

CITY OF YPSILANTI
Non-Motorized Transportation
Master Plan

Appendix III

Survey & Results: 2007 YDDA "toDowntown" Study



DRAFT 10/15/2007

Downtown and Depot Town Ypsilanti Travel Behavior: Survey Results and Analysis



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DRAFT 10/15/2007
Table of Contents

Executive Summary.....4
Project Background.....4
Project Purpose.....4
Survey Background.....5
Methodology.....5
Study Area.....6

Analysis

Section 1: Personal Information.....7
Section 2: Commute Information.....8 - 15
Section 3: Parking and Driving.....15
Section 4: Bus/Bike/Walk/Carpool.....15 - 18
Section 5: Reaction to Suggested Improvements.....18 - 21

Recommendations

Short –Term.....21 - 23
Long-Term.....23 - 24

List of Graphics:

Figures

Transportation Mode Taken to Work (Respondents).....8
Commute Mode by Distance (Respondents).....9
Percentage of Respondents that Felt it was Possible to Use Other Modes.....16
Improvements that Would Encourage Bus Ridership.....18
Improvements that Would Encourage Biking.....19
Improvements that Would Encourage Walking.....20
Improvements that Would Encourage Carpooling.....21

Maps

Study Area.....8
Survey Respondents Home ZIP codes.....10
Respondents Distance from Survey Area (<5 miles).....11
AATA Bus Stop Accessibility to Respondents within 5 miles of the Survey Area.....12
Respondents that Could Use the Border-to-Border Trail.....13
Respondents within Walking Distance of the Survey Area.....14

Tables

1990 – 2000 Journey to Work Statistics for the City of Ypsilanti.....9
Percentage of Public and Private Parking Used by Survey Respondents.....15
Respondents’ Reasons for Not Using Alternative Modes17

Appendix:

Survey Questions and Responses.....25 - 41

DRAFT 10/15/2007
Executive Summary

The following report summarizes and analyzes the Downtown and Depot Town Commuter Survey conducted over the month of May 2007. The purpose of the survey was to assess the feasibility of starting a program that promotes alternative transportation options for employees that commute to Downtown and Depot Town Ypsilanti. The survey discovered that while most respondents currently commute by automobile there is a percentage of the population that could feasibly take advantage of alternative commuting option like riding the bus, riding a bicycle, walking and carpooling. This report concludes with a series of recommendations that will help Ypsilanti organize a program to promote alternative transportation options.

Project Background

This survey provides baseline data that will help to assess the feasibility of starting an alternative commuting options program for employees in Downtown and Depot Town Ypsilanti.

The Washtenaw Department of Community Health provided funding for this project. The survey portion of the project was conceived and implemented by a diverse coalition made up of the Ypsilanti Downtown/Depot Town Development Authorities, the City of Ypsilanti Planning Department, the Washtenaw County Department of Public Health, the Ypsilanti Health Coalition and the City of Ann Arbor's getDowntown program.

The project began in February 2007 and lasted through June 2007. Over the course of five months University of Michigan Master of Urban and Regional Planning student Ben Stupka researched various programs throughout the nation that focused on improving the access and increasing the use of public and non-motorized transportation, which will provide the background for the recommendations section of this report. He and a group of students also produced an extensive report with several recommendations for the City of Ypsilanti, the Ann Arbor Transportation Authority (AATA), the Downtown Development Authority, the Ypsilanti Health Coalition, Ypsilanti citizens, Eastern Michigan University and Downtown Ypsilanti business-owners to improve the connection between downtown economic development and the current mass transit system (provided by AATA). That report, entitled "Downtown Mass Transit Plan", is available through the Ypsilanti Downtown Development/Depot Town Authority.

Project Purpose

The project coalition felt that this survey would help to determine the feasibility and direction for a program that could provide information and assistance to businesses and employees in Downtown and Depot Town on commuting and recreation options, such as biking, riding the bus, walking, and carpooling. They felt that such a program would help promote healthy lifestyle choices and economic development by increasing the accessibility and vibrancy of these areas. The results of this survey will also give the coalition a better sense of how downtown workers use the current transportation system, including roads, parking lots, bus routes, bike lanes and sidewalks.

DRAFT 10/15/2007
Survey Background

University of Michigan Master Urban and Regional Planning student Benjamin Stupka wrote this survey. The questions were extensively vetted through the University of Michigan Urban and Regional Planning Program Chair, the Downtown/Depot Town Development Authority Director, the Ypsilanti City Planning Department, the City of Ann Arbor's getDowntown Program Director and the Washtenaw County Health Department.

The survey consisted of 38 questions separated into 8 sections.

Section 1: Personal Information

This established a general demographic profile for the respondent. Answering most of the questions was optional.

Section 2: Commuting Information

This section established existing commuting habits for the respondents including transportation mode, commuting distance and personal commuting value.

Section 3: Driving and Parking

This section established parking habits and the affect of congestion on commuters that drove to work.

Section 4: Bus

This section established the current use, the barriers to use and items that would encourage further use of the bus for commuting.

Section 5: Bike

This section established the current use, the barriers to use and items that would encourage further use of the bike for commuting.

Section 6: Walking

This section established the current use, the barriers to use and items that would encourage further use of walking for commuting.

Section 7: Ridesharing

This section established the current use, the barriers to use and items that would encourage further use of ridesharing for commuting.

Section 8: General Comments

DRAFT 10/15/2007

Methodology

The survey was distributed to a 50% sample of employees (~ 600) that worked within the DDA boundaries of Downtown and Depot Town in Ypsilanti. A total of 641 surveys were distributed directly to businesses. Each business was given enough surveys to be completed by each employee. In total there were 100 businesses surveyed, 80 in Downtown and 20 in Depot Town. Each business was given a serial number so that respondents' identities could remain confidential.

The survey was distributed by hand during the first two weeks of the May 2007 and collection of the survey responses took place during the second two weeks of May 2007 with some collection lasting into the beginning of June 2007. Businesses to be surveyed were chosen by the survey administrator and based on if the business was open at the time that the administrator was working, which was generally between 10:00 AM and 4:00 PM during the weekday. Using this method, a total of 254 surveys were returned, a response rate of 39%.

Study Area

The study area for this project consisted of the main extents of the commercial areas in both Downtown and Depot Town Ypsilanti, Michigan (Map 1). Both areas are well connected to the Ann Arbor Transportation Authority's (AATA) bus system and both have extensive pedestrian infrastructure. Moreover, both areas are connected by Riverside Park and are merely a ¼ mile walk from each other. The areas are also within walking distance of Eastern Michigan University's (EMU) main campus, while the EMU College of Business is actually located in Downtown. All of these factors create a great backdrop for alternative transportation.

AATA runs a total of 7 bus routes run into the Ypsilanti Transit Center (YTC) on Pearl Street between Washington Street and Adams Street everyday. 3 of the routes (10, 11 and, 20) are local serving, while another 4 (3, 4, 5 and 6) all link to the City of Ann Arbor. Another route (33) is a shuttle from EMU's main campus to the College of Business that does not stop at the YTC. Instead it stops across Adams Street and serves EMU students exclusively. In total the local buses carried just over 360,000 riders in FY 2006 while the inter-city routes carried just over 2 million.¹

Ypsilanti has approximately 98 miles of pedestrian infrastructure throughout.² Downtown and Depot Town have extensive sidewalks, crosswalks, lighting fixtures, planters, and public spaces that make walking a safe and enjoyable experience. However, the infrastructure is unevenly maintained, with some crosswalks, curb-cuts and sidewalks falling into disrepair. The 2001 addition of a median to Michigan Avenue, the four-lane, two-way road that also serves as the heart of downtown, helps to make this major road less of a "throughway" and more of a "Main Street."

Ypsilanti's bike infrastructure consists of 5.55 miles of off road bike routes and 3.71 miles of bike lanes.³ There is also the continuing effort to complete a Border to Border Greenway that will follow the Huron River Corridor and connect the City of Ypsilanti to surrounding municipalities. The trail starts at the Pinckney State Recreation Area and it will wind 35-miles to completion at Huron Meadows Metropark.

Map 1:

¹ AATA Ridership Statistics 2007

² Non-Motorized Plan for Washtenaw County, http://www.mi.wats.org/nonmotorized/docs/jan7_Non-motorized_graphical.pdf

³ Ibid

Survey Area in Downtown and Depot Town Ypsilanti



DRAFT 10/15/2007
Analysis

Section 1: Personal Information

Demographics

The majority of respondents were full-time employees (73%). A significant amount of respondents worked in retail/sales/restaurant service (39%). The majority demographic profile was 26-35 year old (27%), white (81%), female (63%), making \$30,000 – \$44,999 per household in 2006 (21%) and working in the City of Ypsilanti for 1–5 years (38%). The income portion of this demographic trend is particularly interesting because according to the 2000 US Census the City of Ypsilanti’s median income was \$28,436, while the median income captured in the survey was approximately \$47,323. According to the Ann Arbor Transportation Authority (AATA) 83% of their riders make below \$45,000 a year.⁴ This means that the significant income portion of the AATA ridership was not surveyed in this case and the number for AATA ridership may appear artificially low.

