

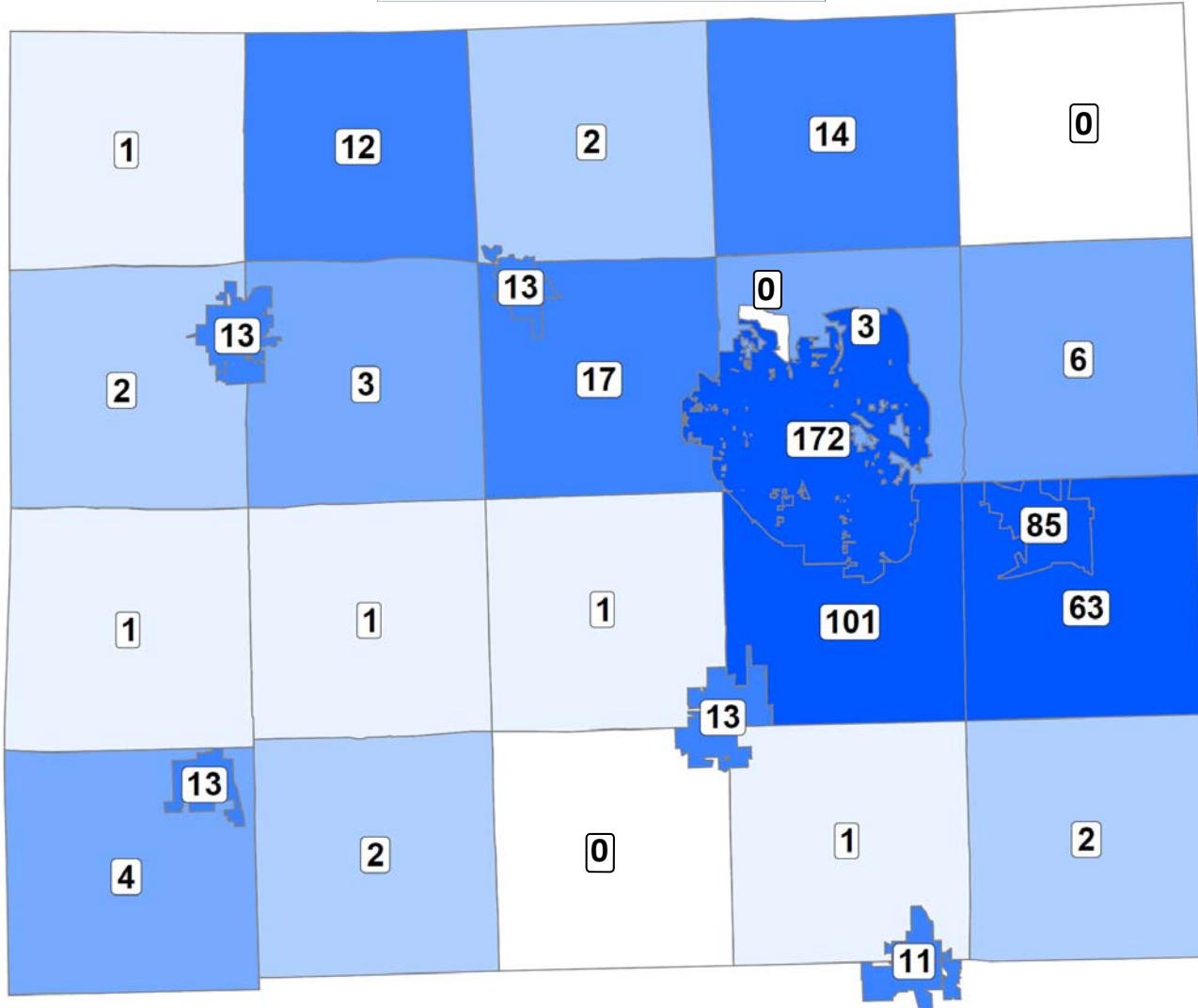


# Washtenaw Area Transportation Study (WATS)

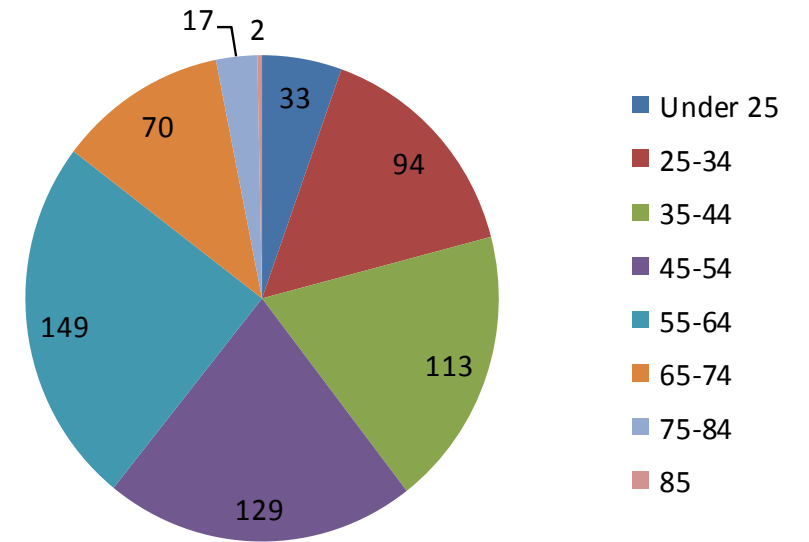
Results of  
WATS - Community Values Survey  
June-July 2012 - 606 Respondents

