Residents of Michigan's GCMPC area completed 164 MetroQuest surveys. System Maintenance was ranked in the top five priorities the most times, Quality of Life was second, and Safety and Security third.

Figure 47.   GCMPC Priorities
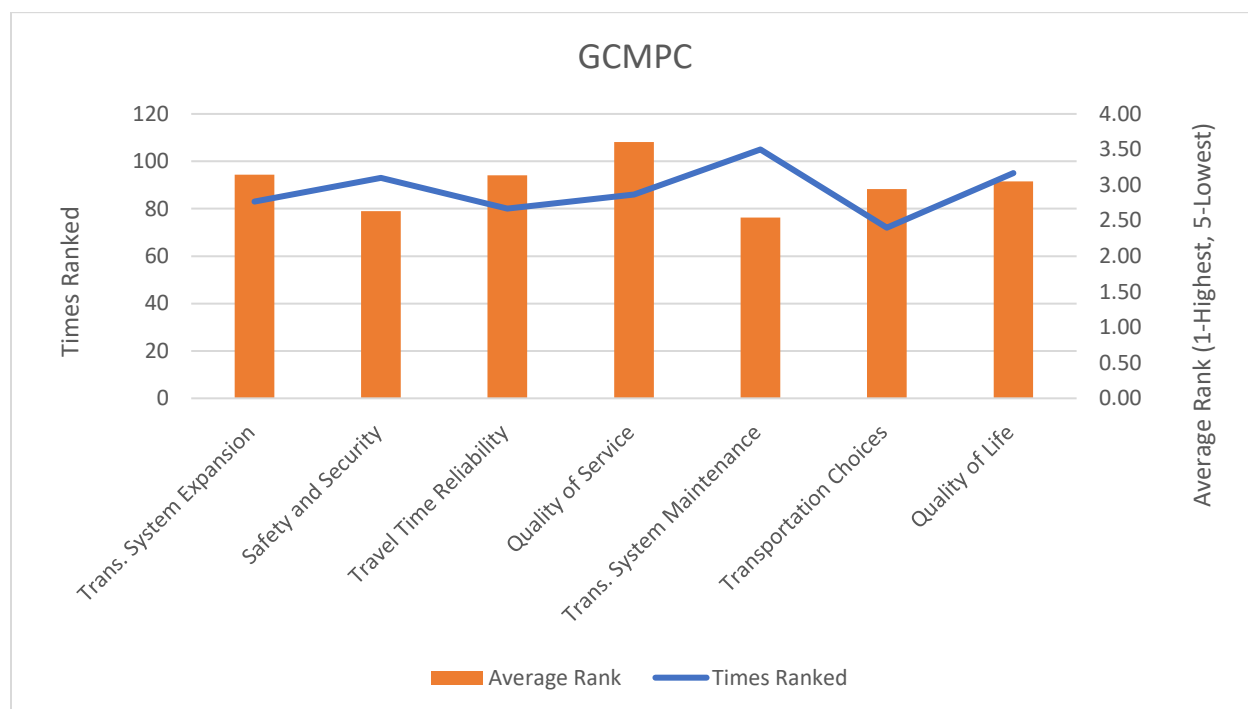
GCMPC participants differed from the statewide results on the Tradeoffs screen in two categories. For modal priorities, residents indicated a slight preference for more improvements for cars and trucks over bikes, pedestrians, and transit. Respondents indicated a neutral preference for mobility improvements that leaned toward increased capacity by adding lanes and/or other infrastructure over managing demand with technology and other travel mode alternatives.

Figure 48.   GCMPC Tradeoffs
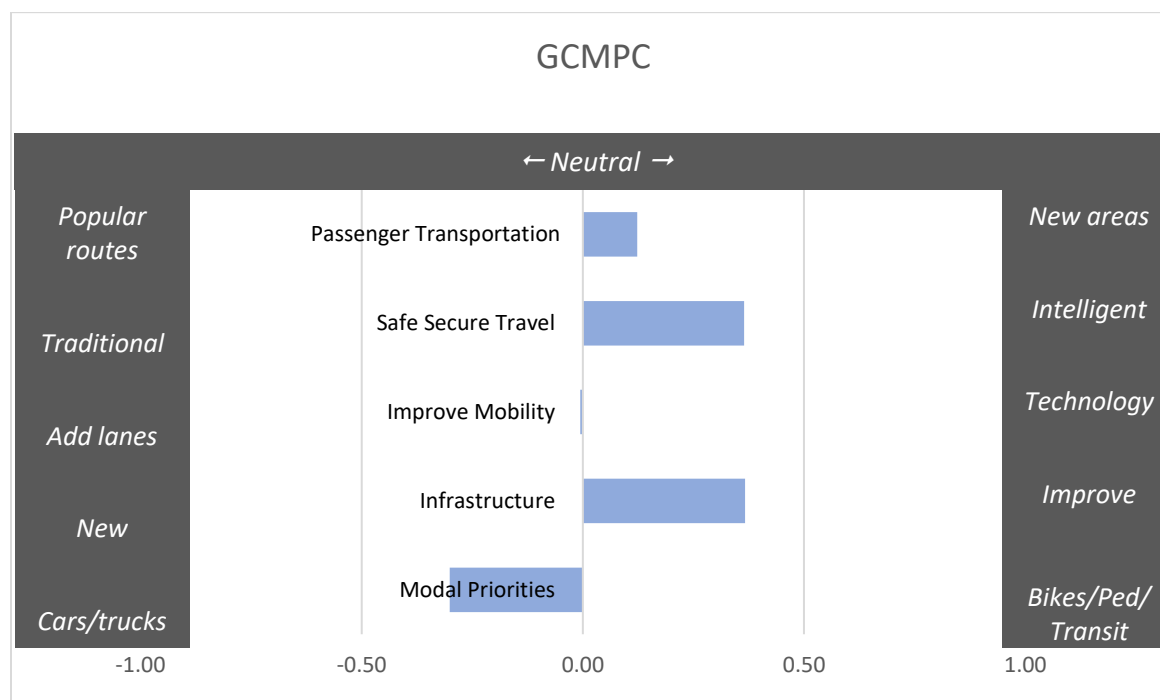
GCMPC survey respondents echoed the statewide results on the budget allocation screen by indicating strong financial support toward pavement repairs and preservation, followed by bridge repairs and preservation. Safety and security scored third.

Figure 49.   GCMPC Budget Allocations
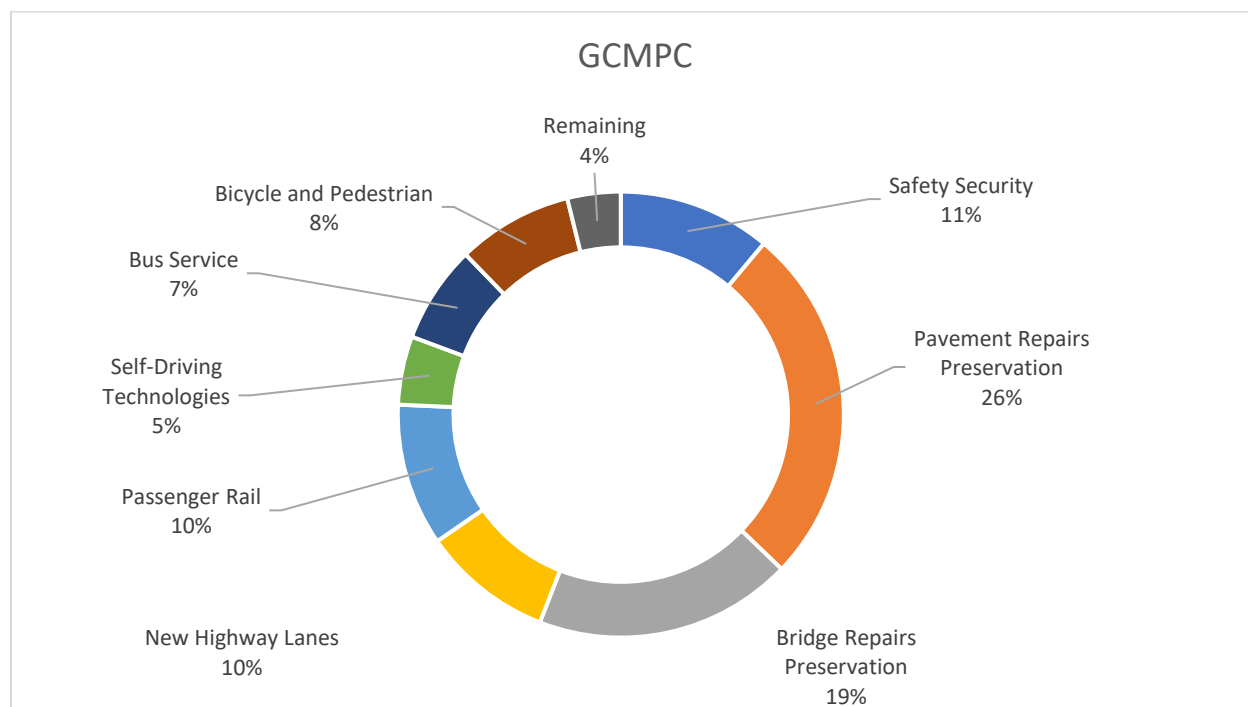
Grand Valley Metropolitan Council (GVMC)

MetroQuest participants located within Michigan's GVMC area completed 542 MetroQuest surveys. Quality of Service was ranked in the top five priorities the most times, Quality of Life was second, and Transportation System Maintenance third.

Figure 50.   GVMC Priorities
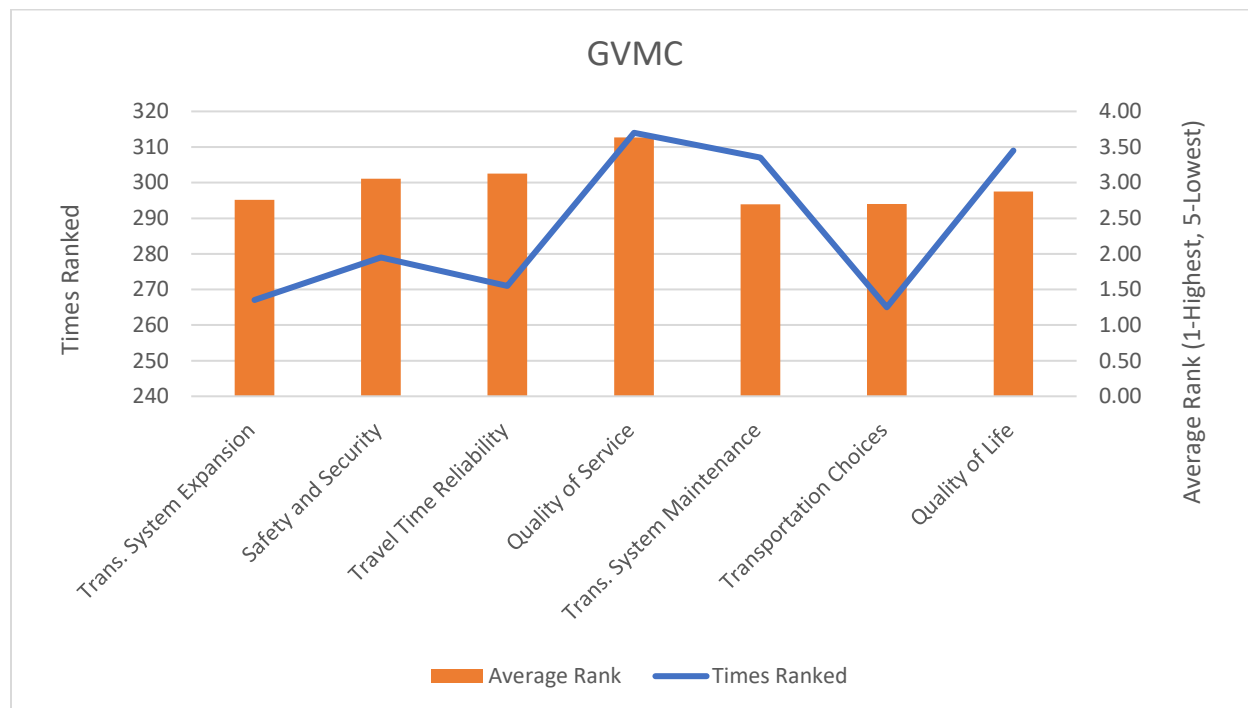
GVMC's responded similarly to the rest of the state on the Tradeoffs screen. Respondents indicated a slightly stronger preference for managing demand with technology and other travel mode alternatives than the statewide average and did not indicate as strong a preference toward improvements for bikes, pedestrians, and transit, as was indicated statewide.

Figure 51.   GVMC Tradeoffs
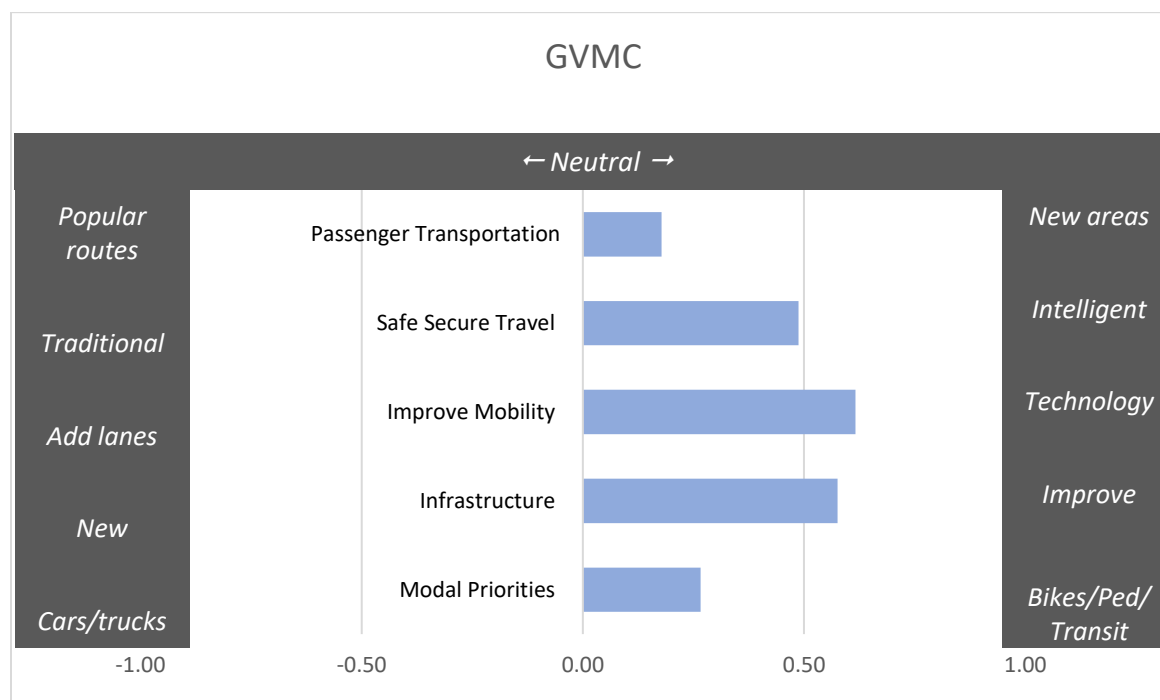
On the budget allocation screen, GVMC participants allocated the most virtual funds to pavement repairs. Bridge repairs and preservation tied for second place, with passenger rail as the second-highest investment priority.

Figure 52.   GVMC Budget Allocation
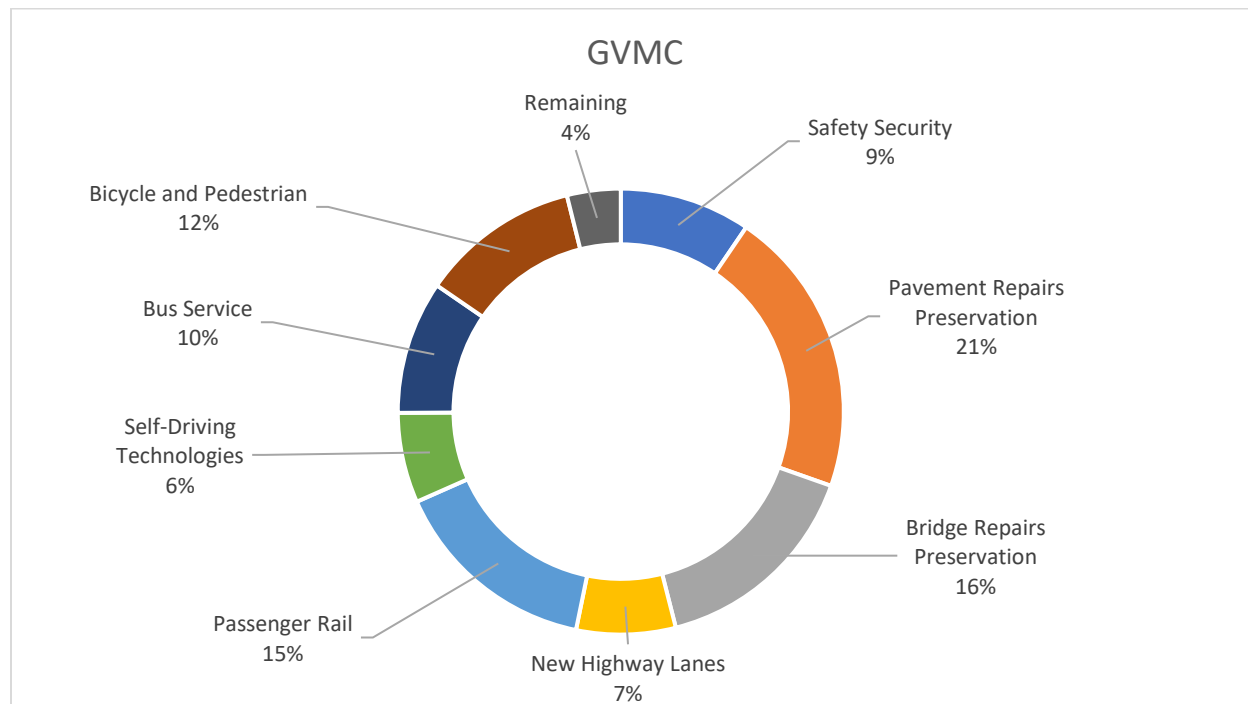
Jackson Area Comprehensive Transportation Study (JACTS)

JACTS-area survey respondents completed 66 MetroQuest surveys. Of the surveys received, Safety and Security was ranked in the top five priorities the most times, Quality of Service was second, and Transportation System Maintenance third.

Figure 53.   JACTS Priorities
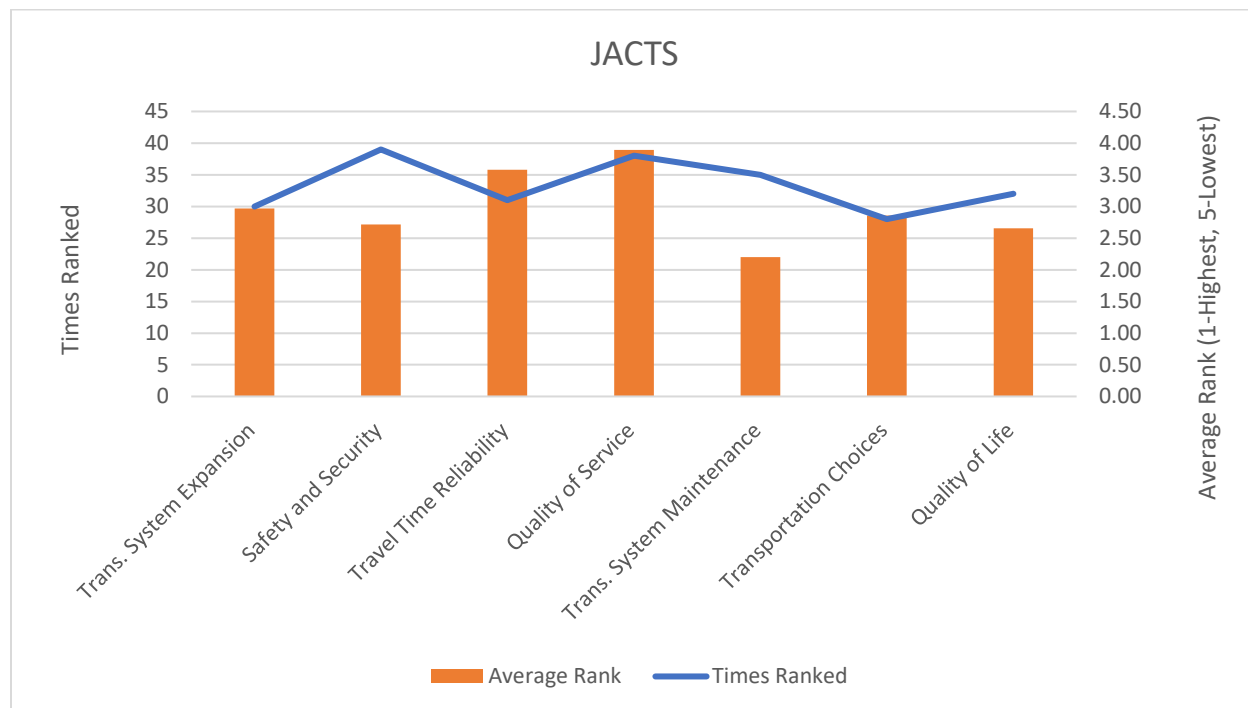
JACTS survey respondents generally reflected the statewide results on the Tradeoffs screen with the exception of one category: Modal Priorities. Participants indicated a slight preference toward more improvements for cars and trucks over improvements for bikes, pedestrians, and transit.

Figure 54. JACTS Tradeoffs
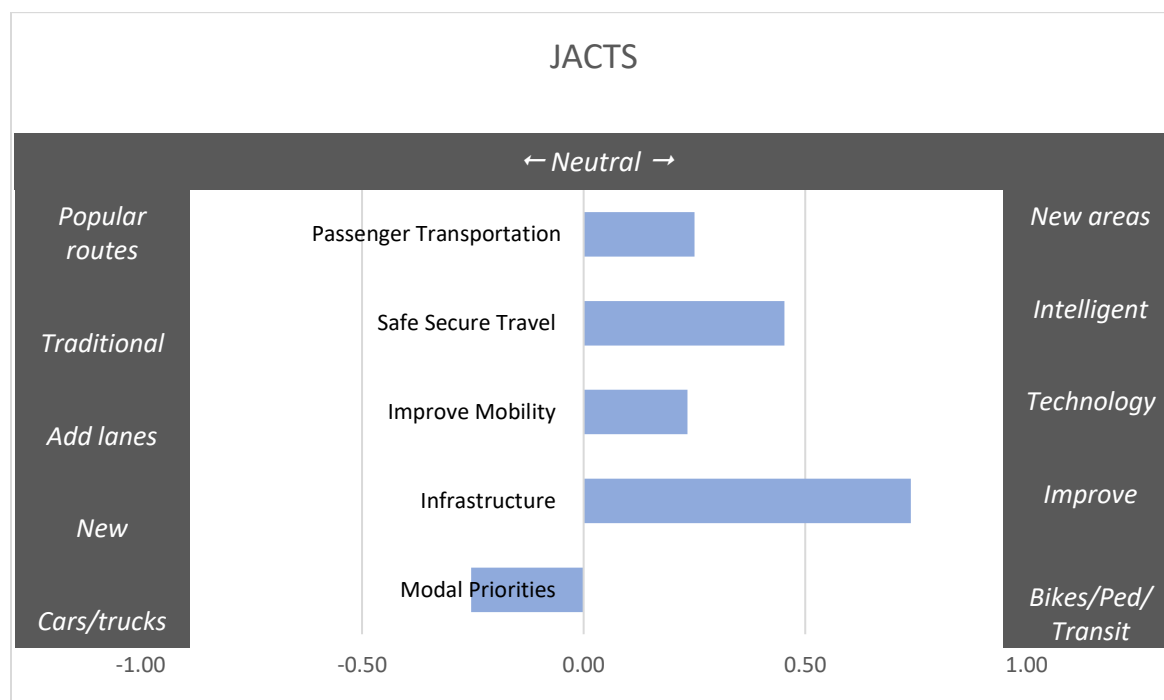
On the budget allocation screen, JACTS respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation. Safety and security scored third.

Figure 55. JACTS Budget Allocations
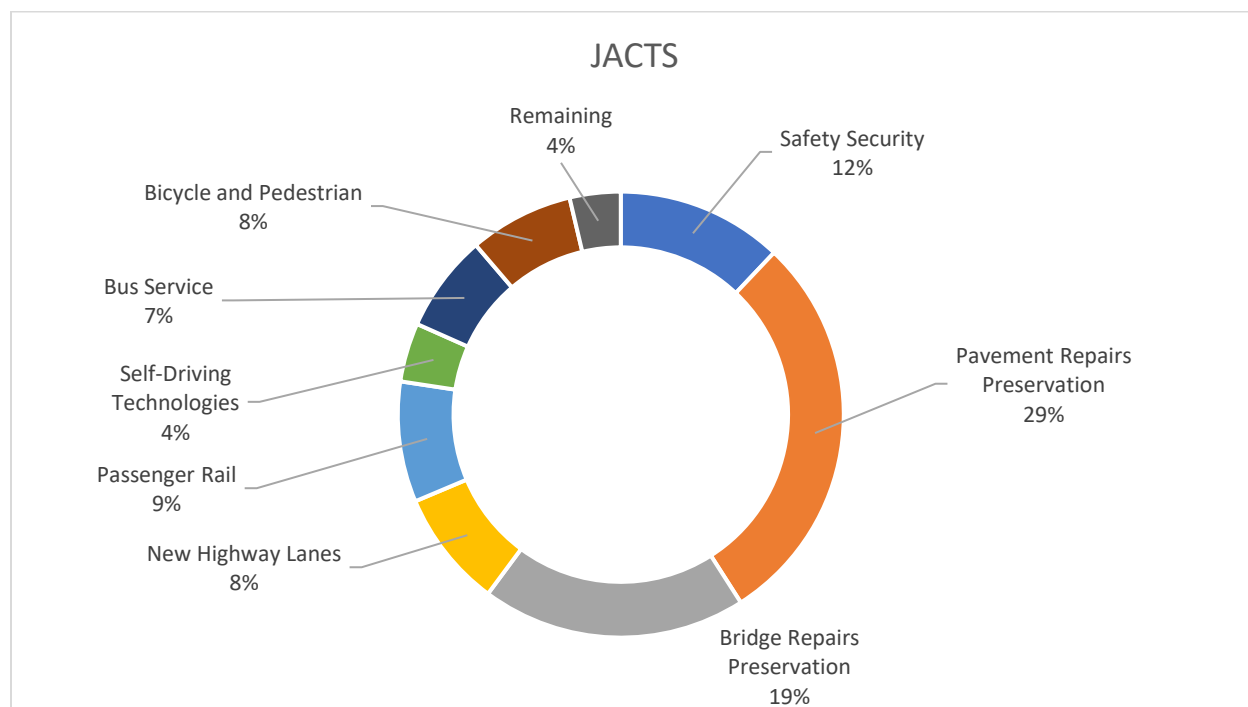
Kalamazoo Area Transportation Study (KATS)

A total of 350 MetroQuest surveys were completed by residents located within the KATS area. Transportation System Maintenance was ranked in the top five priorities the most times, Safety and Security was second, and Quality of Life third.
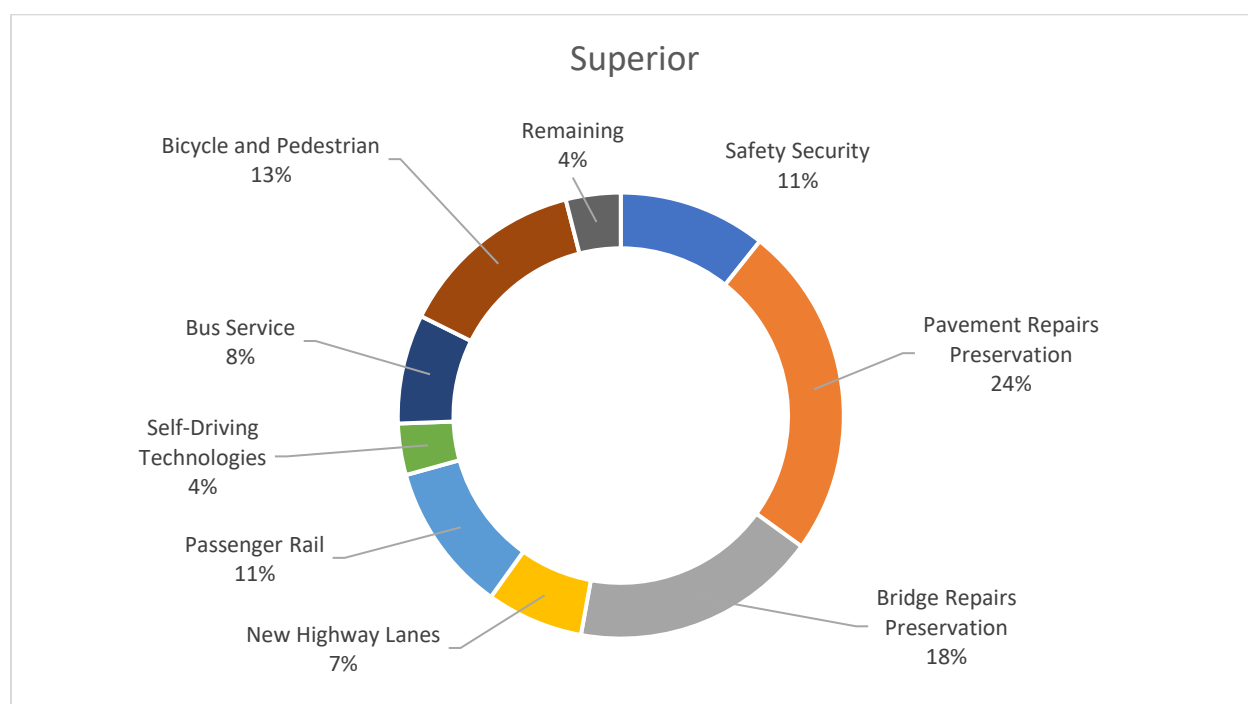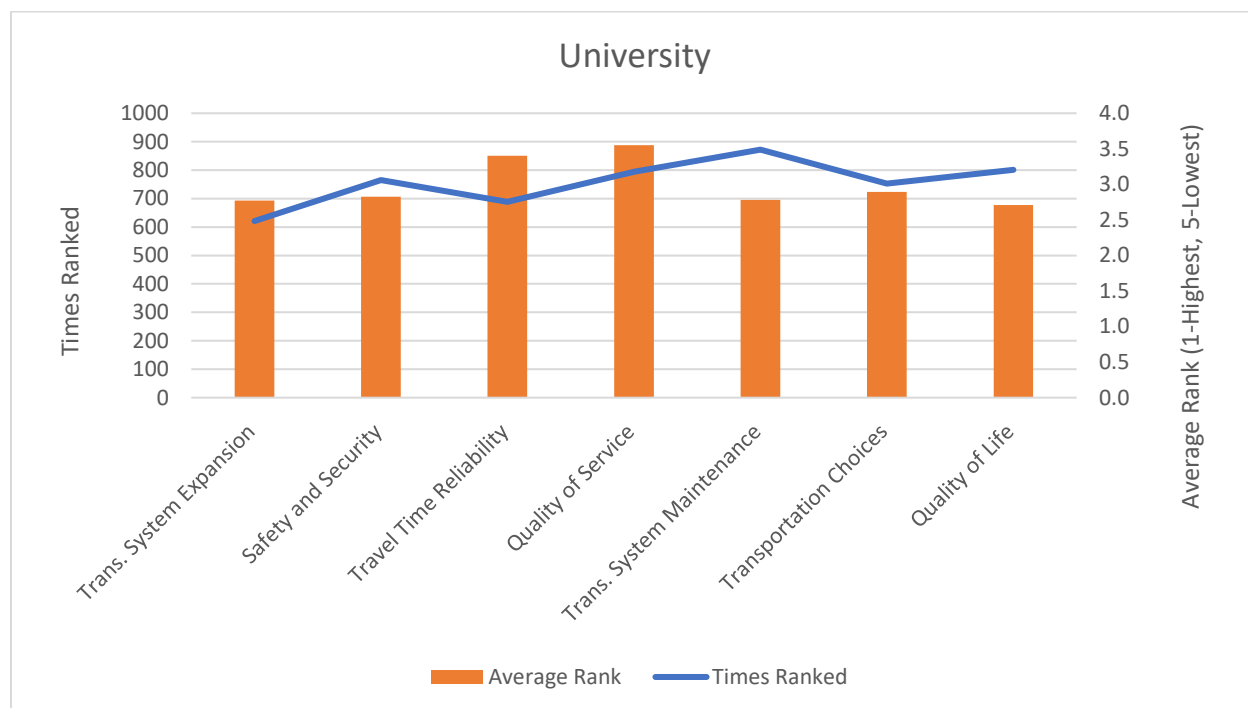
Figure 56.   KATS Priorities
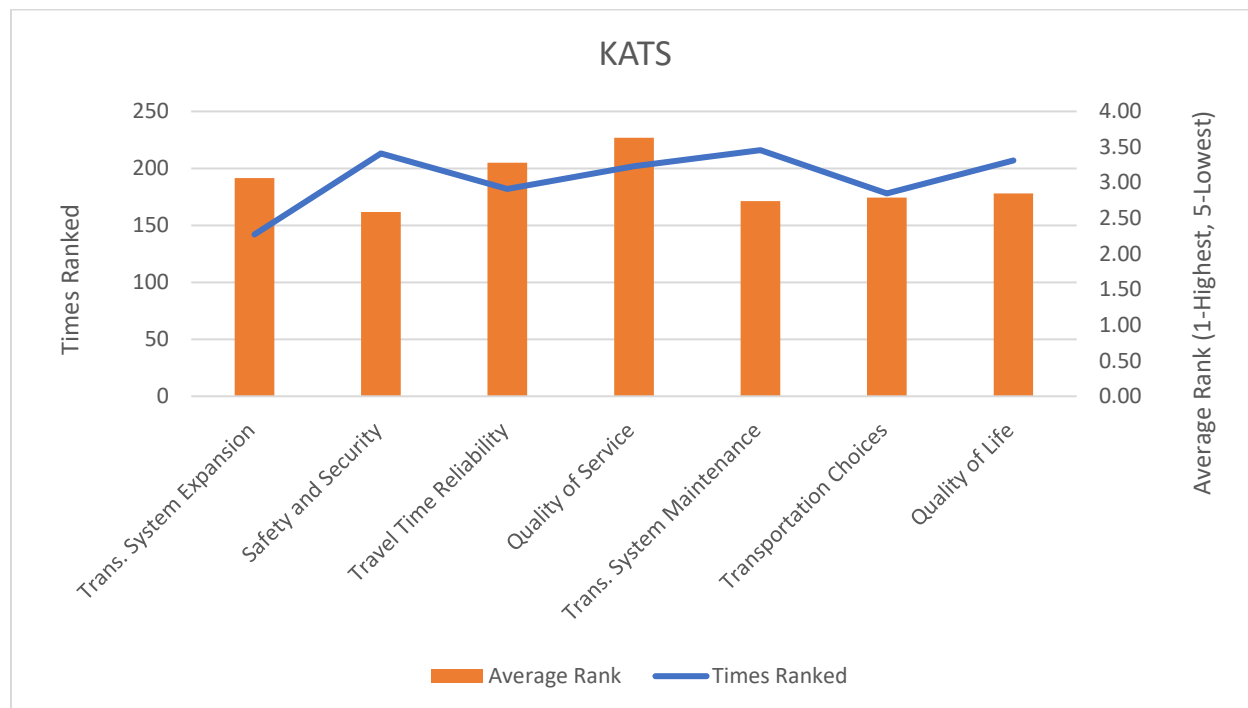
KATS responded similarly to the rest of the state on the Tradeoffs screen. While survey respondents did lean toward more improvements for bikes, pedestrians, and transit over cars and trucks, the results were more neutral than the statewide results.

Figure 57.   KATS Tradeoffs
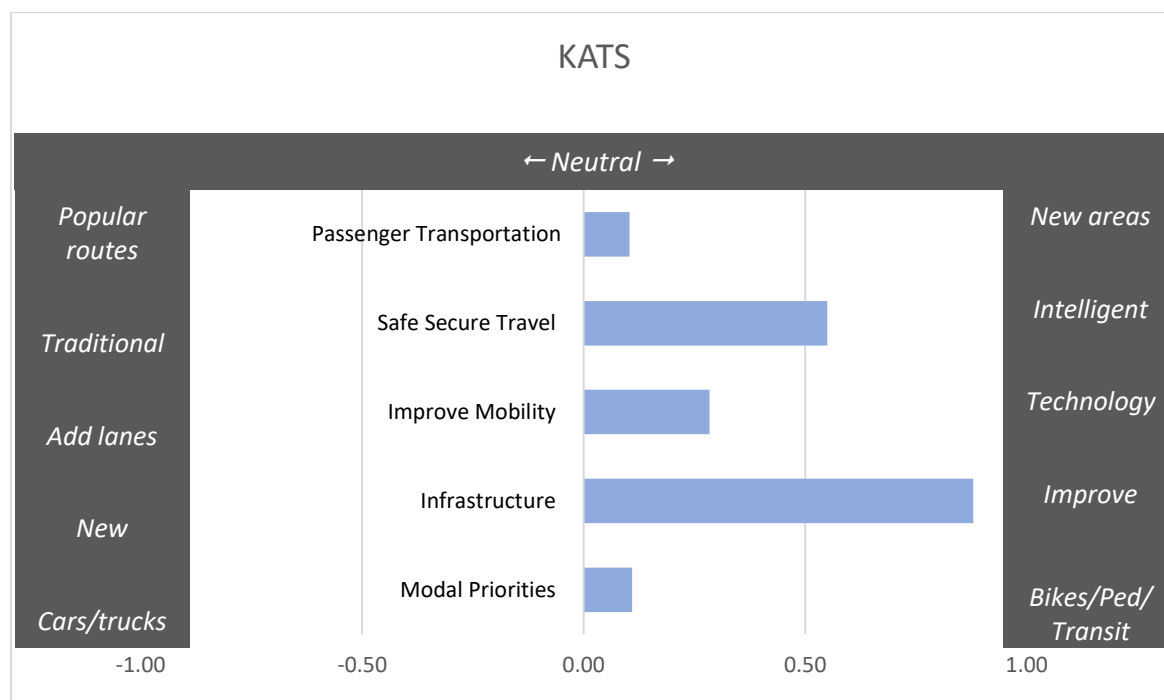
KATS respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation. All three tying for third were bicycle and pedestrian investments, passenger rail, and safety and security.

Figure 58.   KATS Budget Allocation
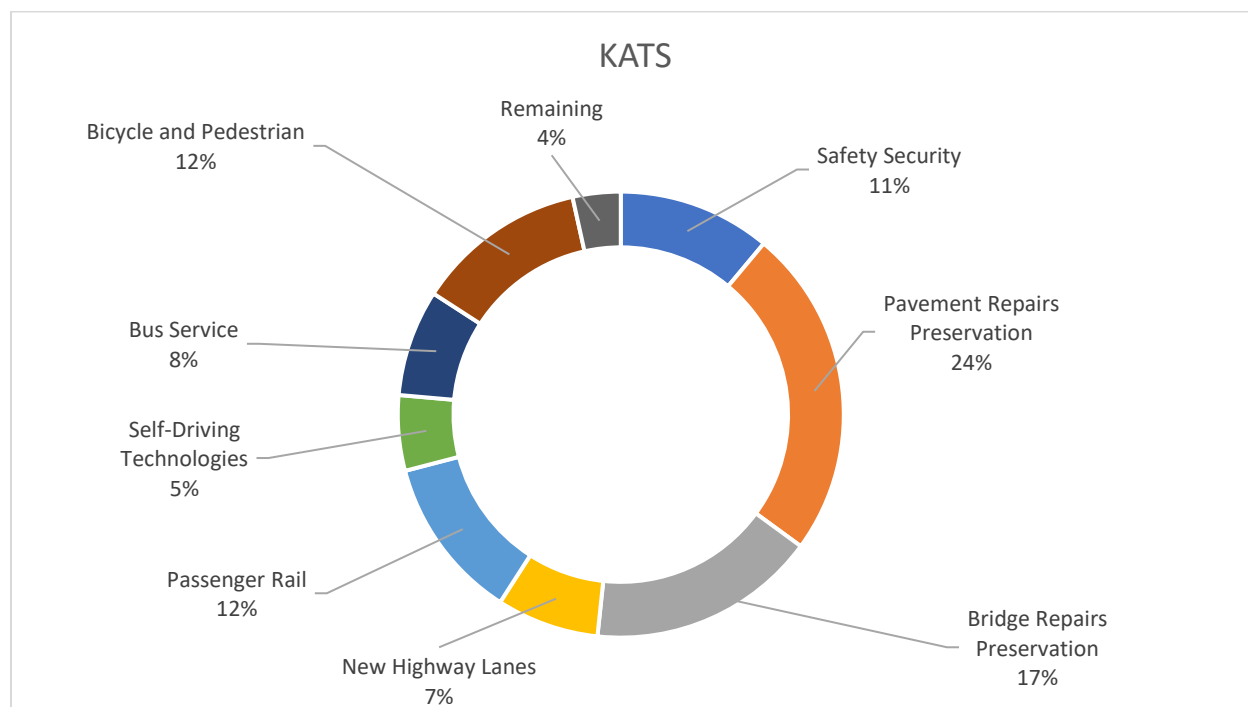
Macatawa Area Coordinating Council (MACC)

MetroQuest surveys completed by residents of Michigan's MACC totaled 102. On the Priority Rankings Screen, Transportation System Maintenance and Quality of Life tied for most top five priority rankings, Safety and Security was a close second, and Quality of Service third.

Figure 59.   MACC Priorities
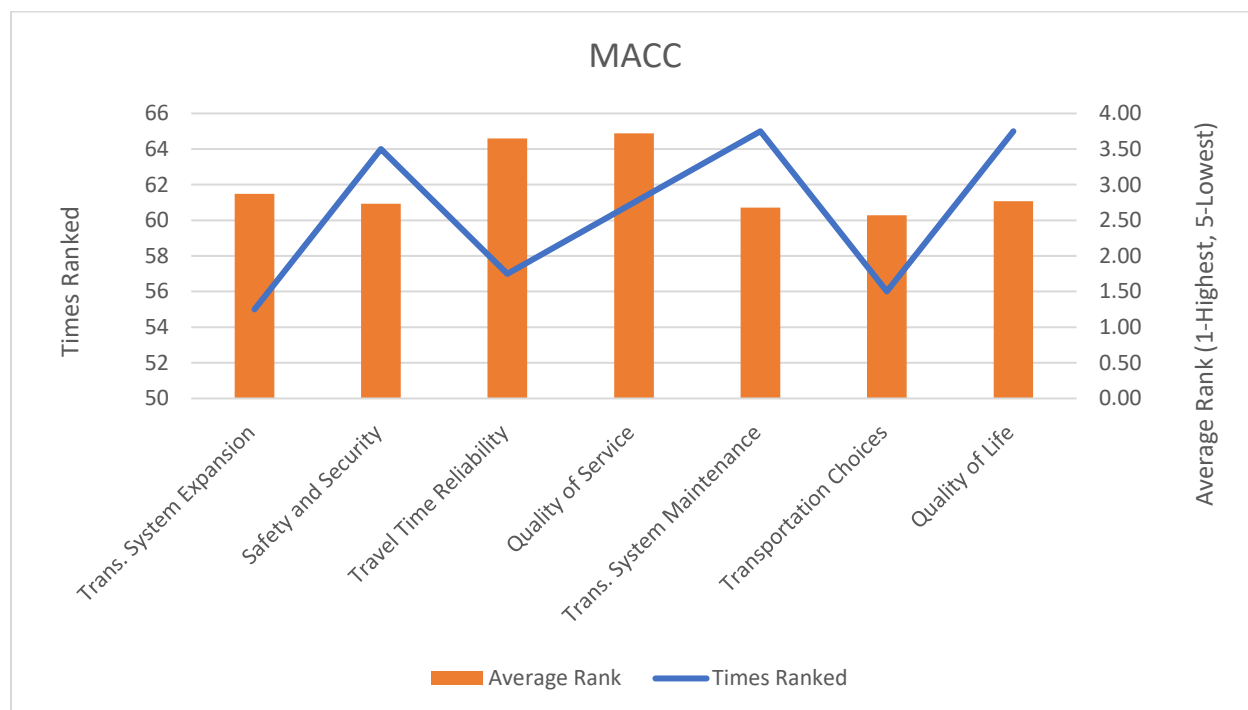
MACC-area participants responded similarly to the rest of the state on the Tradeoffs screen. Residents indicated the strongest preference for more investments in new "intelligent" technologies such as changeable message signs over any other planning region. MACC respondents expressed a stronger preference for managing mobility demand with technology and other travel mode alternatives than the statewide results.

Figure 60.   MACC Tradeoffs
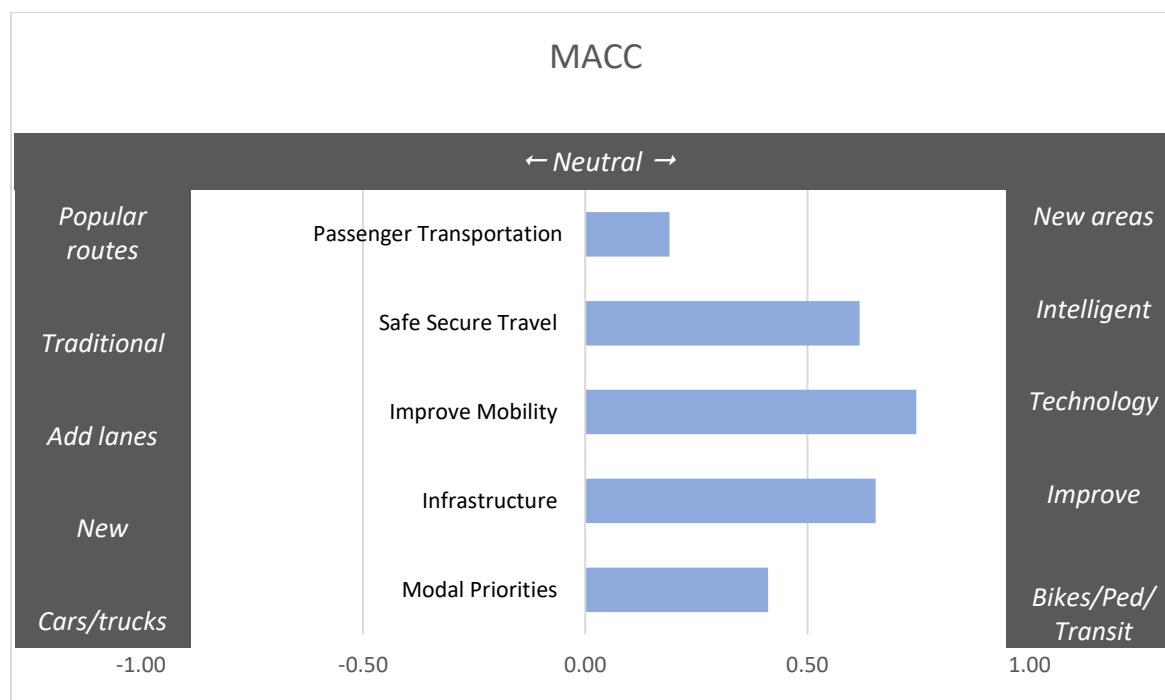
For the budget allocation screen, MACC-area participants ranked pavement repairs and preservation as the highest priority. Passenger rail received the second-highest allocation of virtual funds with bridge repairs and preservation, and bicycle and pedestrian investments tied for third.

Figure 61.   MACC Budget Allocation
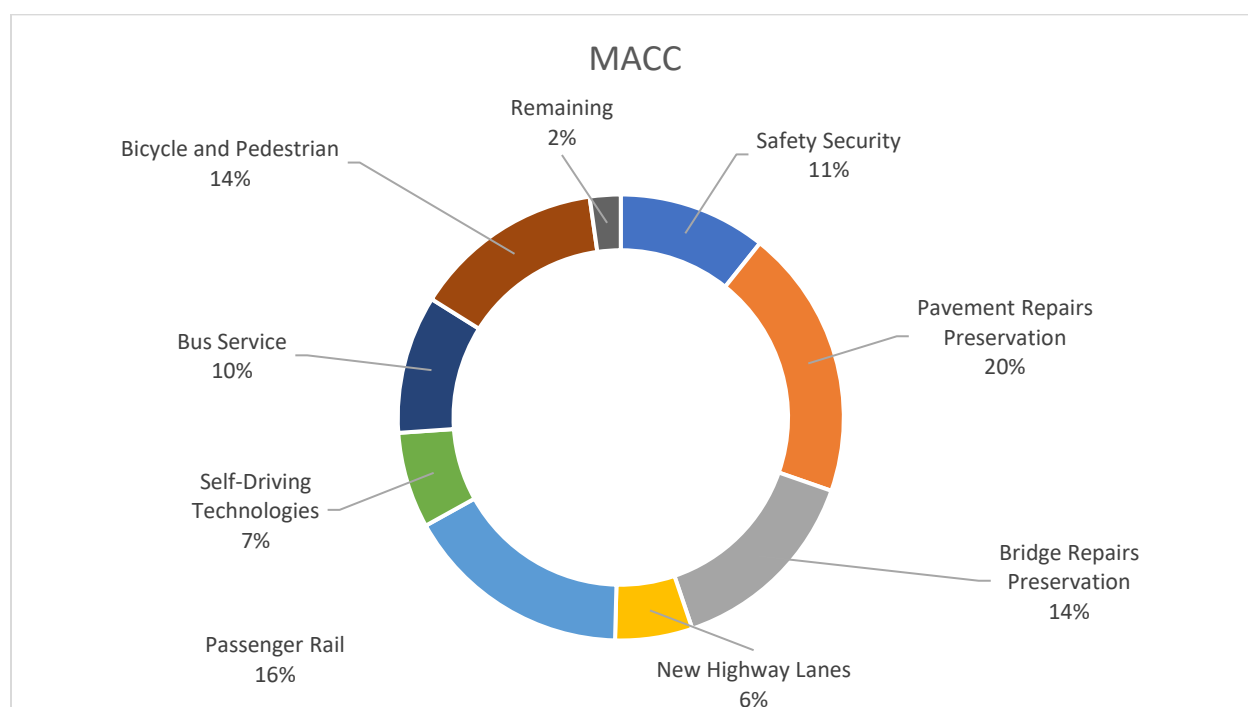
Midland Area Transportation Study (MATS)

Survey participants located in the MATS area completed 80 MetroQuest surveys. Transportation System Maintenance was ranked in the top five priorities the most times, Quality of Service was second, and Quality of Life third. All three top priorities were ranked within a point of each other.

Figure 62.   MATS Priorities
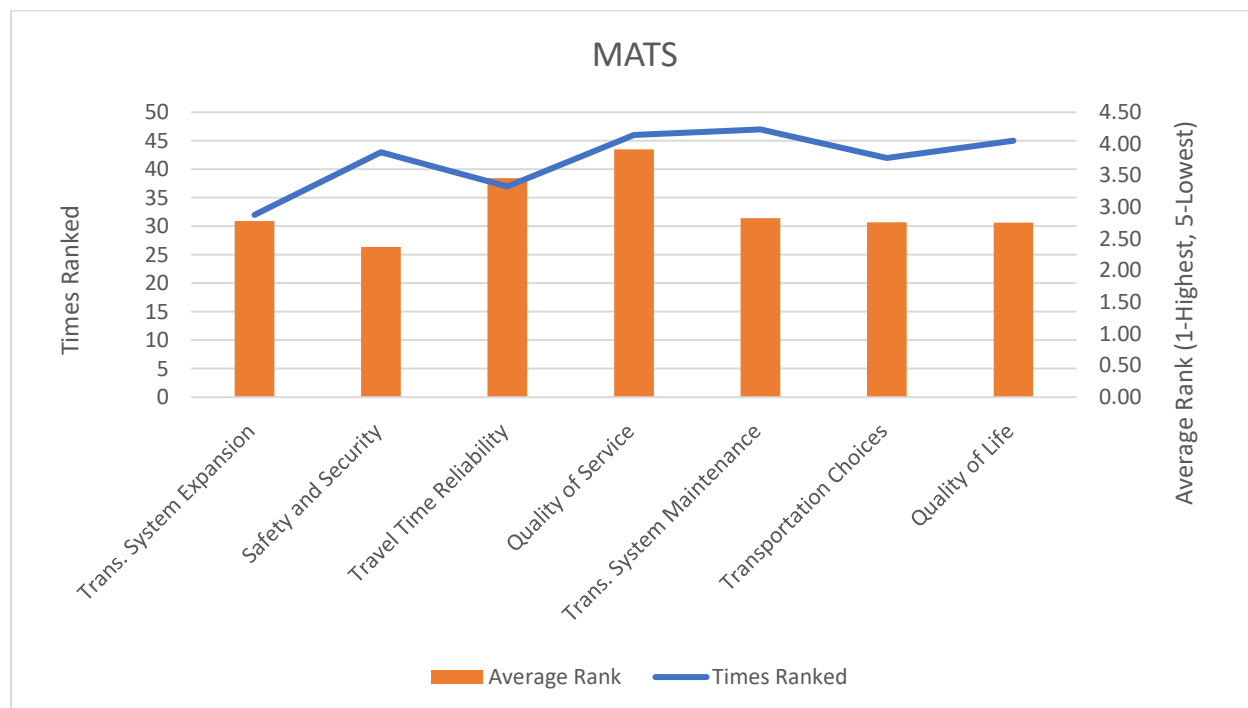
On the Tradeoff screen, MATS respondents indicated the strongest preference of any planning region for upgrades/improvements in the quality for existing infrastructure over investments in new infrastructure. This was the strongest indicated preference of any planning region within any Tradeoff category. Residents expressed roughly half the statewide preference for improvements for bikes, pedestrians, and transit over cars and truck.