Work Day and Time

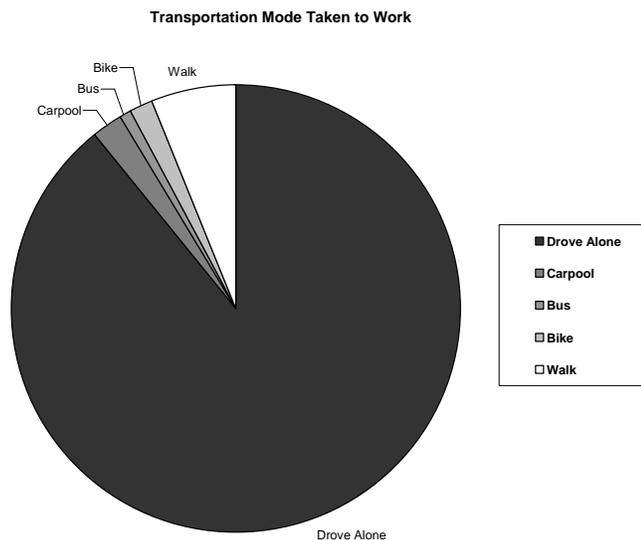
The majority of respondents worked Monday through Friday between the hours of 8:00 AM and 6:00 PM. This pattern matches the trend of most respondents being employed full-time. The survey may be skewed slightly because none of the responses were collected during the weekend, nor were any of the surveys handed out over the weekend.

Section 2: Commute Information

Commute Mode

The commute information collected in this survey point towards an excessive reliance on the automobile, specifically single-occupancy use at 88% (Figure 1). This total is well above the national figure of 75.7% and far above the 68% of Ypsilanti residents that drove alone to work.⁵

Figure 1:



A more interesting and telling result is the share of respondents that walk and bike to work. The national average for walking to work according to the 2000 US Census is 3.9% and in this survey it was 6%. The national average for biking to work is .4% according to the 2000 US Census and in this survey it was 2%. However, the national

⁴ 2006 Fixed Route Survey, The Ann Arbor Transportation Authority, <http://theride.org/pdf/2006Survey.pdf>

⁵ Census 2000 Brief, Journey to Work 2000, issued March 2004 <http://www.census.gov/prod/2004pubs/c2kbr-33.pdf>
SEMCOG Community Profile, City of Ypsilanti, <http://www.semco.org/cgi-bin/comprof/profiles.cfm>

DRAFT 10/15/2007

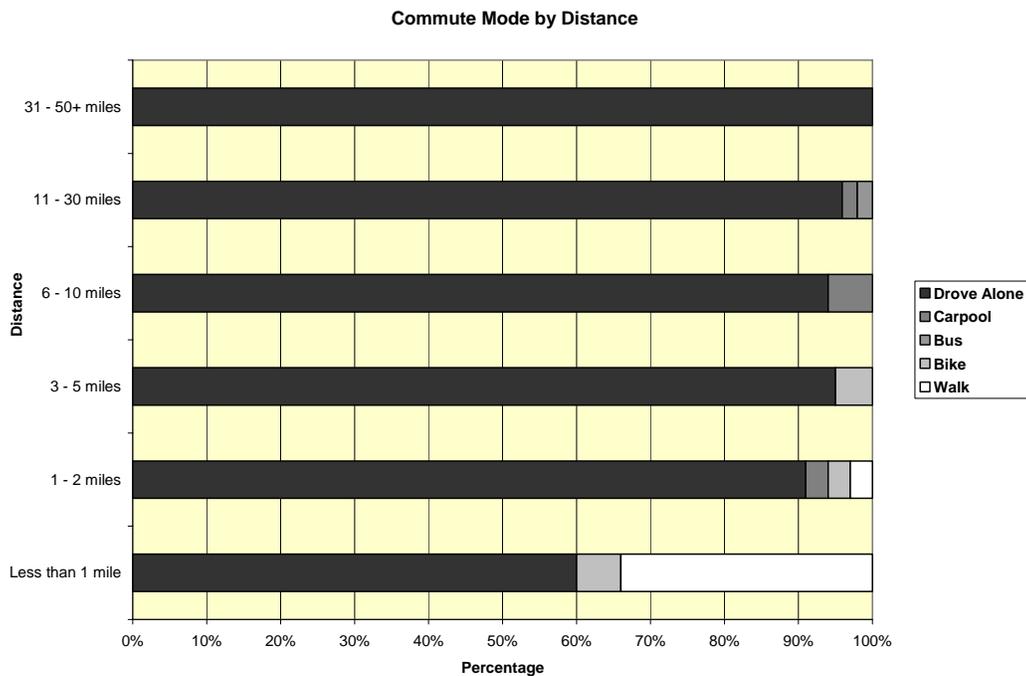
average for taking public transit to work is 3% according to the US Census and in this survey it was 2%.⁶ This could be explained by the demographic trends present in the survey as already mentioned. When the results of the survey are compared to the 2000 US Census journey to work statistics for the City of Ypsilanti (Table 1) there are much different statistics, with an amazing 15% of Ypsilanti residents reporting that they walked to work.⁷ The discrepancy in the numbers may come from the fact that the survey was given to employees of Downtown and Depot Town Ypsilanti and the percentage of those employees that were Ypsilanti residents was approximately 20.5%.

Mode	1990		2000	
	Commuters	Percent	Commuters	Percent
Drove Alone	8,615	65%	8,399	68%
Carpool or Vanpool	1,391	10%	1,177	9%
Public Transportation	475	4%	554	4%
Walked to Work	2,466	19%	1,899	15%
Other Means	207	2%	110	1%
Worked at Home	165	1%	280	2%

Location Data

When the distance of respondents' commute was analyzed there was a strong preference towards driving alone even when respondents lived close to work (Figure 2). The percentage of respondents who live less than one mile from their job is 10%, and 60% of those commuters reported that they drove alone to work. The percentage of respondents who live between 1 mile and 5 miles from their job is 34.6% and approximately 85% reported that they drove alone to work.

Figure 2:

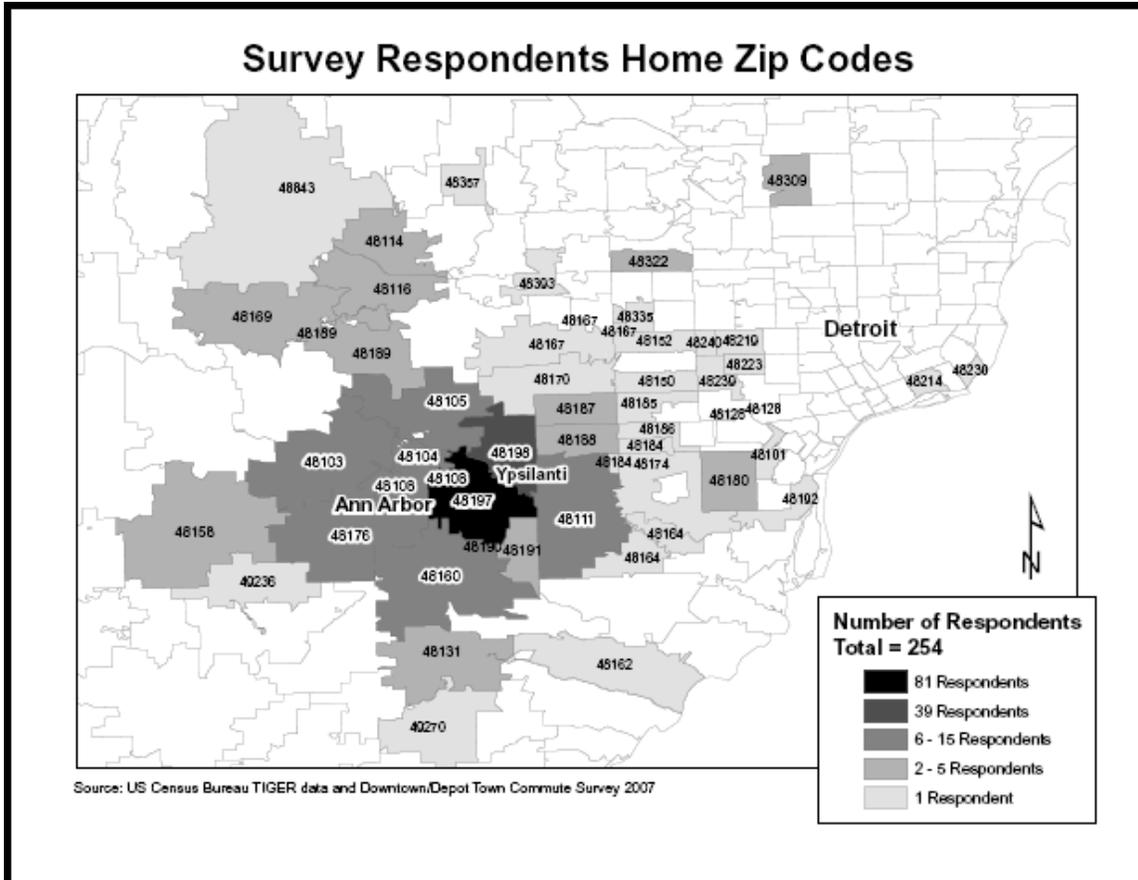


⁶ Ibid, Census Brief 2000

⁷ SEMCOG Community Profile, City of Ypsilanti, <http://www.semco.org/cgi-bin/comprof/profiles.cfm>

Zip codes (Map 2) and respondents' cross-streets (Map 3) were used to construct a geographic portrait of the Downtown and Depot Town commuting populace. The survey results showed that 52% of the respondents lived within five miles of the survey area.⁸ Five miles is the standard commute length at which non-motorized transportation or transit could feasibly replace an automobile trip.⁹ This encouraging result shows that there is a significant portion of the population that could benefit from a program promoting alternative commuting.