Paper Surveys 220  
Online Surveys 386

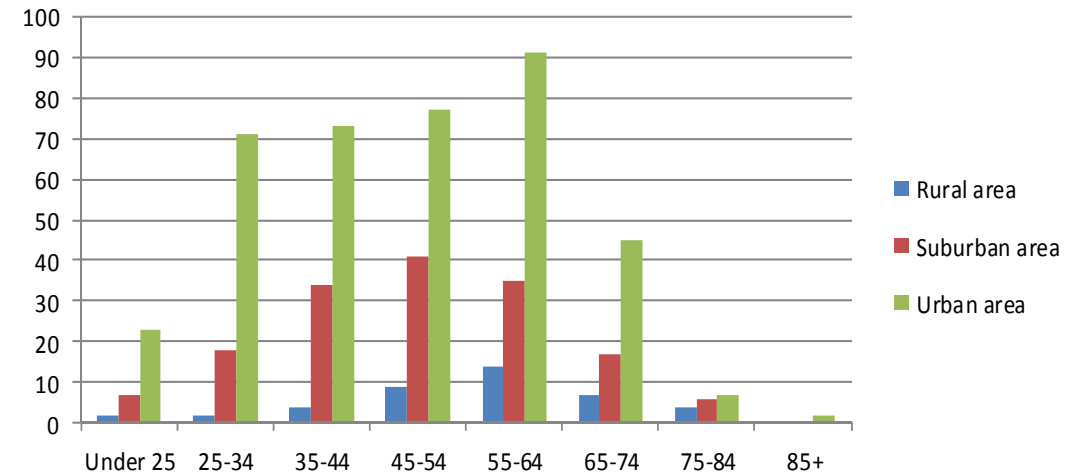
Surveys by Community



Respondents by Age Group



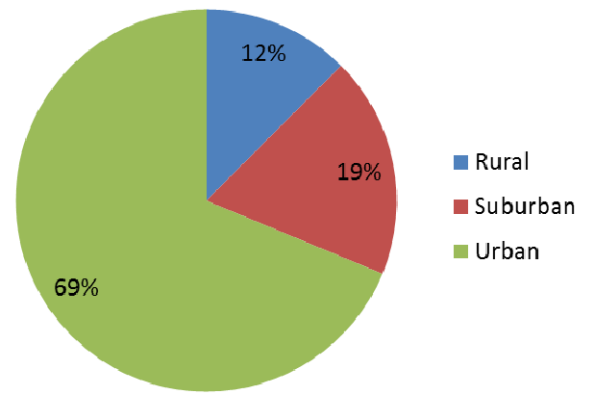
Where Should Growth be Focused by Age Group