Figure 63.   MATS Tradeoffs
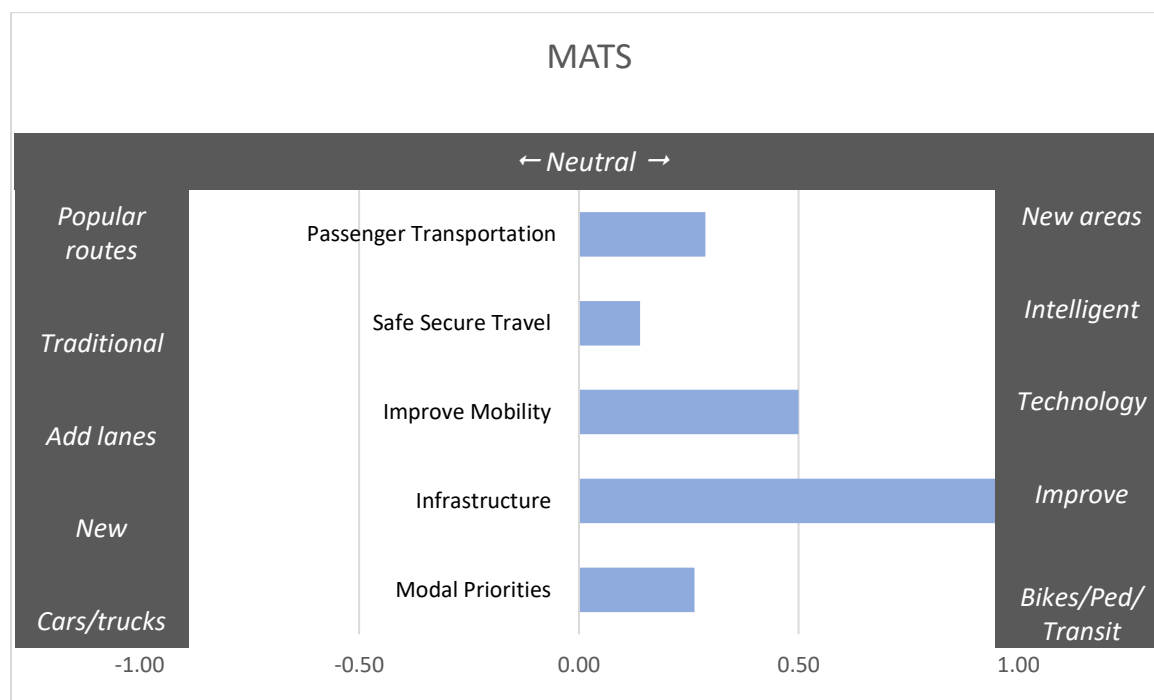
MATS survey responses reflected the statewide investment priorities on the budget allocation screen strongly supporting pavement and bridge repairs and preservation; however, a preference for bicycle and pedestrian investments tied for third place alongside safety and security. These two categories scored higher within MATS than other planning areas.

Figure 64. MATS Budget Allocation
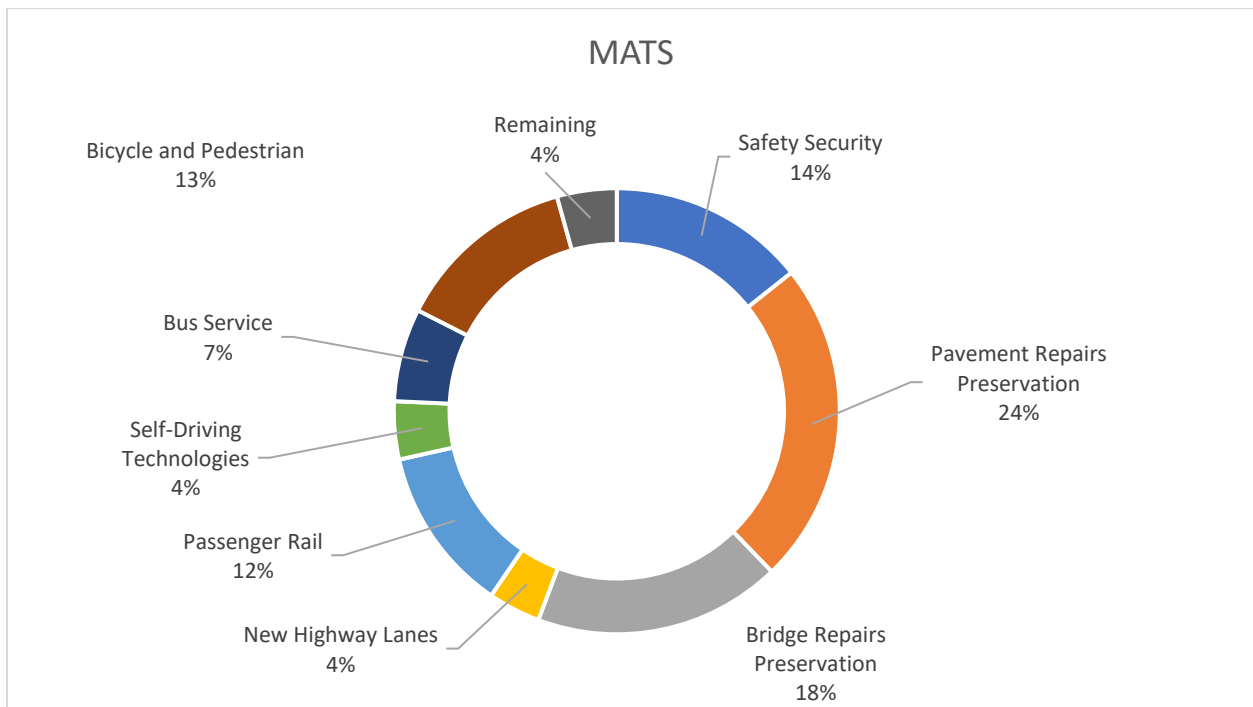
Niles-Buchanan-Cass Area Transportation Study (NATS)

Only 54 MetroQuest surveys were completed by residents within the NATS area. Of the surveys received, Transportation System Maintenance was ranked in the top five priorities the most times, Safety and Security second, Quality of Life and Quality of Service tied for third.

Figure 65.   NATS Priorities
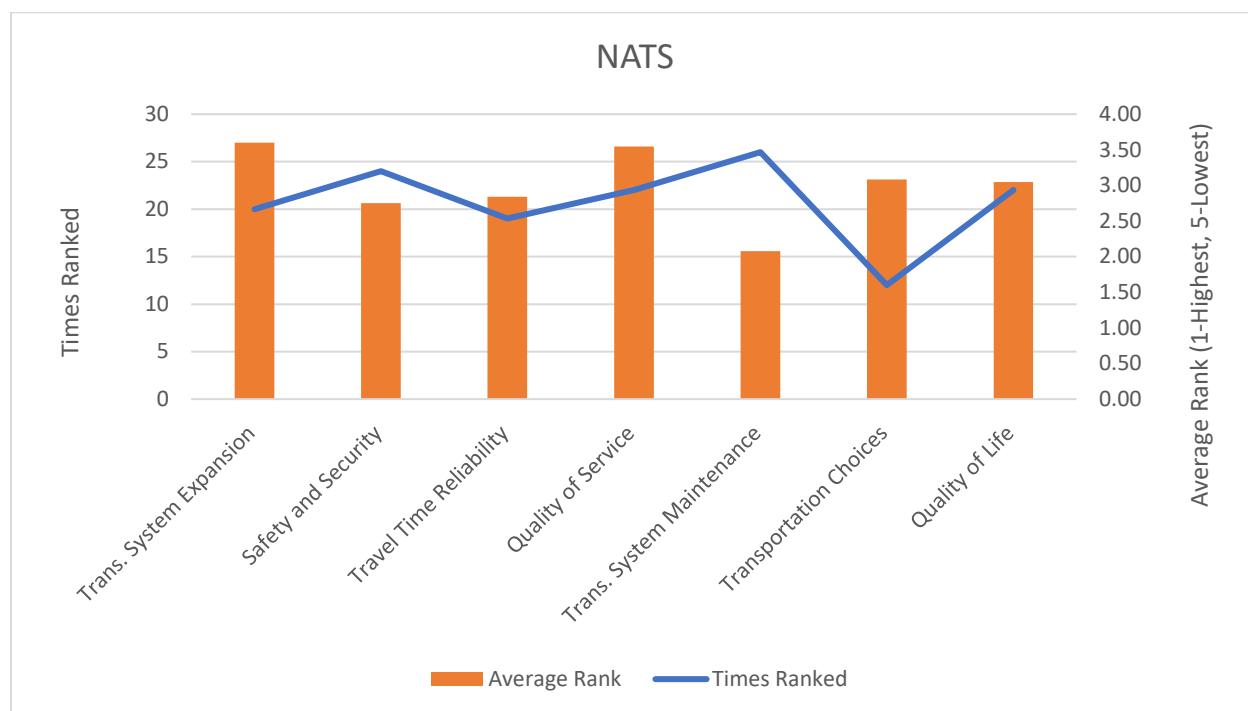
NATS survey respondents differed the most from statewide results on the Tradeoffs screen. NATS indicated a neutral preference toward increased mobility capacity by adding lanes and/or other infrastructure. NATS survey respondents were the only planning region indicating preference for increased passenger transportation services on popular routes as well as a preference for traditional safety infrastructure improvements.

Figure 66. NATS Tradeoffs
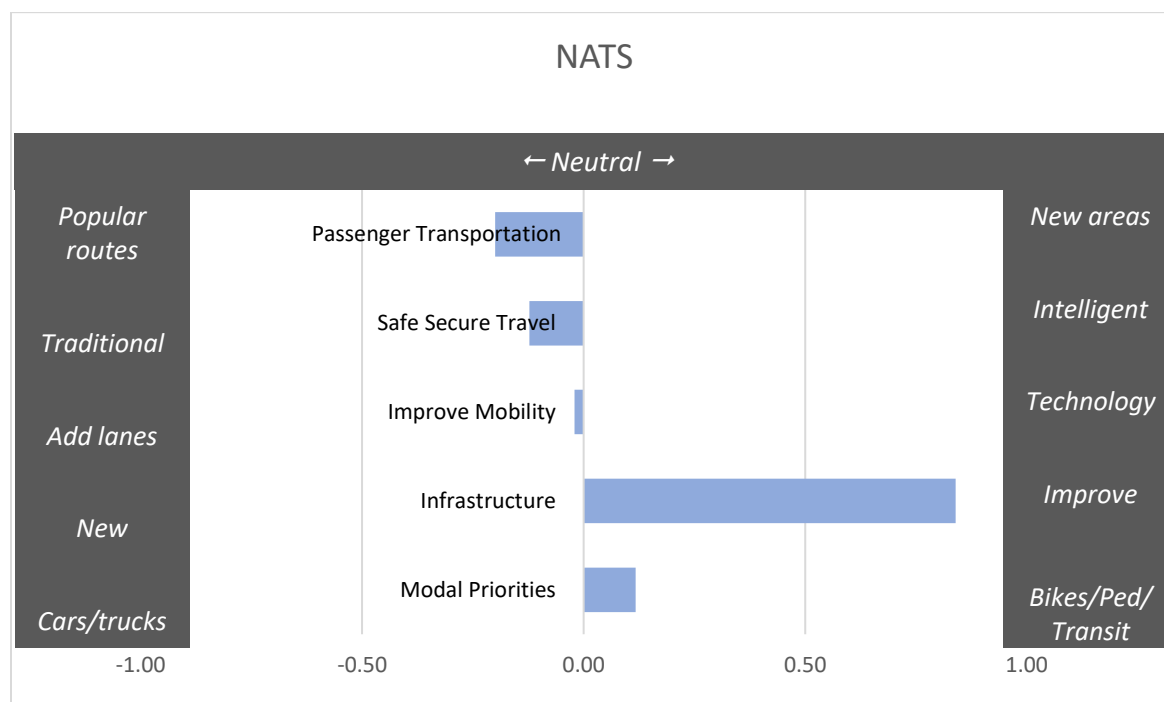
On the budget allocation screen, NATS participants allocated the most virtual funds of any planning region toward pavement repairs and preservation. Bridge repairs and preservation were the second investment priority, while bicycle and pedestrian investments tied for third place alongside safety and security.

Figure 67. NATS Budget Allocation
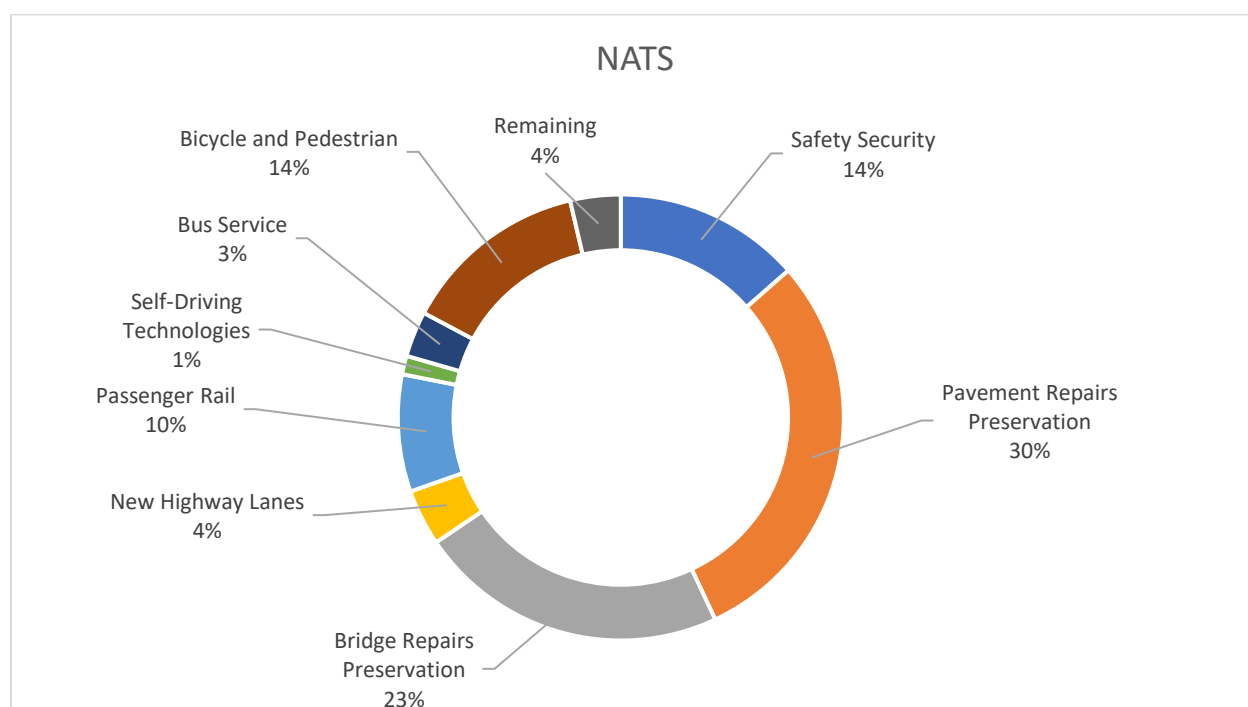
St. Clair County Transportation Study (SCCOTS)

SCCOTS-area residents completed the smallest quantity of any Michigan planning region, with 36 MetroQuest surveys completed. On the Priority Rankings Screen, Quality of Service and Transportation Choices tied for most top five priority rankings. SCCOTS was one of only two areas that ranked Transportation Choices within their top three priorities (the Washtenaw Area Transportation Study area was the other). Transportation System Maintenance and Quality of Life tied for second, and Safety and Security ranked third.

Figure 68.   SCCOTS Priorities
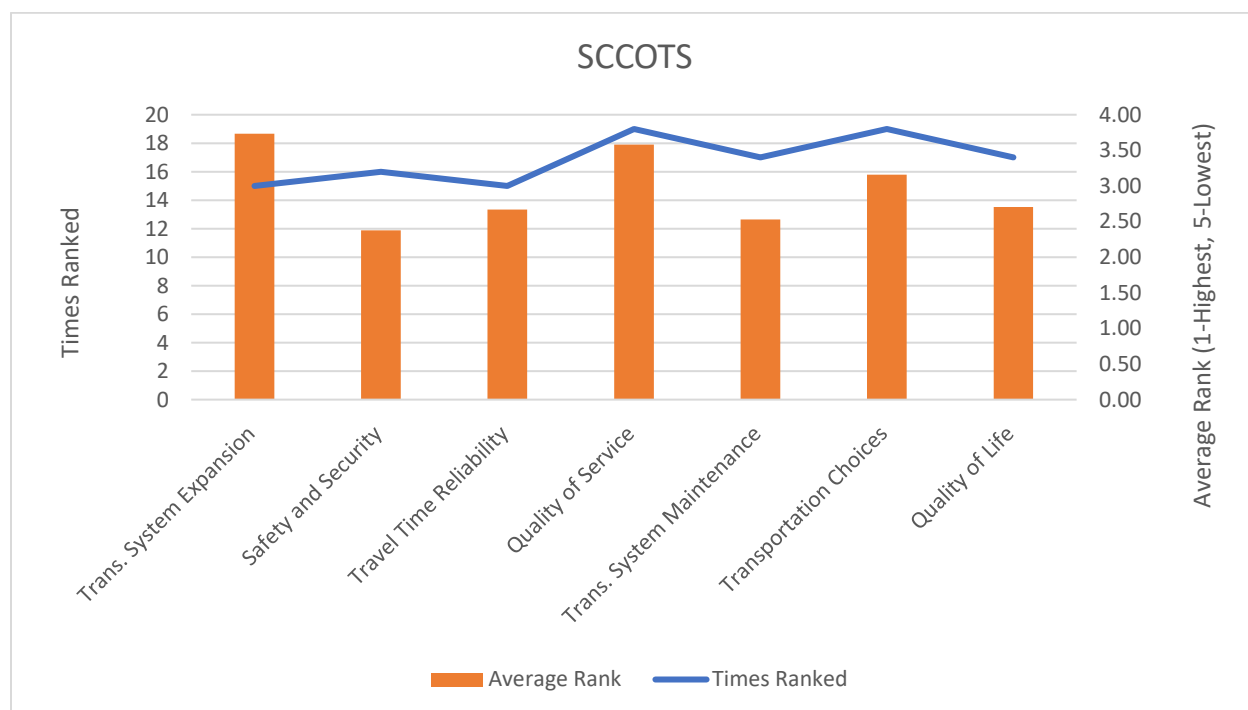
On the Tradeoff screen, SCCOTS indicated the strongest preference of any area (nearly three times the statewide average) for increased transit and other passenger services to new areas. SCCOTS respondents indicated only a neutral, slight preference toward bikes, pedestrians, and transit improvements over cars and trucks.

Figure 69.   SCCOTS Tradeoffs
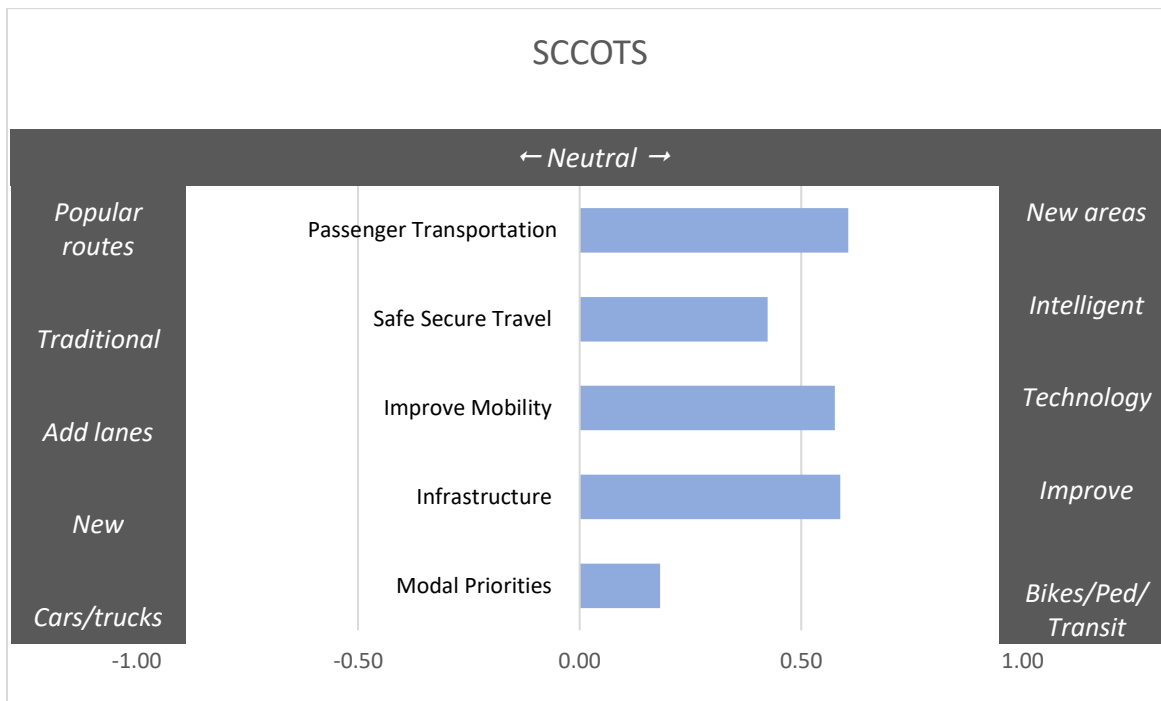
SCCOTS-area survey respondents indicated priority in pavement repairs and preservation on the budget allocation screen, with bicycle and pedestrian investments tying for second place alongside bridge repairs and preservation. Passenger rail was scored at a close forth.

Figure 70.   SCCOTS Budget Allocation
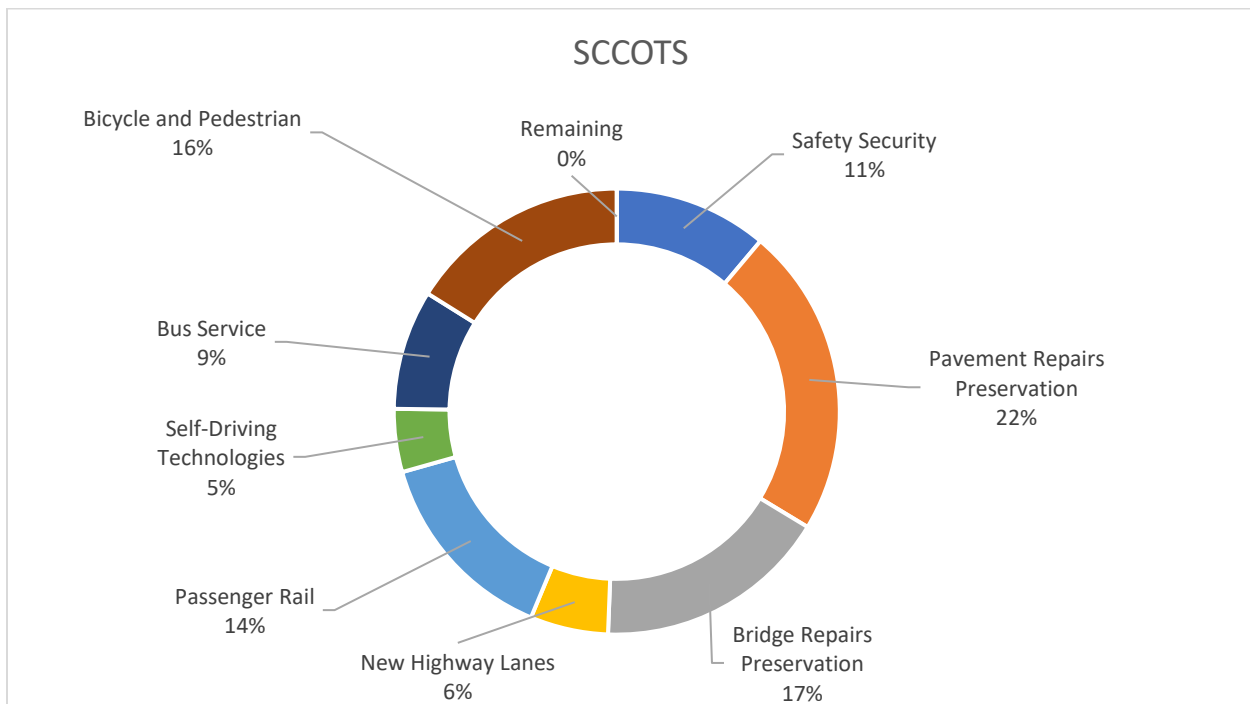
Southeast Michigan Council of Governments (SEMCOG)

The most MetroQuest surveys captured within a planning region was the SEMCOG area, with 2,486. Transportation System Maintenance was ranked in the top five priorities the most times, Quality of Service was second, and Quality of Life third.

Figure 71. SEMCOG Priorities
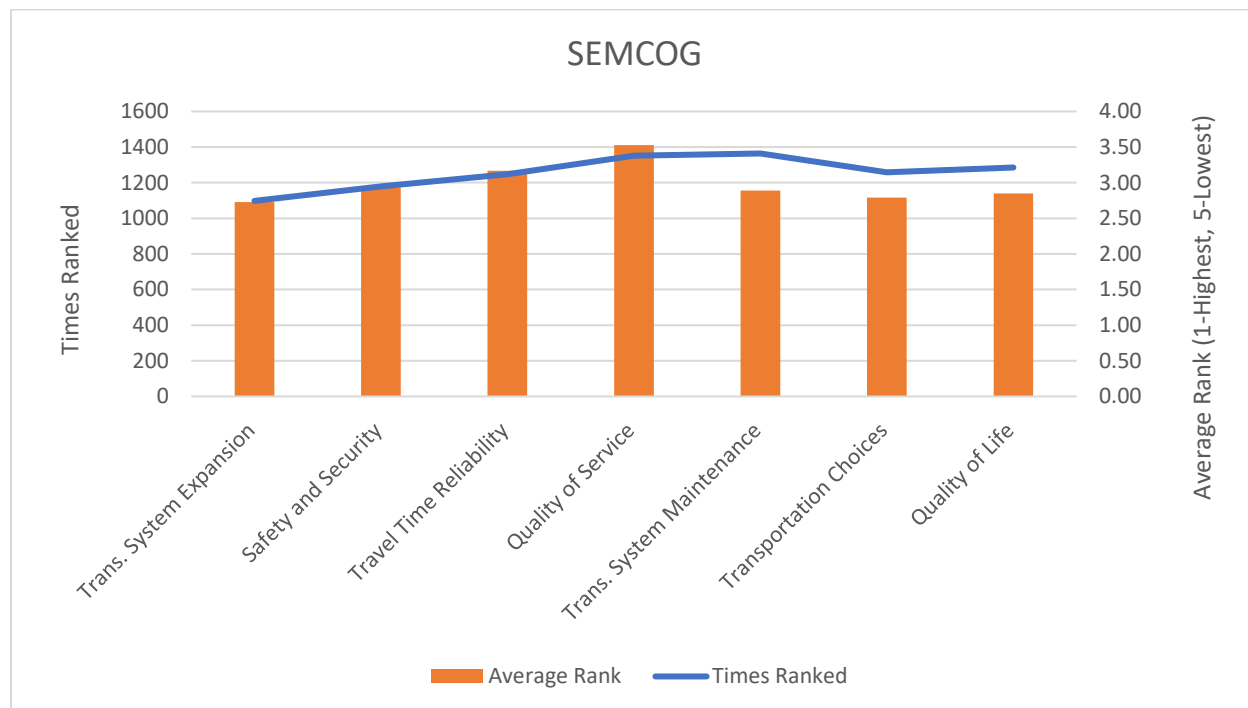
SEMCOG survey results aligned with the statewide preferences indicated through the Tradeoffs exercise. Participants expressed a stronger preference toward managing mobility demand with technology and other travel mode alternatives over added lanes and/or other infrastructure.

Figure 72.   SEMCOG Tradeoffs
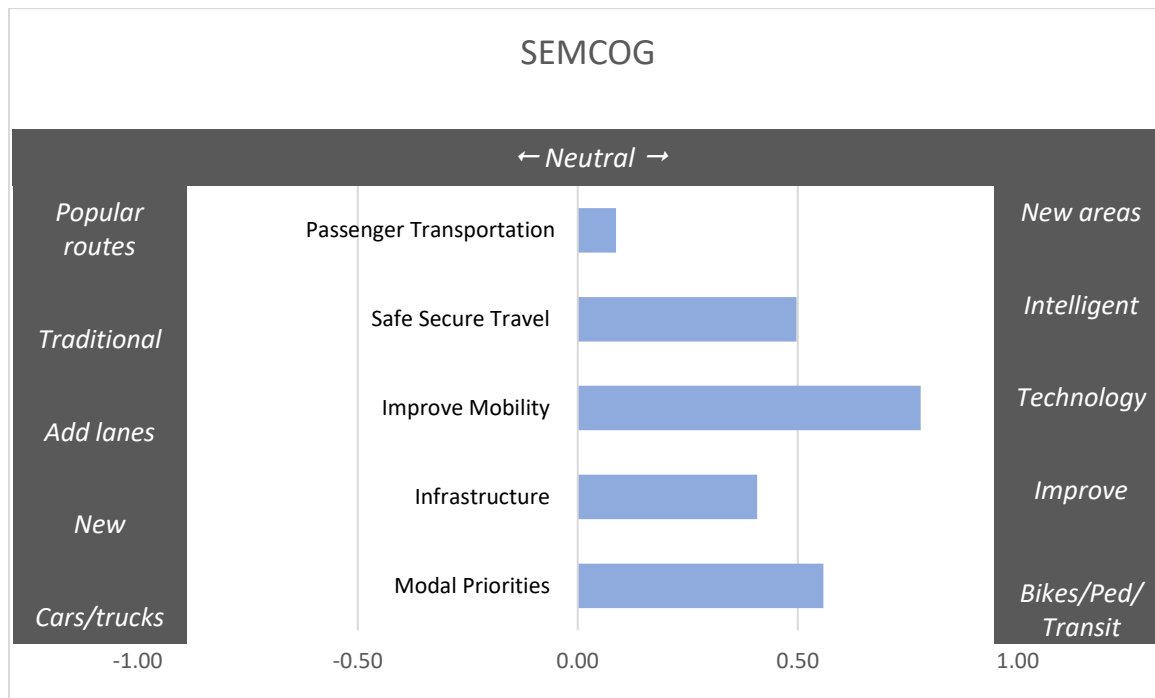
On the budget allocation screen, SEMCOG allocated the most virtual funds to pavement repairs and preservation followed by passenger rail as a close second, coming in at only a dollar less in priority. Bridge repairs and preservation came in third.

Figure 73.   SEMCOG Budget Allocation
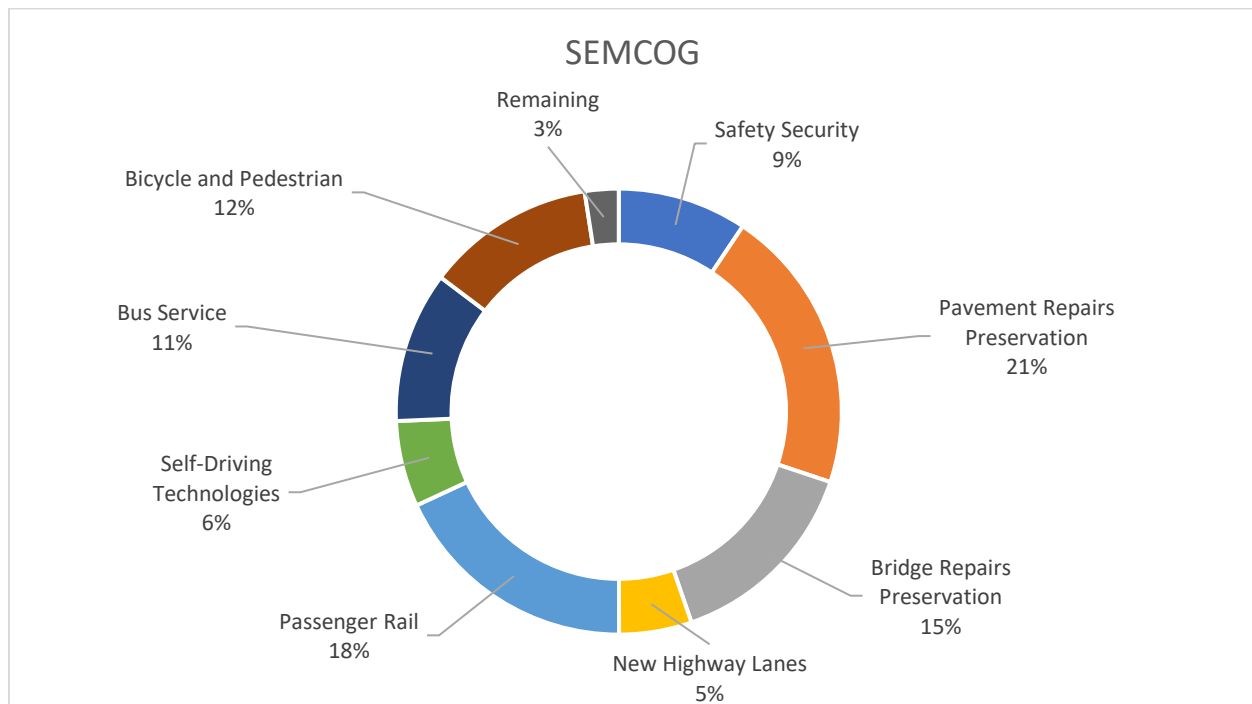
Saginaw Metropolitan Area Transportation Study (SMATS)

A total of 61 MetroQuest surveys were completed by residents in the SMATS region. On the Priority Rankings Screen, Quality of Service and Safety and Security tied for the most top five priority rankings. Transportation System Maintenance was second, and Quality of Life third.

Figure 74.   SMATS Priorities
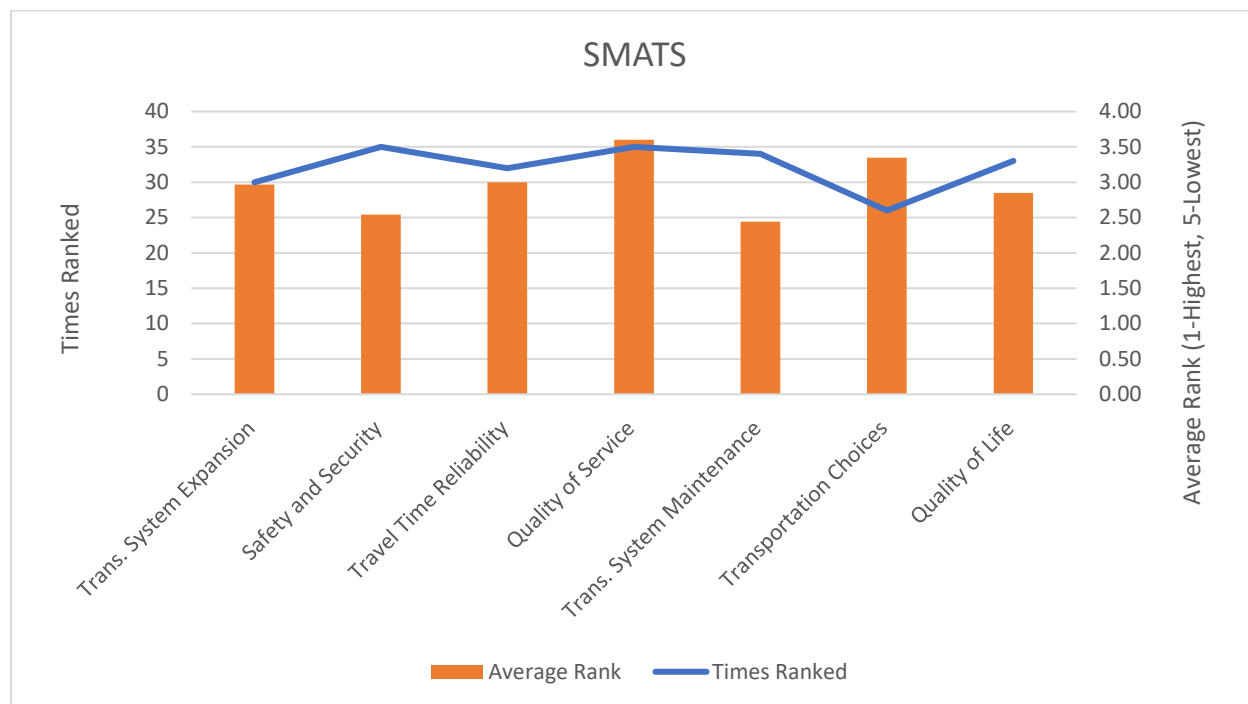
On the Tradeoffs screen, SMATS area participants indicated a neutral preference only slightly leaning toward more improvements for bikes, pedestrians, and transit over cars and trucks. Area respondents indicated a similar neutral preference slightly leaning toward increased transit and other passenger services to new areas.

Figure 75. SMATS Tradeoffs
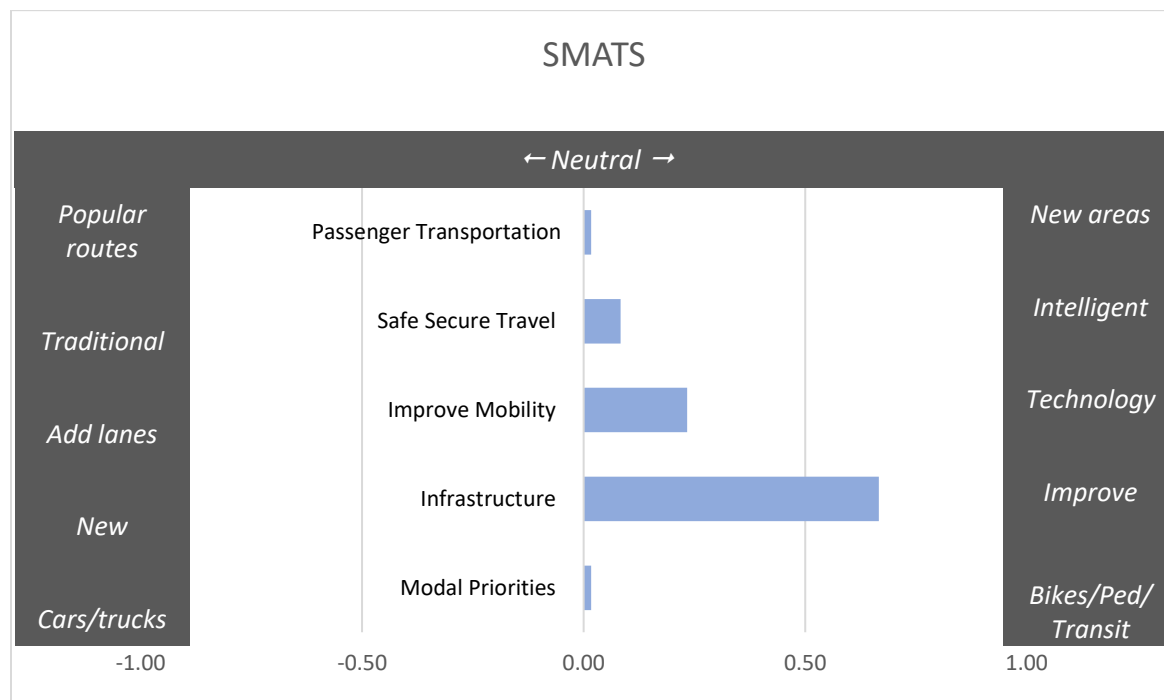
SMATS survey respondents echoed the statewide budget allocation priorities, indicating highest support for investments in pavement and bridge repairs and preservation. Passenger rail score third.

Figure 76. SMATS Budget Allocation
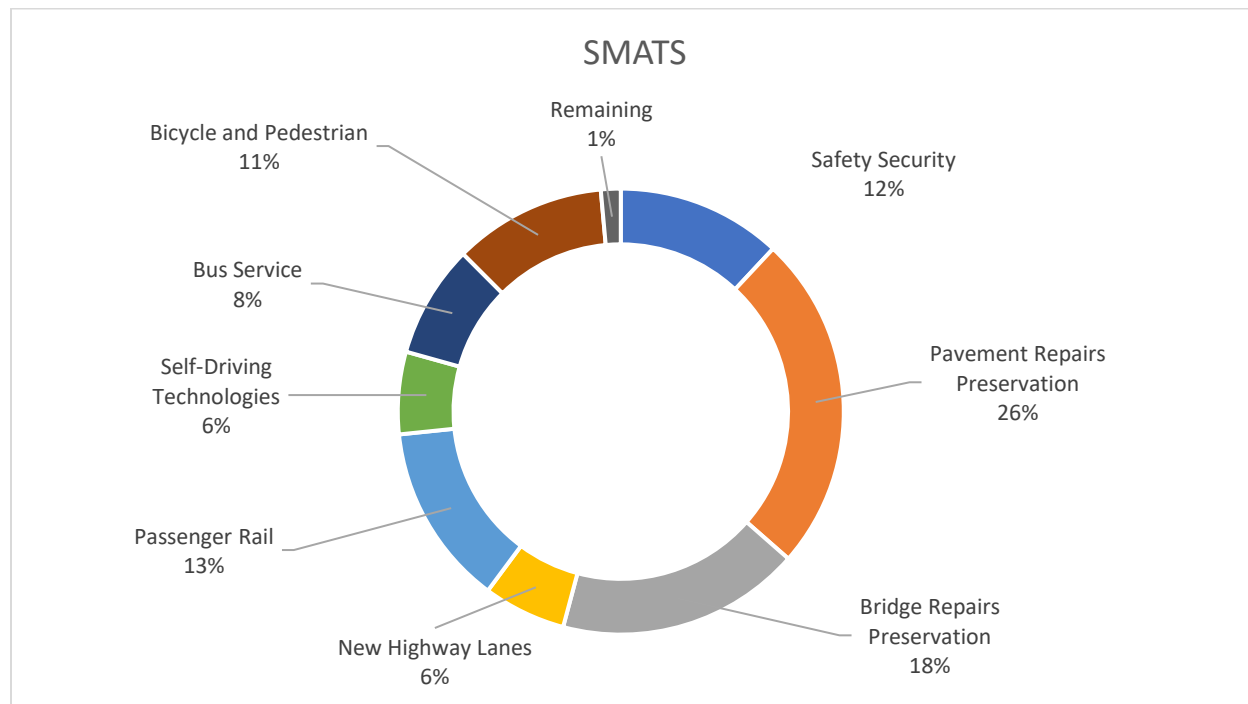
Tri-County Regional Planning Commission (TCRPC)

MetroQuest participants in Michigan's TCRPC area completed 510 MetroQuest surveys. Transportation System Maintenance was ranked in the top five priorities the most times, Safety and Security was second, and Quality of Service third. Quality of Life was a close fourth.

Figure 77.   TCRPC Priorities
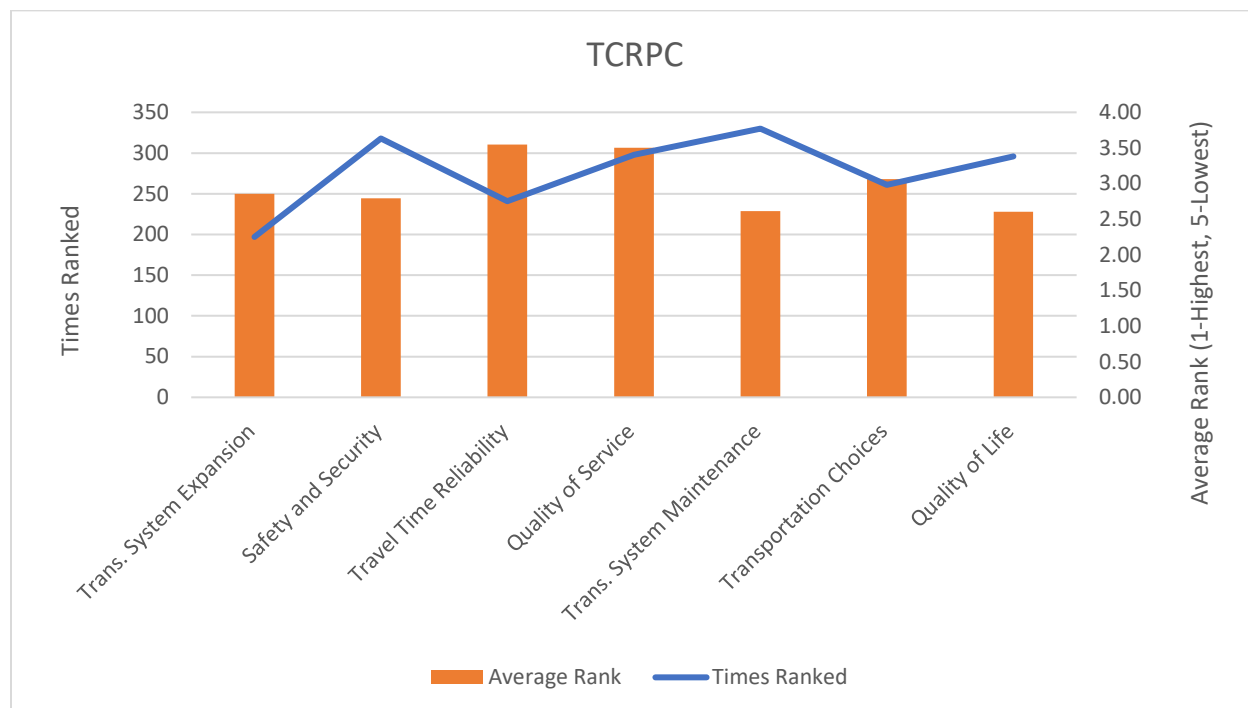
TCRPC survey participants responded similarly to the rest of the state on the Tradeoffs screen; however, respondents indicated a neutral preference toward more improvements for bikes, pedestrians, and transit over cars and trucks.

Figure 78.   TCRPC Tradeoffs
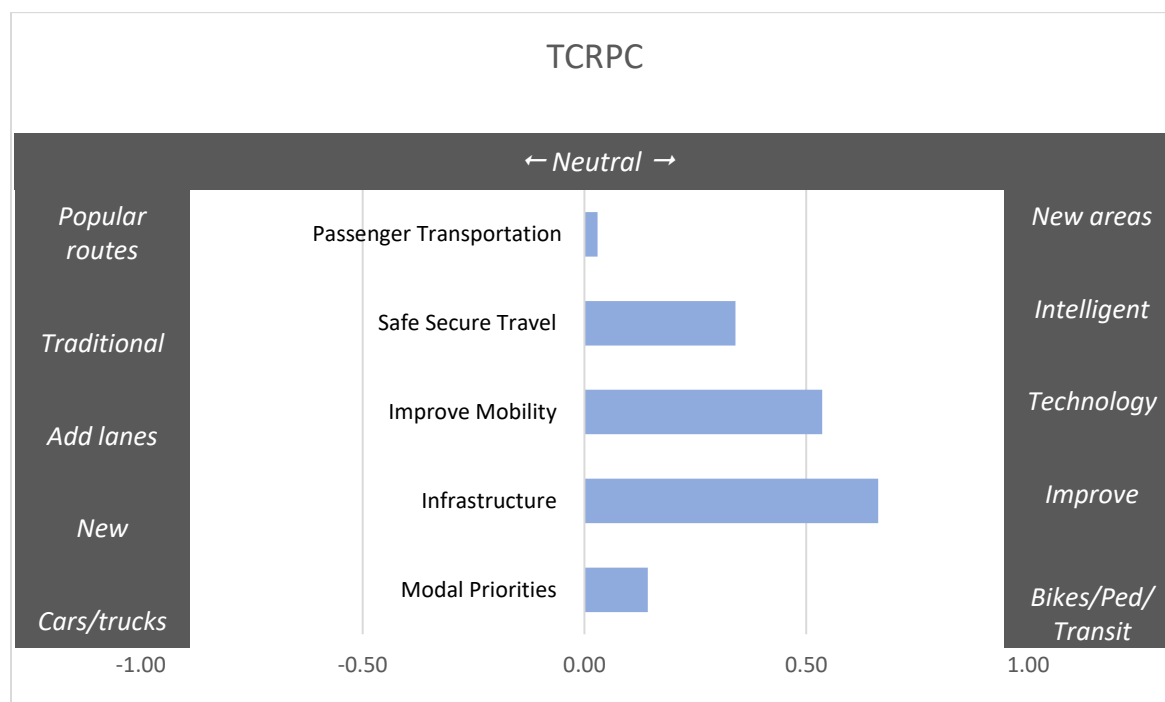
On the budget allocation screen, TCRPC respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation. This strong support for these two categories aligns with the statewide results. All tied for third place were bicycle and pedestrian investments, passenger rail, and safety and security.

Figure 79.   TCRPC Budget Allocation
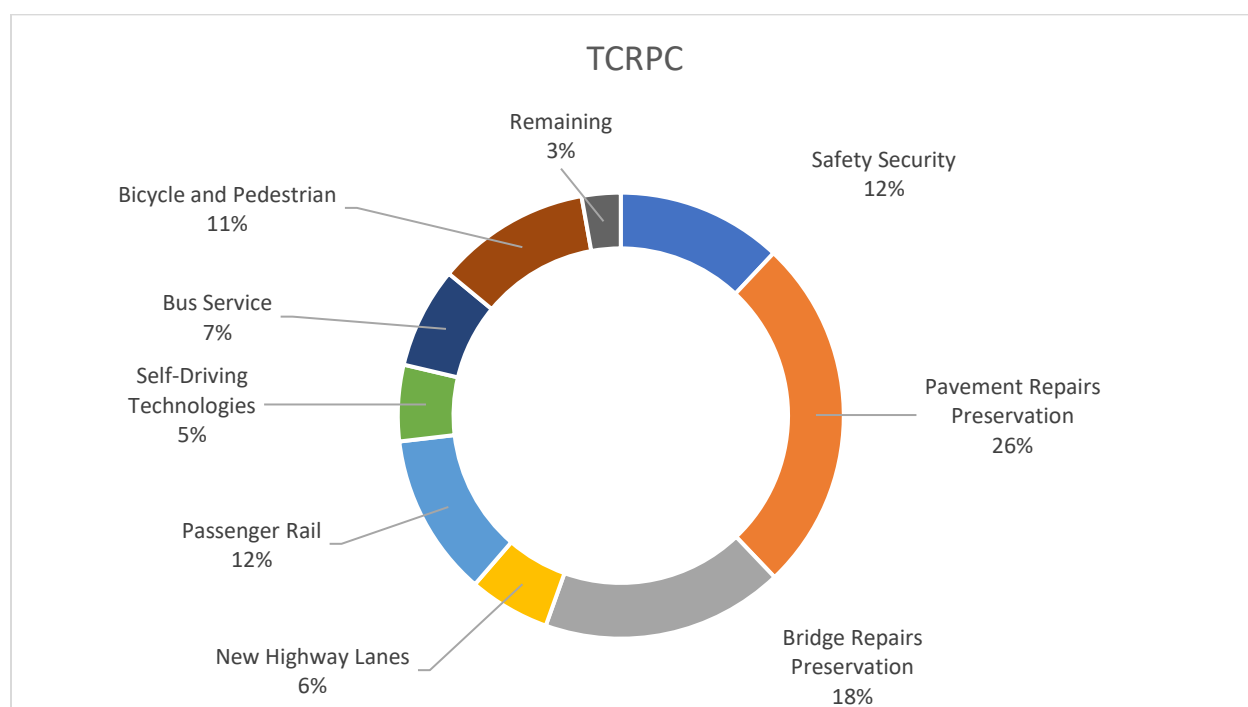
Twin Cities Area Transportation Study (TwinCATS)

TwinCATS participants in the MetroQuest site completed 76 surveys. Transportation System Maintenance was ranked in the top five priorities the most times, Quality of Life was second, and Safety and Security third.