Map 2:

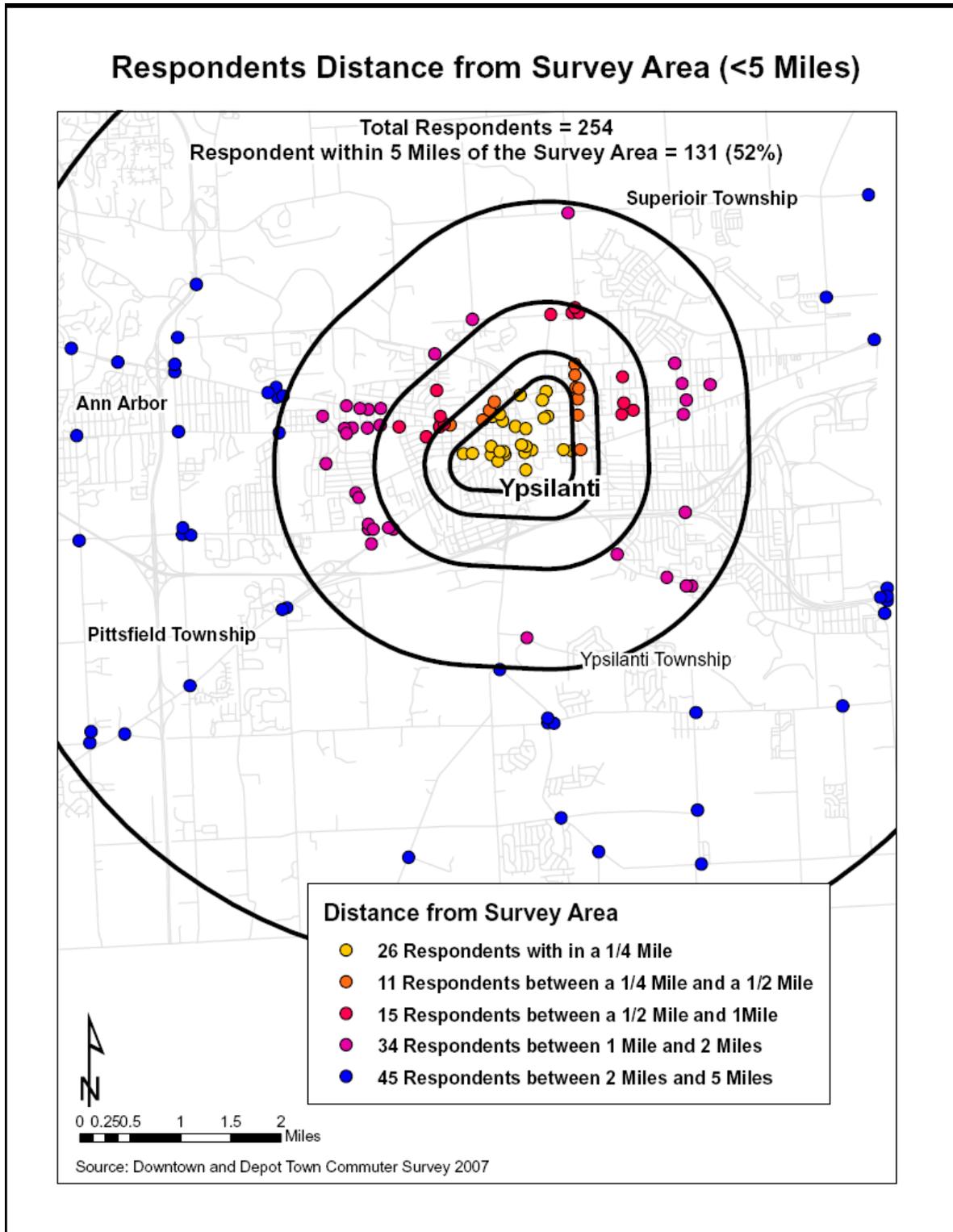


Eight zip codes fall within the five-mile boundary. The largest portion of the sample came from 48197 and 48198, 81 and 39 respondents respectively. These data provide a picture of survey respondents' commuting origins. As can be seen in the above map the majority of commuters come from zip code locations that are directly adjacent to the survey area. While the five-mile boundary analysis provides a more fine-grained analysis of commuting distance this provides an initial impression of commuting patterns for the whole of Downtown and Depot Town.

⁸ The geospatial analysis provided the 52% figure although the survey data provided a figure of 44%. This could be due to respondents not knowing exactly how far they live from work. It could also be because the geospatial analysis used distance from the boundary of the survey area and individual respondents estimated the commute distance directly from home to their place of work.

⁹ There is extensive debate on the actual length of trip and how that may or may not affect commuting decisions. The actual time a trip takes, the quality of the non-motorized and transit infrastructure, the cost of the trip and the ability not to need a vehicle during the workday along with several other factors can influence the decision, especially in terms of bike commuting. 5 miles was selected as the baseline distance that a commuter that does not currently bike would bike based on the following formula. The average commute for a resident of Ypsilanti is 20 minutes and the average bicyclist rides at 15 MPH. When calculated the average distance a commuter in Ypsilanti would travel would be approximately 5 miles. According to the American Public Transportation Association (APTA) the average length of an unlinked bus trip is 3.7 miles.
<http://www.apta.com/research/stats/ridership/trlength.cfm>

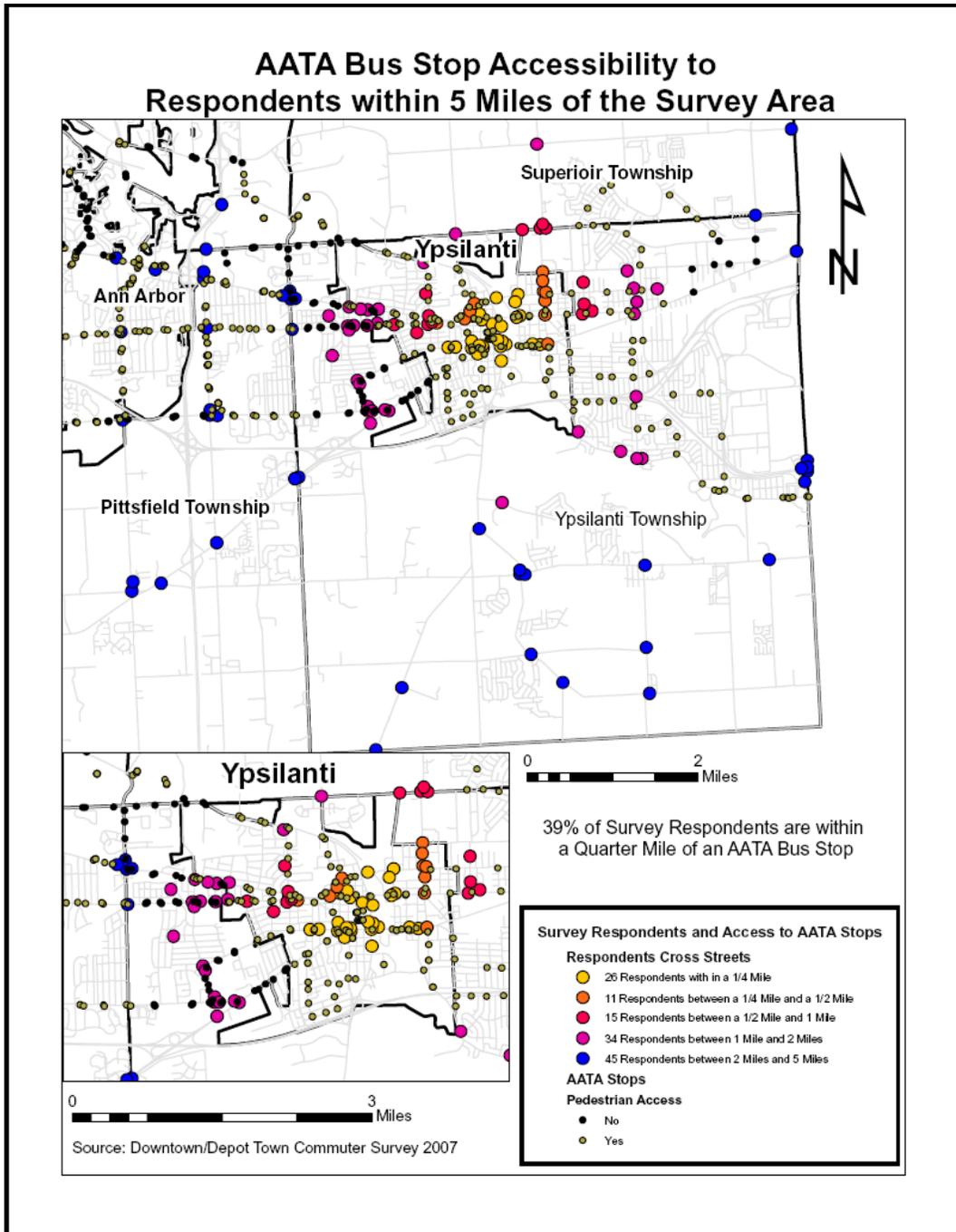
Map 3:



Five Mile Boundary Analysis

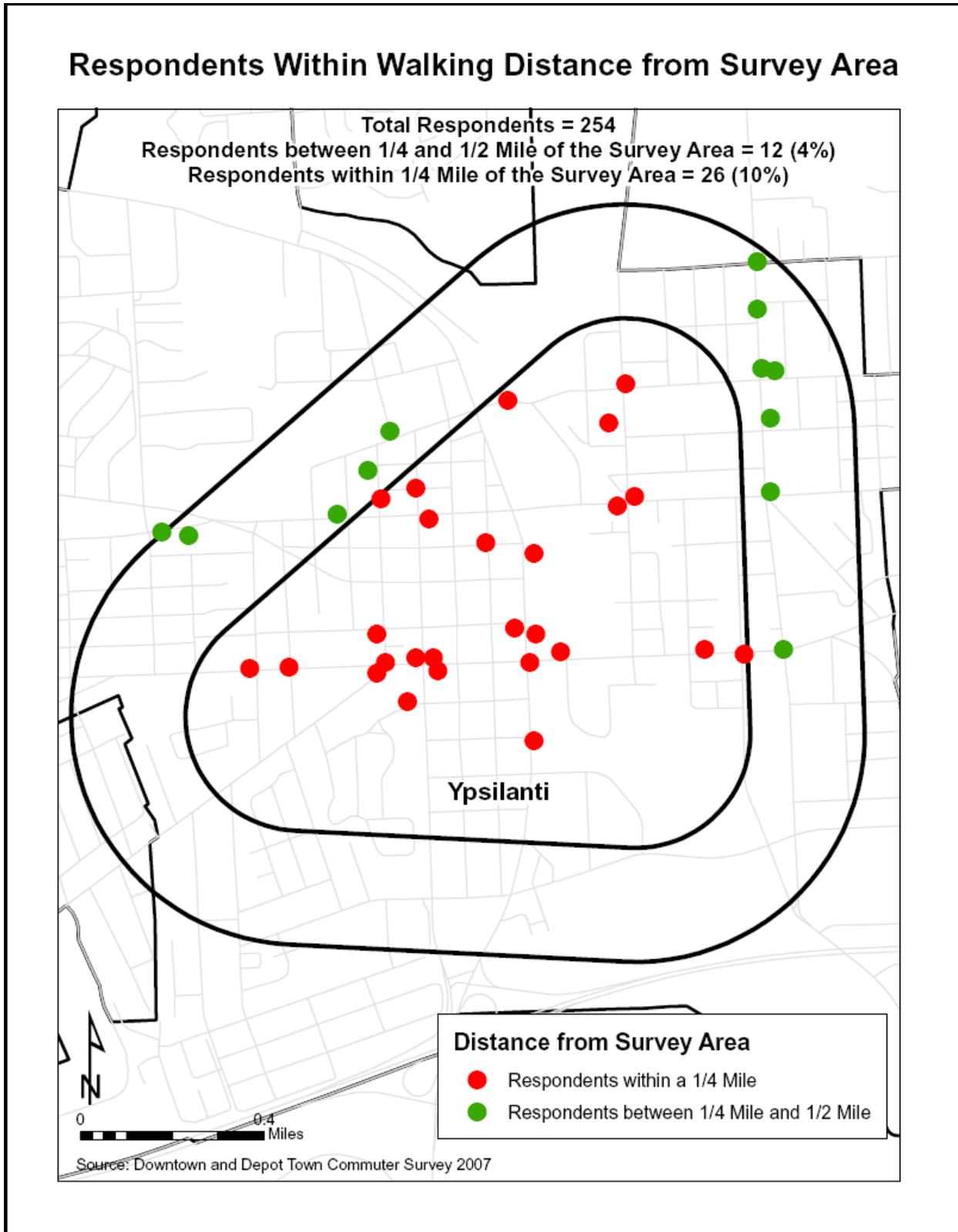
While most respondents did travel alone by automobile and said that taking the bus, biking, walking and carpooling were not possible, these data show that at least 39% of respondents are within 1/4 mile walk of a bus stop (Map 4), 41.3% of respondents were within 1 – 5 miles (bike distance) (Map 5) of their place of employment and 14% were within 1/2 mile of their place of employment (walking distance) (Map 6).

Map 4:



Map 5:
Bike Radius

Map 6:



Commuter Reasoning

Some of the questions that pushed a little more on the reasons for driving alone yielded some very interesting results. Firstly, when asked what they valued most highly in their commute respondents overwhelmingly chose

speed and time (61%). Surprisingly, even though the price of fuel has been steadily increasing, cost only garnered 13% of the responses.

Second, the results show that the majority of respondents only needed their vehicle to get to work and not necessarily to perform the functions of their job. With 88% of respondents driving alone there should be a similar trend in the amount of respondents that need their automobile during the day or before and after work for errands. However, 34% of respondents stated that they never need their car during the workday and 48% said they never need their car for errands before and after work.

Section 3: Parking and Driving

Parking, particularly the predominance of free parking, is one of the greatest subsidies extended to the single-occupancy automobile. Preliminary research showed that Downtown Ypsilanti contains an estimated 1,027 parking spaces, about half of which are private and half of which are public. This was confirmed by the survey (Table 2). The total amount of free public parking is approximately 358 spaces, or 65% of the total amount of public parking. The survey discovered that 84% of employees are parking for free both in public and private lots. Private parking and free public parking offer no direct revenue to the City of Ypsilanti.

Another aspect of parking, often defining the way in which commuters use it, is who pays

Parking Location	Number	Percentage
Private Parking	114	49%
Public Parking	118	51%

for it and how it gets paid. For example, in this survey 84% of respondents said that their employer subsidized their parking. 100% said that their employer did not offer a parking cash-out program. This a huge untapped resource for a city interested in promoting alternative transportation. A parking cash-out program would offer employees a cash sum equivalent to the amount that an employer would pay for a parking space for said employee. The employee could do as he or she pleased with that sum of money, including purchase a personal parking permit, purchase a yearly bus pass, or buy a new bike.

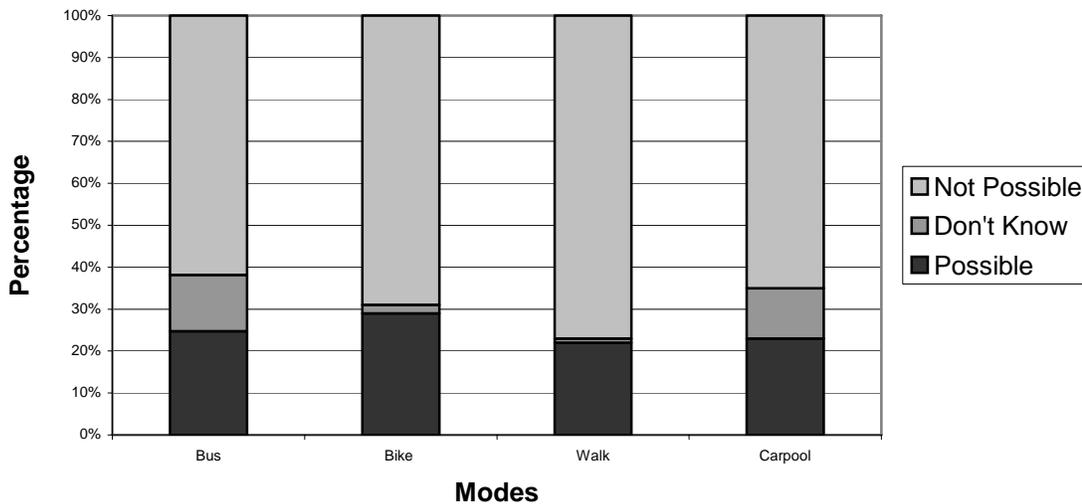
Also, 74% of survey respondents said that finding parking was easy and only 3% said that finding parking was difficult. This goes against the common conception that Ypsilanti needs more parking.