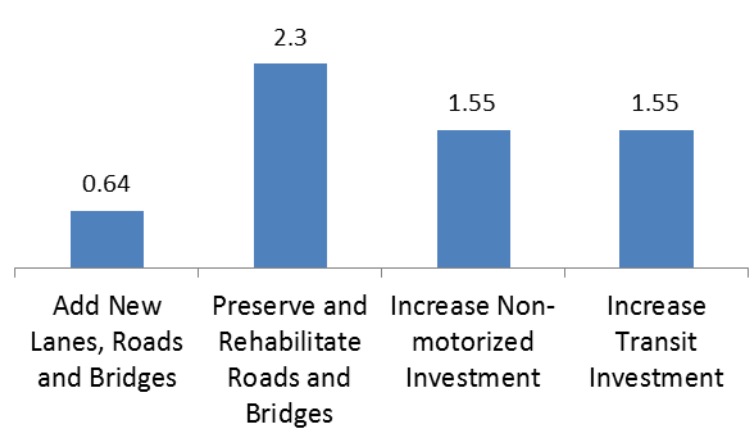
Respondents by Area Type

Number of Out of County Respondents	Number of Rural Respondents	Number of Suburban Respondents	Number of Urban Respondents	Number Respondents Who Live/Work In the Same Community
17	16	91	482	193

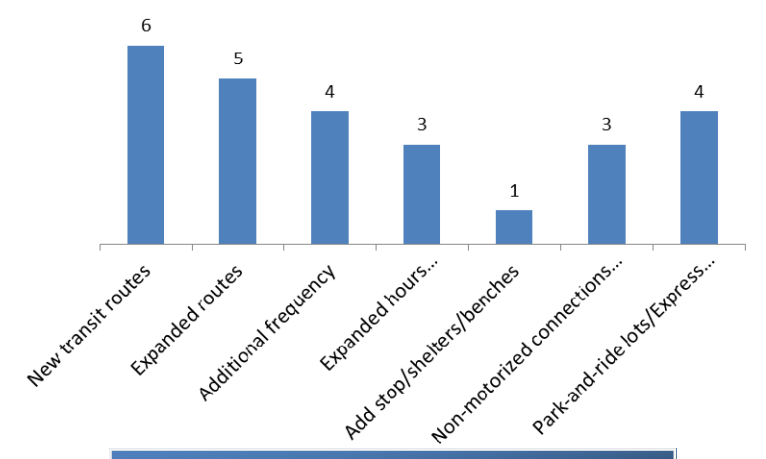
### Rural Respondent Development Preference



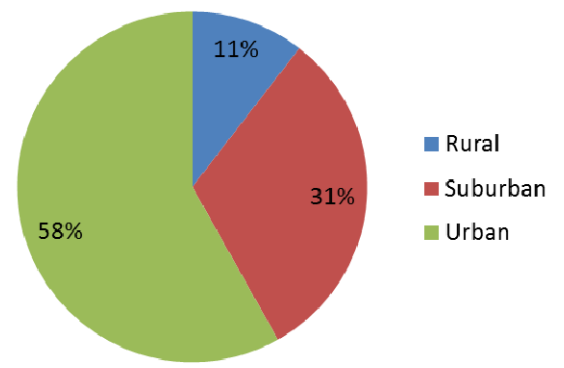
### Rural Respondent Transportation Priority