Figure 80. TwinCATS Priorities
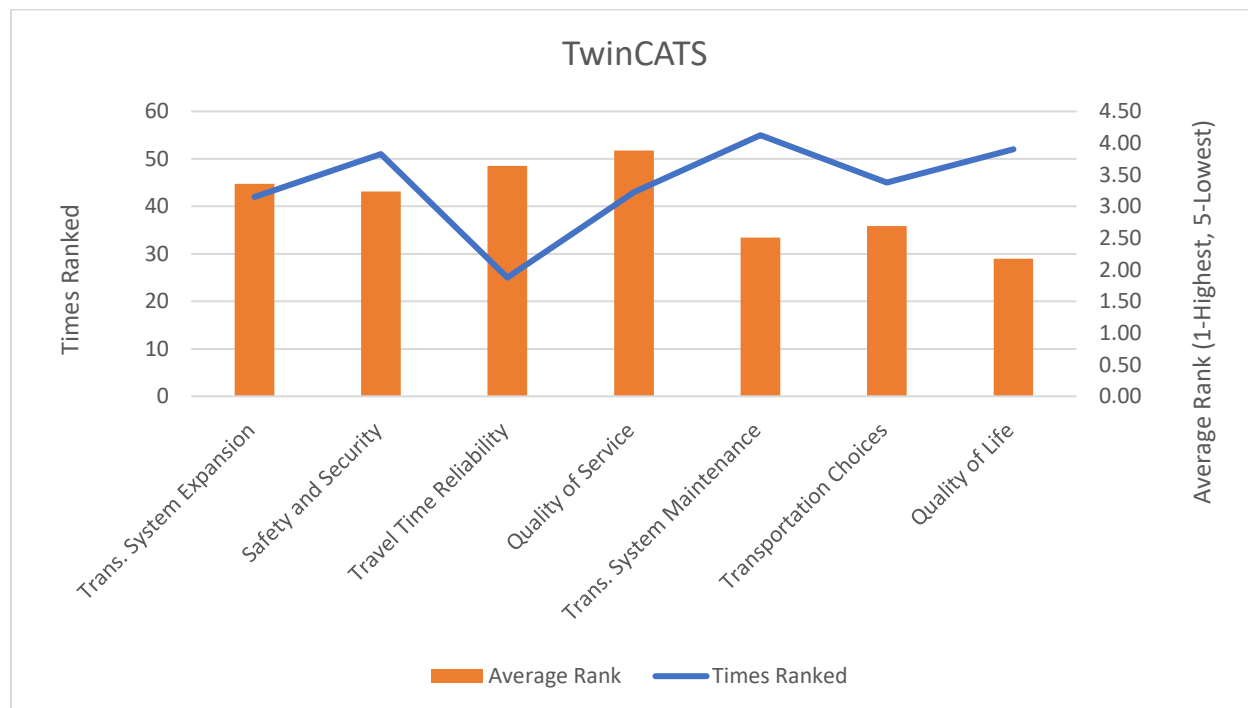
TwinCATS survey responses aligned with the statewide results of the Tradeoffs screen, with participants indicating a slightly stronger preference toward more improvements for bikes, pedestrians, and transit as well as upgrades/improvements to existing infrastructure over investments in new. TwinCATS' increased modal and infrastructure preferences were the second-strongest of any other planning region.

Figure 81.   TwinCATS Tradeoffs
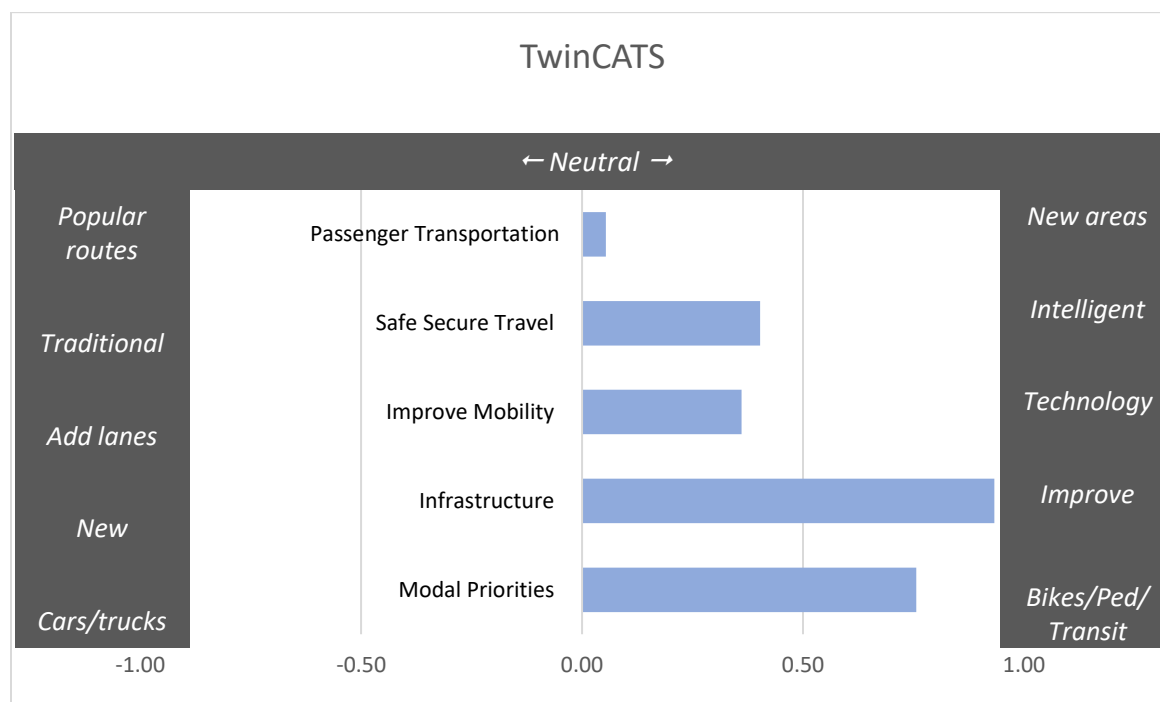
On the budget allocation screen, TwinCATS was the only planning region to put equal funds toward bicycle and pedestrian investments and pavement repairs and preservation. Bridge repairs and preservation received the second-highest allocation of virtual funds. Safety and security came in third.

Figure 82.   TwinCATS Budget Allocation
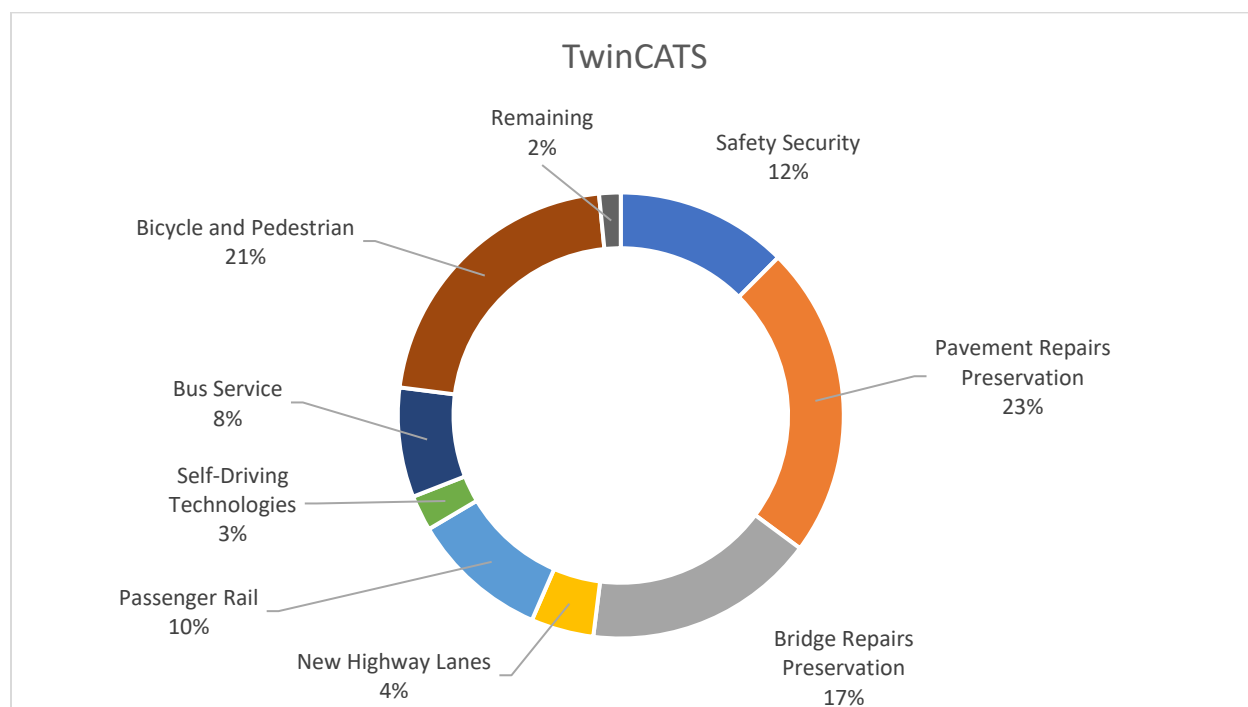
Washtenaw Area Transportation Study (WATS)

A total of 761 MetroQuest surveys were received by residents in the WATS region. Of the surveys received, Transportation System Maintenance was ranked in the top five priorities the most times, Quality of Life was second, and Transportation Choices a close third. Transportation Choices was only ranked within the top three priorities by two areas (WATS and SCCOTS).

Figure 83.   WATS Priorities
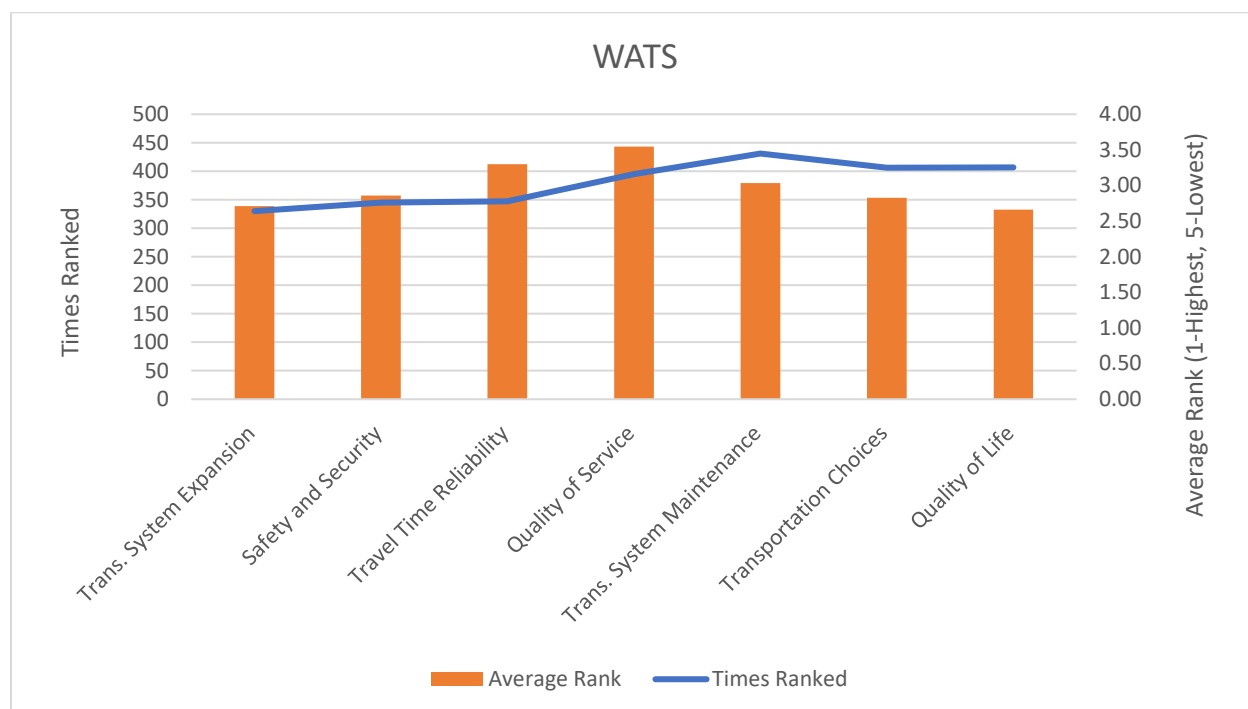
WATS respondents indicated the strongest preference of any planning region for managing mobility demand with technology and other travel mode alternatives over increased capacity by adding lanes and/or other infrastructure. This improved mobility preference was double the statewide average. It also showed the strongest preference for more improvements for bikes, pedestrians, and transit over cars and trucks than any other planning region.

Figure 84.   WATS Tradeoffs
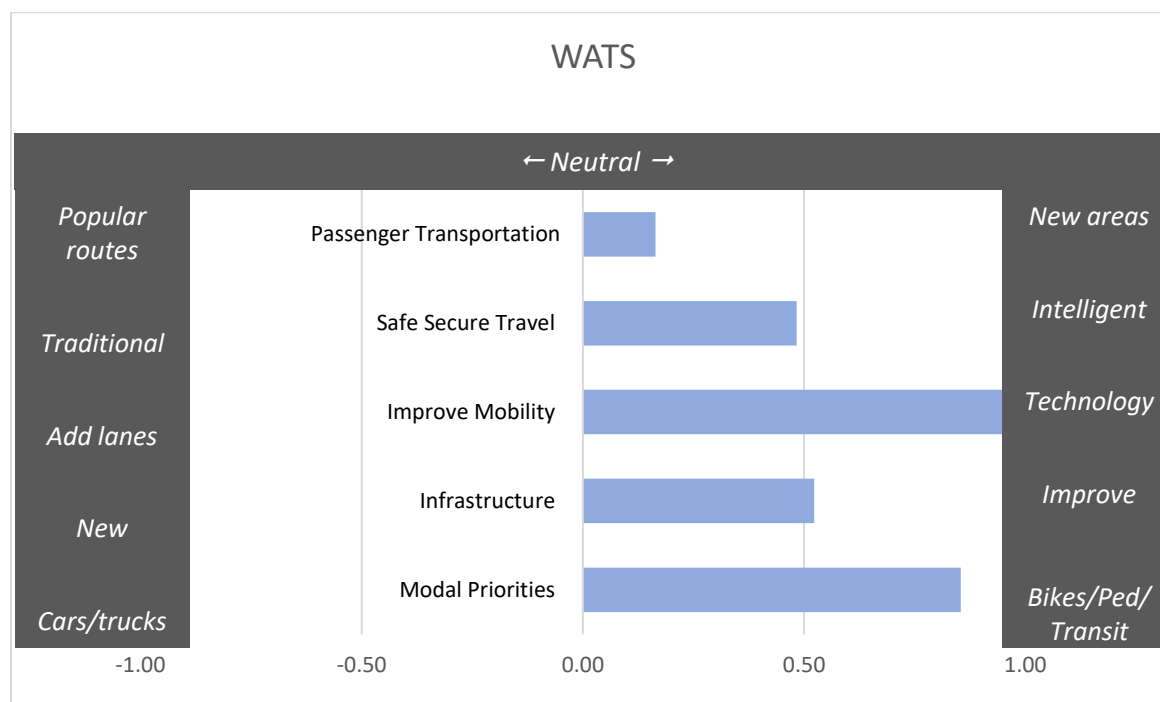
On the budget allocation screen, WATS survey participants indicated the strongest investment support for pavement repairs and preservation as passenger rail, which tied for first. Bicycle and pedestrian investments tied with bridge repairs and preservation for second. While still ranking in only fifth place, WATS participants allocated more virtual funds to bus service than any other planning region.

Figure 85.   WATS Budget Allocation
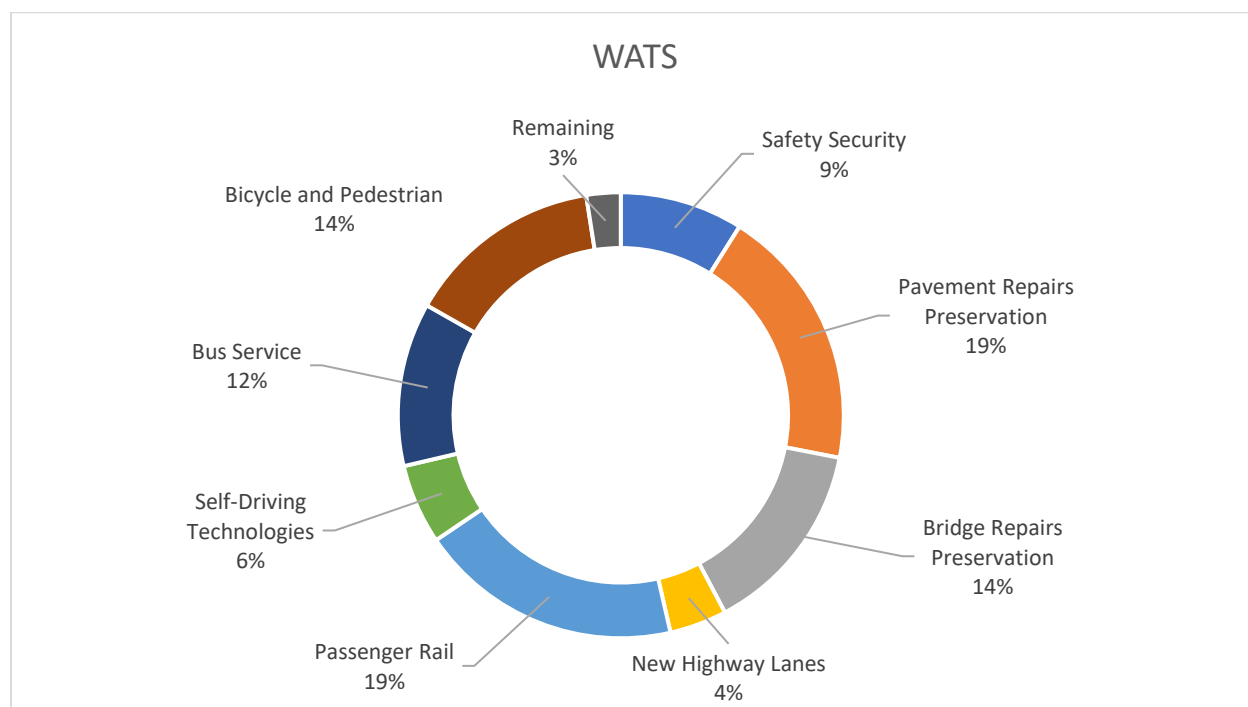
West Michigan Metropolitan Planning Program (WestPlan)

Residents in the WestPlan area completed 119 MetroQuest surveys. Safety and Security was ranked in the top five priorities the most times, Quality of Life was second, and Transportation System Maintenance third.

Figure 86.   WESTPLAN Priorities
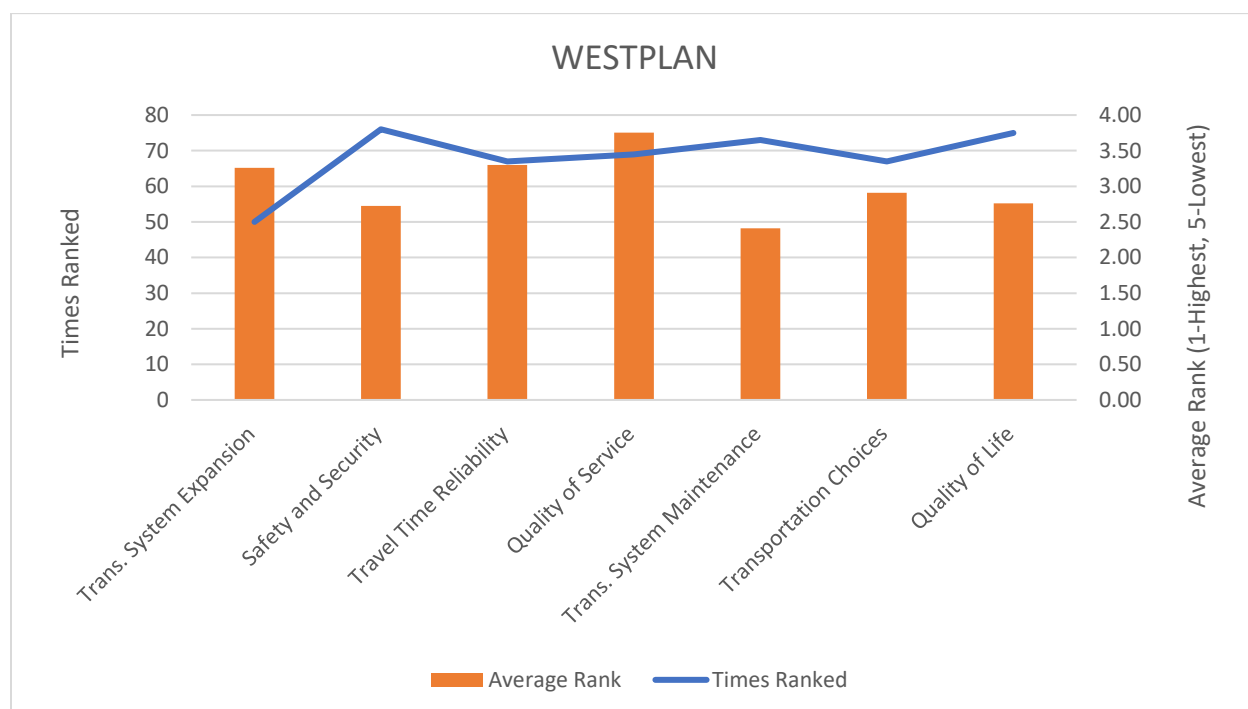
WestPlan varied slightly from the statewide results of the Tradeoff screen, indicating a neutral preference slightly more favorable to improvements for bikes, pedestrians, and transit over cars and trucks. WestPlan indicated a strong preference for upgrades/ improvements in the quality of existing infrastructure over new infrastructure investments.

Figure 87.   WESTPLAN Tradeoffs
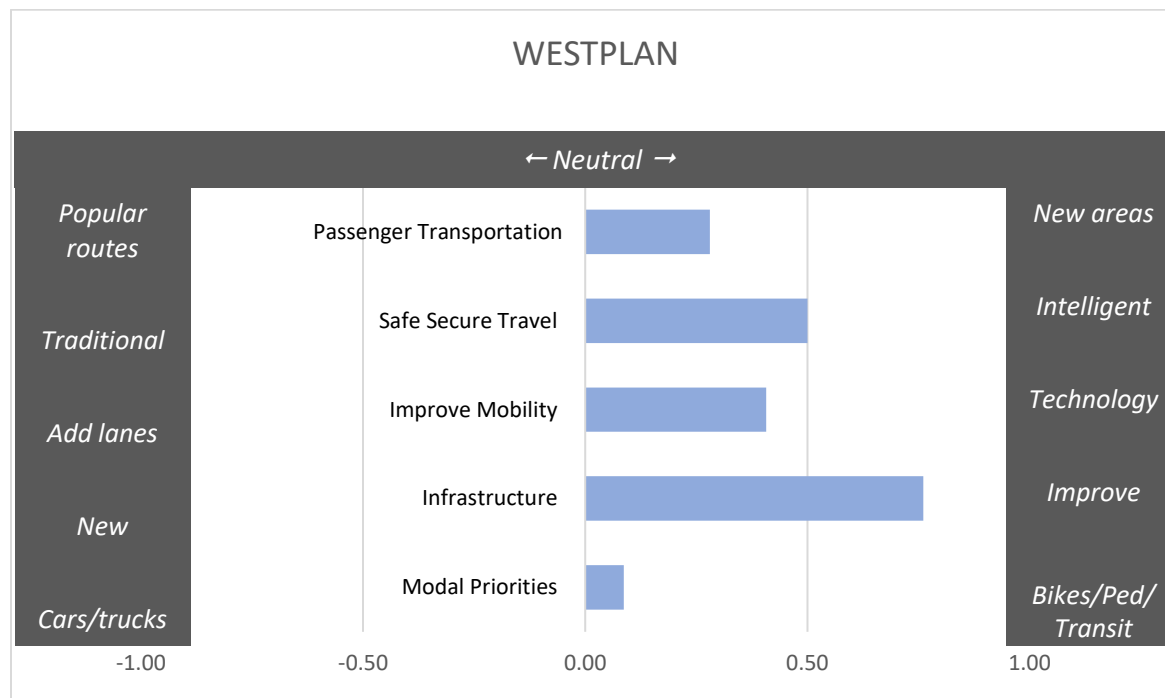
WestPlan respondents allocated the most virtual funds to pavement repairs and preservation, followed by bridge repairs and preservation. Bicycle and pedestrian investments came in third.

Figure 88.   WESTPLAN Budget Allocation
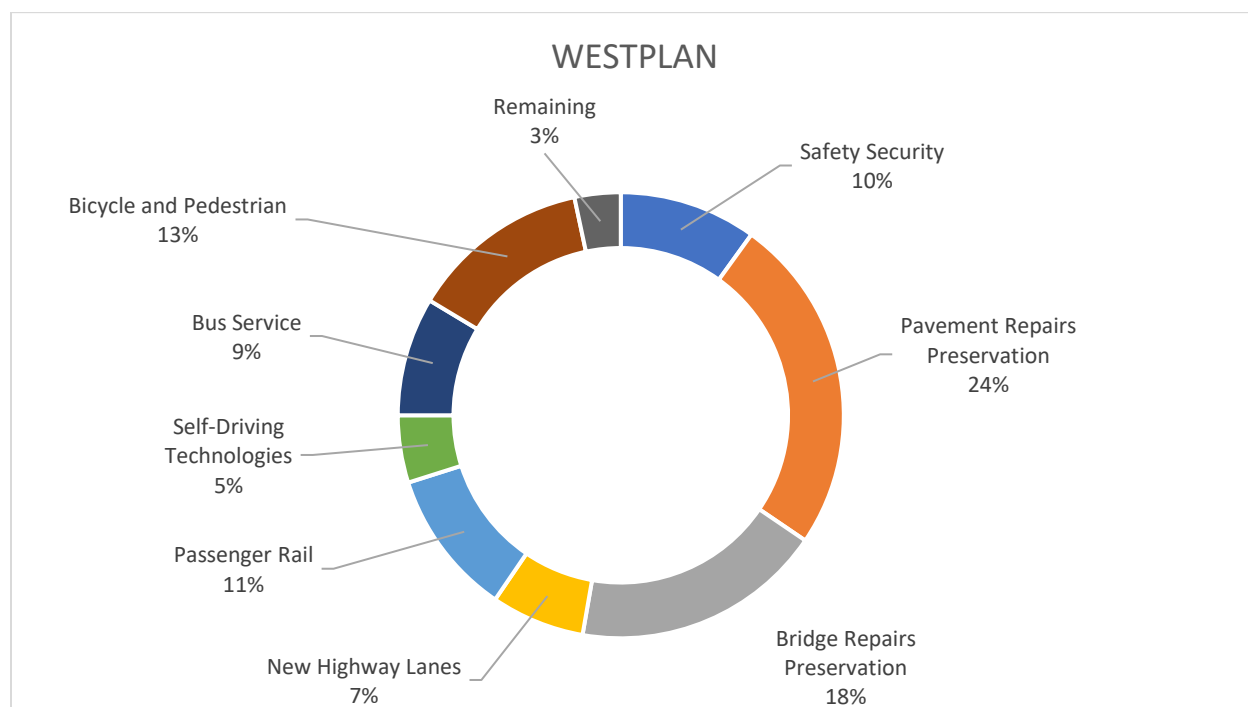
Figure 89.   Budget Allocation by Planning Region
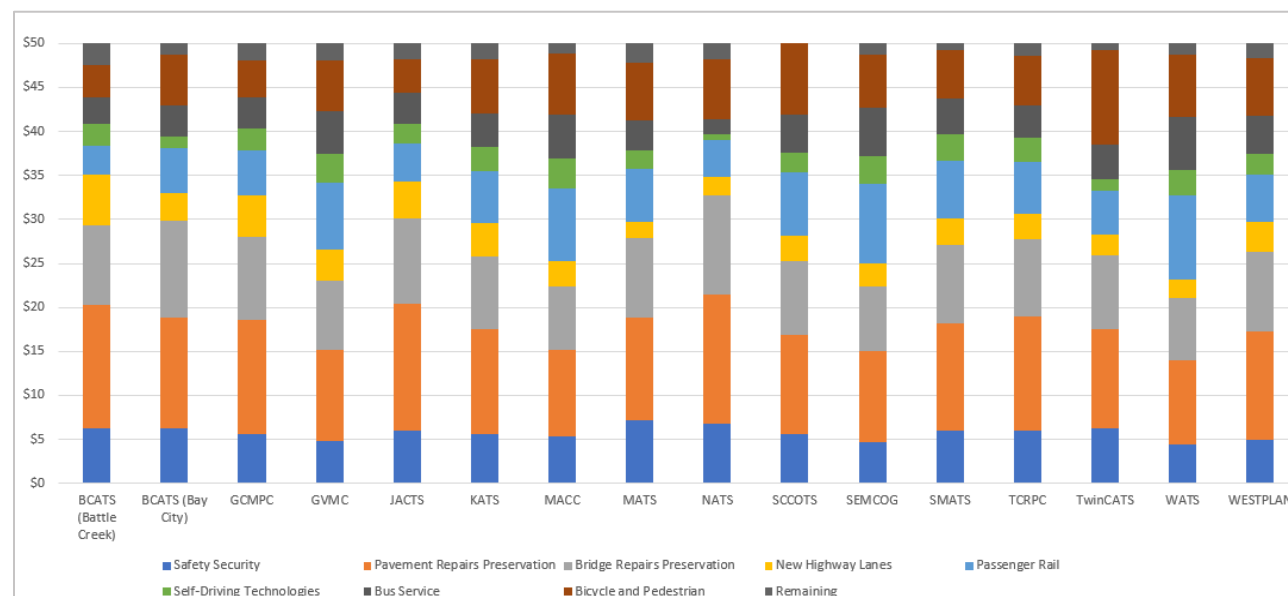
Grand Traverse

The Grand Traverse area will soon be an MPO. MetroQuest respondents who live in this area ranked Quality of Service in the top five priorities the most times, followed by Transportation System Maintenance and Travel Time Reliability.

Figure 90.   Grand Traverse Priorities
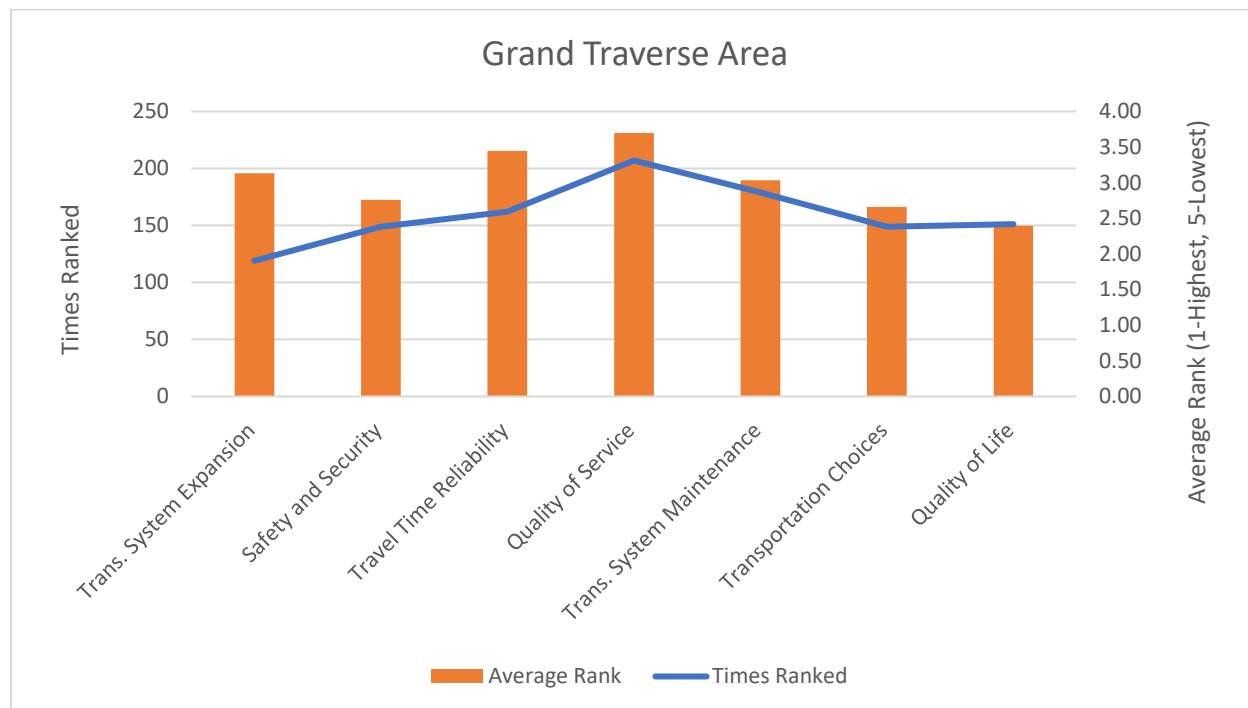
Grand Traverse survey takers agreed with the statewide results on the tradeoffs screen. The area ranked improving existing infrastructure high. Using technology to improve mobility rather than adding new lanes to highways was also popular in this planning area.

Figure 91.   Grand Traverse Tradeoffs
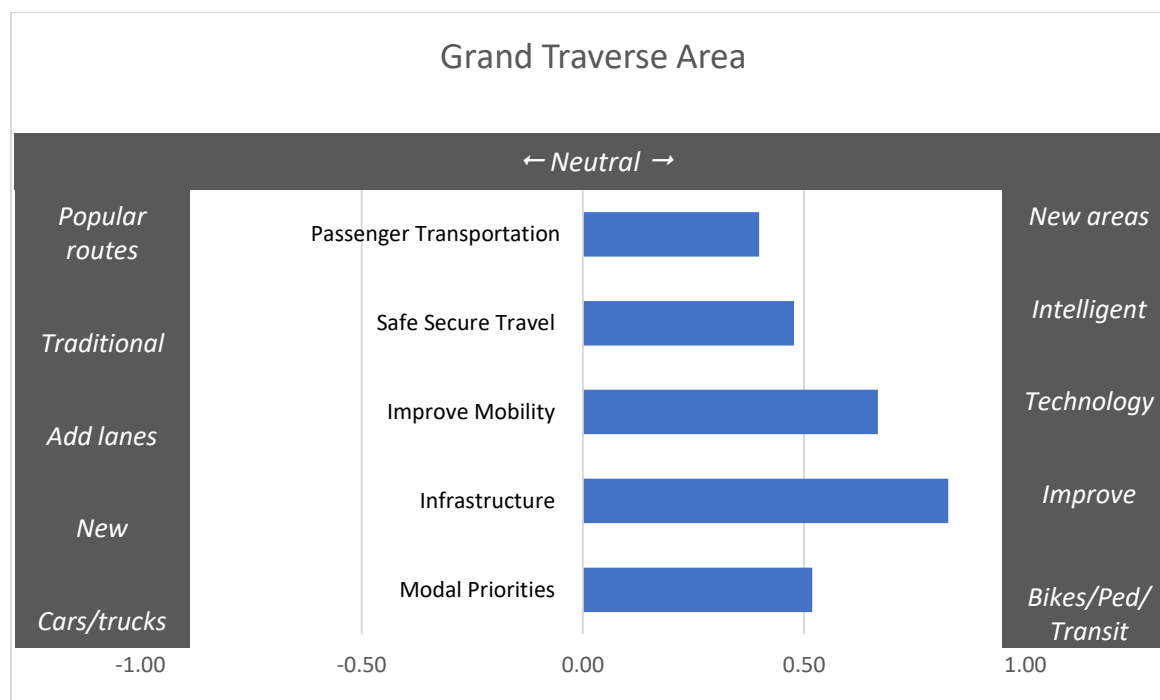
MetroQuest respondents in the Grand Traverse area agreed with statewide results in allocating the most virtual funding to pavement repairs and preservation. The area differed from the statewide results by ranking bicycle and pedestrian funding second, followed by bridge repairs and preservation. Passenger rail had the fourth-highest budget allocation.

Figure 92.   Grand Traverse Budget Allocation
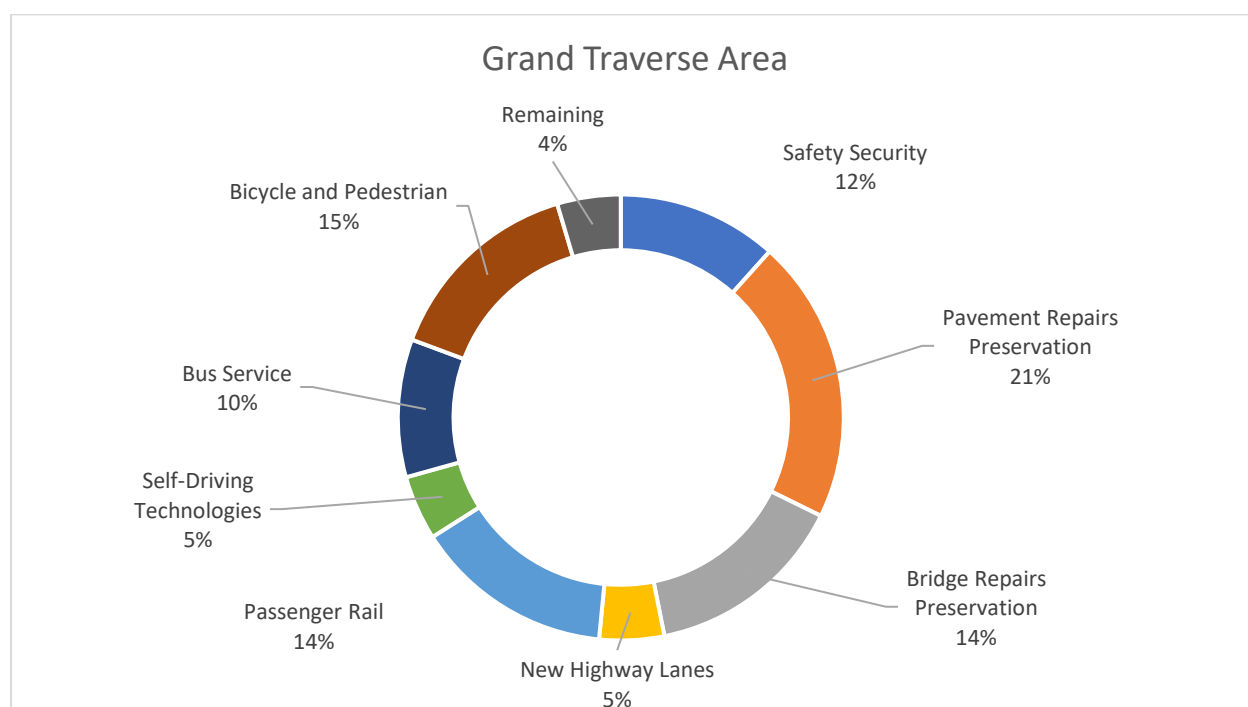
3.1.4 Telephone Town Halls

Telephone town halls were conducted to engage Michigan residents who are not normally involved in long-range transportation planning processes and who may not be inclined to engage online or in person. Phone calls were made to 25,271 potential participants in Michigan who were given the opportunity to join a conference call to learn about MM2045, ask questions, and offer comments. In addition, an online form was publicized and 6,000 text messages were sent to allow the public and stakeholders to choose to join the telephone town hall.

People receiving calls could opt to join the town hall (Figure 93), where they heard a brief introduction about MM2045 and could ask questions through a facilitated process. Questions that could not be answered during the calls were answered on the MM2045 website.

Figure 93.   Location of Telephone Town Hall Participants by Zip Code
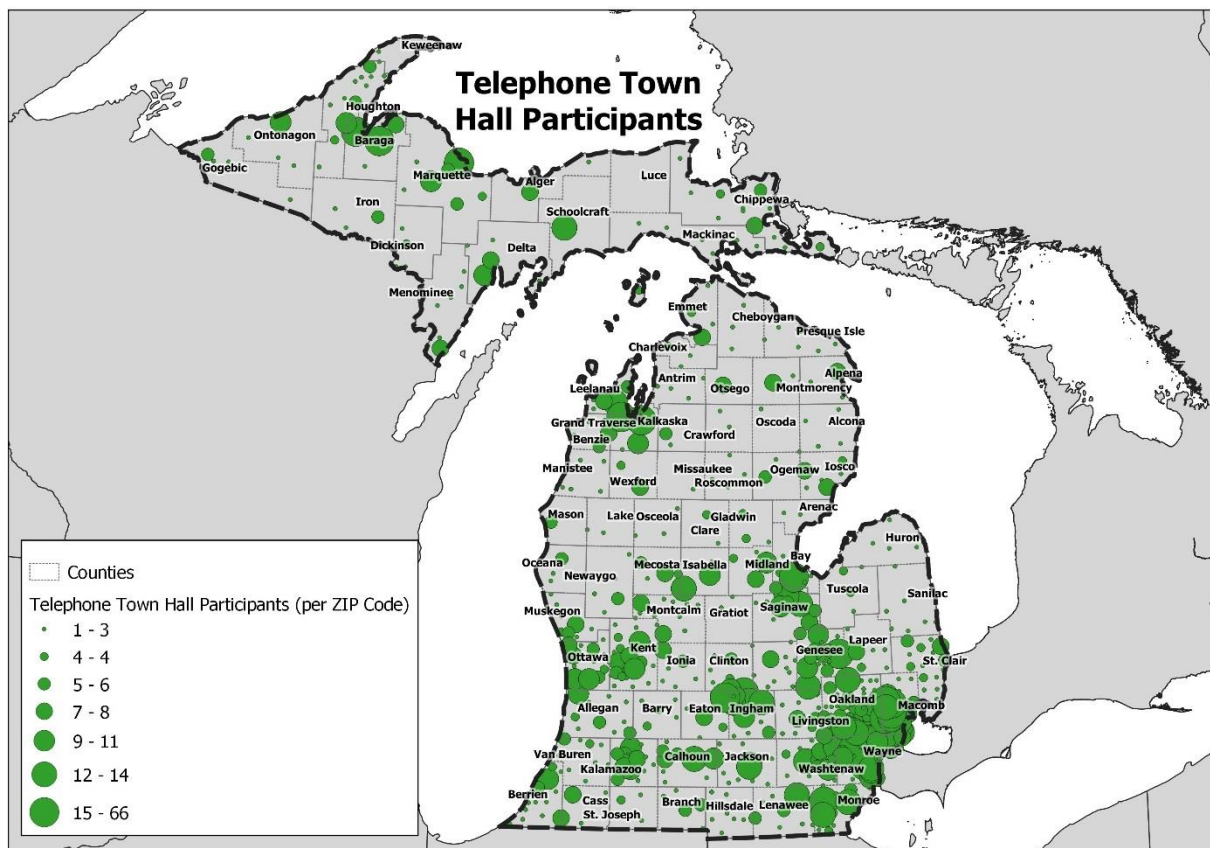
Telephone town hall meetings were held at 5:30 p.m. Feb. 5, 2019, and 10 a.m. Feb. 6, 2019. The town halls provided members of the public the opportunity to take part in a public forum without having to leave their homes. A total of 3,048 people chose to join the call for some duration of time. The maximum number of participants at any one time during the calls was 621. People joined the town halls on average for 5.9 minutes.

Participants submitted 69 questions. Of those questions, 25 were answered live during the town halls. The remaining 44 questions were answered on the MM2045 website. Common topics reflected in the questions were repairing existing roads, bus service, transit, public transportation for the elderly, roundabouts, funding/taxes, and bicycle and pedestrian accommodations. Appendix 4 details the telephone town hall results.

3.1.5 Social Media Advertisements

Social media advertisements through Facebook and Instagram were used to engage large numbers of Michigan residents. The ads ran from Feb. 6 to March 31, 2019, and directed social media users to the MetroQuest site. The ads had the added benefit of demonstrating transparency and accountability by expressing MDOT's desire to get public input about the future of transportation in Michigan.

A total of 498,515 people was reached through the Facebook and Instagram ads, which also resulted in 1,236,280 impressions (i.e., opportunities to see the ads on one of the sites). The ads were clicked on 1,793 times, taking people to the MetroQuest survey, and were shared by users on their pages 22 times.
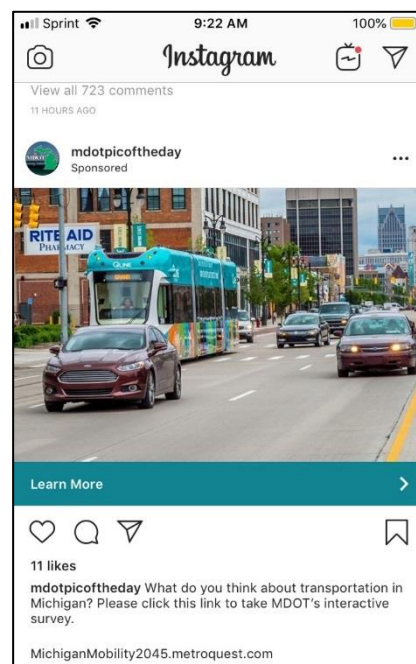
3.1.6 Existing MDOT Communications Channels

MDOT has an effective infrastructure in place for communicating with Michigan residents, including staff located throughout the state. MDOT strategically used the following capabilities to engage the public and stakeholders in the MM2045 process:

- Statewide MDOT website

    – Announcements about MM2045 were posted to the MDOT website 12 times. The SLRTP page on the website was also updated with new information and a link to the MM2045 site.

- Social Media Pages

    – Announcements regarding MM2045 and related public engagement opportunities were posted on the MDOT statewide Twitter page six times between Jan. 1 and April 30, 2019. The MDOT Twitter page had 44,330 followers as of April 26, 2019.

- During the same time period, five posts were made to the MDOT Facebook page, which had 41,791 followers as of April 26, 2019.

- Nine videos were posted to YouTube in October 2018 prior to the formal start of the MM2045 visioning phase. The videos were also available through the project website. They provided an overview of MM2045 and covered specific topics such as highways and bridges, freight, aviation, public transit, rail, nonmotorized transportation, marine and ports, and technology. The videos were viewed 480 times as of April 26, 2019.

- Appendix 5 provides details about MDOT social media posts.

- Proactively sending information to the news media

  - MDOT issued 11 news releases regarding MM2045 at the statewide and regional levels. The releases resulted in extensive news media coverage. Appendix 6 details the releases and resulting media coverage.

- MDOT staff participated in media interviews, presentations to public groups, and standing meetings. Appendix 7 details these efforts.

- Links from partner agency web and social media sites

  - Numerous partner agencies shared information and links regarding MM2045 on their websites and social media pages. Appendix 6 provides a summary.

3.1.7 Tribal Governments

A direct invitation was extended to each of Michigan's 12 federally recognized sovereign Native American tribal governments to consult individually with MDOT. This formal government-to-government consultation was encouraged to ensure that each tribe's priorities, issues, and expectations regarding Michigan's multimodal transportation system are adequately reflected in MM2045.

MDOT's tribal coordinator contacted each tribal government individually to determine their interest in engaging in the MM2045 process. Offers to meet in person at a location most convenient to each tribe were made. If desired, MDOT staff met with tribal governments about the MM2045 process.

Designated tribal contacts received letters, e-mails, and other opportunities to engage, detailed in the next section of this report. MDOT will follow up with tribal governments during Phase II plan development to ensure they are being adequately engaged. Appendix 7 details Phase I tribal government engagement.

3.1.8   Targeted Stakeholder Outreach

Ensuring that stakeholders with a specific interest in MM2045 were engaged was of particular importance. Additionally, federal regulations list certain groups who should be targeted for participation. The following groups were contacted directly and more than once:

- **Transportation Agencies** comprise transportation groups that have established partnerships with MDOT, such as transit agencies, metropolitan planning agencies, regional planning agencies, railroads, Amtrak, county road commissions, municipalities, rural task forces, public ports, intercity bus operators, etc.

- **Resource Agencies** include federal, state, tribal, and local agencies responsible for land use management, natural resources, environmental protection, conservation, economic development, and historic preservation.

- **Other State Agencies** comprise the Michigan Department of Environment, Great Lakes and Energy, Michigan Department of Natural Resources, Michigan Natural Features Inventory, State Historic Preservation Office, Michigan Department of Agriculture and Rural Development, Michigan State Police, Michigan Economic Development Corp., Michigan State Housing Development Authority, etc.

- **Federal Agencies** comprise the FHWA, Federal Aviation Administration, FTA, FRA, Federal Maritime Administration, U.S. Environmental Protection Agency, U.S. Department of Agriculture, U.S. Forest Service, U.S. Army Corps of Engineers, and U.S. Fish and Wildlife Service.

- **Local Officials** comprise elected and non-elected officials of local governments across Michigan.

- **Other Stakeholder Groups** comprise a diverse collection of groups who have transportation-related interests. Examples include the Michigan Municipal League, Michigan Townships Association, Michigan Railroad Association, Michigan Association of Rail Passengers, Michigan Trucking Association, freight groups, logistics and supply chain groups, major freight shippers, chambers of commerce, various businesses and industries, colleges and universities, school districts and parent/teacher associations, bicycle advocacy groups, pedestrian advocacy groups, transit advocacy groups, disability advocacy groups, community organizations, and many more.

Letters were sent through e-mail in January 2019 to all known stakeholder groups to ensure they were aware of the MM2045 visioning process, including the ways that they could engage in it. The letter included an offer to accommodate meetings and presentations made by MDOT staff. Follow-up e-mails were sent as reminders to stakeholders and as another way to keep them informed and engaged.

In an effort to reach the public, stakeholder groups were asked to help expand MDOT's reach. Organizations such as these typically maintain various channels for communication with their members and constituencies. MDOT asked that information about MM2045 be

shared through stakeholder e-mail lists, social media sites, websites, newsletters, and other outreach tools. MDOT provided stakeholder organizations with information to distribute.

A "meeting-in-a-box" was provided to stakeholders willing to hold meetings about MM2045. Informational materials, a presentation and survey, and suggested formats for conducting the meetings were included in a literal or virtual "packet" then provided to the facilitator of the meeting.

Efforts were made to go to public events, fairs, universities and colleges, and other places where people were already gathered to provide information about MM2045. MDOT identified opportunities to make presentations at standing conferences. These opportunities were compiled and tracked on a master schedule available in Appendix 7.

3.1.9   Environmental Justice

It was important to ensure that minority, low-income, and disabled populations were engaged in the public and stakeholder participation process. Direct, proactive outreach was made to organizations that represent and/or primarily include minority, low-income, and disabled residents of Michigan. MDOT also focused on identifying additional organizations not currently included in MDOT's stakeholders database. Resources for identifying these stakeholders included the following:

- MDOT regional staff and liaisons who work frequently with these groups

- MPOs

- Cities and counties

- Statewide organizations representing minority, low-income, or disabled residents

- Civic organizations

Once identified, an e-mailed letter was sent to these groups. Follow-up e-mails, phone calls, and in-person visits were employed as needed. Offers to attend existing meetings to make a presentation or simply have a discussion were extended.

Opportunities to go to where people are already gathering, such as community events or meetings, were pursued. Appendix 7 includes those meetings.
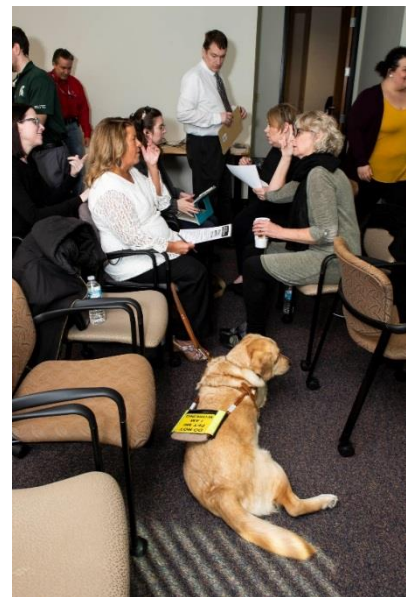
3.1.10 Public Meetings

MDOT leveraged existing meetings open to the public to "go where the people are" and to engage hard-to-reach audiences. The meetings resulted in an estimated 1,298 people being directly informed and consulted in every MDOT region. MDOT staff, as appropriate, gave presentations, staffed tables, interacted one-on-one, provided public input opportunities such as the MetroQuest survey, and answered questions.