Section 4: Bus/Bike/Walk/Carpool

Although the numbers offered in the commute category show an interest in using the automobile for commuting there was some interest shown for the possibility of using alternative modes of transportation (Figure 3).

Figure 3:

Percentage of Respondents that Felt it Was Possible to Use Other Modes



The following tables (3 – 6) show the major reasons why survey respondents felt they could not take various alternative commuting modes. Many of the reasons of the reasons are physical distance issues (e.g. if a respondent currently commutes from 30+ miles away). However, as highlighted in Section 2, many commuters live within biking and busing distance (approximately five miles) and some even live within walking distance (1/4 mile to 1/2 mile or less). As also highlighted in the Section 2 nearly 50% of the respondents do not need their car during the day or directly before and after work. This may indicate a population that has a misconception about the distance they live from work and the possibilities for alternative commuting available within that distance. Alternatively, this data could suggest that further, finer-grained questions regarding the existence and condition of infrastructure supporting alternative commuting need to be asked.

Respondents' Reasons for Not Using Alternative Modes of Commuting

Table 3: Bus

Why Not?	Number
Bus does not service my neighborhood	70
Commute is too far	52
I need my vehicle during the day	49
My commute is too short	21
I don't know the routes and stops near my home	16
Bus service is not frequent enough	10
I feel the bus is not safe	9

DRAFT 10/15/2007

Other	8
Bus does not run late enough	4
Bus does not run early enough	2

Table 4: Bike

Why Not?	Number
Commuter is too far	112
I need my vehicle during the day	61
No shower or changing facilities at work	55
Biking takes too long	54
Weather	54
Can't bike in my work clothes	51
No bike	38
Poor condition of bike paths and lanes	37
I feel biking is unsafe	26
No bike parking at work	19
Personal fitness/skill	14
Other	4
Disability	3

Table 5: Walk

Why Not?	Number
Commute is too far	159
Walking takes too long	73
I need my vehicle during the day	60
Weather	59
No shower or changing facilities at work	42
Walking in the morning/evening is unsafe	41
Can't walk in my work clothes	39
No contiguous safe route from my house	38
Poor condition of sidewalks	28
Personal fitness/skill	11
Disability	6
Other	3

Table 6: Carpool

Why Not?	Number
No one from work lives close to me	112
I need my vehicle during the day	63
Not flexible enough	53
I don't trust others to get me to work on time	35
Other	5

Section 5: Reaction to Suggested Improvements

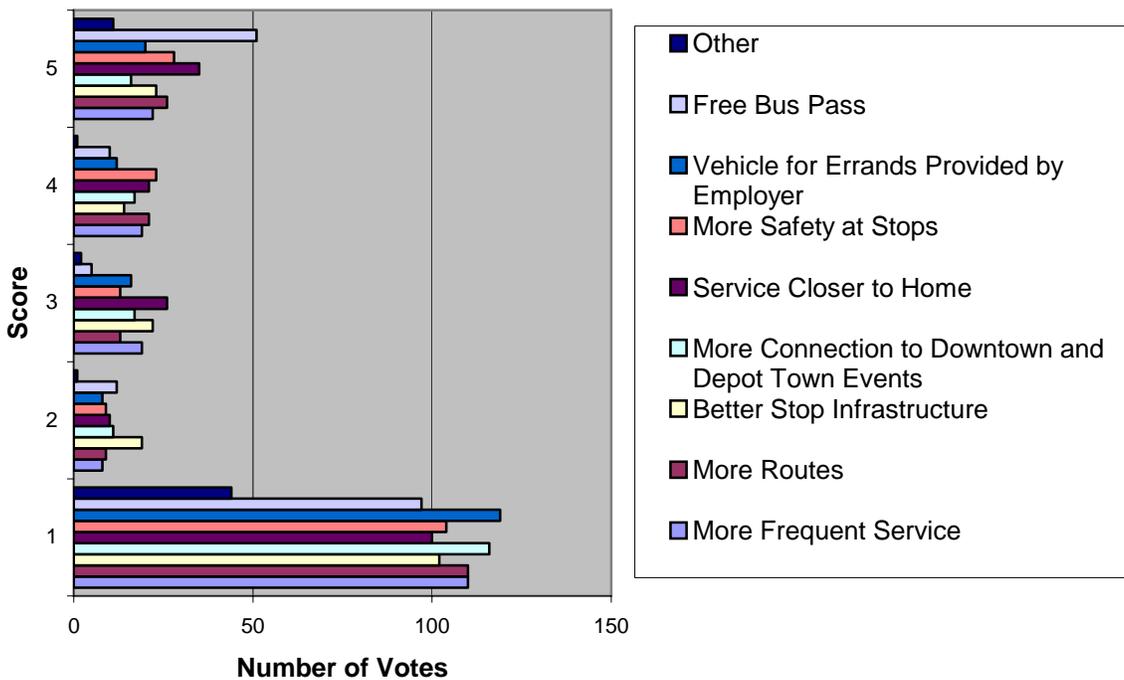
The following figures (4-7) show the responses to all of the improvement suggestions broken down into transportation mode. Note that the bulk of the suggestions offered to improve alternative forms of transportation met with a score of 1, which indicated that it would not likely encourage the respondent to use that mode of travel at all.

Scores for the following figures are based on the key below:

1 = Not Encourage at All
2 = Barely Encourage
3 = Neutral
4 = Likely Encourage
5 = Greatly Encourage

Figure 4:

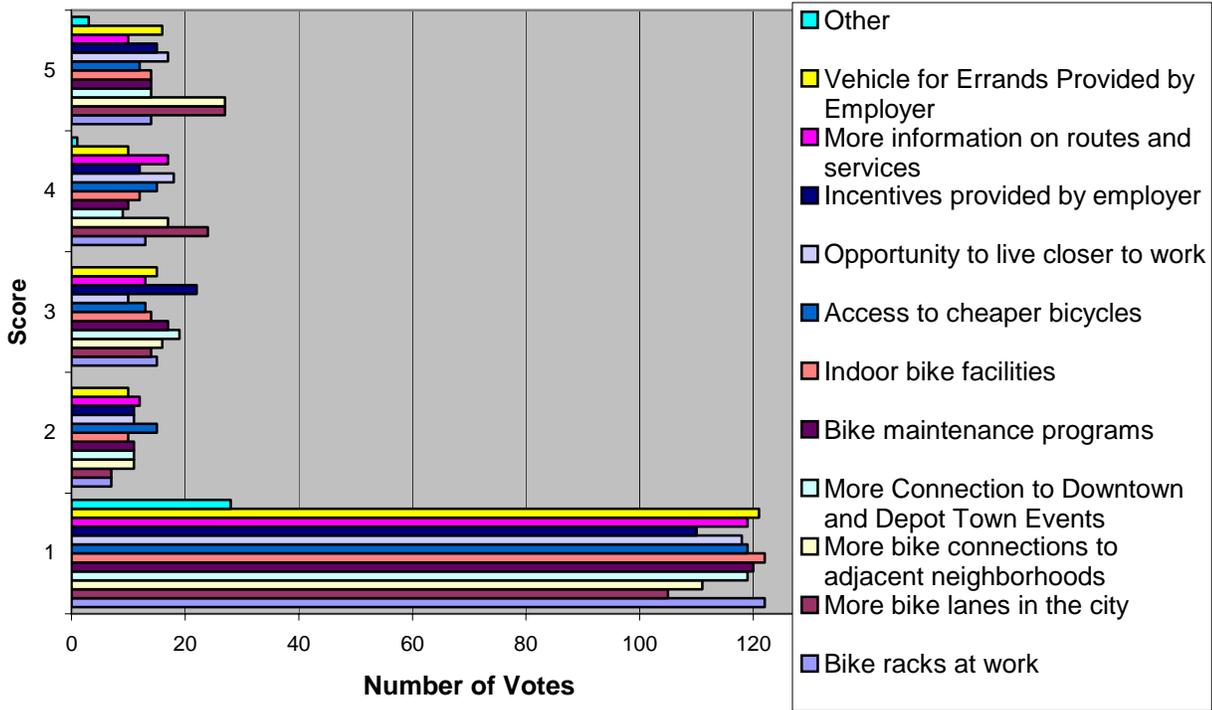
Improvements that Would Encourage Bus Ridership



The top three improvements that would greatly encourage people to ride the bus to work are more safety at the stops, service closer to home, and a free bus pass.