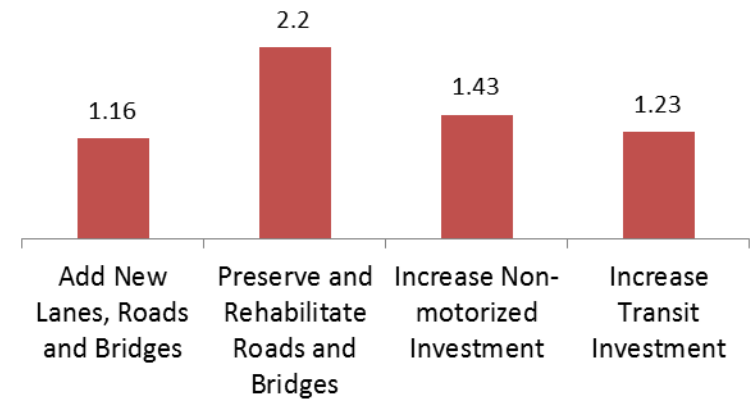
### Rural Respondent Transit Priorities



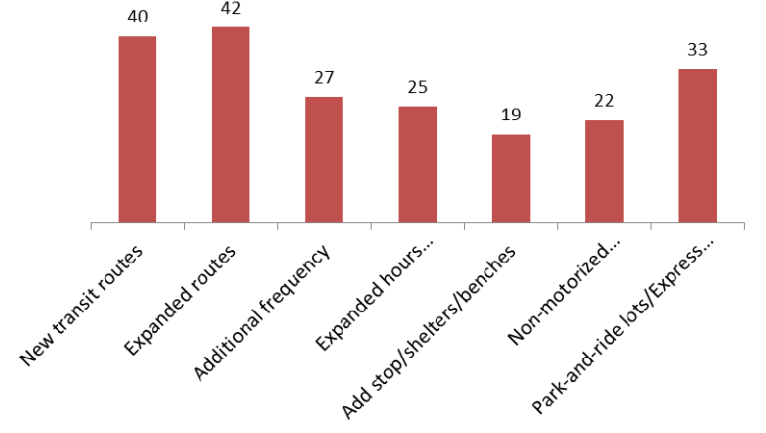
### Suburban Respondent Development Preference



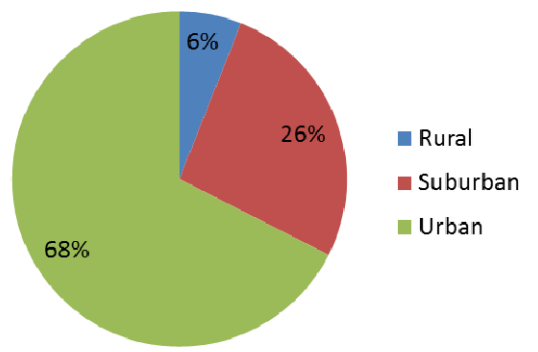
### Suburban Respondent Transportation Priority



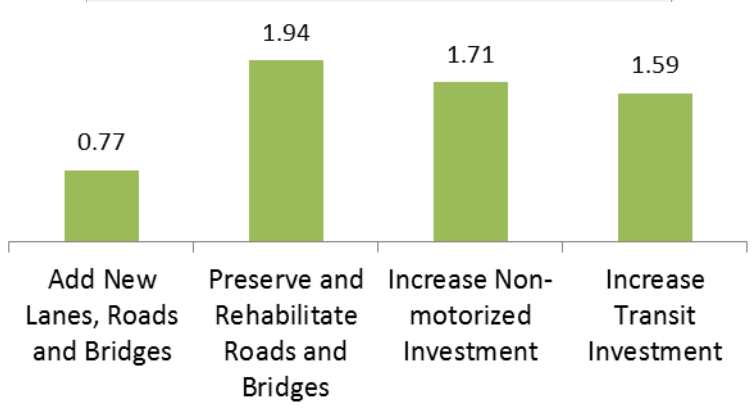
### Suburban Respondent Transit Priorities