Some of the meetings included the following (full details are in Appendix 7):

- US-12/M-51 MDOT Project Meeting

- Berrien County Nonmotorized Summit

- Lansing School District Showcase

- MDOT I-94 BL Project and Consumers Energy Gas Project, City Watermain Project

- I-94 Project Meeting

- Capital Area Regional Transportation Study

- SEMCOG University - Local Government Finance 101: Road Funding

- Grand Valley Metro Council - Technical Committee Meeting

- Marquette Township Hall

- West Michigan Shoreline Regional Development Commission - Technical Committee Meeting

- Macatawa Area Coordinating Council - Technical Committee Meeting

- Livingston County Transportation Coalition

- Hoyt Public Library of Saginaw

- Flint Farmers' Market

- MDOT I-196 Project Meeting

- West Michigan Regional Planning Commission - Board Meeting

- MDOT Disadvantaged Business Enterprise Small Business Development Conference

- Grand Valley Metro Council - Policy Committee Meeting

- West Michigan Shoreline Regional Development Commission - Policy Committee Meeting

- Macatawa Area Coordinating Council - Policy Committee Meeting

- Grand Valley Metro Council - 2020-2023 TIP Public Meeting

- SEMCOG University - Traffic Safety Education

- Michigan Department of Civil Rights - Division on Deaf, Blind and Hard of Hearing

- CATA and Cars and Limes, Oh My!

- First Friday Event

- Michigan Association of Railroad Passengers

- Kalamazoo Area Transportation Study - 2020-2023 TIP Open House

- Resource Agency Outreach

- Rural Transit Managers Workshop

- Warriors on Wheels

3.1.11 Internal MDOT Communications

Ensuring that MDOT employees were engaged was another key part of the MM2045 process. MDOT staff will ultimately implement the vision presented in the plan, so providing them with opportunities to give input and learn about how the plan affects them in the short and long terms is important. MDOT employees are also located throughout the state, are involved in their communities, and are ambassadors for MDOT.

Existing internal channels were used to inform MDOT employees about MM2045. An e-mail message from the state transportation director was sent to all employees that could be printed out and posted on bulletin boards. Other existing informational pieces such as statewide, regional, and program-specific newsletters were used, as well as the MDOT intranet. A "splash" graphic was added to the intranet home page in January 2019 to direct employees to information about MM2045.

Additionally, a survey of MDOT employees modeled after the A&P survey was distributed (See Appendix 8 for the full MDOT A&P survey.) Completed surveys were received from 310 employees. "Maintain existing roads" was selected as a very high priority by 80 percent and as a high priority by 18 percent of survey respondents. This issue was far ahead of any other priority including "Reduce traffic congestion," which was second at 29 percent very high priority and 34 percent high priority.

Figure 94.   Attitudes and Perceptions Survey Priority Rankings (MDOT Employees)
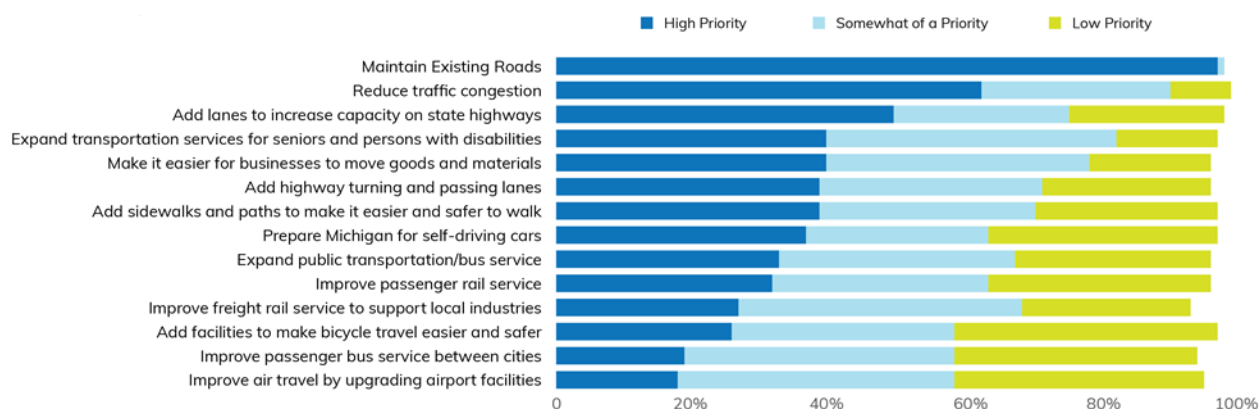
Source: Michigan Department of Transportation, 2019

Employees were also given a list of transportation issues and asked to indicate how much improvement was needed on each. "A Great Deal" of improvement was needed on the issue "Maintain the existing transportation system" according to 76 percent of employee survey respondents. The issues "Enhance the transportation system to support economic prosperity of Michigan" and "Improve the reliability of the transportation system" were tied at 40 percent, believing they needed a great deal of improvement.

3.2   VISIONING CONCLUSIONS

Repairing and maintaining existing roads emerged as the top priority with the public, stakeholders, and MDOT employees. This priority ranked first by a wide margin ahead of the second choice through more than one input mechanism.

Maintaining the existing transportation system, which includes roads but also bridges, transit and other modes of transportation, was similarly ranked high. Exploring public attitudes further to better identify what other transportation systems aside from roads are a high priority will be important to the development of the MM2045 plan.

Other high transportation priorities identified during the public and stakeholder engagement process included quality of life, alternative transportation options for the elderly and disabled, addressing traffic congestion, passenger rail, the movement of goods and services, and investment in bicycle and pedestrian facilities. Issues that consistently ranked as low priorities were preparing for self-driving vehicles and expansion of the transportation system (e.g., adding new lanes to highways).

All of these findings will be used to develop a draft SLRTP. Public priorities will be better defined and used to establish a clear vision for the future of transportation in Michigan. Members of the public, stakeholders, and MDOT employees will have the opportunity to contribute to and review the MM2045 SLRTP plan before it is finalized.

4. Plan Development

Building upon the first round of public and stakeholder participation, additional engagement efforts focused on evaluating transportation strategies. Input from the public and stakeholders regarding the best strategies to improve Michigan's transportation system was taken into consideration during development of the final MM2045 SLRTP.

4.1   MM2045 WEBSITE

The MM2045 website established at the beginning of the planning process continued to be a resource to communicate, engage, and provide resources to the public and stakeholders. This was particularly useful as the COVID-19 pandemic caused almost all engagement to be conducted online. The website was a key tool to allow the public to get continual updates on the project, review documents, engage via surveys, and learn about virtual engagement opportunities.

From Jan. 1, 2020, to July 7, 2021, there were 16,358 page views on the website. The total number of users visiting the website was 3,725, with users averaging 1.4 sessions each.

4.2   METROQUEST

A second MetroQuest interactive survey site (Figure 95) was launched on June 17, 2020. It was shared through a news release, social media posts, statewide e-mails, e-mails to stakeholder groups, posting on the MM2045 website, and virtual stakeholder meetings. The site focused on gathering feedback about strategies that emerged during the MM2045 Visioning phase. Members of the public and stakeholder partners submitted input through 1,237 MetroQuest surveys. Surveys were submitted from all regions of the state as shown in Figure 96.

Figure 95.   Round 2 MetroQuest Survey

Figure 96.   Round 2 Plan Development MetroQuest Survey Respondents
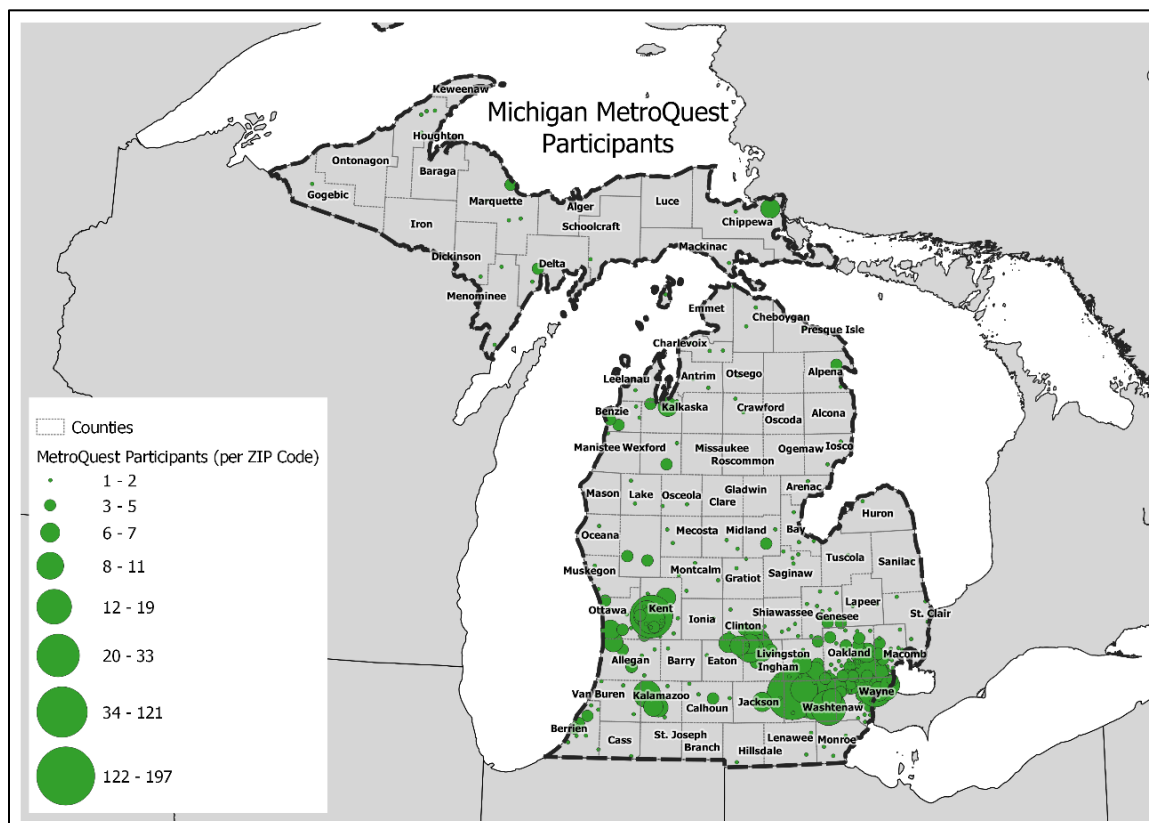
Three screens within the five-screen MetroQuest site were devoted to rating strategies. Strategies were rated on a five-star scale. One star was the lowest rating while five stars was the highest rating. Strategies were grouped under overarching categories for each screen: Safety and Security, Condition and Mobility, and Quality of Life. Each strategy included a definition to aid respondents in assigning a star rating.

Each strategy was rated positively. However, there were clear top-rated strategies based on the number of times each was given five-star ratings:

1. **Highways Safety – At-Risk Users** (775 five-star ratings) *Promote actions to assist and protect pedestrians, bicyclists, seniors, youth, and motorcyclists*.

2. **Public Transit – Safe Operations** (720 five-star ratings) *Ensure safety for passengers and operators during transit trips*.

3. **Public Transit – Safe Facilities/Vehicles** (713 five-star ratings) *Ensure public transit facilities and equipment are in a state of good repair and condition*.

4. **Condition – Asset Management** (645 five-star ratings) *Employ cost-effective operation, maintenance, and improvement of existing assets*.

5. **Mobility – Complete Streets** (645 five-star ratings) *Accommodate the needs of users of all ages, abilities and modes of transportation*.

6. **Highways Safety – High-Risk Behaviors** (645 five-star ratings) *Promote actions to address distracted and impaired driving*.

4.2.1 Safety and Security

The first rating screen featured strategies related to Safety and Security. Within that category, were three tabs for Highways Safety, Public Transit, and Security. The Highways Safety tab included three potential strategies: Toward Zero Deaths (TZD), High-Risk Behaviors, and At-Risk Users (Figure 97).

Figure 97.   Highways Safety
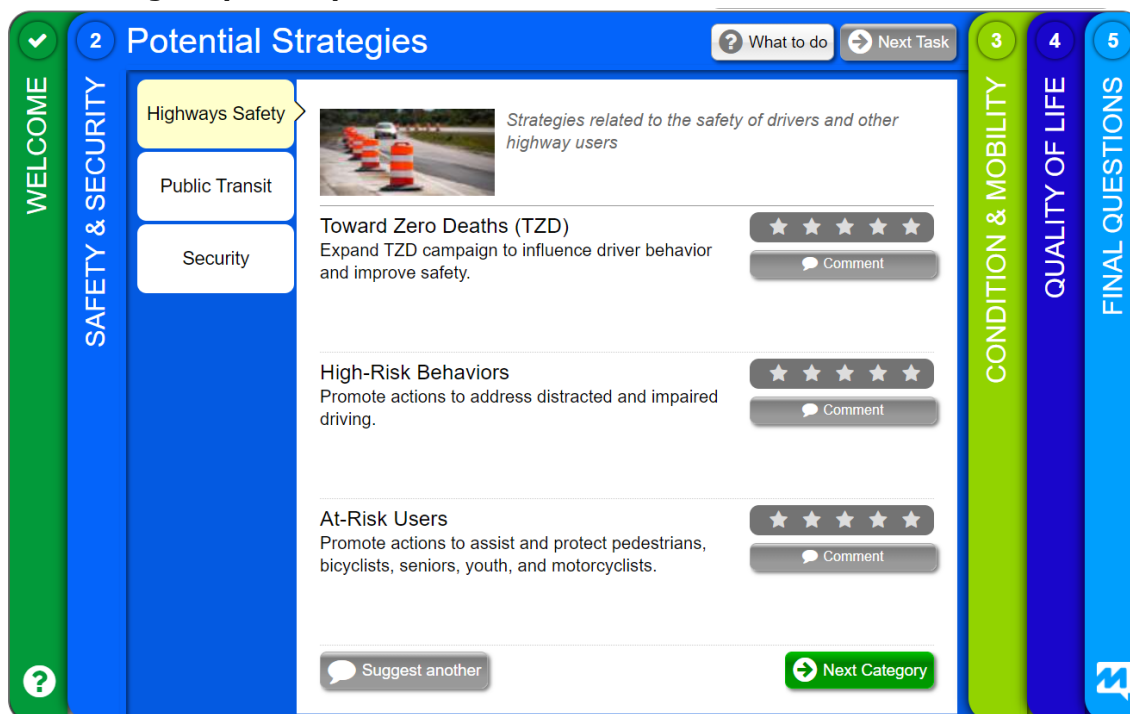
Fig

At-Risk Users received the most five-star ratings within the subcategory and out of all the strategies tested with 775. High-Risk Behaviors received 645 five-star ratings and Toward Zero Deaths (TZD) received 579 (Figure 98).

Figure 98.   Highways Safety Strategies Star Ratings
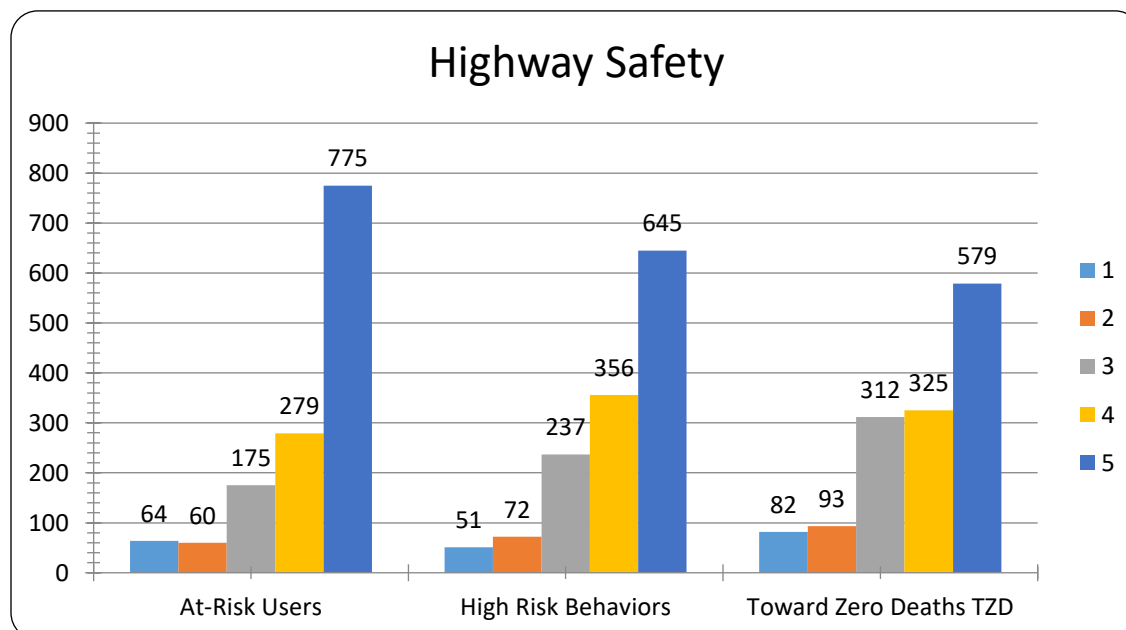
The next tab was for strategies under the heading of Public Transit (Figure 99).

Figure 99.   Public Transit
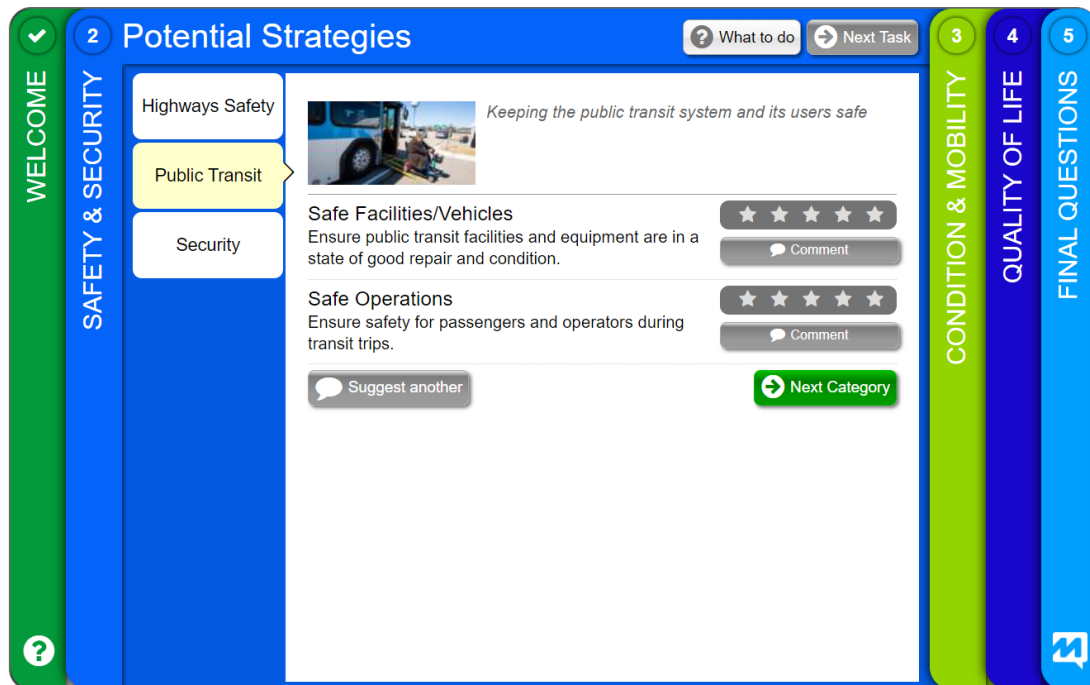
Under Public Transit, both strategies scored highly relative to other strategies tested. Safe Operations received 720 five-star ratings while Safe Facilities/Vehicles received 713 (Figure 100).

Figure 100. Public Transit Strategies Star Ratings
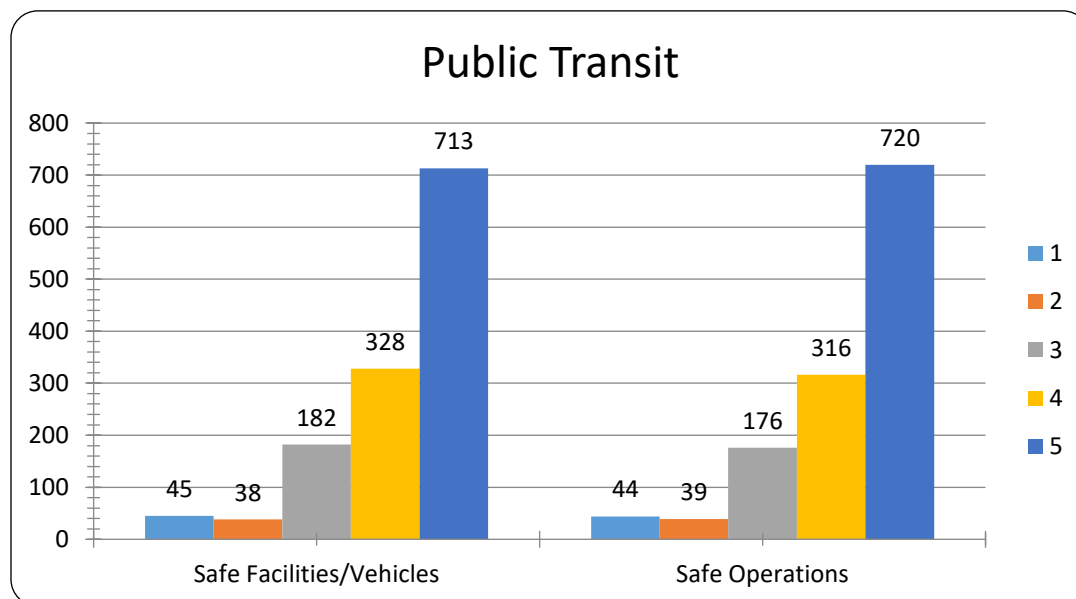
The final tab of the Safety and Security screen was Security. The subcategories were Infrastructure Security and Cybersecurity (Figure 101).

Figure 101. Security
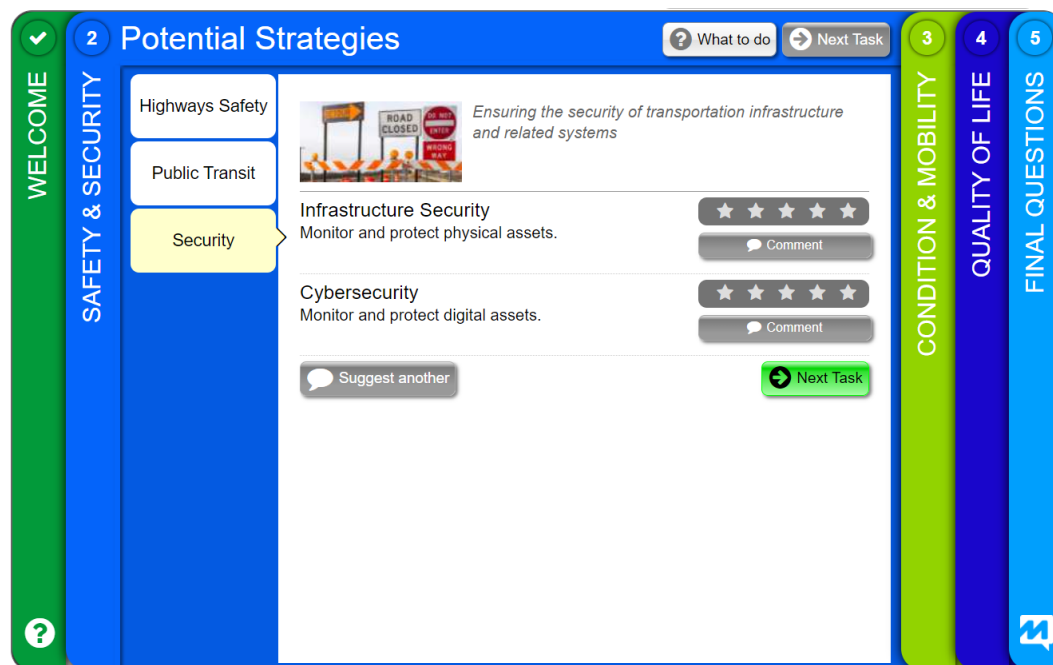
Security strategies were rated positively, but scored low relative to other strategies. Infrastructure Security received 541 five-star ratings while Cybersecurity received 481 (Figure 102).

Figure 102. Security Strategies Star Ratings
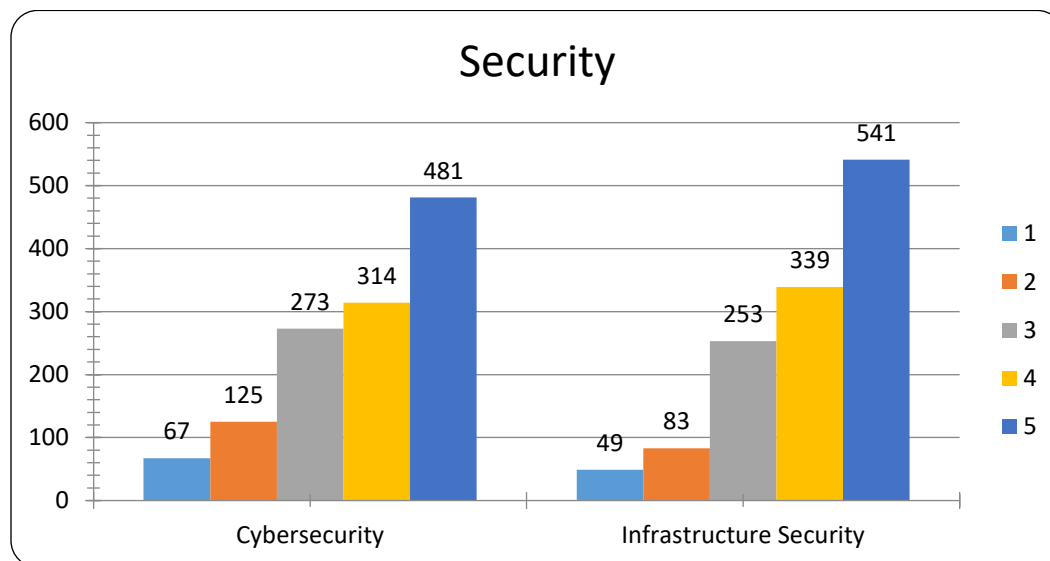
4.2.2 Condition and Mobility

The third screen included three tabs containing strategies under the headings Condition, Mobility, and Traffic (Figure 103).

Figure 103. Condition and Mobility
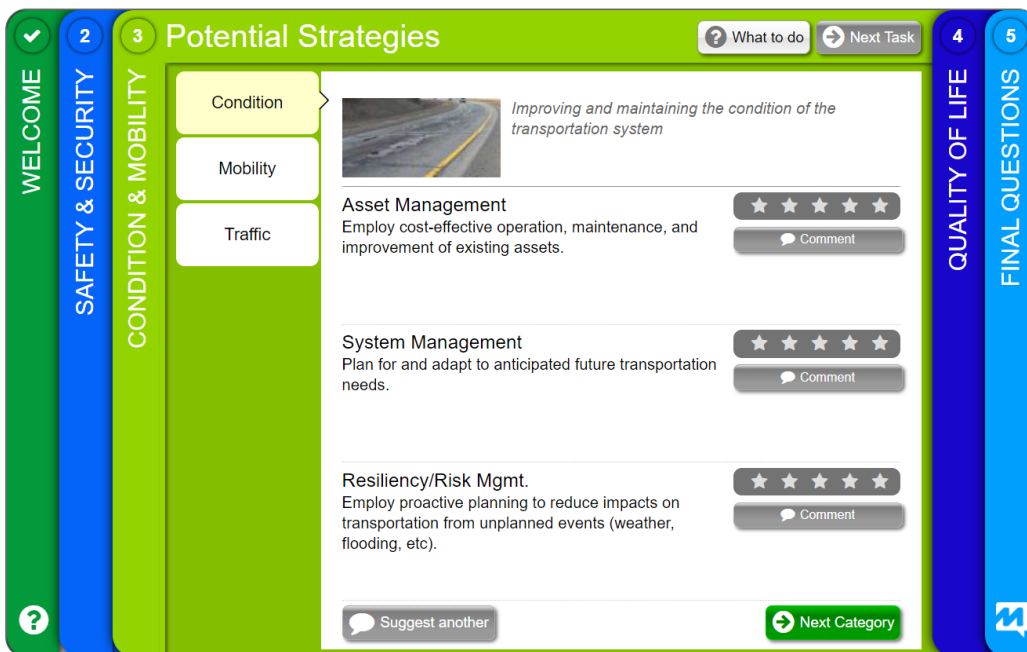
Under Condition, Asset Management received the most five-star ratings with 645, System Management was close behind with 638, and Resiliency/Risk Management received 493 (Figure 104).

Figure 104. Condition Strategies Star Ratings
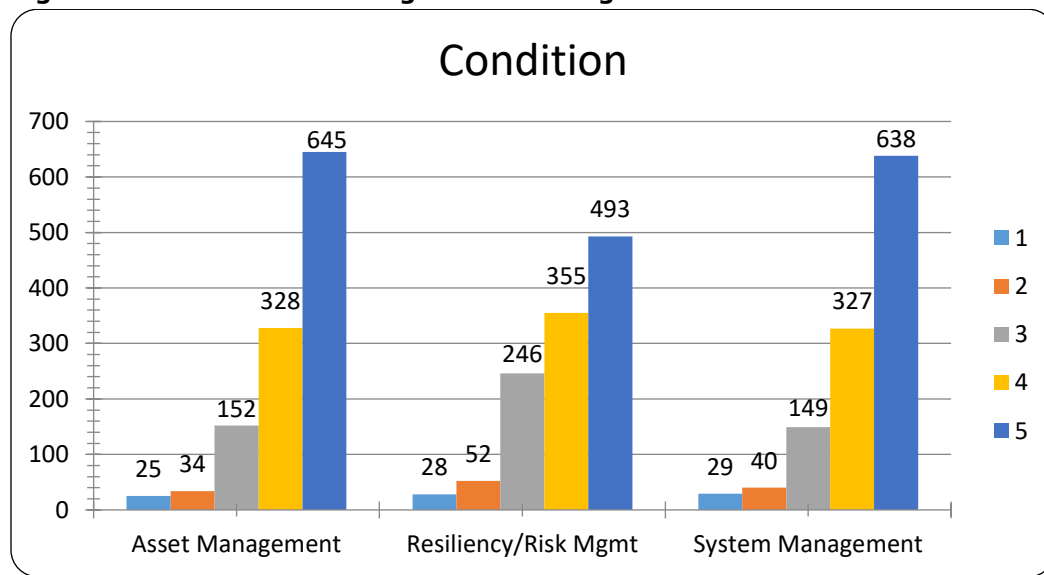
Four potential strategies were tested under Mobility (Figure 105).

Figure 105. Mobility
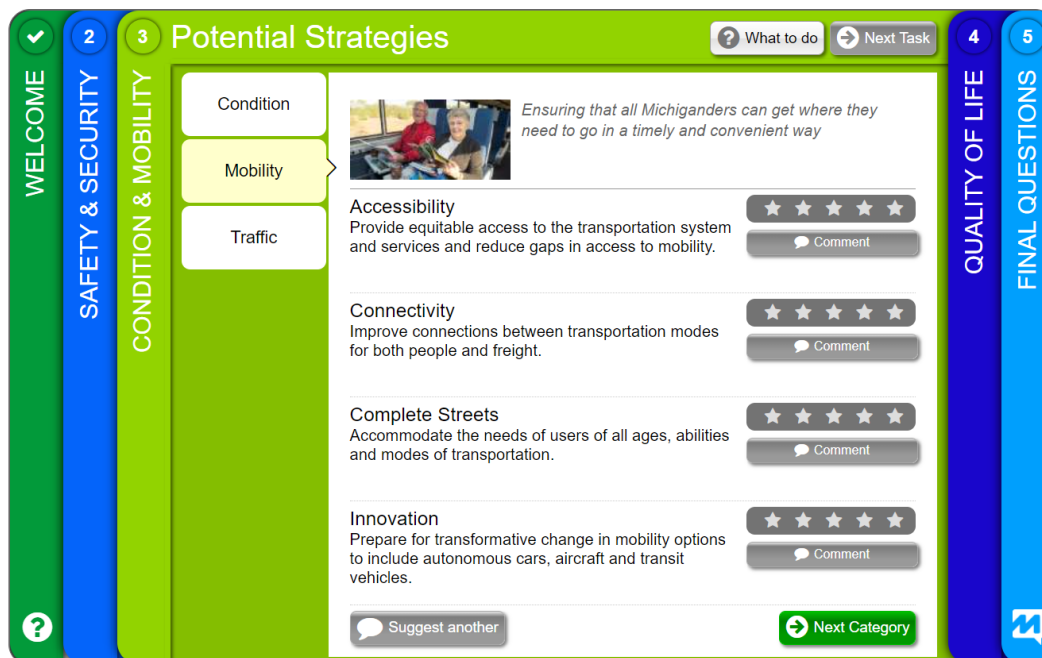
Complete Streets scored highest with 645 five-star ratings, Accessibility received 592, Connectivity 574, and Innovation 472 (Figure 106).

Figure 106. Mobility Strategies Star Ratings
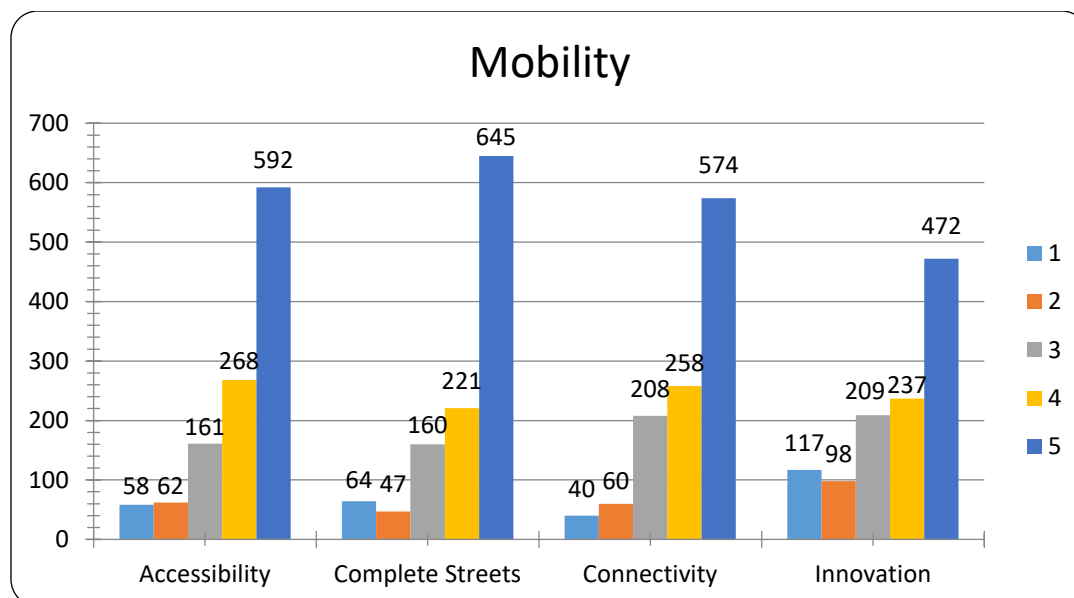
There were two strategies tested under Traffic (Figure 107).

Figure 107. Traffic
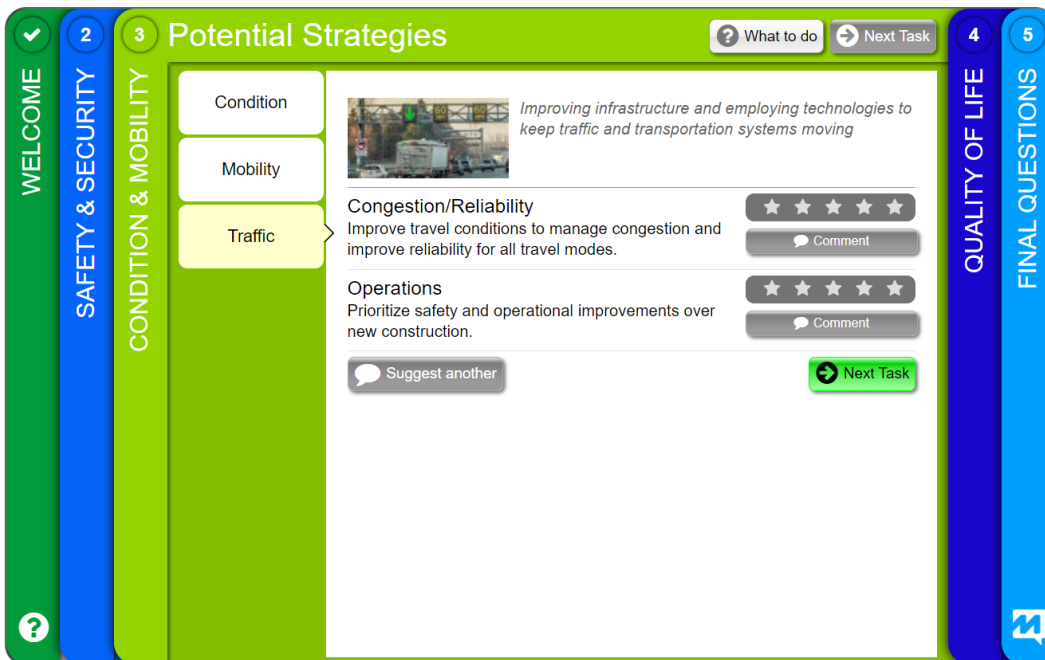
Congestion/Reliability received 523 five-star ratings and Operations received 455 (Figure 108).

Figure 108. Traffic Strategies Star Ratings
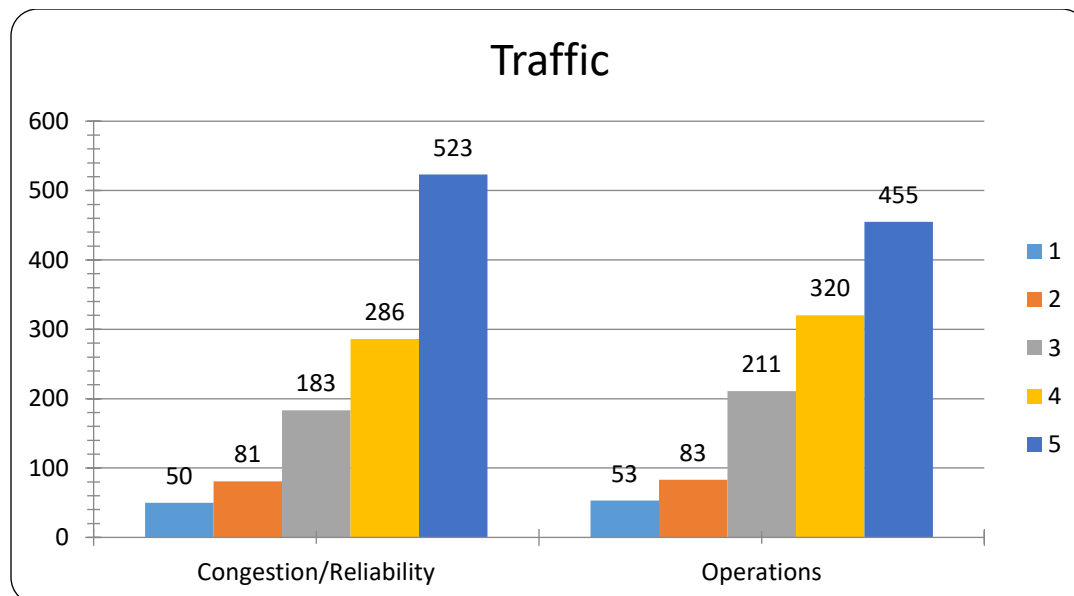
4.2.3   Quality of Life

Subcategories on the Quality of Life screen were Quality of Life, Economy, and Partnership (Figure 109).

Figure 109. Quality of Life
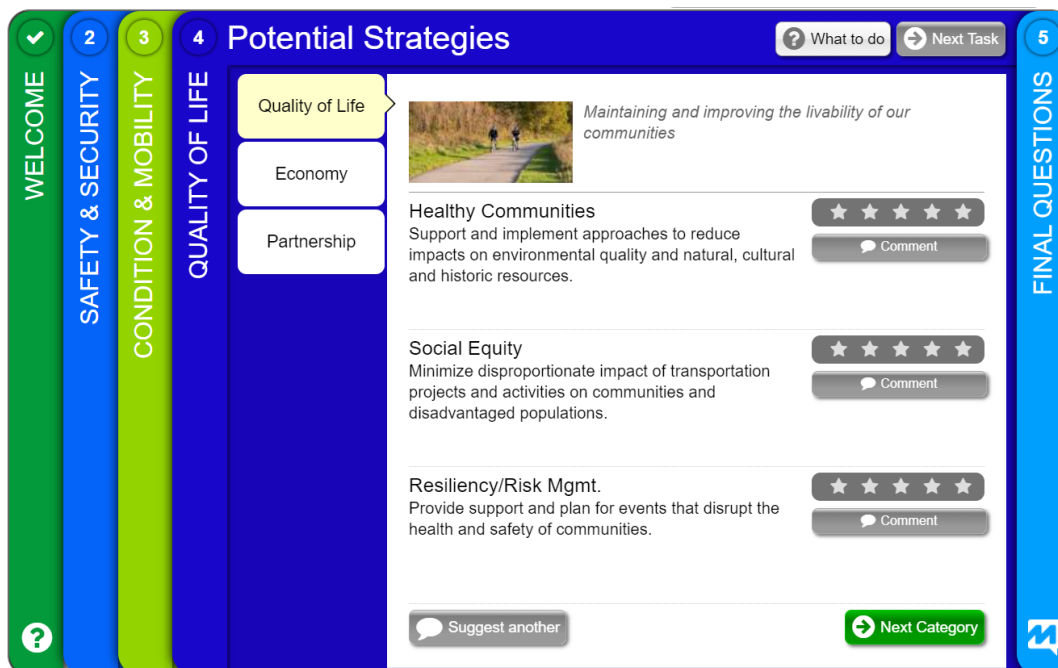
Social equity received the most five-star ratings under Quality of Life with 599. Healthy Communities received 577 five-star ratings while Resiliency/Risk Management got 395 (Figure 110).

Figure 110. Quality of Life Strategies Star Ratings
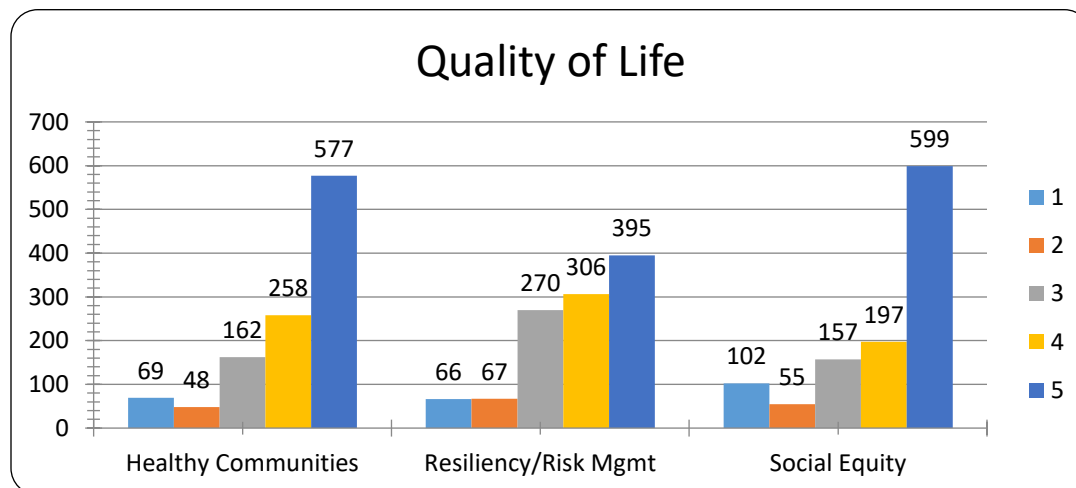
Strategies related to the economy (Figure 111) were viewed positively but were among the lowest based on number of five-star ratings.

Figure 111. Economy
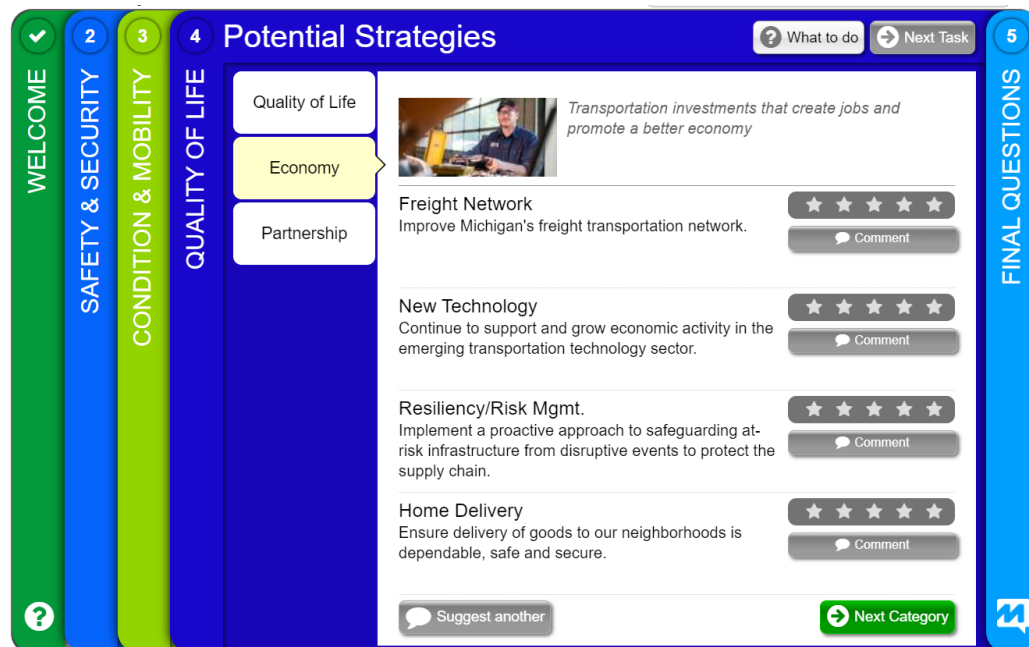
New Technology received 393 five-star ratings, Home Delivery 348, Resiliency/Risk Management 342, and Freight Network 318 (Figure 112).

Figure 112. Economy Strategies Star Ratings
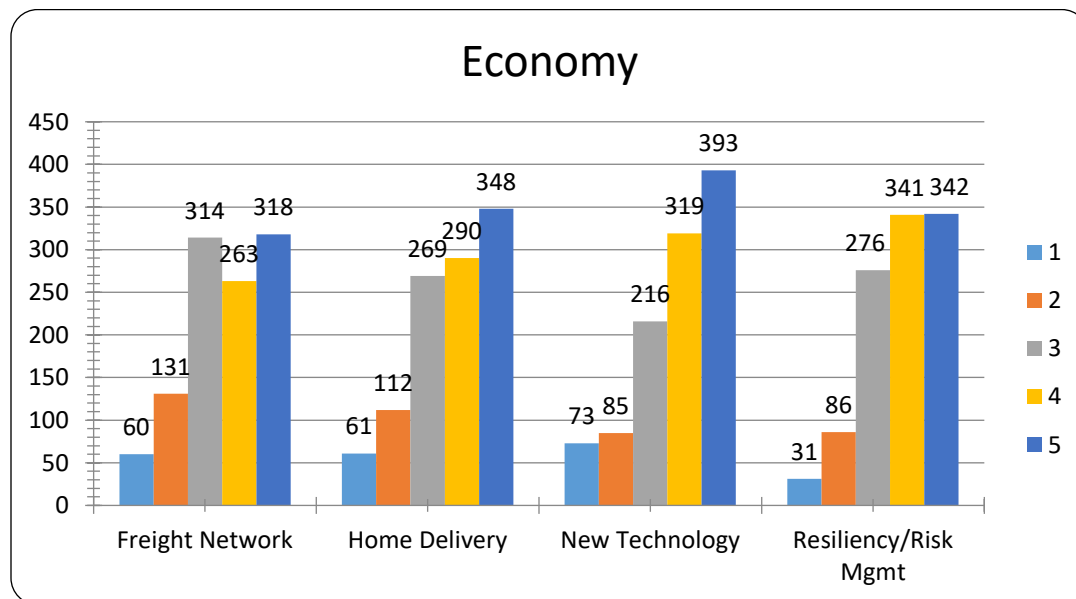
The final strategies subcategory was Partnership (Figure 113).

Figure 113. Partnership Strategies Star Ratings
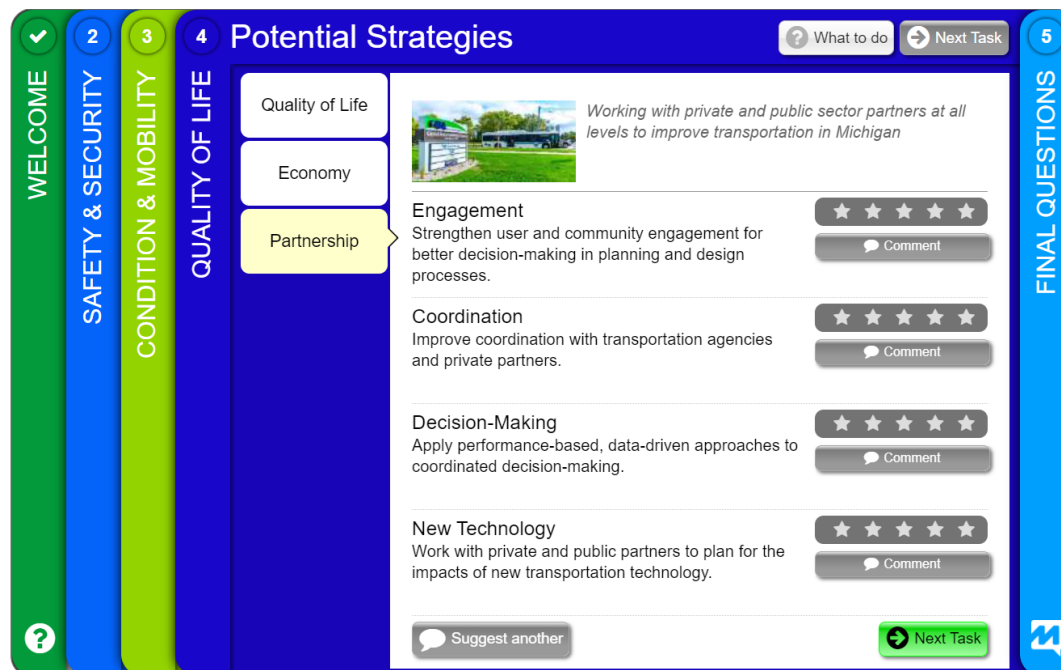
Decision-Making received 471 five-star ratings, New Technology 455, Engagement 452, and Coordination 418 (Figure 114).

Figure 114. Partnership
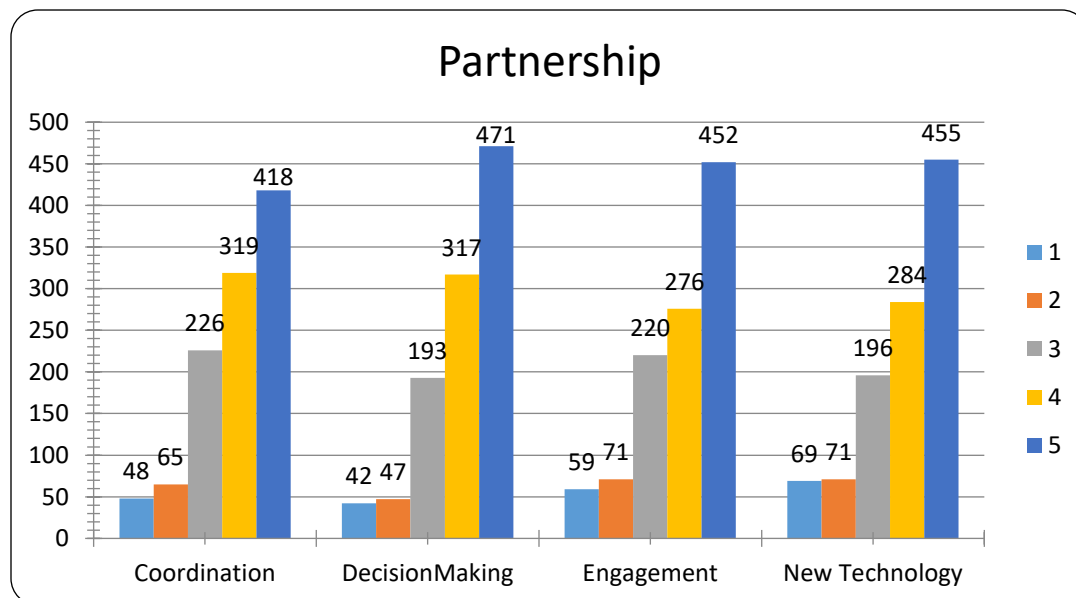
4.3 TELEPHONE TOWN HALL MEETINGS

Two additional telephone town hall meetings were held as part of the plan development process. They were conducted on June 16, 2020, at 7 p.m. and June 17, 2020, at 10 a.m. The first telephone town hall meeting had 1,582 participants and the second had 1,720 for a total of 3,302. A total of 6,352 people participated in telephone town hall meetings during the MM2045 public and stakeholder participation process.