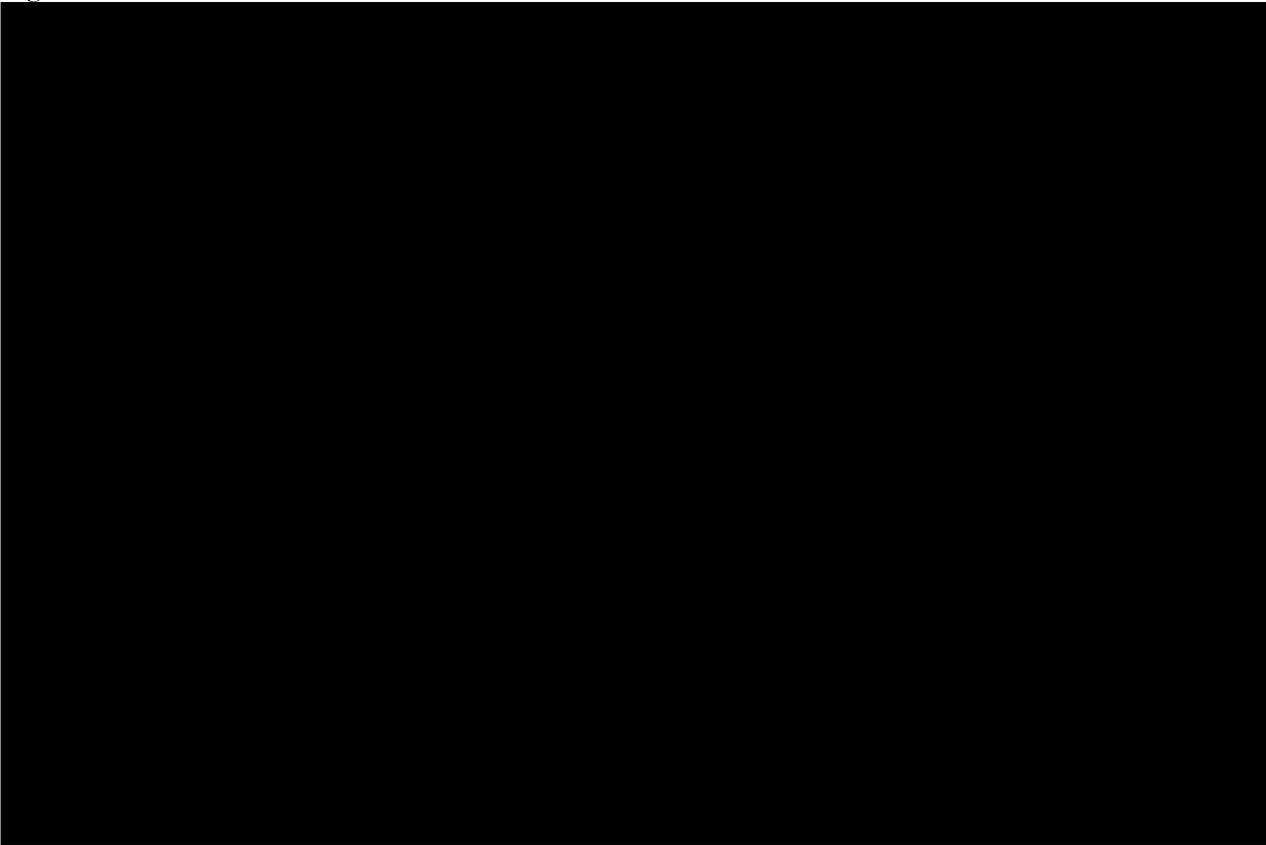
Figure 5:

Improvements that Would Encourage Riding a Bike



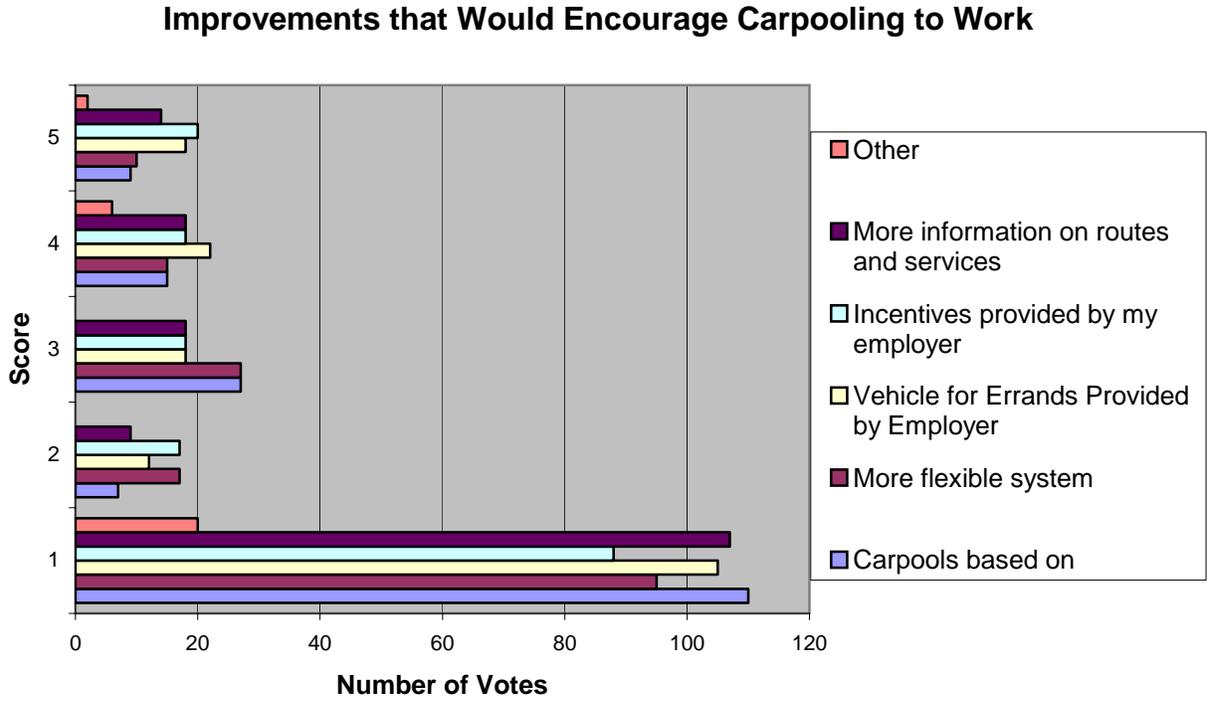
The top three improvements that would greatly encourage people to ride to work on their bicycle are living closer to work, more bike path connections to adjacent neighborhoods, and more bike lanes in the city.

Figure 6:



The top three improvements that would greatly encourage people to walk to work are incentives provided by employers, more local service businesses and living closer to work.

Figure 7:



The top three improvements that would greatly encourage people to carpool to work are more information on routes and services, a vehicle provided by employer for errands and incentives provided by employers.

DRAFT 10/15/2007
Recommendations

Although the response to the survey was lackluster in terms of enthusiasm for taking alternative modes of transportation, it does lend itself to some concrete programmatic solutions that will help Ypsilanti develop a small but effective alternative transportation promotional program. The following program recommendations will be laid out in short-term and long-term categories based on cost and current necessity.

Short-term:

Select an Entity to Manage Alternative Transportation Promotion

An entity in the City of Ypsilanti should be the clearinghouse of all alternative commuting information that pertains to the City. The first step would be to link an extensively searched site (possibly the City or the DDA) to the getDowntown program and allow employees and residents access to information on alternative commuting. This can also be the body that hosts and staffs the Alternative Transportation Committee.

Start an Alternative Transportation Committee

The survey shows that the concept of alternative commuting has had very little exposure in Ypsilanti. There are people that live close enough to walk, ride a bike or take the bus and do not because they feel it would be a significant inconvenience. There needs to be an institutionalized body that works through these issues of education and of infrastructure to ensure that the public is getting the best available information. It would help to spread the message across many different entities to open up the possibilities of alternative commuting to a bigger audience.

Potential Committee Members:

- City of Ypsilanti
- Downtown and Depot Town Development Authority
- Washtenaw County (Health Department)
- Washtenaw Area Transportation Study
- Ann Arbor getDowntown
- Eastern Michigan University
- Washtenaw Walking and Biking Coalition
- Ypsilanti Health Coalition
- Neighborhood Associations
- Community Policing Action Council (Ypsi CoPAC)
- AATA
- Chamber of Commerce

Run a Commuter Challenge week in conjunction with the Ann Arbor getDowntown program's yearly event in May.

This type of an event will allow the managing entity to experiment with different types of educational programs and marketing strategies to see what will work best with Downtown and Depot Town employees. It will also offer the employees a brief exposure to commuting without driving alone and also provide an opportunity to share some resources with the getDowntown program.