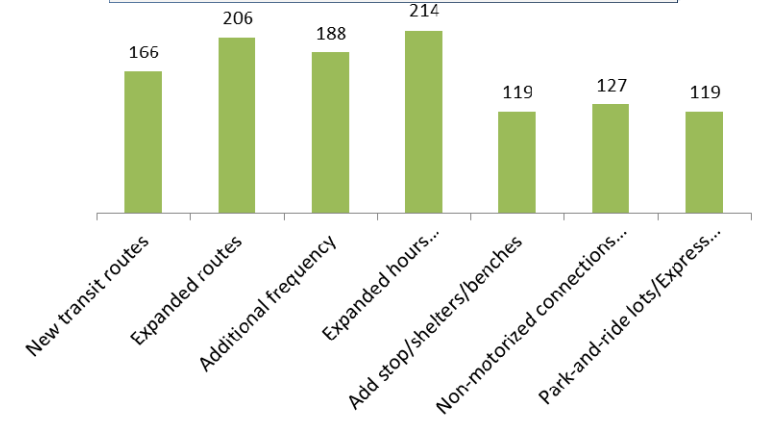
### Urban Respondent Development Preference



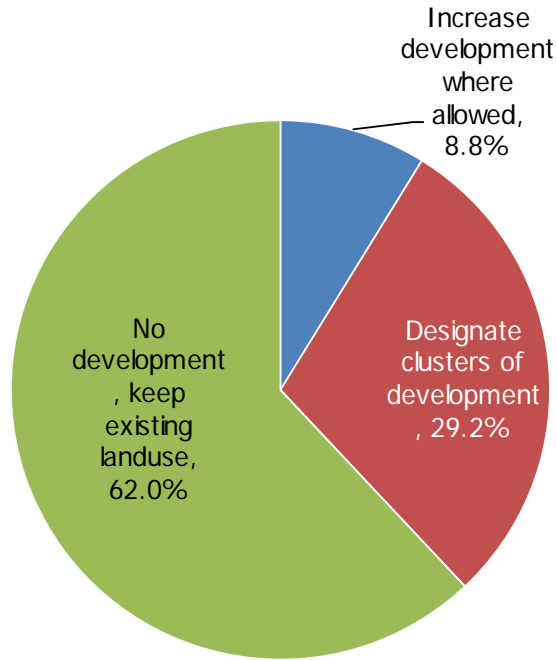
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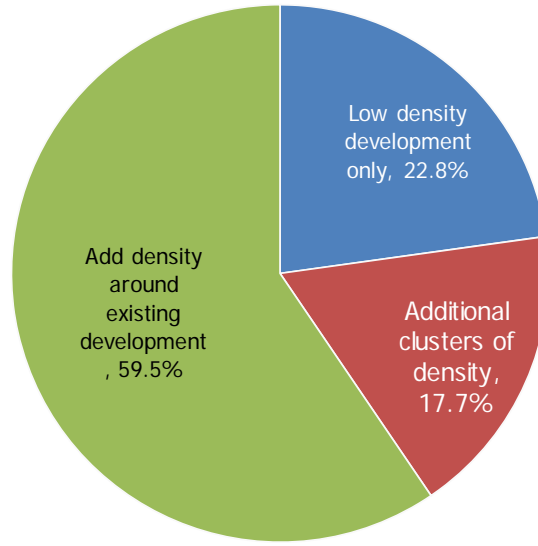
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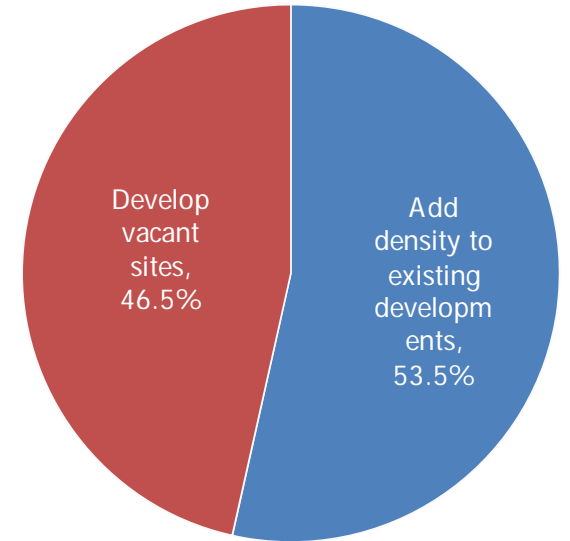
### How Should Rural Growth be Focused