The plan development town hall meetings included polling questions that participants could respond to through their phones. When prompted to, "Please identify your greatest priority when it comes to traveling on Michigan roads" and presented with four choices, 58 percent of respondents chose "Condition of the roads," 21 percent chose "Traffic congestion and reliability," 16 percent chose "Safety of the roadways from crashes," and 5 percent chose "Resiliency: Ability of infrastructure to handle severe weather events" (Figure 115).

Figure 115. Telephone Town Hall Meetings: Roads
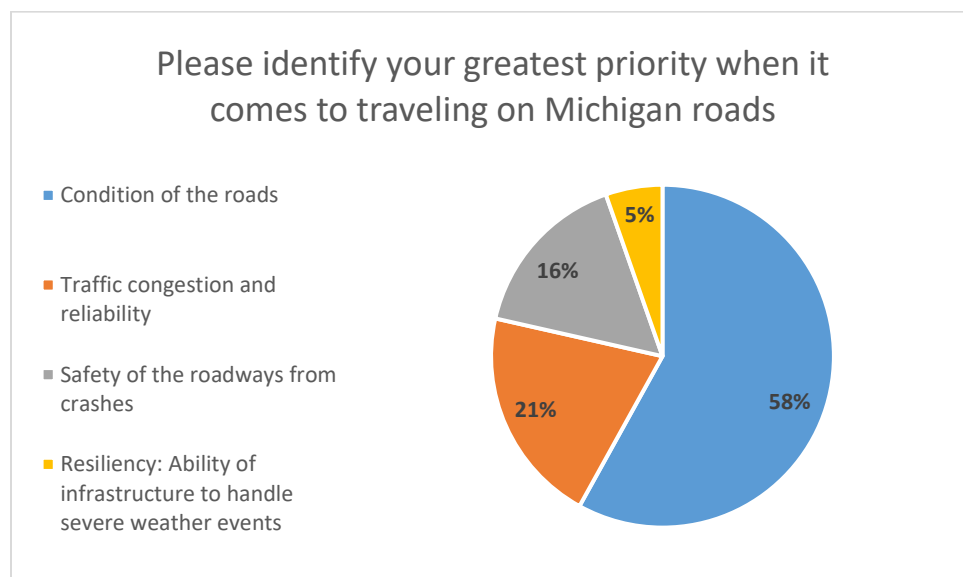
Participants were later asked to "Please identify your greatest priority when it comes to using public transit," and were presented with five choices. "Reliability of services" received 33 percent, "Expansion of service" received 30 percent, "Safety of transit riders" received 17 percent, "Frequency of service" received 16 percent, and "Condition of vehicles" received 4 percent (Figure 116).

Figure 116. Telephone Town Hall Meeting: Public Transit

Please identify your greatest priority when it comes to using public transit

- Frequency of service — 16%
- Expansion of service — 30%
- Reliability of services — 33%
- Safety for transit riders — 17%
- Condition of vehicles — 4%
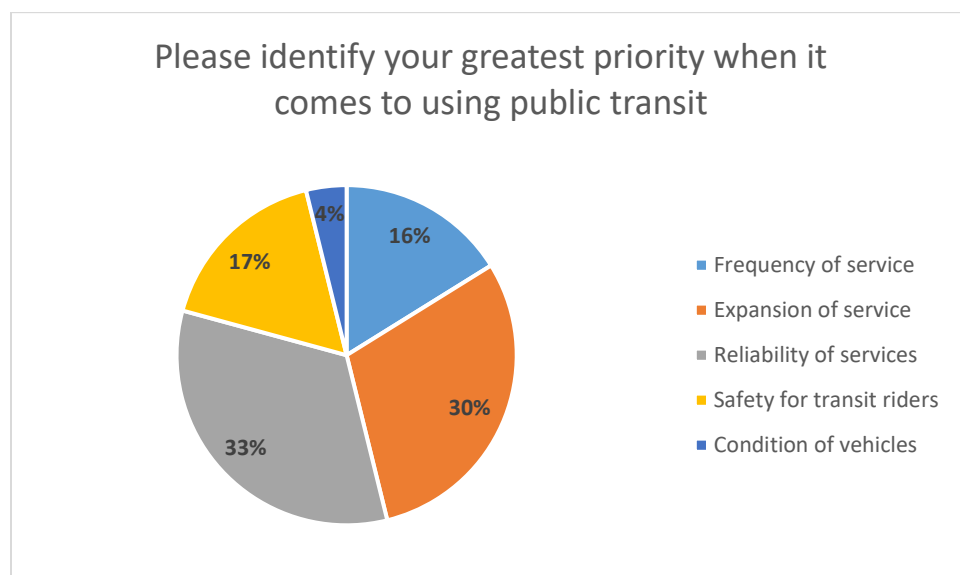
Additionally, telephone town hall meeting participants were prompted to "Please identify your greatest priority when it comes to infrastructure for walking and biking." The top choice was "Safety of the network" with 40 percent followed by "Expansion of network" at 36 percent, "Resiliency: Ability of network to handle naturally occurring events" at 16 percent, and "Condition of network" at 8 percent (Figure 117).

Figure 117. Telephone Town Hall Meeting: Walking and Biking

Please identify your greatest priority when it comes to infrastructure for walking and biking.

- Expansion of network — 36%
- Condition of network — 8%
- Safety of the network — 40%
- Resiliency: Ability of network to handle naturally occurring events — 16%
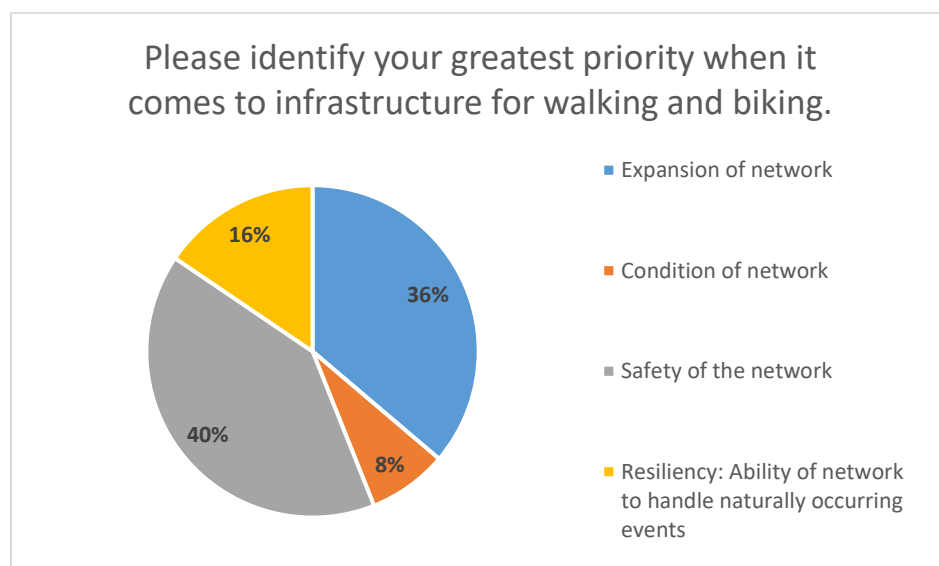
Finally, participants were asked "Where do you go to obtain information about transportation issues in Michigan?" "Internet websites/applications" was chosen at 54 percent, "Television/radio" at 24 percent, "Other" at 12 percent, and "Social Media" and "Newspapers" tied at 5 percent (Figure 118).

Figure 118. Telephone Town Hall Meeting: Transportation Information Sources
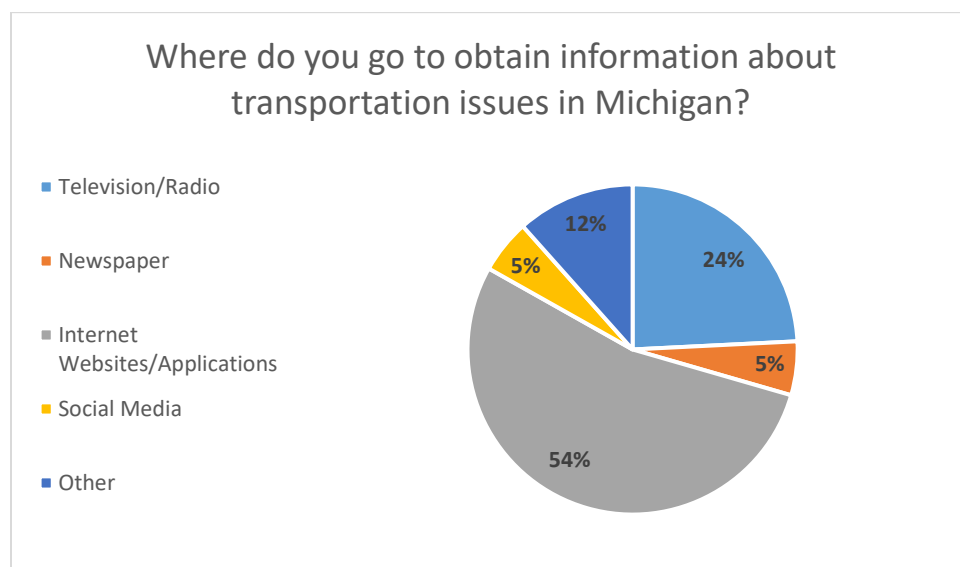
4.4   EXISTING MDOT COMMUNICATION CHANNELS

MDOT provided updates, issued press releases, and promoted engagement opportunities through three main channels. Social media posts were provided on both Twitter and Facebook and press releases were uploaded to the MDOT website. From Jan. 1, 2020, to July 7, 2021, there were 34 posts, with 17 on each social media platform. The social media posts provided information on surveys, meeting opportunities, and updates on information that was available for review on the project. Additionally, there were six news postings to the website providing information on project status and updates. The news releases covered similar topics, providing the public with information on upcoming meetings, input opportunities such as surveys, and notice of new information being available for review for the project.

4.5   TARGETED STAKEHOLDER OUTREACH

With the second round of public and stakeholder participation beginning Jan. 1, 2020, most engagement opportunities were held virtually as MDOT quickly adapted to the online environment due to the COVID-19 pandemic. MDOT was able to still participate in many scheduled stakeholder meetings as well as host their own engagement opportunities.

In addition to the second MetroQuest survey and two telephone town hall meetings, there was one active transportation town hall meeting with 88 participants, four transit forums with a total of 48 participants, and four freight and rail forums engaging 122 participants. Forums included the use of PollEverywhere to garner input from participants. Surveys were also conducted specific to transit and the supply chain.

For stakeholder outreach MDOT participated in 51 meetings from Jan. 1, 2020, to July 7, 2021. These 51 meetings varied in number of attendees and type because some were MDOT-planned and hosted while others were standing meetings or conferences in which MDOT participated. MDOT connected with more than 1,000 participants across the state using their input and feedback to inform the MM2045 plan.

MDOT also conducted a survey specific to stakeholders with disabilities. The survey was developed in cooperation with the Michigan Department of Civil Rights – Division on Deaf, DeafBlind, and Hard of Hearing. Responses were received from 200 stakeholders. Some key findings included the following:

- Most common modes of travel:
    - Personal/family vehicle
    - Walking/wheelchair/scooter
- Common accessibility challenges:
    - Social/recreational opportunities
    - Grocery/retail shopping
    - Medical access
    - Work/employment
- Most common factors that influence whether to use public transportation:
    - Availability in area
    - Service schedule
    - Service across county borders
    - Safety
- Biggest concerns for travelling along or across a roadway:
    - Traffic (speed, volumes, distracted driving)
    - Sidewalk/crosswalk conditions (poor or incomplete)
    - Complex intersections (difficult to cross)

The Commission for Logistics and Supply Chain Collaboration (LSC) served as the Freight Advisory Committee for the plan. The purpose of the LSC is to advise state agencies on initiatives to improve the efficiency and cost-effectiveness of supply chain management for businesses. The 10-member commission represents private business, transportation, border operators, local economic development agencies, and higher education.

The LSC received updates and provided input on major deliverables throughout the MM2045 development. MM2045 was specifically discussed at the following LSC meetings:

- Feb. 8, 2018
- May 10, 2018
- Nov. 8, 2018
- Feb. 7, 2019
- May 9, 2019
- Nov. 7, 2019
- Feb. 6, 2020
- May 7, 2020
- Aug. 13, 2020
- Nov. 5, 2020
- Feb. 4, 2021
- May 6, 2021

4.6 PLAN DEVELOPMENT CONCLUSIONS

Public and stakeholder preferences related to strategies reflected a desire for effectively managing the existing transportation system and ensuring the safety of users regardless of mode.

Strategies to protect at-risk transportation system users such as pedestrians, bicyclists, seniors, youth, and motorcyclists were popular. Strategies to ensure safe transit operations, facilities, and vehicles and to cost-effectively improve the condition and operation of existing transportation assets were also popular. Accommodating the needs of transportation system users of all ages, abilities, and modes in addition to promoting actions to address distracted and impaired driver were also viewed as important strategies.

The condition of roads continued to be a high priority as learned through the second round of telephone town hall meetings. For transit, the reliability and expansion of services were high priorities. When walking or biking, the public indicated that the safety of infrastructure for those purposes and the expansion of that infrastructure are important.

Ultimately, public and stakeholder participation efforts during plan development revealed a desire for a safe transportation system that is accessible to all and includes reliable options. The condition of the system is front-of-mind for users, which has been a common thread throughout the MM2045 planning process. Michiganders want transportation options that are well taken care of, safe, dependable, and cost-effective.

5. Draft Plan Public Review Period

The Draft MM2045 State Long-Range Transportation Plan was approved for release to the public by the Michigan State Transportation Commission on July 22, 2021. This approval was necessary to initiate a federally required 30-day public review period. The period was extended beyond 30 days by MDOT to allow ample time for members of the public and transportation partners to comment on the plan through Aug. 31, 2021. Comments were accepted after that date as well.

The plan was made available to the public through the MM2045 website, a statewide news release, MDOT social media, a statewide e-mail, and e-mail to the project stakeholders list. Four online public and stakeholder meetings were held as well using Zoom, which included presentations about the draft plan and opportunities to provide input and ask questions. Comments could additionally be submitted through the MM2045 website as well as the MDOT agency website, the MM2045 e-mail address, through the mail or by calling MDOT.

From July 22 to Aug. 31, 2021, 1,234 people visited the website and comments were submitted through the online form on the site. The homepage of the website featured a video of State Director of Transportation Paul C. Ajegba inviting the public to read and comment on the draft plan. The draft plan was also linked to from the homepage for ease of access by the public. The video, draft plan, and website were compliant with the Americans with Disabilities Act (ADA).

MDOT posted links to the draft plan and information about commenting on it on its Facebook page on July 27, Aug. 20, and Aug. 27, 2021. These posts reached a total of 19,247 people. MDOT shared the information on those same dates through its statewide Twitter account. A total of 7,116 impressions were produced by these tweets.

Meetings with transportation-focused stakeholders were held via Zoom on July 27 and Aug. 11, 2021. A total of 35 people participated in the two stakeholder meetings.
Two general public meetings were held on Aug. 3 and 4, 2021. One meeting was held in the morning and the other in the evening to accommodate the schedules of more Michiganders. In all, 105 members of the public took part in the two meetings.

MDOT also gave presentations and sought input on the draft plan through standing meetings held by transportation-related stakeholders. Between June 21 and October 6, 2021, MDOT participated in the following meetings:
- Transportation Asset Management Full Council meeting,
- Michigan Infrastructure Council meeting,
- Michigan Transportation Planning Association meeting,
- Transportation Research Board Planning Application Conference,
- Michigan Public Transit Association - Annual Conference,
- Rural Task Force meeting,
- Mackinac Bridge Authority meeting,
- Michigan Association of Regions meeting,
- Michigan Transportation Commission meeting,
- Michigan Rail Conference,
- Michigan Commission for Logistics and Supply Chain and Port Advisory Board meeting, and
- The Sault Ste. Marie Bridge Authority.

A total of 63 comments were documented. Some of the comments were specific to the draft plan. Most of the comments were more broadly about aspects of the transportation system in Michigan or specific desired improvements to the system.

Issues related to rail were the most often mentioned by a wide margin. Comments about rail encompassed expansion of passenger rail services, high-speed rail, reducing conflicts between passenger and freight rail, and ensuring the viability of rail to move freight. Other topics mentioned included:

- Active transportation including accommodations for bicyclists,
- Maintaining and repairing roads,
- The effect of transportation on climate change,
- The importance of freight infrastructure for the movement of goods,
- Tribal government transportation needs, and
- Transportation system access for disabled users.

The word cloud in Figure 119 was automatically generated from comments received. The more frequently a word was mentioned, the larger it is in the word cloud.

Figure 119 – Draft Plan Comments Word Cloud
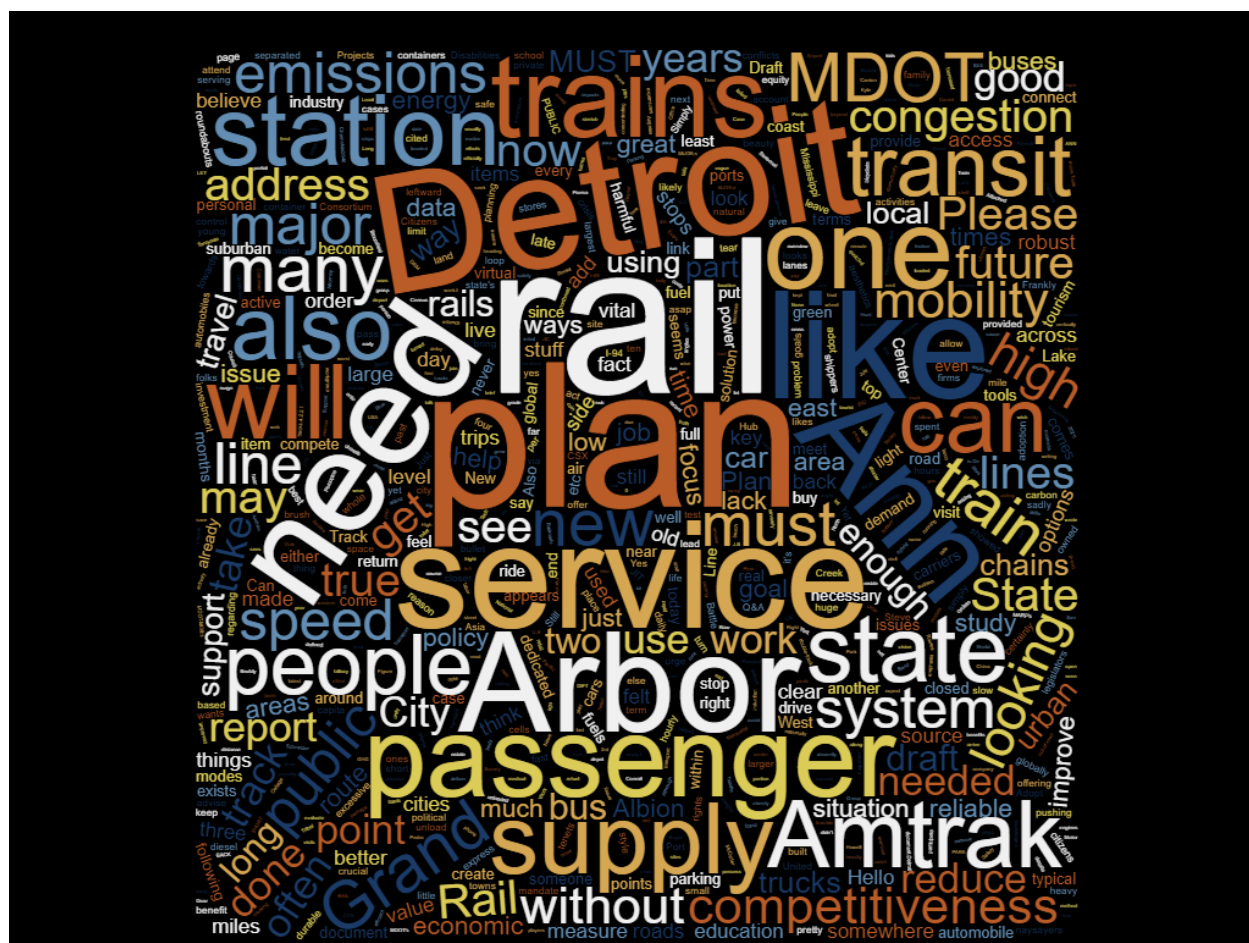
6. Public and Stakeholder Participation Summary

MDOT conducted three rounds of public and stakeholder participation as part of the SLRTP process. The first round was to gather input on an overall vision for transportation in the state. The second round was to help with the development of the MM2045 SLRTP and the third round was to provide an opportunity to comment on the draft plan.

Public and stakeholder engagement efforts were implemented based on a public and stakeholder participation plan developed following a day-long stakeholder workshop, review of 10 other state departments of transportation, and a 45-day review period. The participation plan was also reviewed by applicable federal transportation agencies.

Outreach and input mechanisms were selected to reach a diverse group of Michiganders throughout the state. Online and in-person techniques as well as opportunities to participate without an Internet connection were implemented.

- Thousands of people representing every county of the state participated in the MM2045 planning process. Specific results included:MetroQuest surveys – 7,537 completed surveys
- MM2045 website – 10,848 visitors
- Social media advertisements – 1.2 million impressions
- Telephone townhalls – 6,352 participants
- Virtual workshops – more than 300 participants
- Active transportation townhall – 88 participants
- Transit forums – 48 participants
- Freight workshop and industry forums – 122 participants
- Statistically valid A&P survey of Michigan residents – 1,500 respondents
- Survey on transportation for disabled users – 200 participants

Throughout the three rounds of public and stakeholder participation, the most consistent input related to taking care of the existing transportation system. Specifically, people repeatedly expressed a strong desire for roads and bridges to be repaired and maintained in good condition rather than expanded.

Michiganders remain focused on getting were they need to go safely, quickly, and conveniently. In addition to roadways, those providing input through MM2045 would like to see expansion of the passenger rail system, including new routes and, potentially, high-speed rail.

Transit is also a focus for transportation system users in Michigan. Providing better public transportation options will improve access, mobility, equality, and environmental conditions, in the opinion of many Michiganders.

Michigan residents expressed an understanding that funding is a major obstacle to transportation improvements. Finite resources drive an urgency on the part of advocates for specific transportation modes or transportation-adjacent issues.

The public and stakeholder participation plan implemented for MM2045 was unprecedented in its breath and scope. The MM2045 plan was developed with public preferences in mind and MDOT has documented all input received. It was further revised following public review

of the draft plan.

The department has a clear understanding of the state's transportation needs based on input received and intensive study of the existing system. That understanding is reflected in the MM2045 plan, detailing a clear framework for improving transportation in Michigan reflecting the preferences of the state's residents.

Appendix 1
2019 Attitudes and Perceptions (A&P) Survey

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Appendix 1. 2019 Attitudes and Perceptions Survey

1.1 INTRODUCTION

The A&P survey provides MDOT with an in-depth understanding of citizens' opinions regarding the state's transportation system and serves as a critical input into the development of MDOT's statewide long-range transportation plan. Conducted on a regular basis since 2006, the focus of the 2019 survey was to assist with the state's long-range transportation plan, MM2045.

Respondents were asked their opinions on many topics related to the long-range transportation plan, including perceived change in the quality of the transportation system, the level of improvement needed on the federal transportation planning requirements, priority ranking of transportation issues, preferred methods for participating in the long-range transportation planning process, and sources for information about transportation in the state. Additional topics addressed included perceptions of self-driving vehicles, willingness to pay travel-related fees, online shopping behavior and usage of passenger rail services.

As in 2017, WestGroup Research (WGR) administered the survey in 2019 using a multi-mode approach to data collection to ensure a representative sample. The survey was conducted in a multi-phased approach that combined the use of mail, inbound and outbound phone, outbound e-mail, and inbound web allowing randomly selected Michigan adults to participate in the study. Also, in 2019, a supplemental online panel sample was used to help target hard-to-reach populations (e.g., younger residents and minorities).

In total, 1,501 Michigan residents' surveys were analyzed and included in this report. These surveys were completed between Jan. 2 and Feb. 16, 2019. Quotas were set by MDOT region and Michigan prosperity region. The reported data has been weighted by census estimates for region, age, gender, and ethnicity to ensure results are representative of the full population of Michigan adults. The overall margin of error for the study is +/- 2.6 percent at the 95 percent level of confidence.

WGR utilized 20,725 records of enhanced landline/cell phone sample invitation letters and a paper copy of the survey instrument were mailed to 5,000 households. The invitation letter provided a unique ID number for each household. Residents were offered three options for responding to the survey: 1) return the survey instrument via an enclosed postage-paid envelope, 2) access the survey through a unique survey URL, or 3) call a toll-free number to complete the survey via phone with a WGR interviewer. The remaining 15,725 records were used to contact residents either through outbound phone calls from the WGR phone center and/or outbound e-mail invitations to complete the survey online.

1.2   SUMMARY OF RESULTS

The following is a summary of the key results of the survey, grouped according to the various sections of the survey. A summary of results by MDOT region is included in the Attachment A and a copy of the survey instrument is included as Attachment B. More detailed results of the entire survey can be found in the Final Report.

1.2.1   Quality of Transportation in Michigan

As in 2017, only a small proportion of residents (21 percent) believed the quality of transportation is better compared to three years ago. However, the proportion rating it as "worse" increased significantly in 2019 (30 percent, up from 22 percent in 2017). Poor road conditions and maintenance was the most commonly cited reason for feeling the transportation quality in Michigan is "worse" than it was three years ago. All other complaints were mentioned by less than one in 10 residents. The residents who rated quality as "better" gave three primary reasons for their positive perception: roads are improving/getting better, roads or highways are being repaired, and bus service is improved and/or there are more bus routes.

- Michigan residents were again most likely to rate the quality of transportation in Michigan as "the same" as it was three years ago (40 percent). Although the proportion of Michigan residents rating the quality of transportation as "better" remained stable at 21 percent, the proportion rating it as "worse" than three years ago increased significantly to 30 percent (up from 22 percent in 2017).

- The proportion of residents who rated the quality of transportation as "better" than three years ago ranged from 12 percent to 27 percent across the seven regions, with the highest percentages from Grand and Metro region residents and the lowest from residents in the University Region.

- In most regions, 27 percent to 30 percent of residents rated the quality as "worse" than three years ago with the Southwest and Bay regions at somewhat higher levels (35 percent and 38 percent said "worse," respectively).

- Another way to analyze the perception of the quality of transportation in Michigan compared to three years ago is to calculate a "Net Better" score for each region. When the percentage of "worse" ratings is subtracted from the "better" percentage, Michigan as a whole received a Net Better Score of -9. The Net Better Score ranged from zero to -19 across the seven MDOT regions.

1.2.2   Improvement on Federal Transportation Planning Requirements

The U.S. Department of Transportation requires states to incorporate 10 planning requirements into their long-range transportation plans. Residents were asked to indicate

the level of improvement needed on each of the 10 planning requirements: a great deal, some, only a little, or not at all.

A majority of Michigan residents indicated MDOT needs at least some improvement on all 10 of the planning requirements with the largest proportions wanting a "great deal" or "some" improvement on <u>maintaining the existing transportation system</u> and <u>enhancing the transportation system to support the economic prosperity of Michigan</u> (both at 80 percent). These were the top two requirements needing the most improvement across all regions.

- Residents were most likely to indicate that "<u>a great deal</u>" of improvement is needed to maintain the existing transportation system (49 percent) and protect and enhance the environment, promote energy conservation, and improve quality of life (46 percent).

- A three-quarters majority also felt at least some improvement is needed to increase the safety of the transportation system for all (76 percent a great deal + some), enhance the transportation system to support economic prosperity of Michigan (80 percent), promote efficient management and operation of the transportation system (76 percent), and improve the reliability of the transportation system (75 percent).

- Residents expressed the least concern for improving connections between different transportation modes (68 percent a great deal + some) and increasing the security of the transportation system for all users (67 percent).

1.2.3   2019 Priority of Michigan Transportation Issues

Residents were provided a list of 14 transportation issues and asked to indicate how high of a priority the State of Michigan should place on each item. The highest ranked issue, by a significant margin over the other issues, was for <u>Michigan to maintain its existing roads</u> (92 percent; 65 percent ranked it a "very high priority" and another 27 percent as a "high priority"). This is not surprising based on the recurrent theme of dissatisfaction with the conditions and maintenance of roads and the transportation system.

- *Maintaining existing roads* and *reducing traffic congestion* were the two top priority issues for residents in all MDOT regions with the exception of residents in Superior and North, who were less inclined to be concerned about reducing traffic congestion.

- Following the dominating issue of *maintaining existing roads* are the distant second and third priorities of *reducing traffic congestion* (68 percent) and *expanding transportation services for seniors and persons with disabilities* (64 percent).

- *Preparing Michigan for self-driving cars* received the lowest priority rankings with only 26 percent rating it as a high or very high priority and one-half (51 percent) indicating it should not be a priority (low or very low priority).

1.2.4   Long-Range Transportation Plan Participation Methods

A majority of residents expressed interest in participating in a long-range transportation planning process through at least one of the five methods presented. The low percentage (16 percent) of residents who reported they "would not participate" demonstrates a high level of engagement in transportation issues among Michigan residents.

- Residents expressed the most interest in participating a long-range transportation planning process via the U.S. mail (38 percent), e-mail (38 percent), and/or through an interactive website (37 percent). Superior and North region residents were more likely to want to participate by attending a meeting in person or over the phone.

1.2.5   Transportation Information Sources for Michigan Residents

Residents continued to most often rely on television, radio and smartphone traffic or map apps for information about Michigan transportation issues (46 percent, 37 percent and 37 percent, respectively). However, there were significant declines in usage for two of these sources (television and radio) compared to 2017. Compared to 2017, mentions dropped for all of the major sources with the exception of social media, which increased significantly this year to 25 percent mentioning (up from 17 percent previously).

1.2.6   Self-Driving Vehicles

Residents were asked a series of questions about their perceptions of the safety and impact self-driving cars would have on their community and to evaluate whether self-driving vehicles would cause an increase, decrease or have no impact on the number of crashes, severity of crashes, vehicle emissions, traffic congestion, travel times, insurance rates, and fuel economy.

Michigan residents generally held a negative perception of self-driving vehicles. More than half (58 percent) reported they would not feel safe sharing the roadways with self-driving vehicles; additionally, residents were more likely to believe self-driving vehicles will have a negative impact on their community (48 percent somewhat + very negative) than a positive impact (37 percent very + somewhat positive). Compared to 2017, residents were more likely to have an opinion regarding the impact they perceive self-driving vehicles will have on key measures (number and severity of crashes, traffic congestion, insurance rate, fuel economy) and that opinion was more negative for four of the five measures. The only "bright spot" was an uptick in the percentage who believed self-driving cars will increase fuel economy.

Metro and University region residents were more likely than residents in the other five regions of the state to feel the impact of self-driving vehicles will be positive. Residents in

the North Region were most skeptical and least likely to feel "safe" sharing the roads with self-driving vehicles.

- Only 38 percent of Michigan residents reported they would feel "very" or "somewhat safe" sharing roadways in their community with self-driving vehicles. Nearly one-third (31 percent) would "not feel at all safe."

- The proportion of residents who would feel safe sharing roads with self-driving vehicles ranged from 30 percent for the North Region to 41 percent for the Metro Region.

- Michigan residents were more likely to report believing self-driving vehicles will have a negative impact on their community rather than a positive impact (48 percent versus 37 percent).

- Residents in the Superior and North regions were less likely than residents in the other areas of the state to believe there will be a positive impact on the severity and number of crashes or on traffic congestion and travel times. Residents in the Metro and Bay regions were most optimistic about the impact of self-driving vehicles on insurance rates.

1.2.7   Fees/Tolls

Nearly three in five Michigan residents indicated willingness to pay some type of fee for an improved travel experience (59 percent). As in 2017, roughly one-third reported they would pay a toll for access to high-quality, better-maintained roads (36 percent) and/or access to an alternative roadway with faster travel times (32%). This year, one in four residents indicated they would pay for ride-hail services such as Uber or Lyft and 13 percent would pay a fee to use bike and electric-scootering sharing services.

- Willingness to pay a fee or toll ranged from 52 percent to 65 percent across the seven MDOT regions**.** Residents in the Metro Region were the most willing to pay, with 42 percent willing to pay for access to high-quality, better-maintained roads (versus 27 percent to 35 percent for other regions).

- As expected, willingness to pay fees of any kind was significantly higher among residents who commute to work.

1.2.8   Online Shopping/Packages Delivered to Home

One-third of Michigan residents reported having packages delivered to their home at least weekly from online shopping. More than one-half receive packages at least monthly (58 percent; 33 percent weekly or more frequently + 25 percent monthly). An additional 36% "occasionally" received packages from shopping online. Only 6% reported "never" shopping online.

Online shopping habits were similar across MDOT regions. Weekly or more frequent online shopping deliveries ranged from 30 percent for Southwest Region to 42 percent for Superior Region. North Region residents were most likely to say they "never" receive online shopping deliveries (10 percent versus 4 percent to 8 percent for other regions).

1.2.9   Likelihood to use Passenger Rail/Amtrak

A majority of Michigan residents (60 percent to 71 percent) reported being "very" or "somewhat likely" to use passenger rail service/Amtrak if any of five proposed improvements were made. The most appealing improvement was "additional routes serving more communities around Michigan" (71 percent). The likelihood to ride rail ranged from 60 percent to 64 percent for the other four improvements - faster trains, improved on-time arrival, upgraded train cars and increased train frequency.

For all five potential improvements, Metro Region residents most often reported being "very" or "somewhat likely" to use passenger rail/Amtrak for all (64 percent to 76 percent compared to 49 percent to 71 percent for other regions).

1.3   CONCLUSIONS

While the largest proportion of residents believed the quality of the Michigan transportation system has stayed the same in the past three years, overall perceptions of the quality of transportation were more negative than expressed in 2017, with the primary driver of this negative rating being residents' complaints about poor road conditions and maintenance. In light of this finding, it is not surprising that maintaining the transportation system was one of the transportation planning requirements most in need of improvement.

While maintenance was among the top-rated improvements desired by residents in all MDOT regions, it is important to note that other transportation modes and planning requirements were also rated as needing a "great deal" of improvement or selected as issues that should be a high priority within the state transportation system. These key issues included a focus on improving the transportation system so that the environment, overall quality of life and prosperity of the state is better, along with addressing the issue of local traffic congestion and providing alternative transportation services for underserved populations such as seniors and persons with disabilities.

Many residents, however, also indicated they would be willing to pay a fee in order to access better-maintained and higher-quality roadways. This demonstrates there is a foundation of support for fees and shows that at least a portion of Michigan residents understand that improved road maintenance comes at a cost and that they are willing to help subsidize it.

As in 2017, there was a high level of disparity between MDOT regions with the ratings given for the quality of transportation in the state. While there was a decline in scores in all seven regions, the biggest declines were observed in regions that had the highest scores in 2017 – Bay Region, Grand Region, and North Region. It would be prudent to review what may have happened in those regions to bring about such a substantial shift in perceptions.

Michigan residents expressed a desire to participate in a long-range transportation planning process. Their preferred methods of participation were split fairly evenly between U.S. mail, e-mail and an interactive website. In addition, residents rely on both traditional sources (TV, radio) and digital sources (apps, social media) for information about Michigan transportation issues. Therefore, MDOT will need to educate and engage the public through a variety of channels to maximize public participation in a long-range transportation planning process.

Michigan residents continued to hold an uncertain opinion of self-driving vehicles. A majority believed self-driving vehicles would have a negative impact or expressed a general lack of knowledge about these vehicles. This presents an opportunity to increase public dialogue to improve understanding about the impact these vehicles will have on the local communities and the state overall.

A majority of Michigan residents indicated they were embracing the availability of online shopping and home delivery on at least a monthly basis. Clearly residents see and take advantage of the value and convenience of shopping from home rather than making trips to the store. This behavior shift points to a need for the state to plan for additional delivery vehicles/services on roads as online shopping increases.

Finally, residents showed notable interest in using Amtrak service as a travel option if improvements are made to the system, particularly if additional routes are added.

Table 1. **Summary of Statewide Key Metrics 2017 versus 2019**

Key Metrics	2019 Total	2017 Total
Perception of Quality of Transportation (Better)	**21%**	**22%**
Quality of Transportation Net Better Score*	-9	0
Top 2 Reasons for Better Rating		
Roads are getting better/improving	22%	NA
Roads/highways are fixed	21%	NA
Top 2 Reasons for Worse Rating		
Poor road conditions/maintenance	68%	NA
Repairs don't last long	9%	NA
Top 3 Areas to Obtain Transportation Information		
Television	46%	48%
Radio	37%	42%
Smartphone traffic/map app	37%	40%
Top 3 Positive Impacts from Self-Driving Vehicles		
Fuel economy (Increase)	35%	33%
The severity of crashes (Decrease)	31%	31%
The number of crashes (Decrease)	30%	32%
Willingness to Pay Fees	59%	55%

***"Net Better" score = the "better" percentage minus the "worse" percentage

Attachment A: Summary of Results by MDOT Region

BAY REGION

Residents in the Bay Region were most concerned with the maintenance and repair of the existing roads in the region. They had the lowest Net Better score of the seven regions with the reasons for the low rating focused on the poor road conditions and repairs; this score dropped 21 points from 2017 (Net Better +2). Maintenance of the roads was the federal planning requirement most likely to be selected as needing improvement and was also selected as the issue that should be the highest priority for the state. Additionally, they were most likely to be willing to pay additional fees in order to access high-quality, better-maintained roads.

Table A-1: Bay Region Summary

Key Metrics	Bay
Quality of Transportation Net Better Score*	**-19**
Top 2 Reasons for Better Rating	
Roads/highways are fixed	24%
Roads are getting better/improving	20%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	74%
Repairs don't last long	12%
Top Rated Planning Requirements	
Maintain the existing transportation system	79%
Protect and enhance the environment, promote energy conservation, improve quality of life	76%
Top 2 Issues with High Priority	
Maintain existing roads	94%
Reduce traffic congestion	66%
Willing to Participate in Long-range Transportation Plan	**81%**
Top Method: Through the U.S. mail	44%
Top 2 Areas to Obtain Transportation Information	
Television	49%
Radio	34%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	35%
The severity of crashes (Decrease)	34%
Willingness to Pay Travel Fees	**54%**
Top Reason: To access high-quality, better-maintained roads	34%
Top frequency of Packages Delivered: Occasionally	**39%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	65%

*"Net Better" score = the "better" percentage minus the "worse" percentage

GRAND REGION

Residents in the Grand Region had the highest Net Better score of the seven regions due to perceived improvement of roads and bus services, although this score was down 14 points from 2017 (Net Better +14). However, they were still most concerned with maintaining the existing roads and protecting/enhancing the environment. The area most likely to be rated as needing improvement among Grand Region residents was to maintain the existing transportation system/roads, which also happened to be their highest priority. Lastly, they were tied with the residents in the North Region to be most likely to consider participating in a long-range transportation planning process but were least likely of residents across all seven regions to be willing to pay any sort of additional travel fees.

Table A-2: Grand Region Summary

Key Metrics	Grand
Quality of Transportation Net Better Score*	**0**
Top 2 Reasons for Better Rating	
Roads are getting better/improving	22%
Improved the bus service/more bus routes	20%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	57%
Traffic congestion has gotten worse	14%
Top Rated Planning Requirements	
Maintain the existing transportation system	83%
Protect and enhance the environment, promote energy conservation, improve quality of life	81%
Top 2 Issues with High Priority	
Maintain existing roads	91%
Expand transportation services for seniors/persons with disabilities	71%
Willing to Participate in Long-range Transportation Plan	**85%**
Top Method: Through the U.S. mail	40%
Top 2 Areas to Obtain Transportation Information	
Television	44%
Smartphone traffic/map app	36%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	37%
The number of crashes (Decrease)	29%
Willingness to Pay Travel Fees	**52%**
Top Reason: To access alternative roadway with faster travel times	29%
Top frequency of Packages Delivered: Occasionally	**39%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	70%

*"Net Better" score = the "better" percentage minus the "worse" percentage

METRO REGION

Residents in the Metro Region were most concerned with enhancing and improving the reliability of the transportation system and improving road maintenance. Although still a negative score, these residents had one of the higher Net Better scores across the seven regions due to perceived improved bus services and highways; this score was only a slight decrease compared to 2017 (Net Better -1). Residents in this region placed the highest priority on maintaining the existing roads. They were most likely to indicate willingness to participate in a long-range transportation planning process by responding to an e-mail and were more likely than residents across all seven regions to be willing to pay any sort of additional travel fees, particularly to access better-maintained road.

Table A-3: Metro Region Summary

Key Metrics	Metro
Quality of Transportation Net Better Score*	**-4**
Top 2 Reasons for Better Rating	
Improved the bus service/more bus routes	24%
Roads/highways are fixed	20%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	59%
Need to improve bus service/more bus routes	14%
Top Rated Planning Requirements	
Enhance the transportation system to support MI prosperity	85%
Maintain the existing transportation system	81%
Improve the reliability of the transportation system	81%
Top 2 Issues with High Priority	
Maintain existing roads	92%
Reduce traffic congestion	76%
Willing to Participate in Long-range Transportation Plan	**84%**
Top Method: Responding to an e-mail	38%
Top 2 Areas to Obtain Transportation Information	
Television	48%
Smartphone traffic/map app	44%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	36%
The severity of crashes (Decrease)	33%
Willingness to Pay Travel Fees	**65%**
Top Reason: To access high-quality, better-maintained roads	42%
Top frequency of Packages Delivered: Occasionally	**32%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	76%

*"Net Better" score = the "better" percentage minus the "worse" percentage

NORTH REGION

Residents in the North Region had a negative Net Better score, driven largely by perceptions of poor road conditions, a notable decline of 23 points compared to 2017 (Net Better +9). In addition to road maintenance, the areas in need of the most improvement within the state were to enhance the transportation system in support of the state's economic prosperity and to promote efficiency within the transportation system. North Region residents were also more likely than residents in the other six regions to indicate expanding the transportation services for seniors or persons with disabilities should be a high priority for the state. Lastly, they were tied with the residents in the Grand Region to be most likely to consider participating in a long-range transportation planning process.

Table A-4: North Region Summary

Key Metrics	North
Quality of Transportation Net Better Score*	-14
Top 2 Reasons for Better Rating	
Roads are getting better/improving	49%
Roads/highways are fixed	12%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	73%
Bridges need repair	8%
Top Rated Planning Requirements	
Enhance the transportation system to support MI prosperity	76%
Promote efficient management and operation of the transportation system	74%
Top 2 Issues with High Priority	
Maintain existing roads	89%
Expand transportation services for seniors/persons with disabilities	61%
Willing to Participate in Long-range Transportation Plan	**85%**
Top Method: Through the U.S. mail	41%
Top 2 Areas to Obtain Transportation Information	
Television	44%
Radio	32%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	37%
The severity of crashes (Decrease)	24%
Willingness to Pay Travel Fees	**57%**
Top Reason: To access high-quality, better-maintained roads	33%
Top frequency of Packages Delivered: Occasionally	**41%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	71%

*"Net Better" score = the "better" percentage minus the "worse" percentage

SOUTHWEST REGION

Residents in the Southwest Region believed the state needs to focus on improving the roads and maintaining the existing transportation system. In fact, this region was tied with the Bay Region for having the lowest Net Better score, primarily due to poor roads and repairs, down 13 points in comparison to 2017 (Net Better -6). According to residents, the areas in most need of improvement were enhancing the transportation system to support economic prosperity and maintaining the existing system, the latter of which was also their highest priority. Reducing traffic congestion was also a priority for these residents. Consequently, it is not surprising they were most likely to be willing to pay an additional travel fee for access to alternative roadways with faster travel times compared to all other MDOT regions.

Table A-5: Southwest Region Summary

Key Metrics	Southwest
Quality of Transportation Net Better Score*	**-19**
Top 2 Reasons for Better Rating	
Roads/highways are fixed	37%
Improved the bus service/more bus routes	34%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	82%
Repairs don't last long	20%
Top Rated Planning Requirements	
Enhance the transportation system to support MI prosperity	79%
Maintain the existing transportation system	78%
Top 2 Issues with High Priority	
Maintain existing roads	95%
Reduce traffic congestion	60%
Willing to Participate in Long-range Transportation Plan	**84%**
Top Method: Through the U.S. mail	42%
Top 2 Areas to Obtain Transportation Information	
Television	48%
Radio	36%
Top 2 Positive Impacts from Self-Driving Vehicles	
The severity of crashes (Decrease)	32%
The number of crashes (Decrease)	29%
Willingness to Pay Travel Fees	**62%**
Top Reason: To access an alternative roadway with faster travel times	35%
Top frequency of Packages Delivered: Occasionally	**35%**
Top Reason to Increase Likelihood to use Amtrak	
Improved on-time arrival at your destination	68%

*"Net Better" score = the "better" percentage minus the "worse" percentage

SUPERIOR REGION

The Net Better score dropped six points from 2017 (Net Better -2). As with residents in the other regions, a majority of residents in the Superior Region also believed the area most in need of improvement, and hence a high priority, was the maintenance of the existing roads/transportation system and the improvement of the efficiency and operation of the transportation system. A notable proportion of these residents, however, also felt that making highway turning and passing lanes should be a high-priority issue for the state. Interestingly, this was the only region to be highly likely to pay a fee for using a ride-hail service and also believed traffic congestion and travel times will decrease due to self-driving vehicles.

Table A-6: Superior Region Summary

Key Metrics	Superior
Quality of Transportation Net Better Score*	**-8**
Top 2 Reasons for Better Rating	
Roads are getting better/improving	15%
Good job of winter maintenance	13%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	75%
Improve bus service/more bus routes	7%
Top Rated Planning Requirements	
Maintain the existing transportation system	77%
Promote efficient management and operation of the transportation system	72%
Top 2 Issues with High Priority	
Maintain existing roads	91%
Add highway turning and passing lanes	62%
Willing to Participate in Long-range Transportation Plan	**82%**
Top Method: Through the U.S. mail	43%
Top 2 Areas to Obtain Transportation Information	
Television	47%
Radio	32%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	30%
Traffic congestion and travel times (Decrease)	17%
Willingness to Pay Travel Fees	**58%**
Top Reason: Using a ride-hail service such as Uber or Lyft	32%
Top frequency of Packages Delivered: Occasionally	**32%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	68%

*"Net Better" score = the "better" percentage minus the "worse" percentage

UNIVERSITY REGION

Road conditions were the highest concern for residents living in the University Region. They were highly likely to select it as the area with the highest priority, and it was also the primary driver of their "worse" rating for the quality of the transportation system in the state. The Net Better score dropped eight points compared to 2017 (Net Better -9). Similar to residents living in the other regions, they felt the federal planning requirements of maintaining the existing transportation system and enhancing the transportation system in a way that builds its economic prosperity need improvement. Traffic congestion was selected as a high priority by a majority of University Region residents as well. Additionally, they were more likely to indicate willingness to participate in a long-range transportation planning process through an interactive website than residents in the other six MDOT regions.

Table A-7: University Region Summary

Key Metrics	University
Quality of Transportation Net Better Score*	-17
Top 2 Reasons for Better Rating	
Roads are getting better/improving	34%
Roads/highways are fixed	18%
Top 2 Reasons for Worse Rating	
Poor road conditions/maintenance	79%
Repairs don't last long	9%
Top Rated Planning Requirements	
Maintain the existing transportation system	82%
Enhance the transportation system to support MI prosperity	79%
Top 2 Issues with High Priority	
Maintain existing roads	91%
Reduce traffic congestion	68%
Willing to Participate in Long-range Transportation Plan	**82%**
Top Method: Through an interactive website	42%
Top 2 Areas to Obtain Transportation Information	
Television	41%
Radio	37%
Top 2 Positive Impacts from Self-Driving Vehicles	
Fuel economy (Increase)	36%
The severity of crashes (Decrease)	32%
Willingness to Pay Travel Fees	**58%**
Top Reason: To access high-quality, better-maintained roads	35%
Top frequency of Packages Delivered: Occasionally	**39%**
Top Reason to Increase Likelihood to use Amtrak	
Additional routes serving more communities around Michigan	70%

***"Net Better" score = the "better" percentage minus the "worse" percentage

Attachment B: Survey Instrument

MDOT
Michigan Department of Transportation

Michigan 2045
>>>Mobility

2019 Transportation Survey

Please fill in the circle that best represents your answer or write in the space provided below the question. Use the enclosed postage paid envelope to mail back your completed questionnaire. *We appreciate your input.*

Please use blue or black ink and fill in all circles **completely.**

Example: Will you fill in all circles completely?   ● Yes   ○ No

1. Is the quality of transportation in Michigan better, the same, or worse than it was three years ago?

Better	Same	Worse	Not Sure
○	○	○	○

1a. **Please** explain the reason for your answer.

_____

_____

2. Where do you go to obtain information on transportation issues in Michigan? *Select all that apply.*

○ Television   ○ Radio   ○ MDOT Website

○ Mi Drive Website   ○ Smartphone Traffic/Map App   ○ Social Media (Facebook/Twitter)

○ Newspaper   ○ Other_____   ○ None/Don't look for information

3. In which of the following ways would you most likely participate in a long-range transportation planning process? *Select all that apply.*

○ Responding to an email   ○ Social media   ○ Through the U.S. mail

○ Attend a meeting in person or by phone   ○ Through an interactive website   ○ Would not participate

4. For which of the following, if any, would you be willing to pay a fee for an improved travel experience? *Select all that apply.*

○ Using a ride-hail service such as Uber or Lyft   ○ Paying a toll to access high-quality, better-maintained roads

○ Using bike and/or electric-scooter sharing services   ○ Paying a toll to access an alternative roadway with faster travel times   ○ None

<PIN>   This survey is sponsored by MDOT and conducted by WestGroup Research P1

5. In relation to Michigan's transportation system, please indicate how much improvement you feel the state of Michigan needs to make on these issues.

Issues	I think Michigan needs to improve....				
	A Great Deal	Some	Only a Little	Not at All	Don't Know
Enhance the transportation system to support economic prosperity of Michigan	O	O	O	O	O
Increase the safety of the transportation system for all users	O	O	O	O	O
Increase the security of the transportation system for all users	O	O	O	O	O
Increase the ease of moving people and goods within the transportation system	O	O	O	O	O
Protect and enhance the environment, promote energy conservation, improve quality of life	O	O	O	O	O
Improve the connections between different transportation modes	O	O	O	O	O
Promote efficient management and operation of the transportation system	O	O	O	O	O
Maintain the existing transportation system	O	O	O	O	O
Improve the reliability of the transportation system	O	O	O	O	O
Improve travel and tourism	O	O	O	O	O

6. How likely would you be to use passenger rail/Amtrak if the following were improved?

Improvements	Very likely	Some-what likely	Not very likely	Not at all likely	Don't Know
Increased frequencies of trains on existing routes	O	O	O	O	O
Upgraded train cars for passenger seating and café car	O	O	O	O	O
Improved on-time arrival at your destination	O	O	O	O	O
Faster trains to reduce travel times between destinations	O	O	O	O	O
Additional routes serving more communities around Michigan	O	O	O	O	O

MM2045 Public and Stakeholder Participation Summary and Evaluation
Appendix 1 - 2019 Attitudes and Perceptions Survey

Michigan**2045**
>>>**Mobility**

7. What type of priority should Michigan place on each of the following issues?

Issues	Very high priority	High priority	Some-what of a priority	Low priority	Very low priority	Don't Know
Add lanes to increase capacity on state highways	O	O	O	O	O	O
Add facilities to make bicycle travel easier and safer	O	O	O	O	O	O
Add highway turning and passing lanes	O	O	O	O	O	O
Add sidewalks and paths to make it easier and safer to walk	O	O	O	O	O	O
Expand public transportation/bus service	O	O	O	O	O	O
Expand transportation services for seniors and persons with disabilities	O	O	O	O	O	O
Improve air travel by upgrading airport facilities	O	O	O	O	O	O
Improve freight rail service to support local industries	O	O	O	O	O	O
Improve passenger bus service between cities	O	O	O	O	O	O
Reduce traffic congestion	O	O	O	O	O	O
Maintain existing roads	O	O	O	O	O	O
Make it easier for businesses to move goods and materials	O	O	O	O	O	O
Improve passenger rail service	O	O	O	O	O	O
Prepare Michigan for self-driving cars	O	O	O	O	O	O

8a. How safe do you think you will feel sharing the roadways in your community with self-driving vehicles? Would you say you would feel....