DRAFT 10/15/2007

Re-Examine the Cost of Parking

Parking must cost something; particularly for automobile commuters. Whether they have to buy a permit from the City or pay at a meter or at a centralized machine it needs to cost an amount commensurate with the amount of land that the parking is taking up. That cost is not calculated in this report, but a starting point would be to identify the massive free parking areas (Washington Street Lot) and get some type of payment system installed. This will increase revenue for the city and provide appropriate economic parity for the comparison between driving alone and other modes of transportation. An example of the possible revenue available in the Washington Street Lot is below:

Potential Washington Street lot improvement costs

Item	Price
Grinding/Striping	(\$3,000)
Signs (1 per 2 spaces * 185 spaces)	(\$11,500)
Paymaster	(\$10,000)
Projected Total	(\$24,500)

Potential Revenue from Washington Street Lot

<ul style="list-style-type: none"> • 75%(138 spaces) short-term (2 hours) <ul style="list-style-type: none"> ○ \$.75/hour for short term • 25% (47 spaces) long-term (8 hours) <ul style="list-style-type: none"> ○ \$.25/hour for long term • 10 hours of operation (free evenings) • Free weekends 	High (85% utilization) \$900/day, \$200,000/year
	Middle (65% utilization) \$510/day, \$132,000/year
	Low (50% utilization) \$250/day, \$91,000/year

Expand Survey to Larger Employers and Eastern Michigan University

EMU is a huge part of Ypsilanti and currently 60% of the students commute there from other parts of the region. As an employer and a college, EMU has a vested interest in creating a community that is safe and vibrant enough to sustain alternative transportation. Other employers that would be beneficial to work with are Washtenaw County and the City itself. Often these types of efforts start with major employers taking the lead in trying to change current commuting practices, and this could be the opportunity for that one employer to demonstrate that it is possible to commute to Ypsilanti through means other than the automobile.

Long-term:

Focus on Bike/Walk Improvements

1. Create pedestrian street design and safety standards based on AASHTO's Pedestrian Planning Guidebook.
2. Include pedestrian and bike improvements in all street improvements as identified in the Capital Improvements Plan.
3. Focus on the 4-tier system in downtown areas (A2 Non-Moto)

Improve Safety (both on a bike and from being harassed)

1. Incorporate Crime Prevention through Environmental Design (CPTED) principles into planning and design considerations.
2. Regularly survey downtown commuters on their experiences and perception of safety in the downtown area and how these affect their commuting behavior. Use the information gathered to address safety issues.
3. Involve the central business districts in community-wide safety initiatives and discussions with CoPAC.

Appendix

Survey Questions and Responses

Section 1: Personal Information

1) Are you a full-time or part-time employee?

- a.) Full-Time
- b.) Part-Time

Employment	Number	Percentage
Full-Time	182	73%
Part-Time	71	28%

2) What category best describes your job?

- a.) Retail/Sales/Restaurant
- b.) Manufacturing/Production
- c.) Office/Professional
- d.) Medical/Dental
- e.) Education
- f.) Public Services
- g.) Non-profit or Charitable
- h.) Other _____

Job Category	Number	Percentage
Retail/Sales/Restaurant	97	39%
Manufacturing/Production	2	1%
Office/Professional	73	30%
Medical/Dental	9	4%
Education	3	1%
Public Services	40	16%
Non-Profit/Charitable	13	5%
Other	11	4%

DRAFT 10/15/2007

3) What days of the week do you usually work (circle all that apply)?

- a.) Monday
- b.) Tuesday
- c.) Wednesday
- d.) Thursday
- e.) Friday
- f.) Saturday
- g.) Sunday

Day of Week	Number	Percentage
Monday	211	83%
Tuesday	215	85%
Wednesday	230	91%
Thursday	230	91%
Friday	224	95%
Saturday	98	39%
Sunday	56	22%

4) What time of day do you typically start/finish work?

_____AM/PM to _____AM/PM

Work Time	Start	End	% Start	% End
12:00 to 1:00 AM		1	0%	0%
1:00 to 2:00		1	0%	0%
2:00 to 3:00		4	0%	2%
3:00 to 4:00		3	0%	1%
4:00 to 5:00	1	4	0%	2%
5:00 to 6:00	1		0%	0%
6:00 to 7:00	6		2%	0%
7:00 to 8:00	21	13	9%	5%
8:00 to 9:00	78		32%	0%
9:00 to 10:00	61		25%	0%
10:00 to 11:00	25		10%	0%
11:00 to 12:00	12		5%	0%
12:00 to 1:00 PM	2	1	1%	0%
1:00 to 2:00	3	4	1%	2%
2:00 to 3:00	5	9	2%	4%
3:00 to 4:00	3	11	1%	4%
4:00 to 5:00	7	16	3%	7%
5:00 to 6:00	10	99	4%	40%
6:00 to 7:00	1	36	0%	15%
7:00 to 8:00	1	8	0%	3%
8:00 to 9:00	2	3	1%	1%
9:00 to 10:00	2	11	1%	4%
10:00 to 11:00		12	0%	5%
11:00 to 12:00 AM		1	0%	0%

5) What is your home zip code?

ZIP codes	Number
48101	1
48103	13
48104	13
48105	6
48108	7
48111	11
48114	3
48116	3
48128	1
48131	2
48150	1
48152	1
48158	3
48160	7
48163	1
48164	1
48167	1
48168	1
48169	2
48170	1
48174	1
48176	7
48180	2
48184	1
48185	1
48186	1
48187	3
48188	4
48189	3
48190	2
48191	3
48193	1
48197	81
48198	39
48214	1
48219	1
48223	1
48230	1
48239	1
48240	1
48309	3
48322	2
48335	1
48357	1
48393	1
48439	1
48843	1
49088	1
49236	1
49270	1

DRAFT 10/15/2007

6) What major cross-streets do you live nearest to?

Ellsworth	Carpenter
Washtenaw	Hogback
Washtenaw	Pittsfield
Packard	Platt
Stadium	Washtenaw
Platt	Washtenaw
US 23	Geddes
Platt	Ellsworth
Washtenaw	Packard
Ellsworth	Stone School
Carpenter	Washtenaw
Golfside	Washtenaw
Rawsonville	Belleville
Belleville	I-94
I-94	Rawsonville
I-94	Rawsonville
Huron River	Rawsonville
Golfside	Washtenaw
Textile	Ann Arbor-Saline
Platt	Michigan Ave.
Platt	Michigan Ave.
I-94	Rawsonville
Cross	Adams
Ellsworth	Carpenter
Ellsworth	Carpenter
Huron	Catherine
Washtenaw	Clark
Cross	Congress
Michigan Ave.	Congress
Michigan	Congress
Hewitt	Congress
Hewitt	Congress
Huron	Cornell
Washtenaw	Cornell
Washtenaw	Cross
Pekkin	Cross
Perrin	Cross
Washtenaw	Cross
Hewitt	Ellsworth
Michigan	Ellsworth
Michigan Ave	Ellsworth
Cross	Forest
N. Huron	Forest
Michigan	Hamilton
Farris	Hamilton
Cross	Hamilton
Michigan	Hewitt
Michigan Ave.	Hewitt
Packard	Hewitt
Ellsworth	Hewitt
Michigan	Hewitt

Hewitt	Packard
Oakwood	Packard
Cross	Perrin
Forest	Perrin
Cross	River
Washtenaw	Roosevelt
Michigan Ave.	S. Adams
W. Wallace	Sherman
Congress	Summit
Whittaker	Textile
Whitaker	Textile
Michigan	Textile
Martz	Turtle Hill
Textile	Turtle Hill
Huron	Washington
Michigan	Washington
Michigan Ave.	Washington
Hewitt	Washtenaw
Hamilton	Washtenaw
Michigan Ave.	Washtenaw
Gulfside	Washtenaw
Golfside	Washtenaw
Textile	Whittaker
Merritt	Whittaker
Bemis	Whittaker
Rawsonville Road	Bemis Road
River	Clark
Prospect	Clark
Prospect	Clark
Ridge	Clark
Holmes	Forest
Cross	Garland
Prospect	Geddes
Michigan	Geddes
Harris	Grove
Michigan	Grove
Forest	Harris
Michigan	Harris
Ecorse	Harris
Ford	Harris
Grove	Harris
Prospect	Holmes
Emmett	Huron
Grove	Jay
Forest	Jerome
Huron River	LaForge
Grove	Merrick
Prospect	Michigan
Munger	Michigan
Ecorse	Michigan Ave.
Cross	Miles

DRAFT 10/15/2007

Michigan	Huron	Congress	Normal
Whittaker	Huron River	Prospect	Oak
Whittaker	Huron River	River	Oak
Jarvis	Lowell	Michigan	Park
W. Cross	Mansfield	Cross	Prospect
Washtenaw	Mansfield	Forest	Prospect
Washtenaw	Mansfield	Clark	Prospect
Textile	McKean	Forest	Prospect
Whittaker	Merrit	Forest	River
Whittaker	Merrit	Cross	River
Washtenaw	Michigan	Holmes	Wendell
Textile	Michigan		
Huron	Michigan		
Washtenaw	Michigan		
Carpenter	Michigan Ave.		
Michigan Ave.	Munger		
Hewitt	Packard		
Golfside	Packard		
Ellsworth	Packard		

7) What is your age?

- a.) under 18
- b.) 18 – 25
- c.) 26 – 35
- d.) 36 – 45
- e.) 46 – 55
- f.) 56 – 65
- g.) 66 and over

Age	Number	Percentage
under 18	0	0%
18 – 25	55	23%
26 – 35	66	27%
36 – 45	49	20%
46 – 55	42	17%
56 – 65	29	12%
66 and over	6	2%

8) Are you male or female?