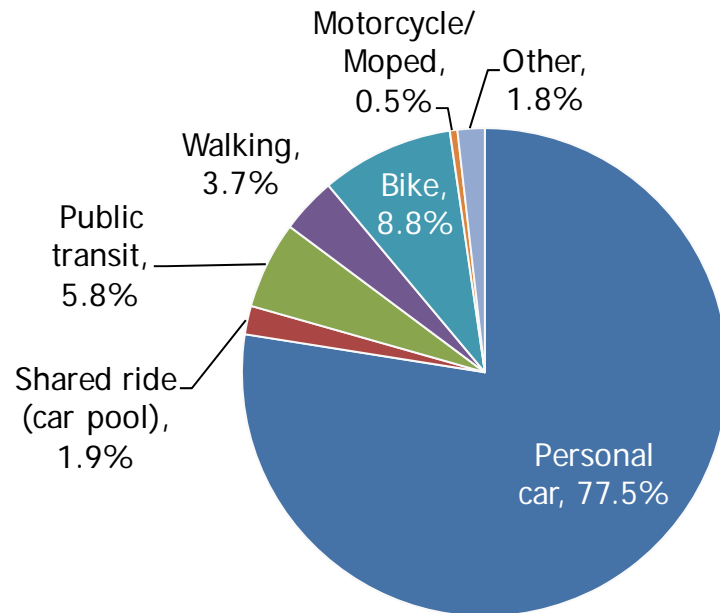
### How Should Suburban Growth be Focused



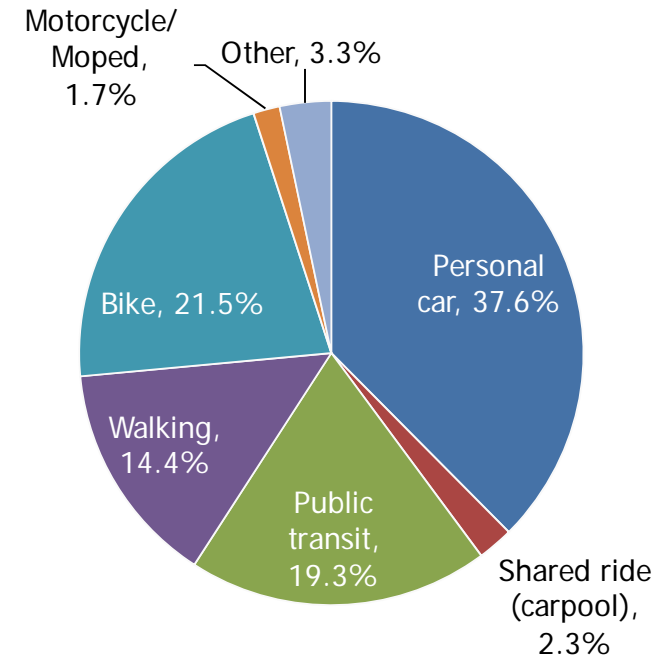
### How Should Urban Growth be Focused



### Respondent Primary Travel Mode



### Respondent Preferred Travel Mode



### Where would you like bike share stations installed?

People surveyed responded with mixed feelings on the subject. People surveyed who felt that bike stations would be a good use of transit funding had similar responses in reference to where stations should be installed. Suggested locations include downtown business areas, grocery stores and markets, dense neighborhoods, universities, schools, hospitals, major roads, and near public transit hubs (e.g. bus stops, commuter lots, train station).