Very safe	Somewhat safe	Not very safe	Not at all safe	Don't know
O	O	O	O	O

This survey is sponsored by MDOT and conducted by WestGroup Research P3

8b. In general, what type of impact do you think self-driving vehicles will have on your community? Would you say the impact would be:

Very positive	Somewhat positive	Somewhat negative	Very negative	No impact	Don't know
O	O	O	O	O	O

8c. Please indicate if you think self-driving vehicles will increase, decrease, or have no impact on each of the following items:

	Increase	Decrease	No Impact	Don't Know
The number of crashes	O	O	O	O
The severity of crashes	O	O	O	O
Traffic congestion and travel times	O	O	O	O
Fuel economy	O	O	O	O
Insurance rates	O	O	O	O

9. On average, how often do you have packages delivered to your home from online/Internet shopping?

Daily	Every few days	Weekly	Monthly	Occasionally	Never
O	O	O	O	O	O

The final questions are to ensure all MI residents are represented; answers are combined into similar groups.

10. If you have a paid job outside the home, which of the following best describes how you get to work now? *Select all that apply.*

- O Do not work outside home
- O Do not work
- O Bicycle
- O Drive alone to work
- O Ride bus or take other public transport
- O Walk
- O Carpool
- O Ride share service (Uber, Lyft, etc.)

11. What was your total household income before taxes over the past 12 months?

Less than $25,000	$25,000-$49,999	$50,000-$74,999	$75,000-$99,999	$100,000 or more
O	O	O	O	O

12. How would you describe your race? *Select all that apply.*

- O White/Caucasian
- O Black/African American
- O Hispanic/Latino
- O Native American
- O Asian/Pacific Islander
- O Other: _____

13. What is your gender?

- O Male
- O Female

14. What is your age?

_____ Years

This survey is sponsored by MDOT and conducted by WestGroup Research P4

Appendix 2
Website Analytics Report

Contents

Appendix 2.   Website Analytics Report

2.1   AUDIENCE OVERVIEW
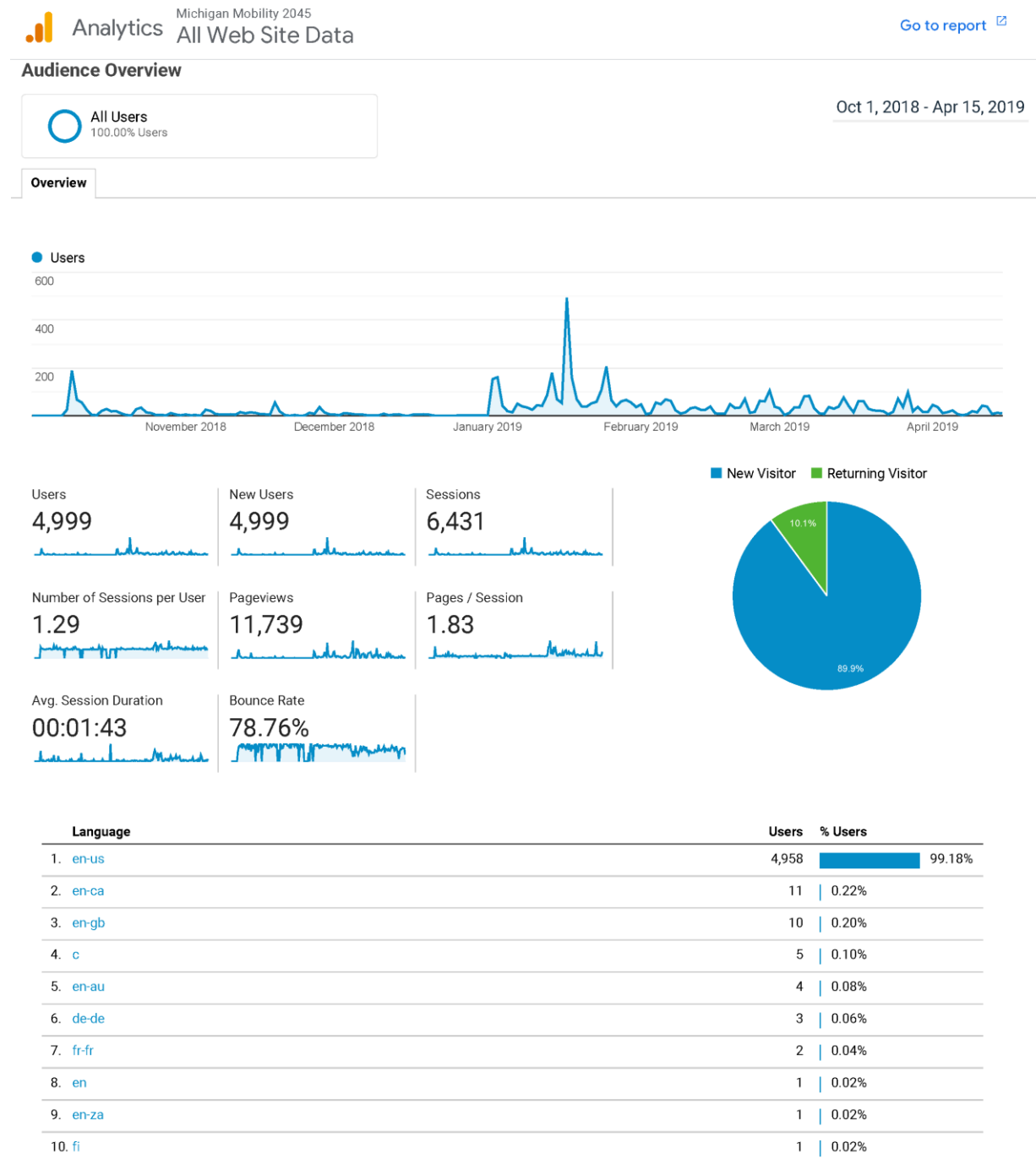
2.2   OVERVIEW

Page	Pageviews	% Pageviews	
1. /	7,664		65.29%
2. /learn/corridors_highest_significance.aspx	330		2.81%
3. /find/comments.aspx	291		2.48%
4. /learn/default.aspx	273		2.33%
5. /engage/events.aspx	239		2.04%
6. /engage/outreach_activities.aspx	230		1.96%
7. /confirm/index	159		1.35%
8. /engage/stakeholder_participation.aspx	141		1.20%
9. /understand/rail_plan.aspx	135		1.15%
10. /learn/mobility_in_michigan.aspx	132		1.12%

2.3   FREQUENCY AND RECENCY

Analytics   Michigan Mobility 2045
All Web Site Data   Go to report ↗

Frequency & Recency

○	All Users	Oct 1, 2018 - Apr 15, 2019
	100.00% Users (100.00% Sessions)	

Distribution

Count of Sessions
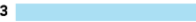
Sessions	Pageviews
6,431	**11,739**
% of Total: 100.00% (6,431)	% of Total: 100.00% (11,739)

Count of Sessions	Sessions	Pageviews
1	4,999	7,263
2	562	1,180
3	196	510
4	98	285
5	64	254
6	52	261
7	42	158
8	35	124
9-14	139	608
15-25	145	622
26-50	99	474

2.4   ACQUISITION OVERVIEW

2.5   EXIT PAGES

Michigan Mobility 2045

Analytics All Web Site Data

Exit Pages

All Users
100.00% Exits

Oct 1, 2018 - Apr 15, 2019

Explorer
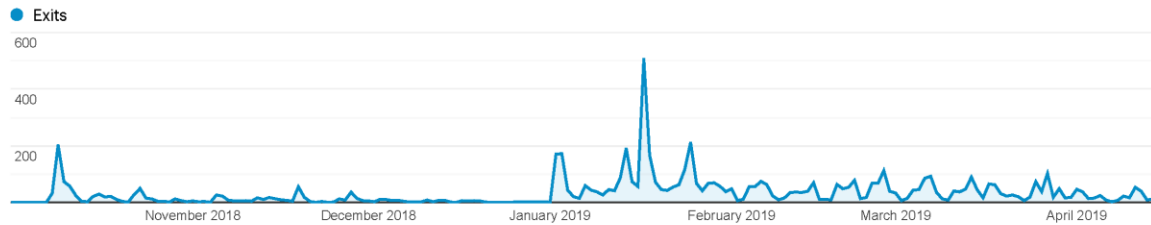
● Exits

Page	Exits	Pageviews	% Exit
	6,431 % of Total: 100.00% (6,431)	**11,739** % of Total: 100.00% (11,739)	**54.78%** Avg for View: 54.78% (0.00%)
1. /	**5,351** (83.21%)	7,664 (65.29%)	69.82%
2. /learn/corridors_highest_significance.aspx	**112** (1.74%)	330 (2.81%)	33.94%
3. /engage/events.aspx	**69** (1.07%)	239 (2.04%)	28.87%
4. /engage/outreach_activities.aspx	**69** (1.07%)	230 (1.96%)	30.00%
5. /learn/default.aspx	**67** (1.04%)	273 (2.33%)	24.54%
6. /find/comments.aspx	**62** (0.96%)	291 (2.48%)	21.31%
7. /confirm/index	**47** (0.73%)	159 (1.35%)	29.56%
8. /learn/mobility_in_michigan.aspx	**42** (0.65%)	132 (1.12%)	31.82%
9. /understand/rail_plan.aspx	**38** (0.59%)	135 (1.15%)	28.15%
10. /engage/stakeholder_participation.aspx	**30** (0.47%)	141 (1.20%)	21.28%

Rows 1 - 10 of 412

2.6   LANDING PAGES

Analytics
Michigan Mobility 2045
All Web Site Data

Go to report ↗

Landing Pages

All Users
100.00% Entrances

Oct 1, 2018 - Apr 15, 2019

Explorer

Summary

● Sessions
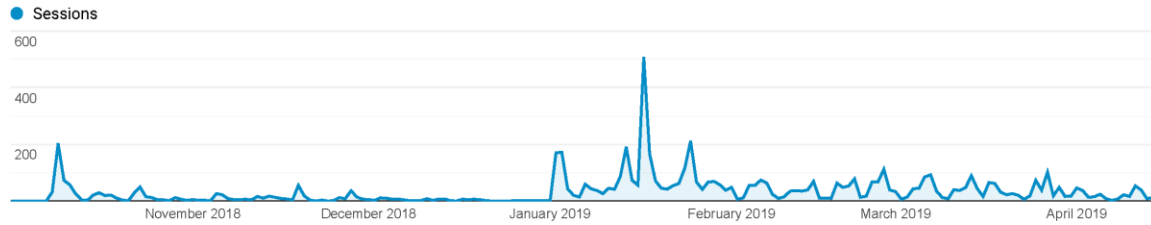
Landing Page	Acquisition			Behavior			Conversions		
	Sessions	% New Sessions	New Users	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	6,431 % of Total: 100.00% (6,431)	**77.73%** Avg for View: 77.73% (0.00%)	**4,999** % of Total: 100.00% (4,999)	**78.76%** Avg for View: 78.76% (0.00%)	**1.83** Avg for View: 1.83 (0.00%)	**00:01:43** Avg for View: 00:01:43 (0.00%)	**0.00%** Avg for View: 0.00% (0.00%)	**0** % of Total: 0.00% (0)	**$0.00** % of Total: 0.00% ($0.00)
1. /	**5,738** (89.22%)	78.93%	**4,529** (90.60%)	80.38%	1.70	00:01:29	0.00%	0 (0.00%)	$0.00 (0.00%)
2. /engage/events.aspx	**44** (0.68%)	56.82%	**25** (0.50%)	70.45%	2.98	00:04:27	0.00%	0 (0.00%)	$0.00 (0.00%)
3. /learn/mobility_in_michigan.aspx	**44** (0.68%)	84.09%	**37** (0.74%)	52.27%	1.82	00:00:59	0.00%	0 (0.00%)	$0.00 (0.00%)
4. /find/comments.aspx	**30** (0.47%)	53.33%	**16** (0.32%)	63.33%	3.93	00:03:22	0.00%	0 (0.00%)	$0.00 (0.00%)
5. /engage/outreach_activities.aspx	**28** (0.44%)	60.71%	**17** (0.34%)	71.43%	2.21	00:01:49	0.00%	0 (0.00%)	$0.00 (0.00%)
6. /learn/default.aspx	**21** (0.33%)	23.81%	**5** (0.10%)	66.67%	3.67	00:01:18	0.00%	0 (0.00%)	$0.00 (0.00%)
7. /iw-mount/default/main/projects/michigan_mobility/WORKAREA/common/web/default.aspx	**18** (0.28%)	44.44%	**8** (0.16%)	44.44%	3.00	00:03:09	0.00%	0 (0.00%)	$0.00 (0.00%)
8. /learn/corridors_highest_significance.aspx	**18** (0.28%)	61.11%	**11** (0.22%)	77.78%	1.50	00:01:13	0.00%	0 (0.00%)	$0.00 (0.00%)
9. /confirm/index	**15** (0.23%)	46.67%	**7** (0.14%)	40.00%	2.80	00:07:20	0.00%	0 (0.00%)	$0.00 (0.00%)
10. /engage/default.aspx	**14** (0.22%)	50.00%	**7** (0.14%)	42.86%	2.93	00:05:05	0.00%	0 (0.00%)	$0.00 (0.00%)

Rows 1 - 10 of 323

2.7   NETWORK REFERRALS

Analytics Michigan Mobility 2045
All Web Site Data

Go to report ⧉

Network Referrals   Oct 1, 2018 - Apr 15, 2019

Discover where your social traffic originates

Identify the networks and communities where people engage with your content. Learn about each community, and identify your best performing content on each network.

Don't show education messages.

All Users
100.00% Sessions

Social Referral

● Sessions via Social Referral
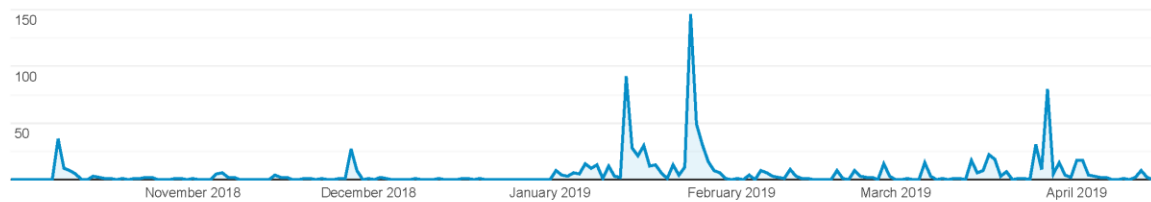
● All Sessions
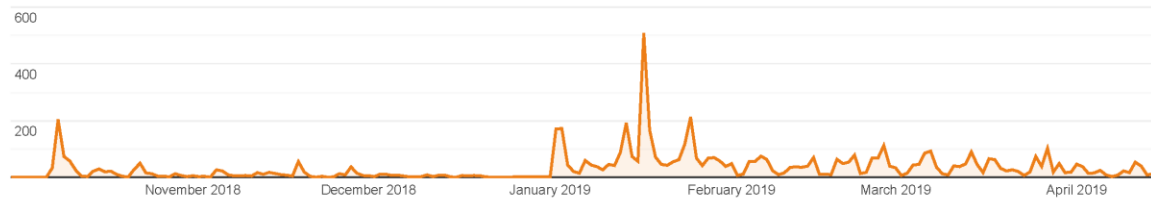
Social Network	Sessions	Pageviews	Avg. Session Duration	Pages / Session
1. Facebook	1,048 (94.84%)	1,329 (95.06%)	00:00:28	1.27
2. Twitter	57 (5.16%)	69 (4.94%)	00:00:45	1.21

Rows 1 - 2 of 2

2.8 PAGES

Analytics
Michigan Mobility 2045
All Web Site Data

Go to report ⧉

Pages

○ All Users
100.00% Pageviews

Oct 1, 2018 - Apr 15, 2019

Explorer

● Pageviews
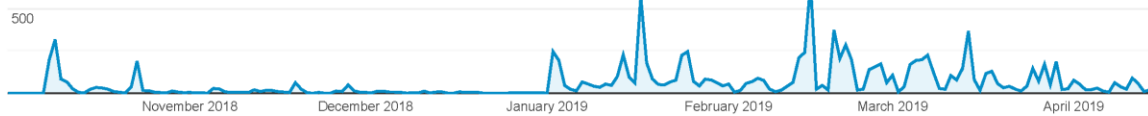
Page	Pageviews	Unique Pageviews	Avg. Time on Page	Entrances	Bounce Rate	% Exit	Page Value
	11,739 % of Total: 100.00% (11,739)	**8,344** % of Total: 100.00% (8,344)	**00:02:04** Avg for View: 00:02:04 (0.00%)	**6,431** % of Total: 100.00% (6,431)	**78.76%** Avg for View: 78.76% (0.00%)	**54.78%** Avg for View: 54.78% (0.00%)	**$0.00** % of Total: 0.00% ($0.00)
1. /	**7,664** (65.29%)	5,797 (69.48%)	00:02:38	5,738 (89.22%)	80.38%	69.82%	$0.00 (0.00%)
2. /learn/corridors_highest_significance.aspx	**330** (2.81%)	243 (2.91%)	00:02:13	18 (0.28%)	77.78%	33.94%	$0.00 (0.00%)
3. /find/comments.aspx	**291** (2.48%)	135 (1.62%)	00:02:00	30 (0.47%)	63.33%	21.31%	$0.00 (0.00%)
4. /learn/default.aspx	**273** (2.33%)	178 (2.13%)	00:00:57	21 (0.33%)	66.67%	24.54%	$0.00 (0.00%)
5. /engage/events.aspx	**239** (2.04%)	149 (1.79%)	00:02:28	44 (0.68%)	70.45%	28.87%	$0.00 (0.00%)
6. /engage/outreach_activities.aspx	**230** (1.96%)	167 (2.00%)	00:00:58	28 (0.44%)	71.43%	30.00%	$0.00 (0.00%)
7. /confirm/index	**159** (1.35%)	93 (1.11%)	00:02:45	15 (0.23%)	40.00%	29.56%	$0.00 (0.00%)
8. /engage/stakeholder_participation.aspx	**141** (1.20%)	97 (1.16%)	00:01:31	12 (0.19%)	41.67%	21.28%	$0.00 (0.00%)
9. /understand/rail_plan.aspx	**135** (1.15%)	91 (1.09%)	00:02:07	11 (0.17%)	45.45%	28.15%	$0.00 (0.00%)
10. /learn/mobility_in_michigan.aspx	**132** (1.12%)	106 (1.27%)	00:00:49	44 (0.68%)	52.27%	31.82%	$0.00 (0.00%)

Rows 1 - 10 of 412

2.9 SOCIAL USERS FLOW

Appendix 3
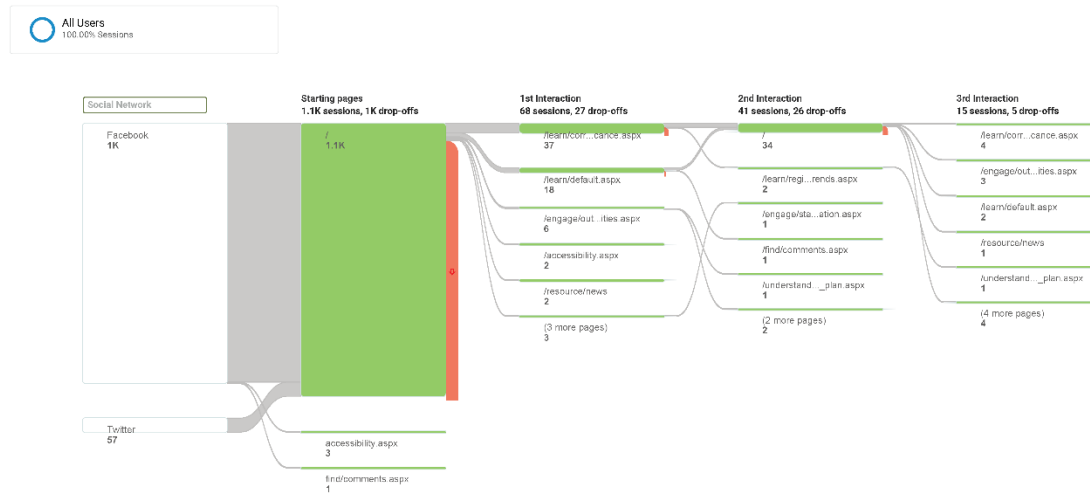
MetroQuest Survey Results by Transportation Planning and MDOT Regions

Contents

Appendix 3. MetroQuest Survey Results by Transportation Planning and MDOT Regions

3.1 TOTAL METROQUEST SURVEYS BY PLANNING REGION

Planning Region	Total
BCATS (Battle Creek)	176
BCATS (Bay City)	42
GCMPC	164
GVMC	542
JACTS	66
KATS	350
MACC	102
MATS	80
NATS	54
SCCOTS	36
SEMCOG	2,486
SMATS	61
TCRPC	510
TwinCATS	76
WATS	761
WESTPLAN	119

3.2 PRIORITY RANKING BY PLANNING REGION

Chart Descriptions:

Average Rank: *Based on prioritization order (1-highest, 5-lowest).*

% Times Ranked: *Represents frequency an option was included in respondents' top five out of the seven options available.*

Transportation System Expansion

Safety and Security

Travel Time Reliability

Quality of Service

Transportation System Maintenance

Transportation Choices

Quality of Life

	Average Ranking Trans. System Expansion	Average Ranking Safety and Security	Average Ranking Travel Time Reliability	Average Ranking Quality of Service	Average Ranking Trans. System Maintenance	Average Ranking Transportation Choices	Average Ranking Quality of Life
BCATS (Battle Cr	2.78	2.39	3.29	3.47	2.82	3.35	2.88
BCATS (Bay City	3.55	2.52	3.53	3.72	2.55	3.47	2.19
GCMPC	3.14	2.63	3.14	3.60	2.54	2.94	3.05
GVMC	2.76	3.05	3.13	3.63	2.70	2.70	2.88
JACTS	2.97	2.72	3.58	3.89	2.20	2.86	2.66
KATS	3.06	2.59	3.28	3.63	2.74	2.79	2.85
MACC	2.87	2.73	3.65	3.72	2.68	2.57	2.77
MATS	2.78	2.37	3.46	3.91	2.83	2.76	2.76
NATS	3.60	2.75	2.84	3.55	2.08	3.08	3.05
SCCOTS	3.73	2.38	2.67	3.58	2.53	3.16	2.71
SEMCOG	2.73	2.93	3.17	3.53	2.89	2.79	2.85
SMATS	2.97	2.54	3.00	3.60	2.44	3.35	2.85
TCRPC	2.86	2.80	3.55	3.50	2.62	3.06	2.60
TwinCATS	3.36	3.24	3.64	3.88	2.51	2.69	2.17
WATS	2.71	2.86	3.30	3.55	3.03	2.83	2.66
WESTPLAN	3.26	2.72	3.30	3.75	2.41	2.91	2.76

	% Times Ranked Trans. System Expansion	% Times Ranked Safety and Security	% Times Ranked Travel Time Reliability	% Times Ranked Quality of Service	% Times Ranked Trans. System Maintenance	% Times Ranked Transportation Choices	% Times Ranked Quality of Life
BCATS (Battle Cr	39%	62%	53%	58%	55%	36%	55%
BCATS (Bay City	48%	64%	36%	60%	69%	40%	62%
GCMPC	51%	57%	49%	52%	64%	44%	58%
GVMC	49%	52%	50%	58%	57%	49%	57%
JACTS	45%	59%	47%	58%	53%	42%	48%
KATS	41%	61%	52%	58%	62%	51%	59%
MACC	54%	63%	56%	60%	64%	55%	64%
MATS	41%	55%	47%	59%	60%	54%	58%
NATS	37%	44%	35%	41%	48%	22%	41%
SCCOTS	42%	44%	42%	53%	47%	53%	47%
SEMCOG	44%	48%	50%	54%	55%	51%	52%
SMATS	49%	57%	52%	57%	56%	43%	54%
TCRPC	39%	63%	48%	59%	65%	52%	59%
TwinCATS	57%	69%	34%	58%	74%	61%	70%
WATS	44%	46%	46%	52%	57%	54%	54%
WESTPLAN	42%	64%	56%	58%	61%	56%	63%

3.3   TRADEOFFS BY PLANNING REGION

Modal Priorities

Cars & trucks   ← Neutral →   Bikes, pedestrians, & transit

Statewide
WESTPLAN
WATS
TwinCATS
TCRPC
SMATS
SEMCOG
SCCOTS
NATS
MATS
MACC
KATS
JACTS
GVMC
GCMPC
BCATS (Bay City)
BCATS (Battle Creek)

Infrastructure

New infrastructure	← Neutral →	Improve existing infrastructure

- Statewide
- WESTPLAN
- WATS
- TwinCATS
- TCRPC
- SMATS
- SEMCOG
- SCCOTS
- NATS
- MATS
- MACC
- KATS
- JACTS
- GVMC
- GCMPC
- BCATS (Bay City)
- BCATS (Battle Creek)

Improve Mobility

Add lanes/other infrastructure	← Neutral →	Technology and alternative modes

- Statewide
- WESTPLAN
- WATS
- TwinCATS
- TCRPC
- SMATS
- SEMCOG
- SCCOTS
- NATS
- MATS
- MACC
- KATS
- JACTS
- GVMC
- GCMPC
- BCATS (Bay City)
- BCATS (Battle Creek)

Safe Secure Travel

Traditional (e.g. signs, striping)	← Neutral →	Intelligent (e.g. changeable signs)

- Statewide
- WESTPLAN
- WATS
- TwinCATS
- TCRPC
- SMATS
- SEMCOG
- SCCOTS
- NATS
- MATS
- MACC
- KATS
- JACTS
- GVMC
- GCMPC
- BCATS (Bay City)
- BCATS (Battle Creek)

Passenger Transportation

Increase service on popular routes	← Neutral →	Increase service to new areas

- Statewide
- WESTPLAN
- WATS
- TwinCATS
- TCRPC
- SMATS
- SEMCOG
- SCCOTS
- NATS
- MATS
- MACC
- KATS
- JACTS
- GVMC
- GCMPC
- BCATS (Bay City)
- BCATS (Battle Creek)

	Modal Priorities	Infrastructure	Improve Mobility	Safe Secure Travel	Passenger Transportation
BCATS (Battle Creek)	-0.71	0.75	-0.17	0.46	0.17
BCATS (Bay City)	0.15	0.83	-0.02	0.24	0.43
GCMPC	-0.30	0.37	-0.01	0.36	0.12
GVMC	0.27	0.58	0.62	0.49	0.18
JACTS	-0.25	0.74	0.23	0.45	0.25
KATS	0.11	0.88	0.28	0.55	0.10
MACC	0.41	0.65	0.75	0.62	0.19
MATS	0.26	1.00	0.50	0.14	0.29
NATS	0.12	0.84	-0.02	-0.12	-0.20
SCCOTS	0.18	0.59	0.58	0.42	0.61
SEMCOG	0.56	0.41	0.78	0.50	0.09
SMATS	0.02	0.67	0.23	0.08	0.02
TCRPC	0.14	0.66	0.54	0.34	0.03
TwinCATS	0.76	0.93	0.36	0.40	0.05
WATS	0.85	0.52	0.98	0.48	0.16
WESTPLAN	0.09	0.76	0.41	0.50	0.28
Statewide	0.57	0.53	0.42	0.28	0.14

3.4   BUDGET ALLOCATION
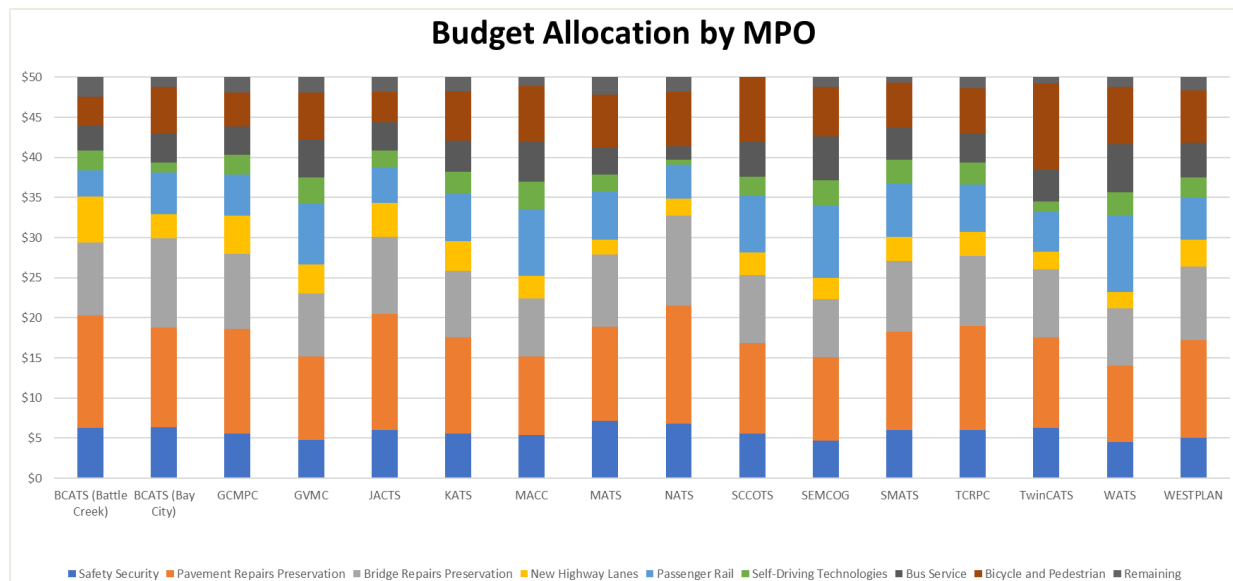
Budget Allocation by MPO

	Safety Security	Pavement Repairs Preservation	Bridge Repairs Preservation	New Highway Lanes	Passenger Rail	Self-Driving Technologies	Bus Service	Bicycle and Pedestrian	Remaining
BCATS (Battle Creek)	$6	$14	$9	$6	$3	$3	$3	$4	$2
BCATS (Bay City)	$6	$13	$11	$3	$5	$1	$4	$6	$1
GCMPC	$6	$13	$9	$5	$5	$2	$4	$4	$2
GVMC	$5	$10	$8	$4	$8	$3	$5	$6	$2
JACTS	$6	$14	$10	$4	$4	$2	$4	$4	$2
KATS	$6	$12	$8	$4	$6	$3	$4	$6	$2
MACC	$5	$10	$7	$3	$8	$3	$5	$7	$1
MATS	$7	$12	$9	$2	$6	$2	$3	$7	$2
NATS	$7	$15	$11	$2	$4	$1	$2	$7	$2
SCCOTS	$6	$11	$8	$3	$7	$2	$4	$8	$0
SEMCOG	$5	$10	$7	$3	$9	$3	$5	$6	$1
SMATS	$6	$12	$9	$3	$7	$3	$4	$6	$1
TCRPC	$6	$13	$9	$3	$6	$3	$4	$6	$1
TwinCATS	$6	$11	$8	$2	$5	$1	$4	$11	$1
WATS	$4	$10	$7	$2	$10	$3	$6	$7	$1
WESTPLAN	$5	$12	$9	$3	$5	$2	$4	$7	$2

3.5   DEMOGRAPHICS

Annual Income by MPO

Age by MPO

Legend: 16 or younger, 17 to 24, 25 to 34, 35 to 44, 45 to 54, 55 to 64, 65 or older

Household Members by MPO

Legend: 1, 2, 3, 4, 5, 6 or more
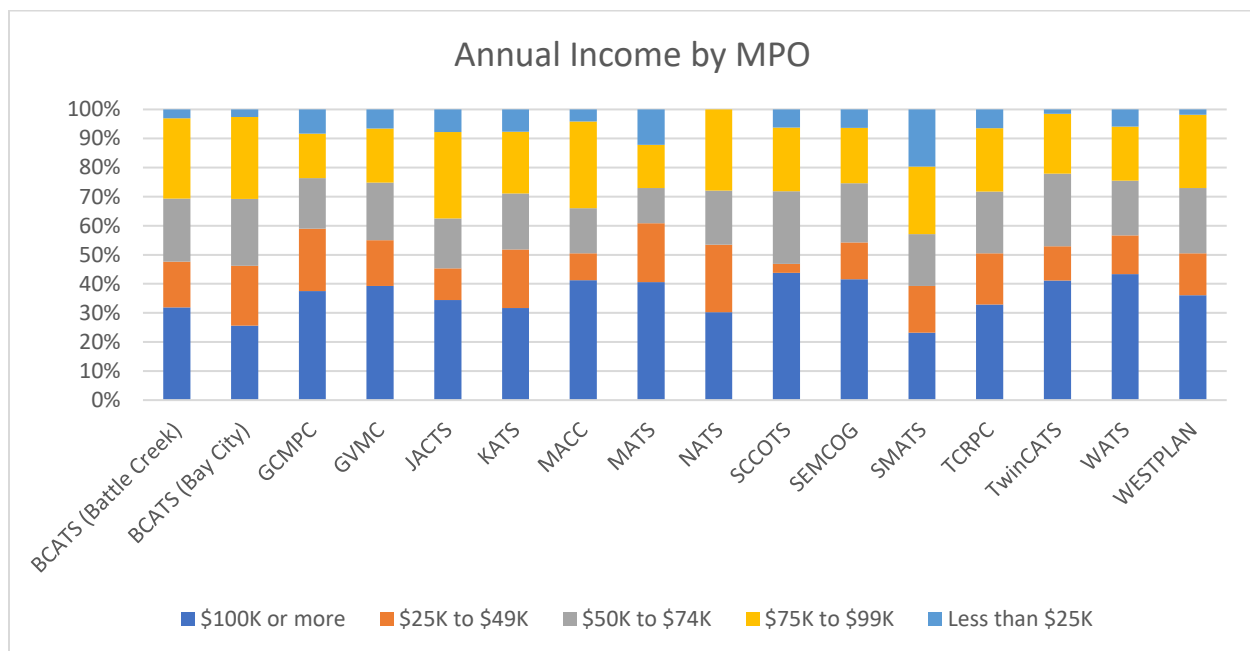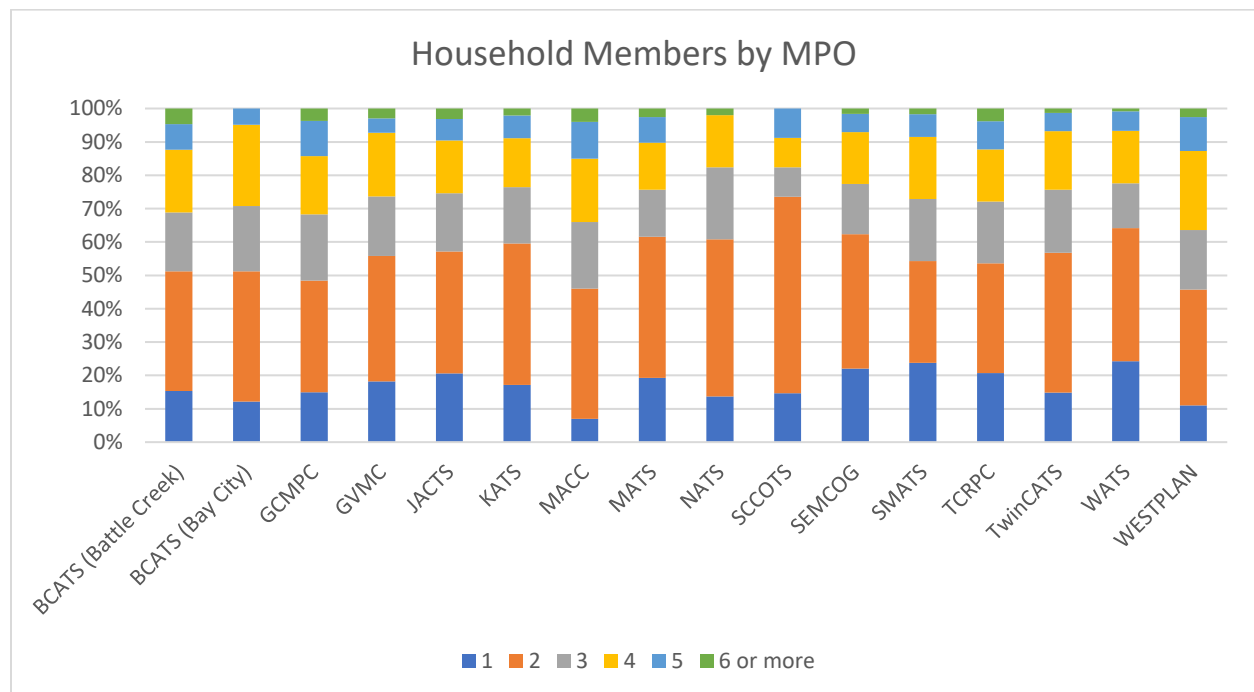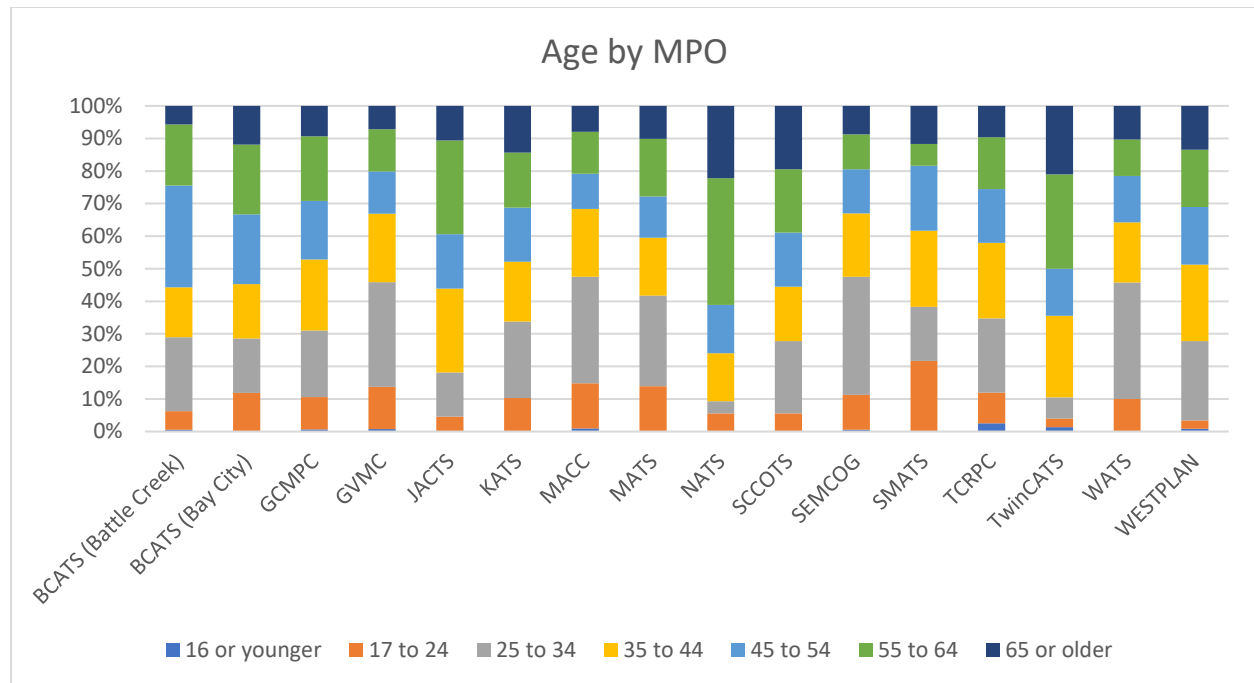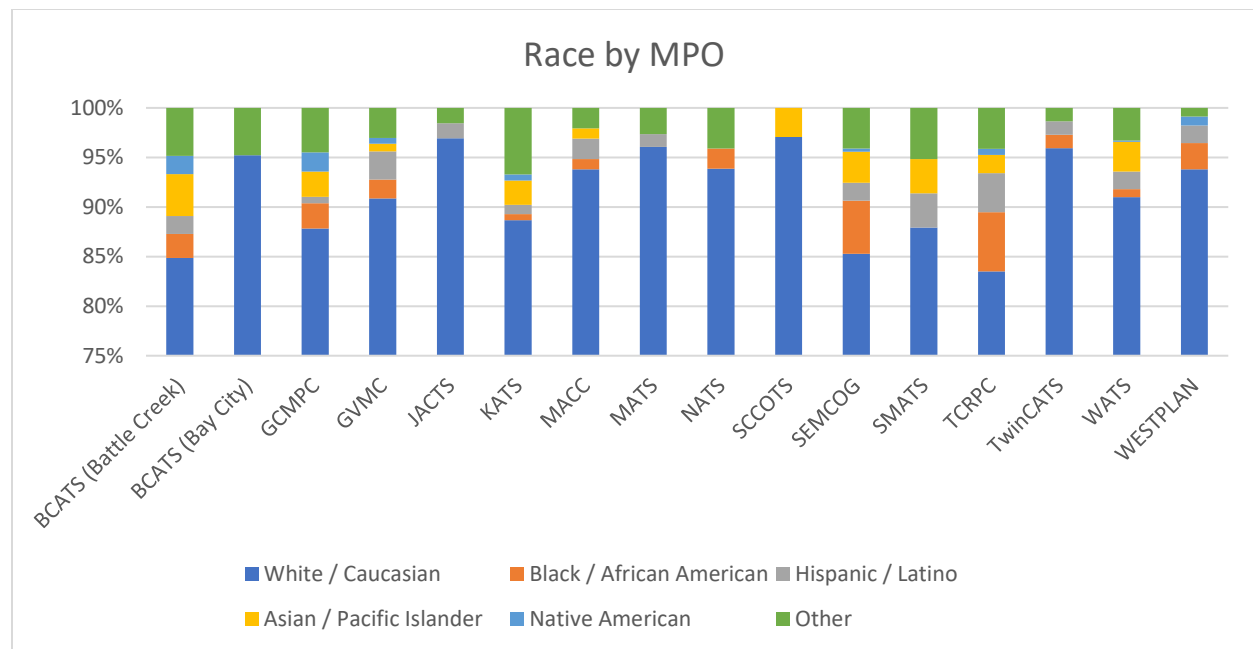
3.6   TOTAL METROQUEST SURVEYS BY MDOT REGION

Regions	Total
Bay	511
Grand	936
Metro	1664
North	314
Southwest	668
Superior	154
University	1,470

3.7   PRIORITY RANKING BY MDOT REGION

Chart Descriptions:

Average Rank: *Based on prioritization order (1-highest, 5-lowest).*

% Times Ranked: *Represents frequency an option was included in respondents' top five out of the seven options available.*

Transportation System Expansion

Safety and Security

Travel Time Reliability

Quality of Service

Transportation System Maintenance

Transportation Choices

Quality of Life

	Average Ranking Trans. System Expansion	Average Ranking Safety and Security	Average Ranking Travel Time Reliability	Average Ranking Quality of Service	Average Ranking Trans. System Maintenance	Average Ranking Transportation Choices	Average Ranking Quality of Life
Bay	3.0	2.7	3.3	3.6	2.6	3.0	2.8
Grand	2.9	2.9	3.3	3.6	2.6	2.8	2.9
Metro	2.7	3.0	3.1	3.5	2.9	2.8	2.9
North	3.0	2.7	3.2	3.6	3.0	2.8	2.6
Southwest	3.1	2.7	3.3	3.6	2.6	2.9	2.8
Superior	3.3	2.8	3.4	3.8	2.8	2.7	2.4
University	2.8	2.8	3.4	3.6	2.8	2.9	2.7

	% Times Ranked Trans. System Expansion	% Times Ranked Safety and Security	% Times Ranked Travel Time Reliability	% Times Ranked Quality of Service	% Times Ranked Trans. System Maintenance	% Times Ranked Transportation Choices	% Times Ranked Quality of Life
Bay	44%	57%	49%	57%	60%	48%	52%
Grand	48%	57%	51%	58%	59%	47%	57%
Metro	45%	48%	52%	56%	54%	50%	51%
North	40%	54%	45%	54%	52%	55%	57%
Southwest	45%	62%	48%	57%	62%	45%	58%
Superior	36%	56%	44%	49%	60%	49%	51%
University	42%	52%	47%	54%	59%	51%	54%

% Times Ranked

Legend: University, Superior, Southwest, North, Metro, Grand, Bay

Categories (top to bottom): Quality of Life, Transportation Choices, Trans. System Maintenance, Quality of Service, Travel Time Reliability, Safety and Security, Trans. System Expansion
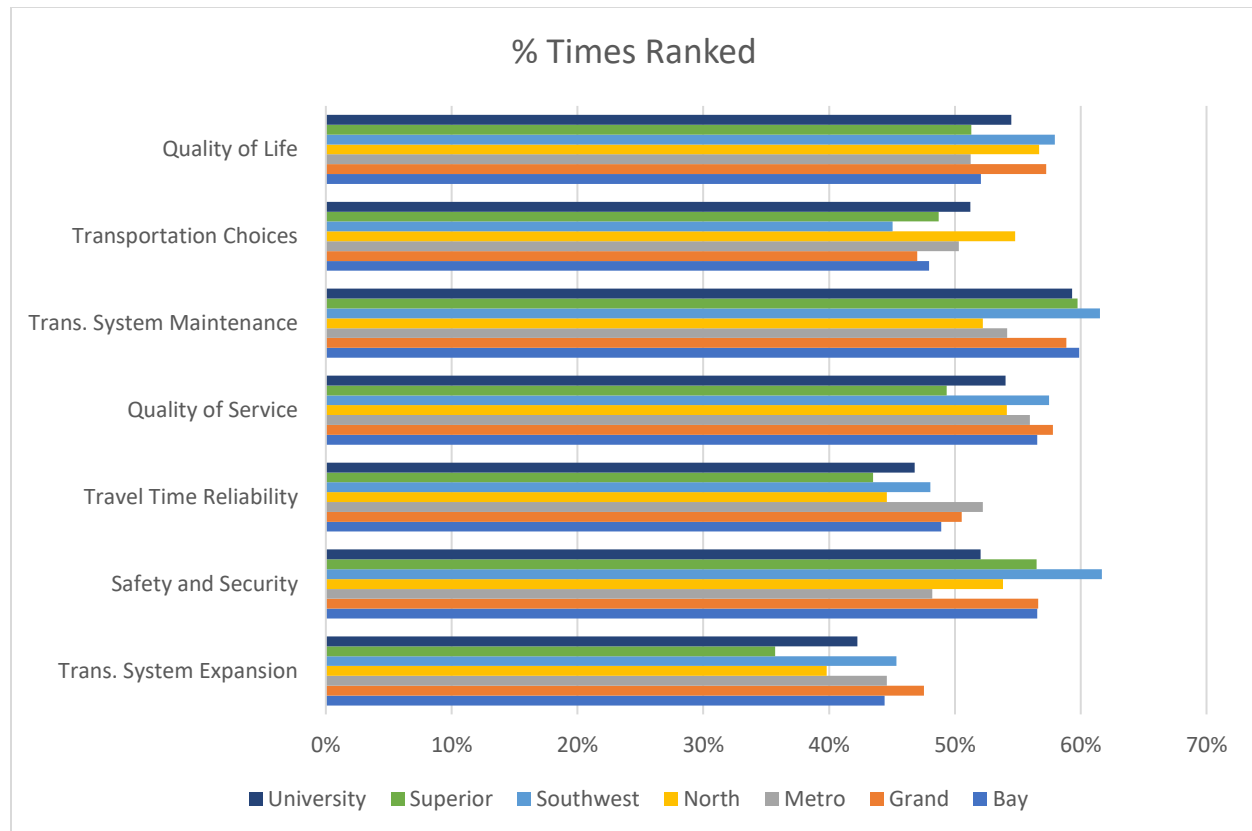
3.8 TRADEOFFS BY MDOT REGION

Tradeoffs

Modal Priorities

Infrastructure

New Infrastructure	← Neutral →	Improve existing infrastructure

Metro
Bay
University
Southwest
Grand
North
Superior

Improve Mobility

Add lanes/other infrastructure	← Neutral →	Technology and alternative modes

Metro
Bay
University
Southwest
Grand
North
Superior

Safe Secure Travel

Traditional (e.g. signs, striping)	← Neutral →	Intelligent (e.g. changeable signs)

Metro
Bay
University
Southwest
Grand
North
Superior

Passenger Transportation

Increase service on popular routes	← Neutral →	Increase service to new areas

Metro
Bay
University
Southwest
Grand
North
Superior

3.9 BUDGET ALLOCATION BY MDOT REGION
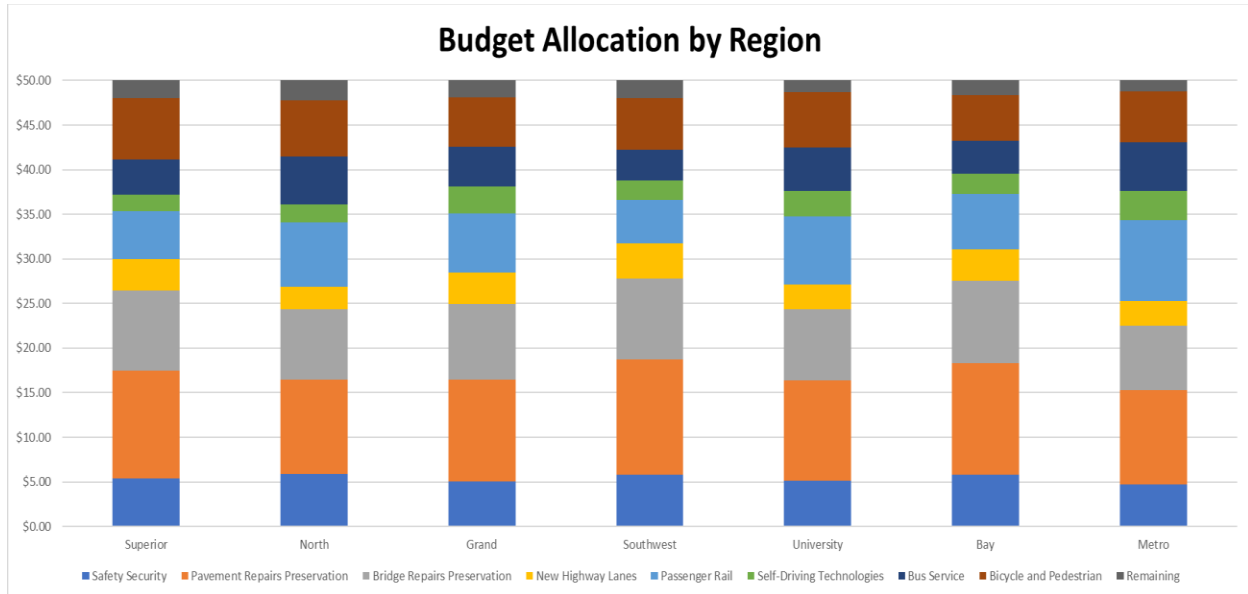
	Safety Security	Pavement Repairs Preservation	Bridge Repairs Preservation	New Highway Lanes	Passenger Rail	Self-Driving Technologies	Bus Service	Bicycle and Pedestrian	Remaining
Superior	$5.36	$12.13	$8.95	$3.51	$5.41	$1.86	$3.96	$6.84	$1.99
North	$5.91	$10.59	$7.85	$2.52	$7.24	$1.98	$5.40	$6.30	$2.20
Grand	$5.07	$11.42	$8.42	$3.54	$6.63	$3.01	$4.47	$5.57	$1.87
Southwest	$5.81	$12.91	$9.10	$3.89	$4.91	$2.21	$3.37	$5.86	$1.94
University	$5.15	$11.26	$7.97	$2.73	$7.68	$2.88	$4.79	$6.25	$1.30
Bay	$5.79	$12.51	$9.23	$3.53	$6.18	$2.34	$3.66	$5.12	$1.64
Metro	$4.72	$10.55	$7.24	$2.76	$9.06	$3.29	$5.43	$5.71	$1.24

Investing in Transportation
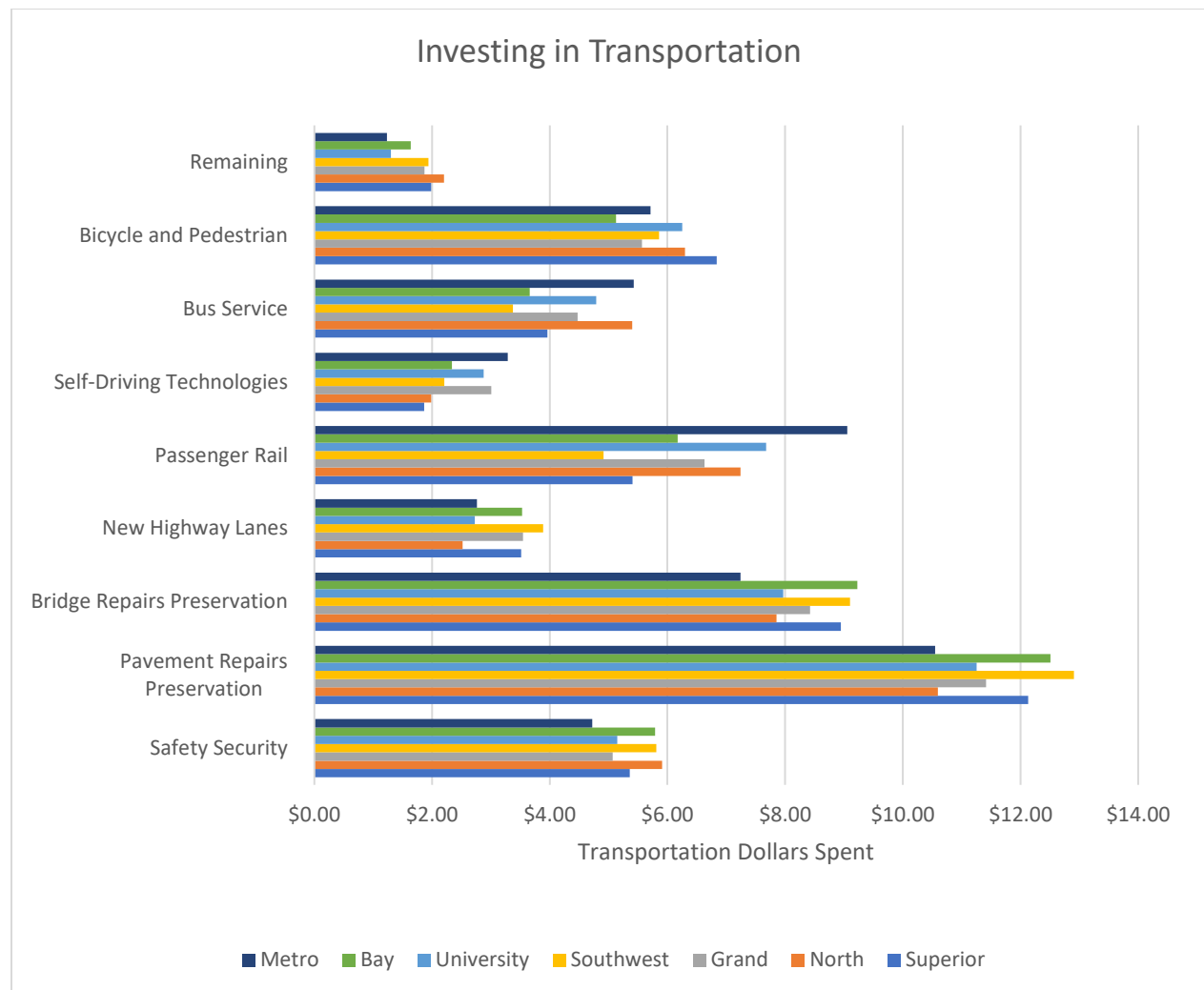
3.10 DEMOGRAPHICS BY MDOT REGION

Age by Region
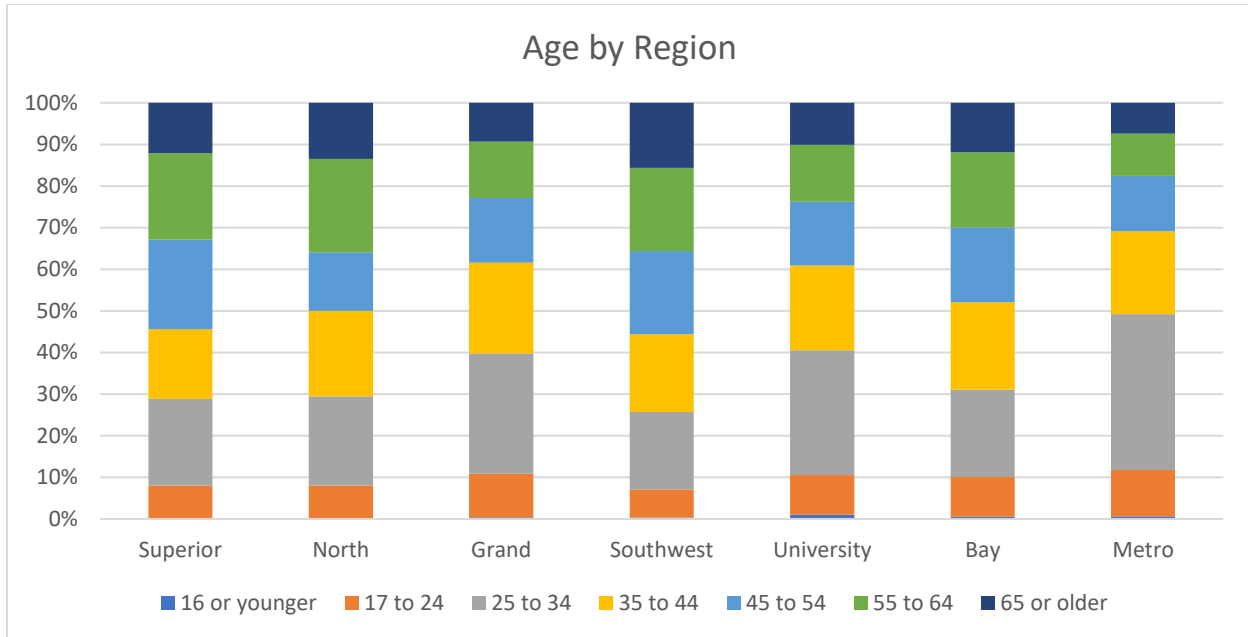
Row Labels	16 or younger	17 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 or older
Superior	0	12	31	25	32	31	18
North	0	25	67	64	44	70	42
Grand	4	97	270	203	145	126	87
Southwest	2	45	124	124	133	133	104
University	15	139	436	297	223	199	147
Bay	3	48	106	106	91	91	60
Metro	11	184	617	328	220	167	122

Annual Income by Region

Row Labels	$100K or more	$25K to $49K	$50K to $74K	$75K to $99K	Less than $25K
Superior	31	29	26	31	19
North	75	61	75	65	21
Grand	359	129	180	179	51
Southwest	213	105	128	134	32
University	545	202	273	270	88
Bay	165	76	90	91	40
Metro	643	192	324	305	93

Age by Region

Legend: 16 or younger | 17 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 or older

Row Labels	1	2	3	4	5	6 or more
Superior	29	61	28	15	8	3
North	48	146	40	43	16	9
Grand	146	343	166	181	58	28
Southwest	94	283	112	104	35	17
University	301	524	236	233	104	31
Bay	77	181	104	78	37	17
Metro	364	648	252	259	82	26

Annual Income by Region

Row Labels	$100K or more	$25K to $49K	$50K to $74K	$75K to $99K	Less than $25K
Superior	31	29	26	31	19
North	75	61	75	65	21
Grand	359	129	180	179	51
Southwest	213	105	128	134	32
University	545	202	273	270	88
Bay	165	76	90	91	40
Metro	643	192	324	305	93

Household Members by Region

Row Labels	1	2	3	4	5	6 or more
Superior	29	61	28	15	8	3
North	48	146	40	43	16	9
Grand	146	343	166	181	58	28
Southwest	94	283	112	104	35	17
University	301	524	236	233	104	31
Bay	77	181	104	78	37	17
Metro	364	648	252	259	82	26

Race by Region

Row Labels	White / Caucasian	Black / African American	Hispanic / Latino	Asian / Pacific Islander	Native American	Other
Superior	123	0	2	0	8	5
North	290	1	3	0	0	7
Grand	823	20	19	6	6	26
Southwest	563	10	7	11	4	28
University	1248	35	36	31	4	49
Bay	449	4	4	9	3	16
Metro	1321	122	30	54	7	74

Appendix 4
Telephone Town Hall Results

Contents

Appendix 4.   Telephone Town Hall Results

4.1   ANSWERED CALLS (FEB. 5, 2019)

MDOT Michigan LRTP - 1 of 2 2019-02-05

Started at 19:02:09, Duration 01:01:33
Average Acceptant Duration 5.91
MAX Number of People in Conference 621

Answered Calls

Name	Number
Selects For Event	12,597
Accepts	1,548
TF Calls	6
Toll Inbound Calls	0
Answering Machines	5,820
Declines	2,604
Total Answered Calls	9,972
Talked	18
Speaker Queue	23
Screener Queue	5
WEB Participants	0

4.2 IN CONFERENCE NOW/CONFERENCE MINUTES (FEB. 5, 2019)

MDOT Michigan LRTP - 1 of 2 2019-02-05

In Conference NOW / Conference Minutes
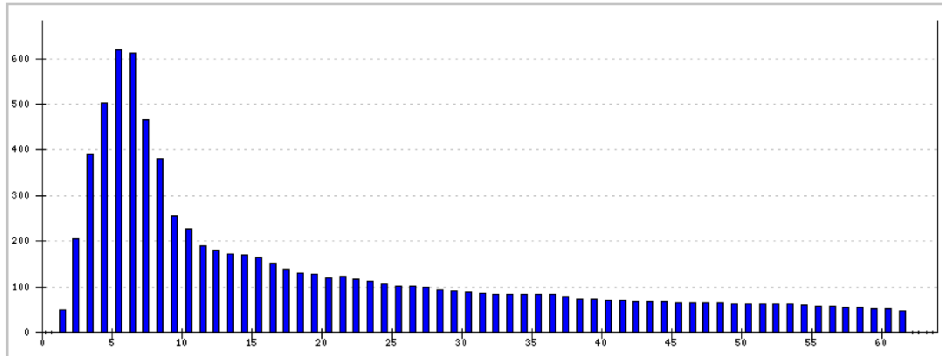
4.3 NON-CONNECTS (FEB. 5, 2019)

Non-Connects

Name	Number
Non Connects	646
Faxes	7
Busy	350
No-answer	1,622

4.4   ANSWERED CALLS (FEB. 6, 2019)

TELEPHONE
TownHall Meeting

TELE-TOWN HALL

Started at 10:00:18, Duration 00:59:25
Average Acceptant Duration 5.92
MAX Number of People in Conference 560

Answered Calls

Name	Number
Selects For Event	12,674
Accepts	1,500
TF Calls	17
Toll Inbound Calls	0
Answering Machines	5,735
Declines	2,760
Total Answered Calls	9,995
Talked	15
Speaker Queue	23
Screener Queue	5
WEB Participants	0

4.5 IN CONFERENCE NOW/CONFERENCE MINUTES (FEB. 6, 2019)

MDOT Michigan LRTP - 2 of 2 2019-02-06

In Conference NOW / Conference Minutes
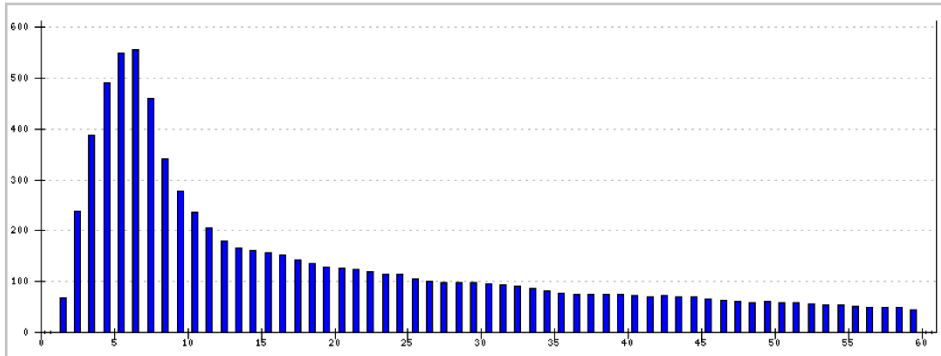
4.6   NON-CONNECTS (FEB. 6, 2019)

MDOT Michigan LRTP - 2 of 2 2019-02-06

Non-Connects

Name	Number
Non Connects	627
Faxes	6
Busy	170
No-answer	1,876

Appendix 5
MDOT Social Media Posts

Contents

Appendix 5. MDOT Social Media Posts

5.1 TWITTER

www.twitter.com/MichiganDOT
44,330 followers as of April 26, 2019

Michigan DOT @MichiganDOT Oct. 9, 2018
More
@MichiganDOT seeks input on new state long-range plan's public participation strategy #**MM2045**

3,128 impressions
22 total engagements
8 link clicks
5 detail expands
4 retweets
3 likes
2 profile clicks

Michigan DOT @MichiganDOT Nov. 19, 2018
More
Reminder: @MichiganDOT seeks input on new state long-range plan's public participation strategy through Nov. 30 http://bit.ly/2RZlIUf #**MM2045**

3,696 impressions
20 total engagements
6 link clicks
4 retweets
3 likes
3 hashtag clicks
2 detail expands
2 profile clicks

Michigan DOT @MichiganDOT Jan. 2, 2019
@MichiganDOT seeks public input on new state long-range transportation plan #**MM2045**

5,278 impressions
50 total engagements
23 link clicks
7 retweets
6 likes
4 profile clicks
2 replies
1 hashtag click

Michigan DOT @MichiganDOT Jan. 8, 2019

@MichiganDOT is developing a new State Long-Range Transportation Plan (SLRTP). Please take a few minutes to complete this interactive survey regarding the future of transportation in #Michigan: http://bit.ly/2LZ2tbv #MM2045

8,004 impressions
159 total engagements
70 link clicks
37 detail expands
23 hashtag clicks
13 retweets
10 likes
5 profile clicks
1 follow

Michigan DOT @MichiganDOT Jan. 18, 2019

Tell us what you think! @MichiganDOT is developing a new State Long-Range Transportation Plan (SLRTP). Please take a few minutes to complete this interactive survey regarding the future of transportation in #Michigan. #MM2045 http://bit.ly/2LZ2tbv

6,812 impressions
62 total engagements
19 link clicks
15 detail expands
10 retweets
7 profile clicks
5 media engagements
4 likes
2 hashtag clicks

Michigan DOT @MichiganDOT Jan. 30, 2019

@MichiganDOT to host telephone town hall meetings on state long-range transportation plan #MM2045

26,78 impressions
25 total engagements
6 likes
6 link clicks
6 detail expands
5 retweets
2 profile clicks

Michigan DOT @MichiganDOT Feb. 19, 2019

What do you think about transportation in #Michigan? Please take this interactive survey: http://bit.ly/2LZ2tbv #MM2045

9,181 impressions
136 total engagements
53 link clicks

20 media engagements
18 detail expands
15 retweets
10 likes
9 profile clicks
7 hashtag clicks
4 replies

Michigan DOT @MichiganDOT March 25, 2019

@MichiganDOT to host state long-range transportation plan visioning session for deaf, deafblind and hard of hearing community in Lansing #**MM2045**

5,655 impressions
21 total engagements
6 retweets
5 link clicks
4 likes
3 detail expands
3 profile clicks

5.2 FACEBOOK

www.facebook.com/MichiganDOT
41,791 followers as of April 26, 2019

Oct. 9, 2018 · 10:22 a.m.
We want to hear from you! MDOT is creating a 25-year vision for transportation
in #Michigan. Your voice will be an important part of developing this Michigan Mobility 2045
(MM 2045) plan. Please visit www.michiganmobility.org to learn about and comment on how
we plan to engage you in developing this vision for Michigan's transportation
future. #MM2045

3,187 people reached
202 engagements
3 reactions
5 comments
7 shares

Oct. 23, 2018 · 2:32 p.m.
MDOT Director of Communications Jeff Cranson discusses the State Long-Range
Transportation Plan and technology with State Transportation Director Kirk
Steudle. #MM2045
https://youtu.be/FLi4Wd4yNs8

1,928 people reached
41 engagements
5 reactions
0 comments
1 share

Nov. 19, 2018 · 11:50 a.m.
Reminder: MDOT seeks input on new state long-range plan's public participation strategy
through Nov. 30 #MM2045 https://www.michigan.gov/.../0,4616,7-151-9620_11057-
480376--…

1,301 people reached
30 engagements
0 reactions
0 comments
0 shares

Jan. 2, 2019 · 9:00 a.m.
MDOT seeks public input on new state long-range transportation plan #MM2045
https://content.govdelivery.com/bulletins/gd/MIDOT-223f937

5,817 people reached
263 engagements
2 reactions
6 comments
7 shares

Jan. 8, 2019 · 2:29 p.m.
MDOT is developing a new State Long-Range Transportation Plan (SLRTP). Please take a few minutes to complete this interactive survey regarding the future of transportation in #Michigan: https://michiganmobility2045.metroquest.com/ #MM2045

5,890 people reached
490 engagements
16 reactions
2 comments
22 shares

Jan. 18, 2019 · 9:55 a.m.
Tell us what you think! MDOT is developing a new State Long-Range Transportation Plan (SLRTP). Please take a few minutes to complete this interactive survey regarding the future of transportation in #Michigan. #MM2045 https://michiganmobility2045.metroquest.com/

4,785 people reached
238 engagements
13 reactions
0 comments
17 shares

Jan. 30, 2019 · 9:01 a.m.
MDOT will host two telephone town hall meetings in February. to provide an opportunity for #Michigan residents to have input on the state long-range transportation plan (SLRTP), known as Michigan Mobility 2045. #MM2045

3,795 people reached
60 engagements
2 reactions
0 comments
3 shares

Feb. 19, 2019 · 11:56 a.m.
What do you think about transportation in #Michigan? Please take this interactive survey: https://michiganmobility2045.metroquest.com/ #MM2045

3,714 people reached
271 engagements
0 reactions
2 comments
14 shares

5.3 YOUTUBE

www.youtube.com/MichiganDOT

2045 SLRTP - Highways and Bridges
Oct. 5, 2018
https://www.youtube.com/watch?v=CUl3_154Zo8
62 views

2045 SLRTP - Freight
Oct. 5, 2018
https://www.youtube.com/watch?v=NTOBVwp7WS8
39 views

2045 SLRTP - Aviation
Oct. 5, 2018
https://www.youtube.com/watch?v=ai81j4fTAoE
52 views

2045 SLRTP - Public Transit
Oct. 5, 2018
https://www.youtube.com/watch?v=tcu6ZNorZj8
53 views

2045 SLRTP - Rail
Oct. 5, 2018
https://www.youtube.com/watch?v=DGKoBxHwcOI
109 views

2045 SLRTP - Nonmotorized
Oct. 5, 2018
https://www.youtube.com/watch?v=Vtya4HBfEp0
32 views

2045 SLRTP - Marine and Ports
Oct. 5, 2018
https://www.youtube.com/watch?v=rMXzF6nrZIY
21 views

2045 SLRTP Round Table Discussion
Oct. 5, 2018
https://www.youtube.com/watch?v=GSTv-XSoS5I
72 views

2045 SLRTP and Technology Conversation
Oct. 5, 2018
https://www.youtube.com/watch?v=FLi4Wd4yNs8
40 views

Appendix 6
Media Coverage

Contents

Appendix 6.   Media Coverage

6.1   NEW CLIPS – PHASE 1

News Clips – Phase 1

MM 2045

October 2018

MDOT opens public comment period for long-range …
https://transportationtodaynews.com/news/10959-**mdot**-opens-public…
Oct 11, 2018 · The Michigan Department of **Transportation** (**MDOT**) is gearing up for the release of a new **long-range transportation plan** for the **state**, and a major milestone toward achieving that was launched this week through an opening of public commentary.© Shutterstock Specifically, that commentary will focus on the Public and Stakeholder Participation **plan** (PSPP) portion of their […]

MDOT seeks input on new state long-range plan's public …
https://news.pioneergroup.com/recordpatriot/2018/10/30/**mdot**-seeks…
MDOT seeks input on new **state long**-**range plan**'s public participation strategy Posted by Colin Merry on **October 30th, 2018** LANSING — The Michigan Department of **Transportation** (**MDOT**) is developing a new **state long**-**range transportation plan** (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a […]

November 2018

MDOT seeks comments on Public and Stakeholder …
blogs.mml.org/…/**2018**/11/05/**mdot**-seeks-comments…**plan**-by-november-30
Nov 05, 2018 · Michigan Municipal League. According to MDOT, the PSPP "outlines the numerous ways the public will be provided with information and opportunities for input during the development of Michigan's State Long-Range Transportation Plan, also known as Michigan Mobility 2045." Click here to download the PSPP. Comments should be submitted by November 30, 2018.

State DOT News - news.transportation.org
https://news.transportation.org/Pages/**State**DotNewsDetail.aspx?…
November 19, 2018—DOT NEWS AASHTO. The **Michigan Department** of Transportation (MDOT) is developing a new state long-range transportation plan

(SLRTP), known as **Michigan** Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

Jan 2019

State DOT News - news.transportation.org
https://news.**transportation**.org/Pages/**State**DotNewsDetail.aspx?...
Jan 02, 2019 · DOT News AASHTO. Scenario **planning** via Metroquest that will present **transportation** situations to the public in a realistic context to help determine a **long**-term vision for **transportation** in Michigan. **Telephone town** halls that will allow **MDOT** to randomly dial as many as 10,000 landline phones per **town hall** and offer the public an opportunity to join a conference ...

MDOT seeks public input for 25-year transportation plan ...
https://**www.wnem.com**/news/**mdot**-seeks-public-input-for--year...
Jan 2, 2019. The **long-range** transportation **plan** that started with talks last May, will set priorities for the **state** for the next 25 years. **MDOT** hopes to get a large, diverse group of residents and stakeholders ...
Author: Denyse Shannon

MDOT - detroitdriven.us
www.detroitdriven.us/tags/taghome.aspx?tag=**MDOT**
MDOT seeks public input on new **state long-range transportation plan**. Michigan Department of **Transportation** Wednesday, **January 02, 2019.** ... **MDOT**. Technology and Innovation.

MDOT seeks public input on new state long-range transportation plan
MDOT's state long-range transportation plan will establish a vision and priorities for transportation in Michigan for 25 years.
13 On Your Side ABC, Grand Rapids
Author: 13 ON YOUR SIDE Staff
Published: 1:43 PM EST **January 2, 2019**
Updated: 1:45 PM EST January 2, 2019

Department of Transportation Developing Long-Range Plan ...
https://mlcmi.com/department-of-**transportation**-developing-**long**...
Jan. 4, 2019. Michigan Legislative Consultants - The Michigan Department of **Transportation** (**MDOT**) is in the process of developing a new **state long-range**

transportation plan, known as Michigan Mobility 2045, establishing a vision and priorities for **transportation** for 25 years. The department is seeking the opinions of the public, including a large and diverse group of Michigan residents and stakeholders representing groups […]

The Peninsula - MDOT looking for public input on long …
https://**michigan**peninsulanews.com/news/9010-mdot-looking-for…
January 4, 2019. The **Michigan** Department of Transportation (MDOT) requested this week public input on the development of its new **long-range** transportation **plan** (SLRTP) that will set the state's transportation priorities for the next 25 years.

Michigan DOT Opens Public Comment Period on Transportation …
https://www.ttnews.com/articles/**michigan**-dot-opens-**public**-comment…
Jan 9, 2019. Michigan Department of **Transportation** is seeking **public** comment on the state's **plan** to develop **transportation** goals for the next 25 years. The **long-range plan**, dubbed **Michigan** Mobility 2045 …

Michigan DOT Opens Public Comment Period on Transportation Plan
https://www.ttnews.com/articles/michigan-dot-opens-public-comment-period-transportation-plan
Michigan Department of Transportation is seeking public comment on the state's plan to develop transportation goals for the next 25 years.
Transport Topics, January 9, 2019 9:45 AM, EST

Michigan seeks input on long-range transportation plan …
https://**www.wnem.com**/news/michigan-seeks-input-on-**long-range**…
Jan 13, 2019 · The **Michigan Department of Transportation** is seeking public input as it develops a 25-year **plan** for the **state**. The "**Michigan Mobility** 2045" **plan** will seek to …**Author:** WNEM Digital Staff

Michigan Seeks Input on Long-Range Transportation Plan
The Michigan Department of Transportation is seeking public input as it develops a 25-year plan for the state.
US News and World Report
LANSING, Mich. (AP)
LANSING, Mich. (AP)

Jan. 13, 2019
Jan. 13, 2019, at 11:36 a.m.

Michigan seeks input on long-range transportation plan **| WWMT**
https://wwmt.com/news/**state**/michigan-seeks-input-on-**long-range**...
January 13, 2019. The Michigan Department of **Transportation** is seeking public input as it develops a 25-year **plan** for the **state**. The "Michigan Mobility 2045 " **plan** will seek to establish priorities for **transportation**

Michigan seeks input on long-range transportation plan
https://apnews.com/f6398213c79d476f835d5bfc060efa50
Jan 13, 2019 · Michigan seeks input on **long-range transportation plan** January 13, **2019** LANSING, Mich. (AP) — The Michigan Department of **Transportation** is seeking public input as it develops a 25-year **plan** for the **state**.

Michigan seeks input on long-range transportation plan
By Associated Press |
Posted: Mon 4:26 AM, **Jan 14, 2019**
TV6 FoxUP, Upper Michigan Source

Michigan seeks input on long-range transportation plan ...
https://**www.youtube.com**/watch?v=DQkmbVtMOZw
Jan 14, 2019 · The **Michigan** Department of **Transportation** is seeking **public** input as it develops a 25-year **plan** for the state. ... **Michigan** seeks input on **long-range transportation plan** ... The **Michigan** ...

Michigan seeks input on long-range transportation plan ...
https://**www.youtube.com**/watch?v=DQkmbVtMOZw
Jan 14, 2019 · The **Michigan** Department of Transportation is seeking public input as it develops a 25-year **plan** for the state. Skip navigation ... **Michigan** seeks input on **long-range** transportation **plan** ...

MDOT **Seeking Public Input On 25 Year** Transportation Plan
https://www.whmi.com/.../**mdot**-michigan-mobility-2045-**transportation**
Jan 14, 2019 · MDOT Seeking Public Input On 25 Year Transportation Plan January 14, 2019 The Michigan Department of Transportation is seeking public input on a new, long-range transportation plan.

MDOT to host open house on I-94 bridge replacement in ...
www.miheadlines.com › SE Michigan
January 29, 2019. DETROIT, MI – An open house-style meeting to inform the public on the replacement of the Concord Avenue and French Road overpasses above I-94 in Detroit. Coinciding with the meeting, the Michigan Department of **Transportation** (**MDOT**) will be seeking vital input to help establish a vision and priorities for a new **state long-range transportation plan**.

MDOT to Host Telephone Town Halls For 25 Year Mobility Project
https://ebw.tv/news-**mdot**-telephone-town-halls
Jan 30, 2019 · The Michigan Department of **Transportation** will host two telephone town hall meetings in **February**. The town halls will provide an opportunity for Michigan residents to have input on the **state long-range transportation plan**, known as Michigan Mobility 2045 that will establish a vision and priorities for **transportation** in Michigan for 25 years.

Resident's Input Sought On Long-Range Transportation Plan
https://www.whmi.com/news/article/resident-input-sought-**long**-range...
Jan 31, 2019 · The Michigan Department of **Transportation** is holding two telephone town halls that will give residents the opportunity to share input on **MDOT**'s **long-range transportation plan**, known as ...

Feb 2019

City of Lowell, Michigan - facebook.com
https://**www.facebook.com**/cityoflowellmichigan/photos/a...
February 2019. It begins during the **state long-range transportation planning** process and continues through development, programming and construction. **MDOT** is developing a new SLRTP, known as Michigan Mobility 2045 (MM 2045), to establish a vision and priorities for **transportation** in Michigan for 25 years.

Mar 2019

Michigan Department of Transportation **asks for help ...**
https://**www.uppermichiganssource.com**/content/news/Michigan...

March 6, 2019. MARQUETTE TOWNSHIP, Mich. (WLUC) - The Michigan Department of **Transportation** is asking for the public's help as they work to create a new **long-range transportation plan**. **MDOT** officials were...

MDOT seeks input on long-range transportation plans for ...
https://**www.mlive.com**/news/saginaw-**bay**-city/2019/03/**mdot**-seeks...
Mar 11, 2019 · SAGINAW, MI – Residents in Flint and Saginaw will be able to learn more about - and voice their opinions - on a new **long-range transportation** plan for the **region** and **state** ...
Author: Chris Ehrmann | Cehrmann@Mlive.Com

MDOT preparing transportation plan **for 2045 -** abc12.com
https://**www.abc12.com**/content/news/**MDOT**-preparing-**transportation**...
Mar 13, 2019 · The Michigan Department of **Transportation** is asking for your input on those topics and much more. The **state**'s **transportation** agency is gathering information for its **long-range transportation plan** ...

MDOT seeks public input on new state long-range ...
https://**www.reddit.com**/r/grandrapids/comments/b2bn0z/**mdot**_seeks...
March 17, 2019. MDOT seeks public input on new **state long-range transportation plan** - Take the survey if you haven't already! (michiganmobility2045.metroquest.com) submitted 1 month ago by kirinlikethebeer

MDOT Seeking Input from Deaf, Deafblind, and Hard of ...
oaklandcounty115.com/2019/03/25/**mdot**-seeking-input-from-deaf-deaf...
Mar 25, 2019 · (MDOT, March 25, 2019) Lansing, MI- The Michigan Department of Transportation (MDOT) is developing a new state long-range transportation plan (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

MDOT session for hearing, vision impaired | BOYNE CITY GAZETTE
www.boynegazette.com/2019/**mdot**-session-for-hearing-vision-impaired/...
Mar 26, 2019 · The Michigan Department of Transportation (**MDOT**) is developing a new **state long**-range transportation **plan** (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years. **MDOT** and the Michigan Department of ...

6.2   BY CATEGORY

By Category:

Coverage on MDOT Project Pages

MDOT to host open house on I-94 bridge replacement in …
https://i94detroit.org/wp-content/uploads/**2019**/01/I-94…
January 29, 2019. WHAT: An open house-style meeting to inform the public on the replacement of the Concord Avenue and French Road overpasses above I-94 in Detroit. Coinciding with the meeting, the Michigan Department of **Transportation** (**MDOT**) will be seeking vital input to help establish a vision and…

Coverage on Other Web or Social Media Pages

Note: See attached comprehensive social media metrics report.

MDOT seeks comments on Public and Stakeholder Participation Plan by November 30
blogs.mml.org/…/mdot-seeks-comments-on-**public**…**plan**-by-november-30
Nov. 5, 2018. The Michigan Municipal League. The **Michigan** Department of **Transportation** (MDOT) is embarking on the development of a new state **long-range transportation plan** that will establish the vision and priorities for **transportation** in **Michigan** for the next 25 years. To develop this **plan**, MDOT is seeking feedback on a new draft of its **Public** and Stakeholder Participation **Plan** (PSPP).

MDOT - detroitdriven.us
www.detroitdriven.us/tags/taghome.aspx?tag=**MDOT**
MDOT seeks public input on new **state long-range transportation plan**. Michigan Department of **Transportation** Wednesday, **January 02, 2019.** … **MDOT**. Technology and Innovation.

Department of Transportation Developing Long-Range Plan …
https://mlcmi.com/department-of-**transportation**-developing-**long**…
Jan. 4, 2019. Michigan Legislative Consultants - The Michigan Department of **Transportation** (**MDOT**) is in the process of developing a new **state long-range transportation plan**, known as Michigan Mobility 2045, establishing a vision and

priorities for **transportation** for 25 years. The department is seeking the opinions of the public, including a large and diverse group of Michigan residents and stakeholders representing groups [...]

City of Lowell, Michigan - facebook.com
https://**www.facebook.com**/cityoflowellmichigan/photos/a...
February 2019. It begins during the **state long-range transportation planning** process and continues through development, programming and construction. **MDOT** is developing a new SLRTP, known as Michigan Mobility 2045 (MM 2045), to establish a vision and priorities for **transportation** in Michigan for 25 years.

MDOT Seeking Input from Deaf, Deafblind, and Hard of ...
oaklandcounty115.com/**2019**/03/25/**mdot**-seeking-input-from-deaf-deaf...
Mar 25, 2019 · (MDOT, March 25, 2019) Lansing, MI- The Michigan Department of Transportation (MDOT) is developing a new state long-range transportation plan (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

Coverage on MDOT's Web Site

MDOT seeks input on new state long-range plan's public ...
www.michigan.gov › MDOT
Oct 09, 2018 · October 9, 2018-- The **Michigan Department of Transportation** (**MDOT**) is developing a new **state long-range transportation plan** (SLRTP), known as **Michigan Mobility 2045** (MM **2045**), that will establish a vision and priorities for **transportation** in **Michigan** for 25 years.

SOM - MDOT seeks public input on new state long-range ...
www.michigan.gov › SOM
January 2, 2019 --The **Michigan Department of Transportation** (**MDOT**) is developing a new **state long-range transportation plan** (SLRTP), known as **Michigan Mobility 2045** (MM 2045), that will establish a vision and priorities for **transportation** in **Michigan** for 25 years.

MDOT Superior Region to host state long-range ...
www.michigan.gov › MDOT › News and Information

February 25, 2019-- The **Michigan Department of Transportation** (**MDOT**) is developing a new **state long-range transportation plan** (SLRTP), known as **Michigan Mobility 2045** (MM **2045**), that will establish a vision and priorities for **transportation** in **Michigan** for 25 years.

[MDOT to host telephone town hall meetings on state long ...](#)
www.michigan.gov › MDOT
Jan 30, 2019 · January 30, 2019 --The **Michigan Department** of **Transportation** (**MDOT**) will host two telephone town hall meetings in February. The town **halls** will provide an opportunity for **Michigan** residents to have input on the **state long-range transportation plan** (SLRTP), known as **Michigan** Mobility **2045** (**MM 2045**).

[MDOT - Bay Region to host two state long-range plan ...](#)
www.michigan.gov › MDOT › News and Information
March 7, 2019-- The Michigan Department of **Transportation** (MDOT) is developing a new **state long-range transportation plan** (SLRTP), known as Michigan Mobility **2045** (**MM 2045**), that will establish a vision and priorities for **transportation** in Michigan for 25 years. The MDOT Bay Region is hosting two ...

[MDOT Grand Region to host state long-range transportation ...](#)
www.michigan.gov › MDOT › News and Information
Agency: Transportation March 7, 2019 --The Michigan Department of Transportation (MDOT) is developing a new state long-range transportation plan (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

[MDOT - MDOT to host visioning session for deaf, deafblind ...](#)
www.michigan.gov › MDOT › News and Information
Mar 25, 2019 · March 25, 2019-- The Michigan Department of Transportation (MDOT) is developing a new state long-range transportation plan (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

[2045 Michigan State Long-Range Transportation Plan ...](#)
https://**www.michigan.gov**/documents/mdot/MDOT_RFP_**Planning**_REQ2403...

2045 Michigan **State Long-Range Transportation Plan** Development - Requisition #2403 Q&A #1 Q1. Please confirm the page limit is waived for this proposal. A1. Yes, the page limit is waived. Q2. Are subconsultants required to complete and submit Form 5100J? A2. Form 5100J is required only for the prime consultant.

Open house for joint MDOT project with Marshall and ...
www.michigan.gov › MDOT › News and Information
Feb 11, 2019 · Open house for joint MDOT project with Marshall and Consumers Energy and **state long-range transportation** visioning **plan** Contact: Nick Schirripa, MDOT Office of Communications, schirripan@**michigan.gov**, 269-208-7829 Agency:. **Transportation** WHAT: The City of Marshall is hosting an open house to discuss a joint 2019 project on Michigan Avenue involving the city, the ...

MDOT meeting Feb. 6 to discuss Niles US-12/M-51 ...
www.michigan.gov › MDOT
Feb 06, 2019 · MDOT meeting Feb. 6 to discuss Niles US-12/M-51 interchange project, **state long-range transportation plan** Contact: Nick Schirripa, MDOT Office of Communications, 269-208-7829 Agency:. **Transportation** WHAT: The Michigan Department of **Transportation** (MDOT) is holding an open house to discuss the planned 2023 reconstruction of the US-12/M-51 interchange in Niles Township, Berrien ...

MDOT to host open house on I-94 bridge replacement in ...
www.michigan.gov › MDOT › News and Information
MDOT to host open house on I-94 bridge replacement in Detroit and **long-range transportation** visioning **plan** Contact: Rob Morosi, MDOT Office of Communications, 248-483-5107 Agency:. **Transportation** WHAT: An open house-style meeting to inform the public on the replacement of the Concord Avenue and French Road overpasses above I-94 in Detroit.

NEW LOCATION: Open house for joint MDOT project with ...
www.michigan.gov › SOM › Travel News
Feb 11, 2019 · NEW LOCATION: Open house for joint MDOT project with Marshall and Consumers Energy and **state long-range transportation** visioning **plan** Contact: Nick Schirripa, MDOT Office of Communications, schirripan@**michigan.gov**, 269-208-7829

Radio Station Coverage

MDOT seeks input on new state long-range plan's public ...
https://www.whfbradio.com/2018/11/22/mdot-seeks-input-on-new-state...
Nov. 22, 2018. The **Michigan** Department of **Transportation** (MDOT) is developing a new state **long-range transportation plan** (SLRTP), known as **Michigan** Mobility 2045 (MM 2045), that will establish a vision and priorities for **transportation** in **Michigan** for 25 years.

MDOT seeks public input on new state long-range ...
https://**www.wzzm13.com**/article/traffic/**mdot**-seeks-public-input-on...
Jan 02, 2019 · **MDOT** seeks public input on **new state long-range transportation plan MDOT's state long-range transportation plan** will establish a vision and priorities for **transportation** in **Michigan** ...

MDOT seeks public input on new state long-range ...
https://www.whfbradio.com/2019/01/03/**mdot**-seeks-public-input-on...
MDOT seeks public input on new state **long-range transportation plan** Posted on: **January 3, 2019** by webdesign No Comments The Michigan Department of **Transportation** (**MDOT**) is developing a new state **long-range transportation plan** (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for **transportation** in ...

Michigan seeks input on long-range transportation plan ...
https://www.953mnc.com/2019/01/15/michigan-seeks-input-on-**long**...
January 15, 2019. LANSING, Mich. (AP) — The Michigan Department of **Transportation** is seeking public input as it develops a 25-year **plan** for the **state**. The "Michigan Mobility 2045 " **plan** will seek to establish priorities for **transportation**. The development phase of the **plan** runs through April. As part of **MDOT**'s efforts, **telephone town hall meetings** will allow [...]

Radio Station WHMI 93.5 FM — Livingston County Michigan ...
https://www.whmi.com/news/michigan/3047
Jan 13, 2019 · Michigan seeks input on **long-range transportation plan** ... as it develops a 25-year **plan** for the **state**. ... **MDOT**'s efforts, **telephone town hall meetings** will allow the agency to ...

Michigan seeks input on long-range transportation plan ...
https://www.wnmufm.org/post/michigan-seeks-input-**long**-**range**...
Jan 14, 2019 · The "Michigan Mobility 2045" **plan** will seek to establish priorities for **transportation**. The development phase of the **plan** runs through April. As part of **MDOT**'s efforts, **telephone town hall meetings** will allow the agency to randomly dial as many as 10,000 landline phones per session and offer the public an opportunity to join a conference call, ask questions and express opinions.

TrueNorthRadioNetwork.com - True North Radio Network ...
www.truenorth**radio**network.com/.../01/...**long**-**range**-**transportation**-**plan**
Jan 14, 2019 · The "Michigan Mobility 2045 " plan will seek to establish priorities for transportation. The development phase of the plan runs through April. As part of MDOT's efforts, telephone town hall meetings will allow the agency to randomly dial as many as 10,000 landline phones per session and offer the public an opportunity to join a conference call, ask questions and express opinions.

Tribal Government Area Coverage

MDOT seeks input on new state long-**range** plan**'s** public **...**
news.pioneergroup.com/manisteenews/2018/10/29/mdot-seeks-input-new...
October 29, 2018. LANSING — The **Michigan** Department of **Transportation** (MDOT) is developing a new state **long**-**range transportation plan** (SLRTP), known as **Michigan** Mobility 2045 (MM 2045), that will establish a vision and priorities for **transportation** in **Michigan** for 25 years.

TrueNorthRadioNetwork.com - True North Radio Network ...
www.truenorth**radio**network.com/.../01/...**long**-**range**-**transportation**-**plan**
Jan 14, 2019 · The "Michigan Mobility 2045 " plan will seek to establish priorities for transportation. The development phase of the plan runs through April. As part of MDOT's efforts, telephone town hall meetings will allow the agency to randomly dial as many as 10,000 landline phones per session and offer the public an opportunity to join a conference call, ask questions and express opinions.

Michigan Department of Transportation asks for help ...
https://**www.uppermichiganssource.com**/content/news/Michigan...

Mar. 6, 2019. MARQUETTE TOWNSHIP, Mich. (WLUC) - The Michigan Department of **Transportation** is asking for the public's help as they work to create a new **long**-**range transportation plan**. **MDOT** officials were at ...

ADA Meeting Coverage

MDOT Seeking Input from Deaf, Deafblind, and Hard of ...
oaklandcounty115.com/**2019**/03/25/**mdot**-seeking-input-from-deaf-deaf...
Mar 25, 2019 · (MDOT, March 25, 2019) Lansing, MI- The Michigan Department of Transportation (MDOT) is developing a new state long-range transportation plan (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years.

MDOT session for hearing, vision impaired | BOYNE CITY GAZETTE
www.boynegazette.com/2019/**mdot**-session-for-hearing-vision-impaired/...
Mar 26, 2019 · The Michigan Department of Transportation (**MDOT**) is developing a new **state long**-**range** transportation **plan** (SLRTP), known as Michigan Mobility 2045 (MM 2045), that will establish a vision and priorities for transportation in Michigan for 25 years. **MDOT** and the Michigan Department of ...

Appendix 7
Stakeholder and Tribal Government Engagement

Contents

Appendix 7. Stakeholder and Tribal Government Engagement

7.1 MEETINGS/EVENTS: PUBLIC, STAKEHOLDER, TRIBAL GOVERNMENT

Michigan Mobility - Meetings/Events: Public, Stakeholder, Tribal Government									
Region	**Date**	**Time**	**Meeting Name**	**Type**	**Attendance**	**Location**	**Central Office Staff**	**Region Planner/Local Contact**	
Statewide	Tuesday, 2/5/2019	7:00 pm - 8:00 pm	Telephone Town Hall Meeting	Public		Conference Call-Based Meeting	N/A	N/A	
Statewide	Wednesday, 2/6/2019	10:00 am - 11:00 am	Telephone Town Hall Meeting	Public		Conference Call-Based Meeting	N/A	N/A	
Southwest	Wednesday, 2/6/2019	4:00 pm - 6:30 pm	US-12/M-51 MDOT Project Meeting	Public	50	Southwest Michigan College - Niles Campus Community Room 134 33890 U.S. Hwy. 12 Niles, MI 49120	Brad Sharlow, Anita Richardson, Kyle Haller	Kyle Rudlaff (269.461.3166), Nick Schirripa (269.208.7829), Amy Lipset (269.350.6650)	
Southwest	Wednesday, 2/6/2019	7:00 pm - 9:00 pm	Berrien County Non-Motorized Summit	Public, Stakeholder	200	Andrews University - Howard Performing Arts Center - Lobby 4160 E. Campus Circle Drive, Berrien Springs, MI 49104	Brad Sharlow, Anita Richardson, Kyle Haller	Brian Sanada (269-337-3922), Marcy Hamilton (SWMPC, 616-765-2405)	
University	Sunday, 2/10/2019	9:00 am - 12:00 pm	Lansing School District Showcase	Public	300	Don Johnson Fieldhouse 220 N Pennsylvania Ave, Lansing, MI 48912	Brad Sharlow	Mike Davis, James Jackson	
Southwest	Monday, 2/11/2019	4:00 pm - 6:00 pm	MDOT I-94 BL Project and Consumers Energy Gas Project, City Watermain Project	Public	32	Marshall Regional Law Enforcement Center 714 US Hwy N. Marshall, MI	Brad Sharlow, James Dell	Corey Hackworth, Amy Lipset (269.350.6650)	
Metro	Tuesday, 2/12/2019	5:30 pm - 7:30 pm	I-94 Project Meeting	Public	16	Mt. Carmel Church	Brad Sharlow, Anita Richardson, Elisha DeFrain	Terry Stepanski, Nate Ford, Julie Edwards	
University	Tuesday, 3/5/2019	8:30 am - 10:30 am	Capital Area Regional Transportation Study	Public, Stakeholder	25	Tri-County Regional Planning Commission 3135 Pine Tree Rd Suite 2C Lansing, MI	Kyle Haller	Mike Davis, Andrea Strach	
Metro	Tuesday, 3/5/2019	9:30 am - 12:00 pm	SEMCOG University - Local Government Finance 101: Road Funding	Public	50	SEMCOG Woodward Room 1001 Woodward Ave Suite 1400 Detroit, MI	Brad Sharlow	Julie Edwards	
Grand	Wednesday, 3/6/2019	9:30 am - 11:00 am	Grand Valley Metro Council - Technical Committee Meeting	Public	25	Kent County Road Commission Grand Rapids, MI 1500 Scribner NW	Dennis Kent	Dennis Kent (616.451.4994)	
Superior	Wednesday, 3/6/2019	2:30 pm - 4:30 pm	Marquette Township Hall	Public, Tribal Government	5	Marquette Township Hall 1000 Commerce Dr. Marquette, MI	Kyle Haller, Brad Sharlow, Niles Annelin, Elisha DeFrain	Vince Bevins, Dan Weingarten (Superior Comm. Rep.)	
Grand	Thursday, 3/7/2019	1:30 pm - 3:00 pm	West Michigan Shoreline Regional Development Commission - Technical Committee Meeting	Public	25	316 Morris Ave. Suite 340 Muskegon, MI	Tyler Kent	Dennis Kent (616.299.7812)	
Grand	Monday, 3/11/2019	10:00 am - 12:00 pm	Macatawa Area Coordinating Council - Technical Committee Meeting	Public, Stakeholder	10	301 Douglas Ave. Holland, MI	Kyle Haller	Dennis Kent (616.299.7812)	
University	Tuesday, 3/12/2019	3:00 pm - 4:30 pm	Livingston County Transportation Coalition	Public, Stakeholder	30	1425 W Grand River Howell, MI	Kyle Haller	Mike Davis	
Bay	Wednesday, 3/13/2019	11:00 am - 3:00 pm	Hoyt Public Library of Saginaw	Public	15	Hoyt Public Library of Saginaw 505 Janes Ave Saginaw, MI	Anita Richardson	Jay Reithel	
Bay	Thursday, 3/14/2019	10:00 am - 2:00 pm	Flint Farmers' Market	Public	50	Flint Farmers' Market 300 1st St Flint, MI 48502	Kyle Haller, Ryan Ellison, James Dell	Jay Reithel	
Grand	Thursday, 3/14/2019	4:00 pm - 6:00 pm	MDOT I-196 Project Meeting	Public	20	MDOT Grand Rapids TSC 2660 Leonard St NE Grand Rapids, MI	Brad Sharlow, Elisha DeFrain, Tyler Kent	Dennis Kent (616.299.7812)	
Grand	Friday, 3/15/2019	9:30 am - 11:30 am	West Michigan Regional Planning Commission - Board Meeting	Public, Stakeholder	20	Mecosta County Services Building 14485 Northland Drive Big Rapids, MI	Kyle Haller, James Dell	Dennis Kent (616.299.7812)	
Metro	Monday, 3/18/2019	9:00 am - 3:30 pm	MDOT Disadvantaged Business Enterprise Small Business Development	Public, Stakeholder	120	Best Western Premier 26555 Telegraph Rd Southfield, MI	Anita Richardson		
Grand	Wednesday, 3/20/2019	9:30 am - 11:00 am	Grand Valley Metro Council - Policy Committee Meeting	Public, Stakeholder	20	Kent County Road Commission 1500 Scribner Ave NW Grand Rapids, MI	Brad Sharlow	Dennis Kent (616.299.7812)	

			Michigan Mobility - Meetings/Events: Public, Stakeholder, Tribal Government					
Region	**Date**	**Time**	**Meeting Name**	**Type**	**Attendance**	**Location**	**Central Office Staff**	**Region Planner/Local Contact**
Grand	Wednesday, 3/20/2019	1:30 pm - 3:00 pm	West Michigan Shoreline Regional Development Commission - Policy	Public, Stakeholder	15	316 Morris Ave Suite 340 Muskegon, MI	Brad Sharlow	Dennis Kent (616.299.7812)
Grand	Monday, 3/25/2019	12:00 pm - 2:00 pm	Macatawa Area Coordinating Council - Policy Committee Meeting	Public, Stakeholder	15	Zeeland Twp Hall 6582 Byron Rd Zeeland, MI	Brad Sharlow	Dennis Kent (616.299.7812)
Grand	Monday, 3/25/2019	5:30 pm to 7:30 pm	Grand Valley Metro Council - 2020-2023 TIP Public Meeting	Public, Stakeholder	15	The Rapid - Central Station 300 Grandville Ave SW Grand Rapids, MI	Brad Sharlow, Tyler Kent	Dennis Kent (616.299.7812)
Metro	Thursday, 3/28/2019	1:00 pm - 3:30 pm	SEMCOG University - Traffic Safety Education	Public, Stakeholder	20	SEMCOG Woodward Room 1001 Woodward Ave Suite 1400 Detroit, MI	Brad Sharlow	Julie Edwards
University	Friday, 3/29/2019	4:30 pm - 6:30 pm	Michigan Department of Civil Rights - Division on Deaf, Blind and Hard of Hearing	Public, Stakeholder	30	Capital Tower 110 W. Michigan Ave. Suite 800 Lansing, MI	Brad Sharlow, Kyle Haller, Anita Richardson	
University	Thursday, 4/4/2019	6:00 PM	CATA and Cars and Limes, Oh My!	Public	20	Allen Neighborhood Center 1615 E. Michigan Ave. Lansing , MI	James Dell	
Grand	4/5/2019	6:00 pm - 7:30 pm	First Friday Event	Public, Stakeholder	40	LINC UP Gallery 341 Hall St., SE Grand Rapids, MI	Anita Richardson, Tyler Kent	Andrea Faber, Transportation Planner, 616-776-7603
Metro	Saturday 4/6/2019	10:00 am - 12:00 pm	Michigan Association of Railroad Passengers	Stakeholder	35	John Dingell Transit Center 21201 Michigan Ave Dearborn, MI	Brad Sharlow	Kay Chase, MARP Coordinator (269.903.8071)
Southwest	Thursday, 4/11/2019	2:00 pm - 6:00 pm	Kalamazoo Area Transportation Study - 2020-2023 TIP Open House	Public	25	KATS Offices 5220 Lovers Lane, Suite 110 Kalamazoo, MI	Brad Sharlow	
University/Statewide	Thursday, 4/11/2019	8:00 am - 5:00 pm	Resource Agency Outreach	Stakeholder	70	MDOT Aeronautics Building	Michele Fedorowicz, Anita Richardson, Kyle Haller	
Bay	Wednesday, 4/24/2019	10:00 am - 11:00 am	Rural Transit Managers Workshop	Stakeholder		Comfort Inn Mt. Pleasant	Brad Sharlow	
Metro	Monday, 5/6/2019	2:00 pm - 4:00 pm	Warriors on Wheels	Stakeholder, Public		Fellowship Chapel 7707 W. Outer Dr Detroit, MI	Brad Sharlow, Anita Richardson	

7.2   TRIBAL OUTREACH REPORT

MM 2045 Tribal Outreach Report
April 29, 2019

October 09, 2018

E-mail correspondence was sent to hundreds of stakeholders, including to all Michigan Tribal leaders with an attached letter from Michigan Department of Transportation (MDOT) Senior Chief Deputy Director Mark A. Van Port Fleet. The letter concerned the release of the attached Public and Stakeholder Participation Plan (PSPP).

Recipients were informed that the plan, which facilitates the development of a new state long-range transportation plan, was available for comment through Nov. 30. Stakeholders were advised their feedback was needed to help shape the mission and vision for the future of state transportation.