Others surveyed felt that bike share stations would not be viable in the communities of Washtenaw County. They felt that money allocated for bike share stations would best be used elsewhere to improve other forms of public transit (e.g. bus and train service).

Some surveyed were not aware of bike share stations. They felt it would be helpful to have a short explanation of the concept to better respond to the question.

**Overall, the majority surveyed felt that bike share stations would be most useful if located near:**

- **public transit stations**
- **downtown areas**

### Where would you like bike lanes installed or added?

People surveyed on this subject offered a range of responses. A large number surveyed felt that bike lanes should be installed or added to major roadways, rural routes with soft shoulders, over bridges and highway overpasses, and between urban areas.

A smaller but significant number of people felt that existing bike lanes should be removed or completely separate from motorist routes because they are too dangerous, responsible for increased injury to cyclists, and add congestion.

**Overall, the majority surveyed felt that bike lanes should be added or installed along:**

- **major roads (especially rural)**
- **over bridges and overpasses**

### Where would you like pedestrian crossings added or improved?

People surveyed on this subject generally responded in a similar manner. Many felt that pedestrian crossings could be improved in downtown areas, near frequented businesses and business centers, public areas, universities, schools, at busy intersections, along major roadways, and on bridges over roads and freeways.

A small number surveyed felt that ADA accessibility at pedestrian crossings needs improvement.

Few people felt that pedestrian crossings are currently sufficient as-is.

**Overall, the majority surveyed felt that pedestrian crossings could be added or improved:**

- **at busy intersections**
- **across bridges**
- **on freeway overpasses**

### Where would you like green streets improvements added? (rain gardens, porous pavement to reduce flooding, etc.)

People surveyed on this subject offered a range of responses. Nearly half surveyed felt that green streets improvements should be added anywhere possible. Some specific suggestions as to where these improvements should be added include downtown areas, neighborhoods, business centers, parking lots, and flood zones around creeks, drains, rivers, and watersheds.

Others surveyed felt that there was no need for green streets improvements and that funding should be allocated elsewhere, although they did not disclose where to allocate that funding.

Some surveyed suggested that improvement be required whenever existing development is altered or new development occur.

**Overall, the majority surveyed felt that green streets improvements should be added to:**

- **flood zones**
- **watershed areas**
- **required of all new development**

### Where would you like bike parking installed or added?

People surveyed on this subject offered a range of responses. A larger number surveyed felt that bike parking should be installed or added anywhere possible but would be most beneficial in downtown areas, business centers, parks, universities, schools, around public transit hubs, parking structures, and along major roads.

A smaller number surveyed felt that funding for bike parking should be spent elsewhere, namely road improvements.

A number surveyed also felt that bike parking should be a required of all new development.

**Overall, the majority surveyed felt that bike parking should be added or installed in:**

- **downtown areas**
- **parking structures**
- **around public transit hubs**
- **required of all new development**

### Where should electric vehicle charging stations installed?

People surveyed responded with mixed feelings on the subject. Some surveyed felt that electric vehicle charging stations would be most useful if located in areas such as gas stations, parking structures and spaces, commuter lots, along major roads, frequented businesses and business centers, and municipal buildings.

Others surveyed felt that electric vehicles are not a viable solution to the replacement of fossil-fueled vehicles. Thus, funding for electric vehicle charging stations should be allocated to improving other forms of public transportation.

A smaller number surveyed felt that electric vehicle owners should be financially responsible for installing them on their own private property.

**Overall, the majority surveyed felt that electric vehicle charging stations would be most useful if located in:**

- **gas stations**
- **public parking structures and spaces around downtown areas**
- **along major roadways**