Those receiving the letter were asked to share the information or forward the e-mail to any of their associates who shared an interest in state transportation.

Tribal Chairperson, James Williams responded to MDOT on behalf of Bruce LaPointe. MDOT Public Involvement and Hearings Officer, Anita Richardson, forwarded his letter to Vince Bevin, MDOT North Region planner.

Vince assured Anita that he had been in close communication with Mr. LaPointe over the past couple of years regarding improvements along US-45. Anita's response to Mr. LaPoint to thank him for commenting and to offer assurance, per Superior Region staff, that a road safety audit and the potential for future road improvements along US-45 in Watersmeet are being discussed."

Warren C Swartz Jr., Tribal President, Keweenaw Bay Indian Community, also responded to thank MDOT for the information on the plan and to invite MDOT to a tribal council meeting to discuss the state's long-range transportation plan. He also wanted to see the easement for US-41 that goes through our cemetery, along with concerns for having safety plans with you regarding the speed limits on the L'Anse Indian Reservation.

Similarly, this letter was shared with Vince, who offered feedback and an agreement to reach out on MDOT's behalf. Anita Richardson responded to Mr.

Swartz to thank him for his letter and to advise him that that Vince would be in contact with him.

1/14/19

Patty O'Donnell, MDOT North Region planner, received an e-mail from the North Traverse Bay Band of Indians requesting Web site information to share with their Tribe. The info was requested to facilitate Tribal comments regarding the 2045 State Long Range Transportation Plan.

1/22/19

MDOT's North and Superior region planners were advised that we don't currently have a tribal outreach coordinator. Mike Kapp was identified to them as the point person until MDOT hires a new one. Kyle informed these planners that he, Brad, and I (Anita), were scheduled to meet with Mike Kapp to update him on SLRTP outreach to Tribal Governments. Each planner was asked to provide detailed updates regarding plans for SLRTP outreach to Tribes in their area.

1/22/19

Vince Bevins, MDOT Superior Region Planner, reported that his region would be contacting all Five (5) Tribes located in the U.P.:

Lac Vieux Desert Band of Lake Superior Chippewa Indians
Keweenaw Bay Indian Community
Bay Mills Indian Community
Sault Tribe of Chippewa Indians
Hannaville Indian Community

1/22/19

Patty O'Donnell MDOT North Region Planner reported that she had already contacted the transportation planning/BIA Roads Tribal staff. As a result,

- An in-person meeting was planned with the Little River Band of Ottawa Indians, who indicated a desire to have a SLRTP presentation. Discussion/input for the Tribal Council members and the Ogema were scheduled on February 12 at their administration building north of Manistee.

- The Little Traverse Bay Bands of Odawa Indians indicated they would like to receive the Draft State Long Range Transportation Plan to review.
- The Grand Traverse Band of Ottawa and Chippewa Indians had no response and Patty indicated she would likely contact another staff person or the Tribal Council

1/23/19

Anita, Brad and Kyle met with Mike Kapp and advised him that we'd need the tribal coordinator to be involved in the plan's future outreach efforts. We were advised a new staff member/Tribal Coordinator would soon be hired.

2/12/19

Here are some answers to the telephone townhall questions/comments provided by the North Region that were not taken live per Patty O'Donnell. They are included in this report because the concerns may be shared by Tribal Governments in the region.

February 5th:

1. Suttons Bay: plans include Traverse City? Need additional transportation and parking: The City of Traverse City has jurisdiction over the city streets and parking and continue to study and plan improvements for their transportation system and parking. MDOT has jurisdiction over US 31/M-72 that are within the boundaries of the City.
2. Traverse City: Why don't we fix what we have as opposed to continuing to try new things? MDOT continues to work on improving the State highways with a mix of fixes from crack sealing to full reconstruction.
3. Alanson: Rail line to Petoskey right now it's being used by a private passenger train. Plans to include as regular travelers: The private passenger train is just The Northern Arrow, Kalkaska to Petoskey Fall Color Tours who get permission from the railroad company to run those few excursions. The railroad company that leases the rail line does not have any plans to start a regular passenger train.
4. Interlochen: I'm a trustee on a property in Grand Traverse County where there was a gasoline spill. What does MM45 anticipate that would mitigate against those types of spills? If there is a spill on the highway, MDOT will monitor if any damage to the highway occurs. These incidents are handled by hazardous spills State staff and the Department of Environmental Quality if it is near a water body or drinking water wells.

Here is an answer to a question/comment from the Superior Region. The question was fielded by Vince Bevins – MDOT Superior Region Planner:

1. Rudyard: Up in the UP – needed would be an off ramp at M-48 heading toward Pickford: There are currently no plans to install a new offramp along M-48.

3/5/2019

Patty O'Donnell reported out on additional outreach activities to be completed in the MDOT North Region by the March 15:

- Distribution of the adapted SLRTP flyer handout (attached) by email and hard copy mail to the 360 governments – tribal, county, county road commissions, townships, cities, and villages in the MDOT North Region
- Distribution of the flyer to 73 law enforcement, transit, chambers of commerce by hard copy mail in the MDOT North Region.
- US 131 and M-186 Fife Lake Roundabout Public Open House
- Leelanau County League of Women Voters monthly meeting

3/6/2019

Vince Bevins organized a meeting with local tribes in Marquette from 2:30-4:30 p.m.

Marquette Township Hall
1000 Commerce Dr.
Marquette, MI
SLRTP Leads: Kyle Haller, Brad Sharlow, Niles Annelin, and Elisha DeFrain
MDOT Regional Staff: Vince Bevins, Dan Weingarten

April 10, 2019

Brad, Kyle and Anita met with the new Tribal Coordinator, Amy Matisoff and briefed her regarding the need for ongoing SLRTP outreach to Tribal Governments.

April 25, 2019

Following the meeting, Amy Matisoff, MDOT Strategic Alignment, Outreach & Tribal Liaison reported that she had made an announcement regarding the long-range plan and sent the email below to Wenona Singel in the Governor's Office to have this information included in the Tribal Conference meeting minutes.

Amy forwarded information regarding the MDOT 2045 State Long-Range Transportation Plan, including the Metroquest online survey site, indicating a commitment to gathering input from each of the Tribes. Amy assured Wenona that If any Tribal Representative is interested in commenting, they could fill out the attached survey and return it to her or MDOT. The ability to accommodate requests to arrange conference calls or meetings was also emphasized

Some of the feedback received was as follows:
1. There are significant concerns for how speed limits are set on MDOT roads that traverse Tribal Lands. Tribes would like to have more ability to help determine or reduce the speed limits within in their communities. They did not feel this conversation has gotten much traction within MDOT.
2. There was interest to have the MDOT Tribal Consultation Policy included in the long-range plan so that it was documented as a continued policy need within MDOT.

Prior to Amy's arrival, in collaboration with Claire Stevens, the former Strategic Alignment, Outreach, & Tribal Liaison the tribal Leaders contact list was Updated to include the following info:

Bryan Newland, Tribal Chairman
Bay Mills Indian Community
12140 W. Lakeshore Drive
Brimley, MI 49715
E-mail: bnewland@baymills.org

Bob Peters, Tribal Chairman
Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians (Gun Lake Tribe)
2872 Mission Drive
Shelbyville, MI 49344
Email: Bob.Peters@glt-nsn.gov

James Williams, Jr., Tribal Chairman
Lac Vieux Desert Band of Lake Superior Chippewa Indians (LVD)
P.O. Box 249

N4698 US Highway 45
Watersmeet, MI 49969
E-mail: jim.williams@lvdtribal.com

Currently, we are awaiting additional feedback/comments from Tribal members in
follow-up to the Tribal Conference meeting.

Appendix 8
MDOT Staff Attitudes and Perceptions (A&P) Survey

Contents

Appendix 8.   MDOT Staff Attitudes and Perceptions (A&P) Survey

ResponseRate1

Base of available sample	2,800
Completed Surveys	310
Response	11%

ResponseRate2 Mode Breakout (unweighted)

	Dispo	
	Grand Total	Staff
Completed Surv..	310	310
Response	11%	11%

Is the quality of transportation in Michigan <u>better</u>, <u>the same</u>, or <u>worse</u> than it was three years ago?

	Total
	310
Better	11%
Same	40%
Worse	41%
Not sure	8%

%Multiselect broken down by Swapper Toggle and n= as an attribute vs. AsQ1. The data is filtered on Qs, MDOT Region, Dispo, PIN, Year and Concatenate pin and mode. The Qs filter keeps Q1. The MDOT Region filter keeps multiple members. The Dispo filter keeps Staff. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ1, which excludes Null and BLANK.

Where do you go to obtain information on transportation issues in Michigan?

	Total
	310
Television	41%
Radio	33%
Smartphone Traffic Ma..	37%
Newspaper	33%
Social Media	38%
MDOT Website	62%
Other Source	17%
Mi Drive Website	54%
None	3%

% of Total Sum of Weight Toggle broken down by Swapper Toggle, n= as an attribute and As vs. Qs. The data is filtered on AsQ2, Dispo, MDOT Region, PIN, Year, ZQ2 and Concatenate pin and mode. The AsQ2 filter excludes Null. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The ZQ2 filter excludes ,,,,,,,,,. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs, which keeps 9 of 86 members.

In which of the following ways would you most likely participate in a long-range transportation planning process?

	Total
	310
Through the U.S. mail	14%
Responding to an email	50%
Through an interactive website	69%
Attend a meeting in person or by phone	34%
Social media	25%
Would not participate	9%

% of Total Sum of Weight Toggle broken down by Swapper Toggle, n= as an attribute and AsQ2 vs. Qs. The data is filtered on AsQ3, Dispo, MDOT Region, PIN, Year, ZQ3 and Concatenate pin and mode. The AsQ3 filter excludes Null. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The ZQ3 filter excludes ,,,,,,. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs, which keeps 6 of 86 members.

For which of the following, if any, would you be willing to pay a fee for an improved travel experience?

	Total
	310
Using a ride-hail service such as Uber or Lyft	24%
Using bike and/or electric scooter sharing services	16%
Paying a toll to access a high-quality, better-maintained roads	42%
Paying a toll to access an alternative roadway with faster travel times	40%
None	36%

% of Total Sum of Weight Toggle broken down by Swapper Toggle and n= as an attribute vs. Qs and AsQ2. The data is filtered on Dispo, MDOT Region, PIN, Year, ZQ4 and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The ZQ4 filter excludes ,,,,. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs, which keeps Using a ride-hail service such as Uber or Lyft, Using bike and/or electric scooter sharing services, Paying a toll to access a high-quality, better-maintained roads, Paying a toll to access an alternative roadway with faster travel times and None .

In relation to Michigan's transportation system, please indicate how much improvement you feel the state of Michigan needs to make on these issues.

Qs	Swapper Toggle	n=	A Great Deal	Some	Only a Little	Not at all	Don't Know
Enhance the transportation system to sup...	Total	310	40%	45%	9%	4%	2%
Improve the connections between differen...	Total	310	34%	34%	20%	6%	6%
Improve the reliability of the transportati...	Total	310	40%	39%	16%	3%	3%
Improve travel and tourism	Total	310	22%	40%	24%	12%	2%
Increase the ease of moving people and go...	Total	310	29%	45%	16%	5%	4%
Increase the safety of the transportation s...	Total	310	31%	43%	17%	7%	2%
Increase the security of the transportation...	Total	310	15%	36%	25%	17%	7%
Maintain the existing transportation syste...	Total	310	76%	17%	4%	1%	1%
Promote efficient management and operat...	Total	310	31%	44%	15%	8%	2%
Protect and enhance the environment, pro...	Total	310	27%	36%	22%	13%	2%

% of Total Sum of Weight Toggle broken down by AsQ5 vs. Qs, Swapper Toggle and n= as an attribute. The data is filtered on MDOT Region, Dispo, PIN, Year and Concatenate pin and mode. The MDOT Region filter keeps multiple members. The Dispo filter keeps Staff. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs and AsQ5. The Qs filter keeps 10 of 86 members. The AsQ5 filter excludes Null.

How likely would you be to use passenger rail/Amtrak if the following were improved?

Qs	Swapper Toggle	n=	Very likely	Somewhat likely	Not very likely	Not at all likely	Don't Know
Additional routes serving more communities around Michigan	Total	310	38%	28%	15%	16%	3%
Faster trains to reduce travel times between destinations	Total	310	33%	24%	19%	20%	5%
Improved on-time arrival at your destination	Total	310	24%	28%	19%	19%	10%
Increased frequencies of trains on existing routes	Total	310	26%	25%	20%	23%	6%
Upgraded train cars for passenger seating and café car	Total	310	15%	31%	24%	23%	8%

% of Total Sum of Weight Toggle broken down by AsQ6 vs. Qs, Swapper Toggle and n= as an attribute. The data is filtered on Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs and AsQ6. The Qs filter keeps Increased frequencies of trains on existing routes, Upgraded train cars for passenger seating and café car, Improved on-time arrival at your destination, Faster trains to reduce travel times between destinations and Additional routes serving more communities around Michigan. The AsQ6 filter excludes Null.

What type of priority should Michigan place on each of the following issues?

Qs	n=	Swapper Toggle	Very High priority	High priority	Somewhat of a priority	Low priority	Very Low priority	Don't Know
Add facilities to make bicycle travel easier an..	310	Total	11%	15%	33%	21%	18%	1%
Add highway turning and passing lanes	310	Total	21%	18%	33%	19%	6%	3%
Add lanes to increase capacity on state highw..	310	Total	23%	27%	26%	16%	7%	1%
Add sidewalks and paths to make it easier and..	310	Total	19%	20%	32%	16%	11%	1%
Expand public transportation/bus service	310	Total	16%	17%	35%	16%	13%	3%
Expand transportation services for seniors an..	310	Total	13%	27%	43%	10%	5%	2%
Improve air travel by upgrading airport faciliti..	310	Total	6%	12%	41%	26%	11%	4%
Improve freight rail service to support local in..	310	Total	9%	18%	42%	15%	10%	5%
Improve passenger bus service between cities	310	Total	8%	11%	40%	23%	13%	5%
Improve passenger rail service	310	Total	17%	15%	32%	16%	17%	3%
Maintain existing roads	310	Total	80%	18%	1%			0%
Make it easier for businesses to move goods a..	310	Total	13%	27%	39%	13%	5%	3%
Prepare Michigan for self-driving cars	310	Total	18%	19%	27%	16%	18%	1%
Reduce traffic congestion	310	Total	29%	34%	28%	7%	2%	1%

% of Total Sum of Weight Toggle broken down by AsQ7 vs. Qs, n= as an attribute and Swapper Toggle. The data is filtered on Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs and AsQ7. The Qs filter keeps 14 of 86 members. The AsQ7 filter excludes Null.

How safe do you think you will feel sharing the roadways in your community with self-driving vehicles?

	Total
	310
Very safe	19%
Somewhat safe	38%
Not very safe	19%
Not at all safe	20%
Don't Know	4%

%Multiselect broken down by Swapper Toggle and n= as an attribute vs. AsQ8a. The data is filtered on Qs, Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Qs filter keeps Q8a. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ8a, which excludes Null.

In general, what type of impact do you think self-driving vehicles will have on your community?

	Total
	310
Very positive	19%
Somewhat positive	34%
Somewhat negative	13%
Very negative	16%
No impact	6%
Don't Know	13%

%Multiselect broken down by Swapper Toggle and n= as an attribute vs. AsQ8b. The data is filtered on Qs, Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Qs filter keeps Q8b. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ8b, which excludes Null.

Please indicate if you think self-driving vehicles will increase, decrease, or have no impact on each of the following items:

Qs	Swapper Toggle	n=	Increase	Decrease	Have no impact	Don't Know
Fuel economy	Total	310	44%	12%	27%	17%
Insurance rates	Total	310	35%	28%	11%	25%
The number of crashes	Total	310	27%	53%	8%	12%
The severity of crashes	Total	310	24%	46%	13%	17%
Traffic congestion and travel times	Total	310	22%	42%	22%	14%

% of Total Sum of Weight Toggle broken down by AsQ8c (group) vs. Qs, Swapper Toggle and n= as an attribute. The data is filtered on Dispo, MDOT Region, AsQ8c, PIN, Year and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The AsQ8c filter excludes Null. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs, which keeps The number of crashes, The severity of crashes, Traffic congestion and travel times, Fuel economy and Insurance rates.

On average, how often do you have packages delivered to your home from online/Internet shopping?

	Total
	310
Daily	3%
Every few days	19%
Weekly	25%
Monthly	28%
Occasionally	24%
Never	1%

%Multiselect broken down by Swapper Toggle and n= as an attribute vs. AsQ9. The data is filtered on Qs, Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Qs filter keeps Q9. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ9, which excludes Null.

If you have a paid job outside the home, which of the following best describes how you get to work now?

	Total
	310
Drive alone to work	94%
Walk	4%
Ride bus or take other public ..	2%
Carpool	8%
Bicycle	4%
Ride share service (Uber, Lyft..	1%

% of Total Sum of Weight Toggle broken down by Swapper Toggle, AsQ2 and n= as an attribute vs. Qs. The data is filtered on Dispo, MDOT Region, PIN, Year, ZD1 and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The ZD1 filter excludes 0,0,0,0,0,0,0,,. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs and AsQ2. The Qs filter keeps 8 of 86 members. The AsQ2 filter excludes Null.

What was your total household income before taxes over the past 12 months?

	Total
	282
Less than $25,000	0%
$25,000-$49,999	8%
$50,000-$74,999	26%
$75,000-$99,999	25%
$100,000 or more	41%

%Multiselect broken down by Swapper Toggle and n= as an attribute vs. AsQ11. The data is filtered on Qs, Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Qs filter keeps D2. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ11, which excludes Null and Refused.

How would you describe your race?

	Total
	310
White/Caucasian	79%
Black/African American	3%
Hispanic/Latino	1%
Asian/Pacific Islander	1%
Native American	1%
Other	2%
Prefer not to answer	14%

% of Total Sum of Weight Toggle broken down by Swapper Toggle and n=   as an attribute vs. Qs and AsQ2. The data is filtered on AsQ12, Dispo, MDOT Region, PIN, Year, ZD3 and Concatenate pin and mode. The AsQ12 filter excludes Null and Prefer not to answer. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The ZD3 filter excludes ,,,,, and 0,0,0,0,0,0. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on Qs, which keeps 7 of 86 members.

Gender

	Total
	277
Male	67%
Female	33%

% of Total Sum of Weight Toggle broken down by Swapper Toggle and n= as an attribute vs. AsQ13. The data is filtered on Qs, Dispo, MDOT Region, PIN, Year and Concatenate pin and mode. The Qs filter keeps D4. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AsQ13, which excludes Null and Prefer not to answer.

Age

	Total
	258
18 to 34	19%
35 to 44	22%
45 to 54	31%
55 to 64	26%
65+	2%

% of Total Sum of Weight Toggle broken down by Swapper Toggle and nD5 as an attribute vs. AgeGroup. The data is filtered on Qs, Dispo, MDOT Region, AsQ14, PIN, Year and Concatenate pin and mode. The Qs filter keeps D5. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The AsQ14 filter excludes Null and 99. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper. The view is filtered on AgeGroup, which excludes Null.

Average Age (Unweighted)

Total	46.25

Average Age broken down by Swapper Toggle. The data is filtered on Dispo, MDOT Region, PIN, Qs, AsQ14, Year and Concatenate pin and mode. The Dispo filter keeps Staff. The MDOT Region filter keeps multiple members. The PIN filter excludes 4444370, 4444394, 4444426, 4448042 and 4479682. The Qs filter keeps D5. The AsQ14 filter excludes Null and 999. The Year filter keeps 2019. The Concatenate pin and mode filter excludes 056877-Paper.

Appendix 9
Phase II Telephone Town Hall Results

Appendix 9.   Phase II Telephone Town Hall Results

MDOT - LRTP 2020-06-16

Started at 19:01:40, Duration 00:52:55
Average Acceptant Duration 4.77
MAX Number of People in Conference 367

Answered Calls

Name	Number
Selects For Event	15,104
Accepts	1,582
TF Calls	10
Toll Inbound Calls	0
Answering Machines	5,458
Declines	2,259
Total Answered Calls	9,299
Talked	15
Speaker Queue	3
Screener Queue	1
WEB Participants	0

MDOT - LRTP 2020-06-16

In Conference NOW / Conference Minutes
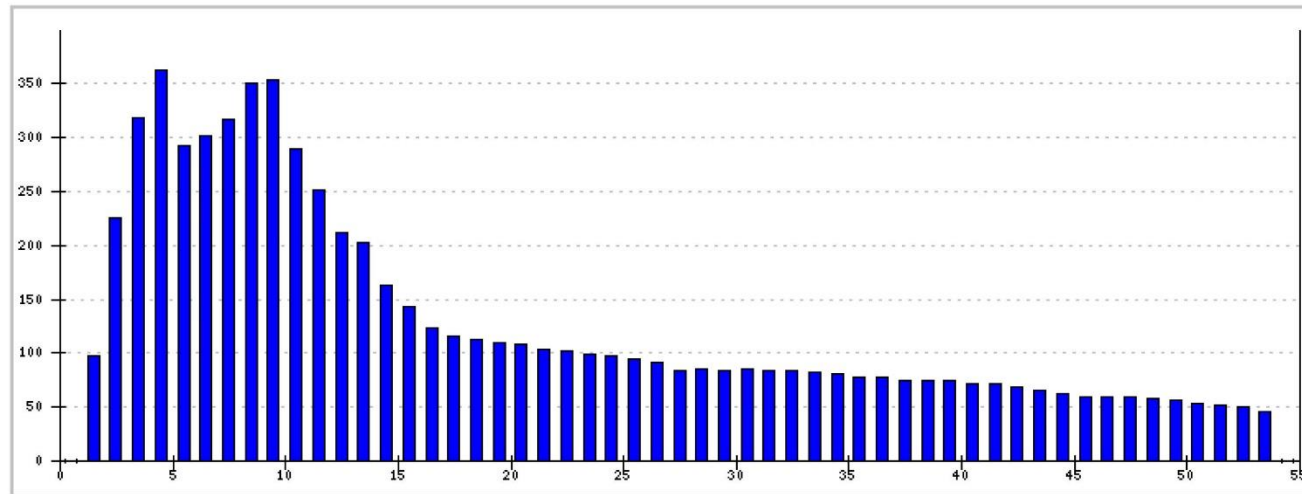
MDOT - LRTP 2020-06-16

Polling Questions

1 Please identify your greatest priority when it comes to traveling on Michigan roads

ID	Answer	Responded	% of total
1	Condition of the roads	51	56
2	Traffic congestion and reliability	20	22
3	Safety of the roadways from crashes	14	15
4	Resiliency: Ability of infrastructure to handle severe weather e	6	7
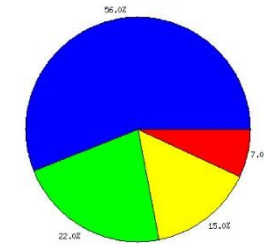
2 Please identify your greatest priority when it comes to using public transit

ID	Answer	Responded	% of total
1	Frequency of service	9	18
2	Expansion of service	19	37
3	Reliability of services	14	27
4	Safety for transit riders	7	14
5	Condition of vehicles	2	4
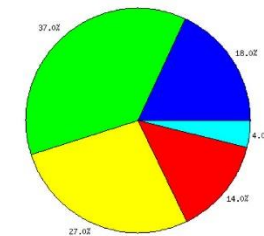
MDOT - LRTP 2020-06-16

3 Please identify your greatest priority when it comes to the infrastructure for people walking and biking.

ID	Answer	Responded	% of total
1	Expansion of network	14	30
2	Condition of network	8	17
3	Safety of the network	13	28
4	Resiliency: Ability of network handle naturally occurring events	11	24
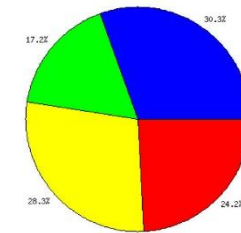
4 Where do you go to obtain transportation issues in Michigan?

ID	Answer	Responded	% of total
1	Television/Radio	10	23
2	Newspaper	0	0
3	Internet Websites/Applications	26	59
4	Social Media	4	9
5	Other	4	9
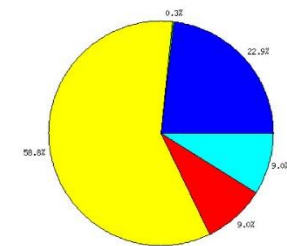
MDOT - LRTP 2020-06-16

Non-Connects

Name	Number
Non Connects	3,668
Faxes	14
Busy	90
No-answer	2,033

MDOT LRTP 2020-06-17

Started at 10:00:36, Duration 00:58:01
Average Acceptant Duration 6.50
MAX Number of People in Conference 665

Answered Calls

Name	Number
Selects For Event	15,125
Accepts	1,720
TF Calls	15
Toll Inbound Calls	0
Answering Machines	5,694
Declines	1,970
Total Answered Calls	9,384
Talked	19
Speaker Queue	9
Screener Queue	5
WEB Participants	0

MDOT LRTP 2020-06-17

In Conference NOW / Conference Minutes
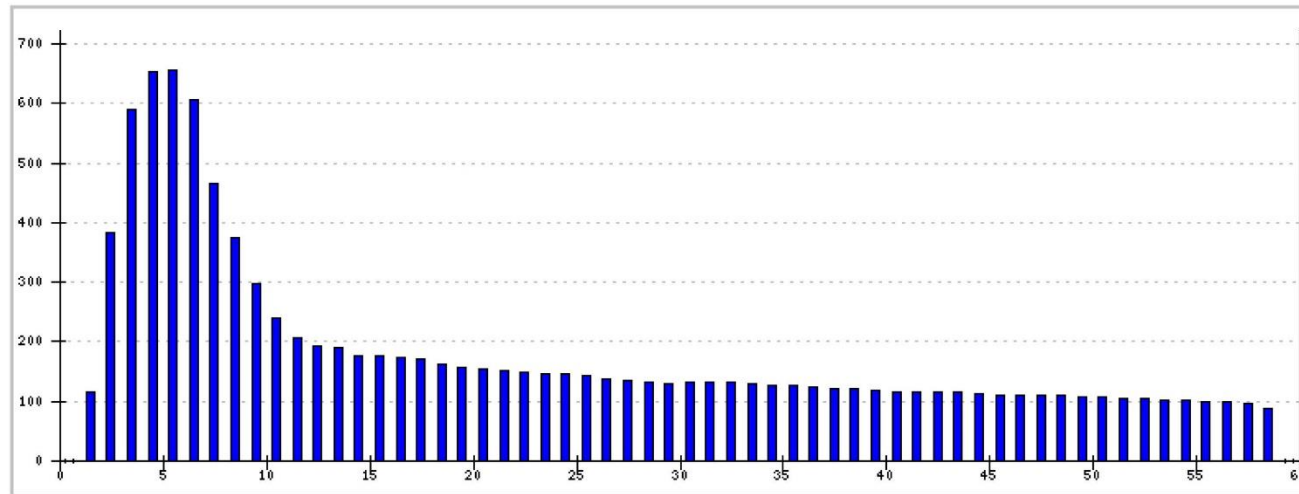
MDOT LRTP 2020-06-17

Polling Questions

1 Please identify your greatest priority when it comes to traveling on Michigan roads

ID	Answer	Responded	% of total
1	Condition of the roads	68	60
2	Traffic congestion and reliability	22	19
3	Safety of the roadways from crashes	19	17
4	Resiliency: Ability of infrastructure to handle severe weather e	5	4
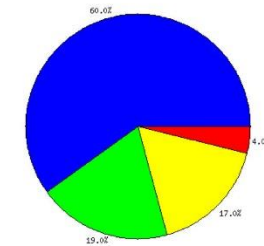
2 Please identify your greatest priority when it comes to using public transit

ID	Answer	Responded	% of total
1	Frequency of service	12	15
2	Expansion of service	20	25
3	Reliability of services	29	37
4	Safety for transit riders	15	19
5	Condition of vehicles	3	4
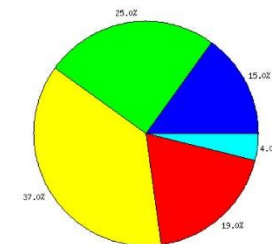
MDOT LRTP 2020-06-17

3 Please identify your greatest priority when it comes to the infrastructure for people walking and biking.

ID	Answer	Responded	% of total
1	Expansion of network	28	40
2	Condition of network	1	1
3	Safety of the network	34	49
4	Resiliency: Ability of network handle naturally occurring events	7	10
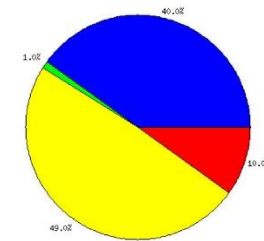
4 Where do you go to obtain transportation issues in Michigan?

ID	Answer	Responded	% of total
1	Television/Radio	13	25
2	Newspaper	5	10
3	Internet Websites/Applications	25	49
4	Social Media	1	2
5	Other	7	14
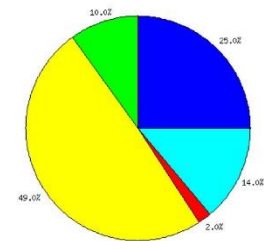
MDOT LRTP 2020-06-17

Non-Connects

Name	Number
Non Connects	4,253
Faxes	19
Busy	112
No-answer	1,357

Appendix 10
Phase II MetroQuest Survey Results

Appendix 10. Phase II MetroQuest Survey Results

WSP USA

Michigan Mobility 2045

📅 Jun 19, 20 - Dec 29, 20

Screen 1 / Site Traffic

➔ **PARTICIPANTS** ➔ URLS ➔ PLATFORMS ➔ VISITS ➔ ALL

Total number of participants over time.
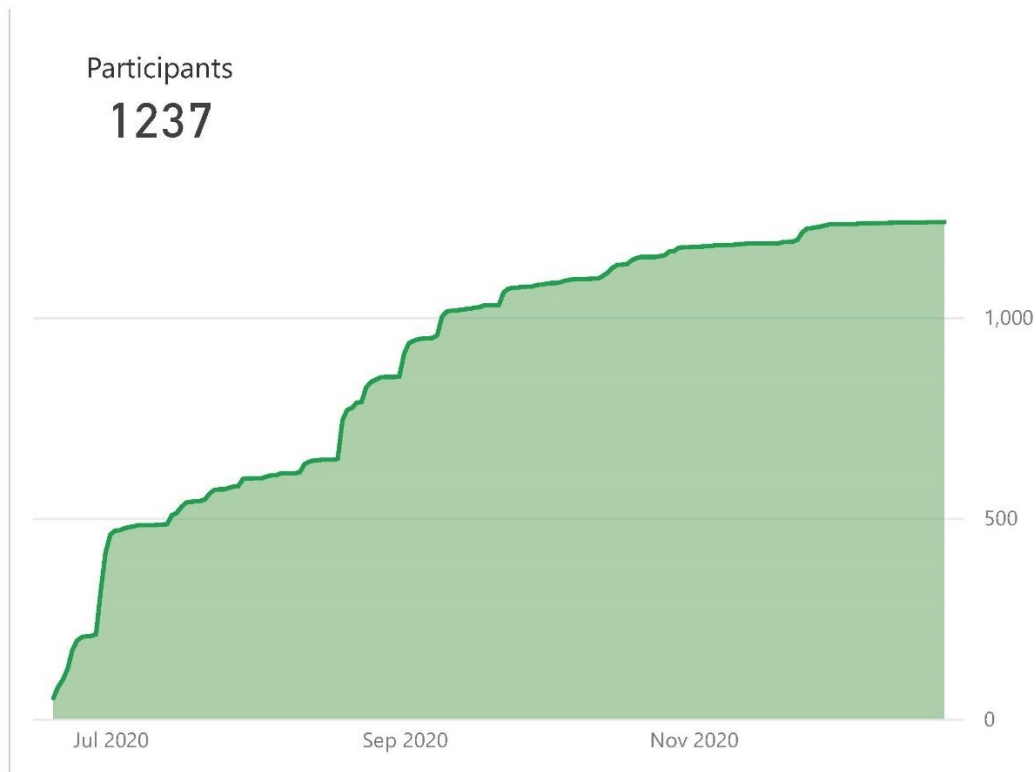
Participants

1237

Data points for this Site:

Participants: **1237**   All data points: **32243**   All comments: **925**

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📅 Jun 19, 20 - Dec 29, 20 | Screen 1 / Site Traffic

June 2020

Date	19	20	21	22	23	24	25	26	27	28	29	30
Participants	51	28	18	27	47	23	9	2	1	4	109	94

July 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Participants	45	10	1	5	3	2	3	0	0	0	0	0	2	23	5	15	11	2	0	2	4	15	9	1	0	0	7	1	18	1	0

August 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Participants	0	1	4	3	0	5	0	0	0	3	20	6	3	1	1	0	0	2	96	26	5	13	1	37	13	6	6	1	0	0	1

September 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Participants	56	27	6	4	2	0	1	7	46	13	2	1	1	2	1	3	1	5	0	0	0	31	10	2	1	0	2	0	4	1

October 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Participants	2	2	0	2	4	2	2	0	0	0	1	0	7	8	12	7	1	1	9	6	3	0	0	0	2	2	10	1	8	1	0

November 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Participants	1	0	1	1	1	1	0	0	1	0	0	3	1	0	0	0	0	0	0	3	0	1	5	18	10	1	2	2	0	6

December 2020

Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
Participants	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0

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📅 **Jun 19, 20 - Dec 29, 20**

Screen 2

➜ **DISTRIBUTIONS** ➜ AVERAGE RATINGS ➜ POPULARITY ➜ TABLE

Rating distributions and averages by panel.

Data points for this Screen:

Ratings: **8010**   Comments: **279**

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📅 Jun 19, 20 - Dec 29, 20 | Screen 2

⬇ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

Highways Safety

Toward Zero Death...	**HighRisk Behaviors**	**AtRisk Users**
1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
75 80 260 279 507	46 65 208 304 553	57 49 147 240 685
(6%) (7%) (22%) (23%) (42%)	(4%) (6%) (18%) (26%) (47%)	(5%) (4%) (12%) (20%) (58%)
Times rated: 1201	Times rated: 1176	Times rated: 1178
Average rating: 3.885	Average rating: 4.065	Average rating: 4.228

Public Transit

Safe Operations	**Safe FacilitiesVehic...**
1 2 3 4 5	1 2 3 4 5
40 32 158 275 620	40 29 158 277 633
(4%) (3%) (14%) (24%) (55%)	(4%) (3%) (14%) (24%) (56%)
Times rated: 1125	Times rated: 1137
Average rating: 4.247	Average rating: 4.261

Security

Cybersecurity	**Infrastructure Secu...**
1 2 3 4 5	1 2 3 4 5
61 114 237 273 409	47 74 214 293 471
(6%) (10%) (22%) (25%) (37%)	(4%) (7%) (19%) (27%) (43%)
Times rated: 1094	Times rated: 1099
Average rating: 3.782	Average rating: 3.971

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📅 Jun 19, 20 - Dec 29, 20

Screen 3

→ **DISTRIBUTIONS** → AVERAGE RATINGS → POPULARITY → TABLE

Rating distributions and averages by panel.

Data points for this Screen:

Ratings: **8899**   Comments: **362**
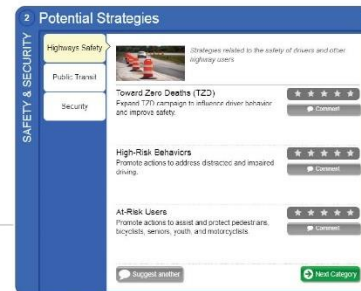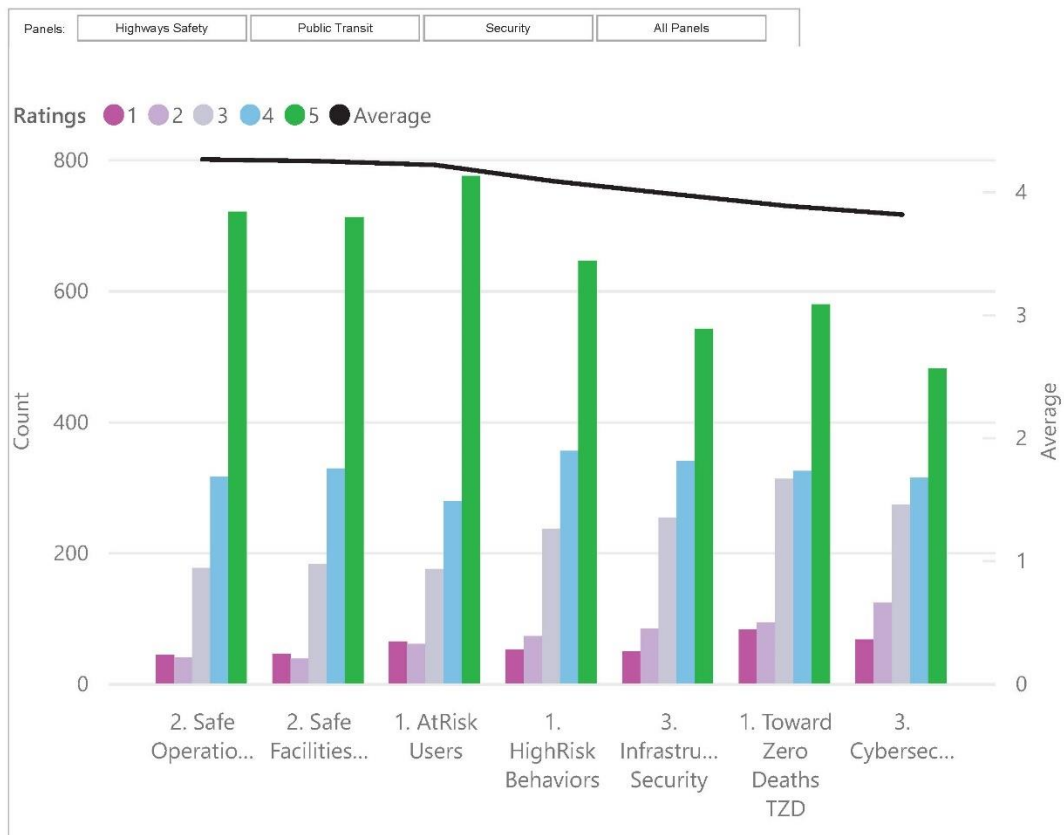
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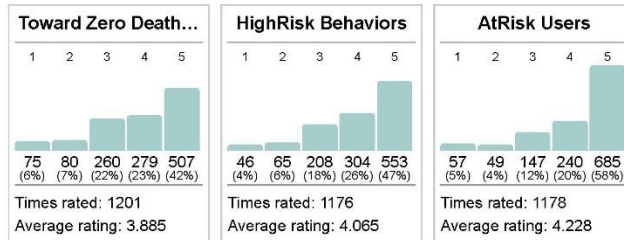
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📅 Jun 19, 20 - Dec 29, 20 | Screen 3

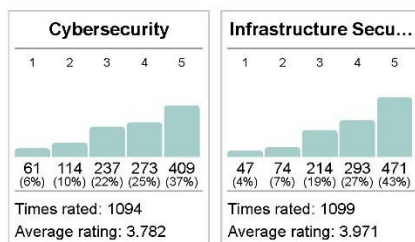↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

Condition

ResiliencyRisk Mgmt
1 2 3 4 5
25   43   218 308 420
(2%) (4%) (21%) (30%) (41%)
Times rated: 1014
Average rating: 4.040

Asset Management
1 2 3 4 5
25   30   129 289 551
(2%) (3%) (13%) (28%) (54%)
Times rated: 1024
Average rating: 4.280

System Management
1 2 3 4 5
25   38   120 278 560
(2%) (4%) (12%) (27%) (55%)
Times rated: 1021
Average rating: 4.283

Mobility

Innovation
1 2 3 4 5
103   83   179 194 415
(11%) (9%) (18%) (20%) (43%)
Times rated: 974
Average rating: 3.755

Accessibility
1 2 3 4 5
50   52   137 229 513
(5%) (5%) (14%) (23%) (52%)
Times rated: 981
Average rating: 4.124

Connectivity
1 2 3 4 5
36   47   176 214 505
(4%) (5%) (18%) (22%) (52%)
Times rated: 978
Average rating: 4.130

Complete Streets
1 2 3 4 5
54   41   131 182 567
(6%) (4%) (13%) (19%) (58%)
Times rated: 975
Average rating: 4.197

Traffic

Operations
1 2 3 4 5
48   78   182 272 387
(5%) (8%) (19%) (28%) (40%)
Times rated: 967
Average rating: 3.902

CongestionReliability
1 2 3 4 5
46   73   156 242 448
(5%) (8%) (16%) (25%) (46%)
Times rated: 965
Average rating: 4.008

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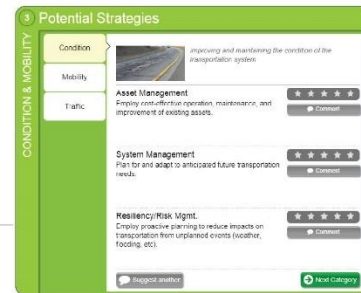*Engagement...optimized*

WSP USA

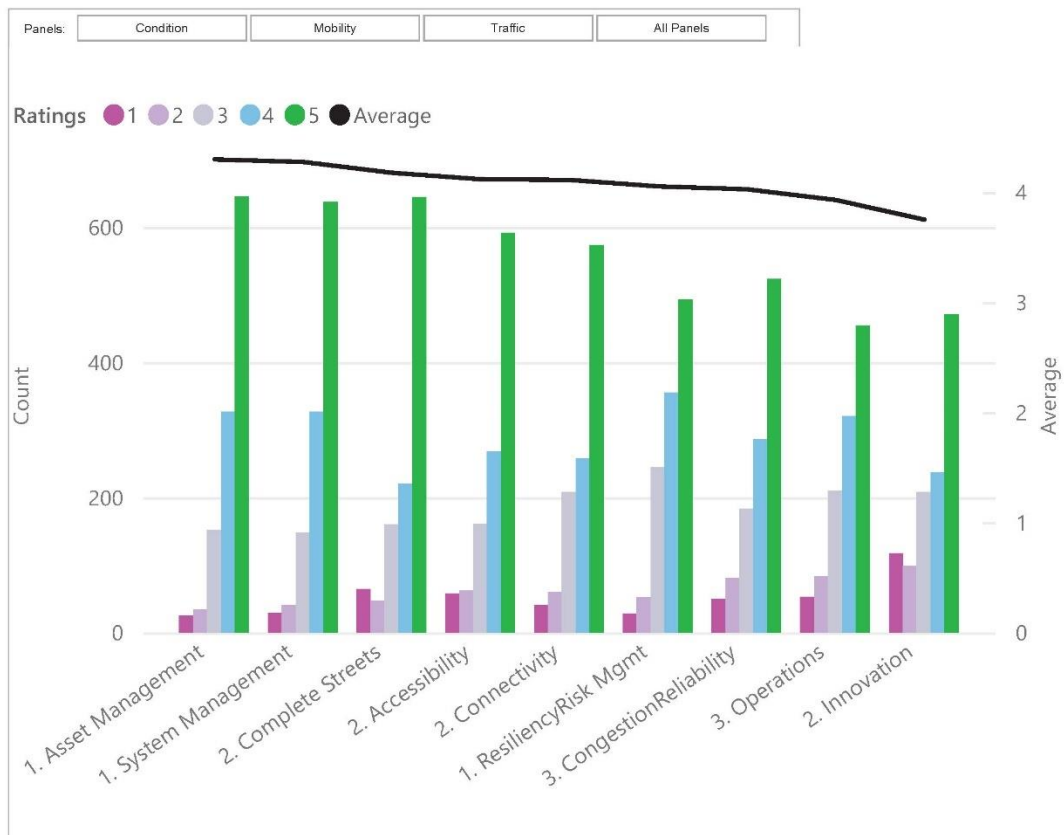# Michigan Mobility 2045

📅 **Jun 19, 20 - Dec 29, 20**

Screen 4

→ **DISTRIBUTIONS** → AVERAGE RATINGS → POPULARITY → TABLE

Rating distributions and averages by panel.

Data points for this Screen:

Ratings: **10272**   Comments: **284**

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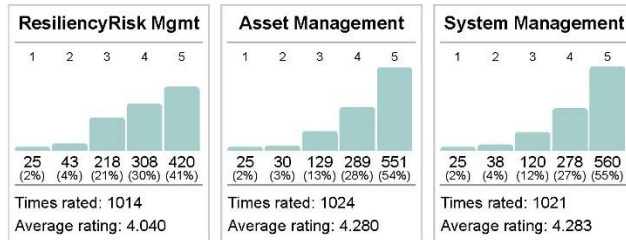
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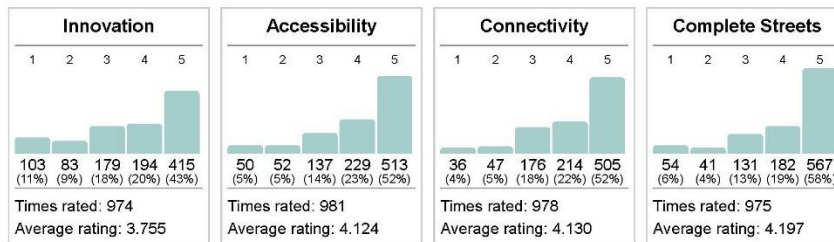📅 Jun 19, 20 - Dec 29, 20 | Screen 4

⬇ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

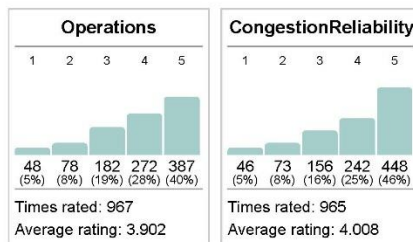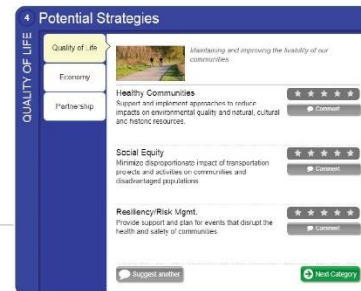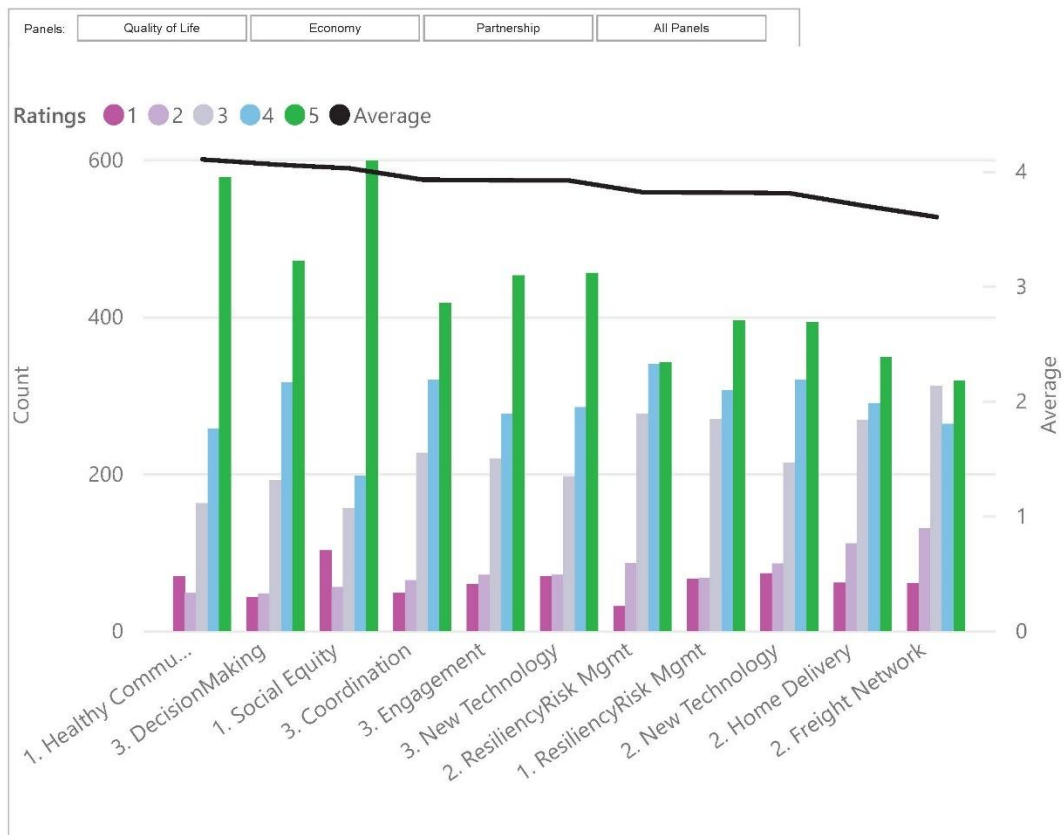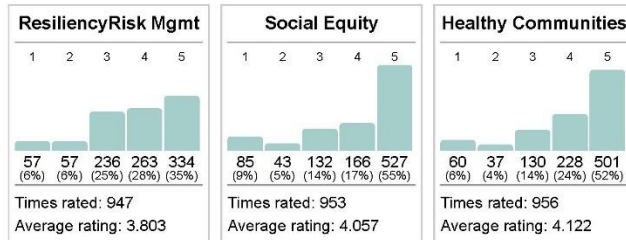## Quality of Life

ResiliencyRisk Mgmt	**Social Equity**	**Healthy Communities**
1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
57 57 236 263 334	85 43 132 166 527	60 37 130 228 501
(6%) (6%) (25%) (28%) (35%)	(9%) (5%) (14%) (17%) (55%)	(6%) (4%) (14%) (24%) (52%)
Times rated: 947	Times rated: 953	Times rated: 956
Average rating: 3.803	Average rating: 4.057	Average rating: 4.122

Economy

Freight Network	**Home Delivery**	**New Technology**	**ResiliencyRisk Mgmt**
1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
54 124 275 218 263	54 101 232 250 291	70 75 181 275 331	29 79 242 294 281
(6%) (13%) (29%) (23%) (28%)	(6%) (11%) (25%) (27%) (31%)	(8%) (8%) (19%) (30%) (36%)	(3%) (9%) (26%) (32%) (30%)
Times rated: 934	Times rated: 928	Times rated: 932	Times rated: 925
Average rating: 3.548	Average rating: 3.671	Average rating: 3.775	Average rating: 3.777

Partnership

Coordination	**New Technology**	**Engagement**	**DecisionMaking**
1 2 3 4 5	1 2 3 4 5	1 2 3 4 5	1 2 3 4 5
45 60 195 280 345	63 62 172 246 381	54 63 186 239 385	39 44 164 272 402
(5%) (6%) (21%) (30%) (37%)	(7%) (7%) (19%) (27%) (41%)	(6%) (7%) (20%) (26%) (42%)	(4%) (5%) (18%) (30%) (44%)
Times rated: 925	Times rated: 924	Times rated: 927	Times rated: 921
Average rating: 3.886	Average rating: 3.887	Average rating: 3.904	Average rating: 4.036

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Michigan Mobility 2045

📅 Jun 19, 20 - Dec 29, 20

Screen 5

➔ QUESTIONS ➔ ANSWERS ➔ TREEMAP ➔ **TABLE**

A table of the distribution of answers. Also see below. Choose questions at the top.

Question

How do you identify	⌄

Question	How do you identify		Total	
Answer	Count	%GT Count	**Count**	**%GT Count**
Female	344	34.37%	**344**	**34.37%**
Male	642	64.14%	**642**	**64.14%**
Other	15	1.50%	**15**	**1.50%**
Total	**1001**	**100.00%**	**1001**	**100.00%**

Data points for this Screen:

Responses: **5062**

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📅 Jun 19, 20 - Dec 29, 20 | Screen 5

⬇ Below: Wrap Up questions showing answer breakdowns.

How do you identify	
552	Male
293	Female
14	Other
859	**Total**

How many people live in your household	
355	2
166	1
148	4
122	3
37	5
14	6 or more
842	**Total**

How would you describe your race	
714	WhiteCaucasian
42	Other
33	BlackAfrican American
20	AsianPacific Islander
20	HispanicLatino
2	Native American
831	**Total**

What is your age group	
255	25 to 34
178	35 to 44
127	45 to 54
124	55 to 64
122	65 or older
44	17 to 24
4	16 or younger
854	**Total**

What is your yearly household income	
361	100000 or more
150	75000 to 99999
149	50000 to 74999
119	25000 to 49999
26	Less than 25000
805	**Total**

What is your ZIP code

*Too many responses have been given for this view.
See excel download for data.*

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https://studio.metroquest.com/#/Data?customer=121&project=3941   2/2