- a.) Male
- b.) Female

Gender	Number	Percentage
Male	91	38%
Female	153	63%

9) What best describes your race or ethnicity?

- a.) American Indian or Alaska Native
- b.) Asian
- c.) Black or African American
- d.) Native Hawaiian or Pacific Islander
- e.) White
- f.) Hispanic or Latino
- g.) Other _____

Ethnicity	Number	Percentage
American Indian	2	1%
Asian	5	2%
Black	28	12%
Native Hawaiian	0	0%
White	191	81%
Hispanic	7	3%
Other	3	1%

10) What was your household income last year?

- a.) Less than \$14,999
- b.) \$15,000 – \$29,999
- c.) \$30,000 – \$44,999
- d.) \$45,000 - \$59,999
- e.) \$60,000 - \$74,999
- f.) \$75,000 - \$89,999
- g.) \$90,000 or higher

Household Income (2006)	Number	Percentage
Less than \$14,999	31	15%
\$15,000 - \$29,999	31	15%
\$30,000 - \$44,999	45	21%
\$45,000 - \$59,999	21	10%
\$60,000 - \$74,999	27	13%
\$75,000 - \$89,999	19	9%
\$90,000 and above	33	15%

11) How many years have you been working in Ypsilanti?

- a.) under 1 year
- b.) 1 – 5 years
- c.) 5 – 10 years
- d.) 10+ years

Years Working in Ypsilanti	Number	Percentage
under 1 year	46	19%
1 - 5 years	92	38%
5 - 10 years	42	17%
10+ years	60	25%

Section 2: Commute Information

1) What do you value most highly in your commute?

- a.) Speed/Time
- b.) Cost
- c.) Flexibility
- d.) Ease/Comfort
- e.) Personal Health
- f.) Environmental Ethics

Commute Value	Number	Percentage
Speed/Time	145	61%
Cost	31	13%
Flexibility	18	8%
Ease/Comfort	31	13%
Personal Health	6	3%
Environmental Ethics	7	3%

2) How did you get to work today?

- a.) Drove alone
- b.) Carpool
- c.) Bus
- d.) Bicycle
- e.) Walk
- f.) Other _____

Transportation Mode Today	Number	Percentage
Drove Alone	220	88%
Carpool	6	2%
Bus	2	1%
Bike	4	2%
Walk	15	6%
Cab	1	0%

DRAFT 10/15/2007

3) How long is your commute (from work all the way to your front door)?

- a.) Less than 1 mile
- b.) 1 – 2 miles
- c.) 3 – 5 miles
- d.) 6 – 10 miles
- e.) 11 – 30 miles
- f.) 31 – 50+ miles

Commute Time	Number	Percentage
Less than 1 mile	35	14%
1 - 2 miles	36	14%
3 - 5 miles	41	16%
6 - 10 miles	55	22%
11 - 30 miles	60	24%
31 - 50+ miles	25	10%

4) The last 5 times you worked, how many one-way trips did you make using each of the following transportation modes (a total of 10 one-way trips)?

- a.) Drove alone
- b.) Car-pool
- c.) Bus
- d.) Bicycle
- e.) Walk
- f.) Other: _____

Last 10 One-Way Commutes	Number	Percentage
Drove Alone	2191	89%
Carpool	60	2%
Bus	35	1%
Bike	48	2%
Walk	119	5%
Other	12	0%

5) How often does your job require you to run errands or attend off-site meetings that require the use of an automobile during the work-day?

- a.) Daily
- b.) Several times a week
- c.) About once a week
- d.) About once a month
- e.) Never

Work Errands	Number	Percentage
Daily	32	13%
Several Times a Week	41	16%
About Once a Week	33	13%
About Once a Month	59	24%
Never	86	34%

6) Are you required to do errands before and after work?

- a.) Yes, Everyday
- b.) Yes, Sometimes
- c.) No

Before/After Work Errands	Number	Percentage
Yes, Everyday	15	6%
Yes, Sometimes	114	46%
Never	119	48%

Section 3: Driving and Parking

1) If you drive to work, where do you usually park?

- a.) Private parking at workplace
- b.) Public parking lot
- c.) On-street (free)
- d.) On-street (pay)

Parking Location	Number	Percentage
Private Parking at Workplace	114	47%
Public Parking Lot	116	48%
On-Street (Free)	10	4%
On-Street (Pay)	1	0%

2) Does your usual parking space require a permit?

- a.) Yes
- b.) No

Parking Permit?	Number	Percentage
Permit	86	35%
No Permit	158	65%

3) If yes, which of the following agencies issues the permit?

- a.) The City of Ypsilanti
- b.) The Police Department
- c.) My employer
- d.) Other _____

Permit Agency	Number	Percentage
City of Ypsilanti	31	33%
Police Department	2	2%
Employer	32	32%
Other	28	28%

DRAFT 10/15/2007

4) On a typical work day, how easy is it to find a parking space?

- a.) Easy
- b.) Moderate
- c.) Difficult
- d.) Very difficult

Parking Ease	Number	Percentage
Easy	178	74%
Moderate	55	23%
Difficult	6	2%
Very Difficult	2	1%

5) Does your employer subsidize your parking?

- a.) Yes
- b.) No

Employer Parking Subsidy?	Number	Percentage
Yes	121	84%
No	16	11%

6) If you pay for your own parking, how much does it cost per week?

- a.) \$0
- b.) \$1 - \$5
- c.) \$6 - \$10
- d.) \$11 - \$20
- e.) \$21 - \$30
- f.) Other _____

Parking Cost	Number	Percentage
\$0	121	84%
\$1 - \$5	16	11%
\$6 - \$10	5	3%
\$11 - \$20	2	1%
\$21 - \$30	0	0%

7) Does your employer offer a "parking cash-out" program?

(A parking cash-out is a program in which employers offer additional money towards an employee's salary instead of buying that employee a parking permit)

- a.) Yes
- b.) No

Parking Cash Out	Number	Percentage
Yes	0	0%
No	212	100%

8) Is traffic congestion an impediment to your commute to or from work?

- a.) Yes
- b.) No

Traffic Congestion Impedance	Number	Percentage
Yes	61	25%
No	182	75%

Section 4 - 7: Bus/Bike/Walk/Ridesharing

Is taking the bus/biking/walking/carpooling for your commute possible?

- a.) Yes
- b.) No
- c.) Don't Know

Mode	Possible	Don't Know	Not Possible
Bus	24%	13%	60%
Bike	29%	2%	69%
Walk	22%	1%	77%
Carpool	23%	12%	65%

If you do not take the bus, why is it not possible?

Why Not?	Number
Bus does not service my neighborhood	70
Commute is too far	52
I need my vehicle during the day	49
My commute is too short	21
I don't know the routes and stops near my home	16
Bus service is not frequent enough	10
I feel the bus is not safe	9
Other	8
Bus does not run late enough	4
Bus does not run early enough	2

DRAFT 10/15/2007

What would encourage you to take the bus?

1 = Not Encourage at All
2 = Barely Encourage
3 = Neutral
4 = Likely Encourage
5 = Greatly Encourage

	1	2	3	4	5
More Frequent Service	110	8	19	19	22
More Routes	110	9	13	21	26
Better Stop Infrastructure	102	19	22	14	23
More Connection to Downtown and Depot Town Events	116	11	17	17	16
Service Closer to Home	100	10	26	21	35
More Safety at Stops	104	9	13	23	28
Vehicle for Errands Provided by Employer	119	8	16	12	20
Free Bus Pass	97	12	5	10	51
Other	44	1	2	1	11

DRAFT 10/15/2007

If you do not ride your bike to work, why is it not possible?

Why Not?	Number
Commute is too far	112
I need my vehicle during the day	61
No shower or changing facilities at work	55
Biking takes too long	54
Weather	54
Can't bike in my work clothes	51
No bike	38
Poor condition of bike paths and lanes	37
I feel biking is unsafe	26
No bike parking at work	19
Personal fitness/skill	14
Other	4
Disability	3

What would encourage you to ride your bike to work?

1 = Not Encourage at All
2 = Barely Encourage
3 = Neutral
4 = Likely Encourage
5 = Greatly Encourage

	1	2	3	4	5
Bike racks at work	122	7	15	13	14
More bike lanes in the city	105	7	14	24	27
More bike connections to adjacent neighborhoods	111	11	16	17	27
More Connection to Downtown and Depot Town Events	119	11	19	9	14
Bike maintenance programs	120	11	17	10	14
Indoor bike facilities	122	10	14	12	14
Access to cheaper bicycles	119	15	13	15	12
Opportunity to live closer to work	118	11	10	18	17
Incentives provided by employer	110	11	22	12	15
More information on routes and services	119	12	13	17	10
Vehicle for Errands Provided by Employer	121	10	15	10	16
Other	28	0	0	1	3

DRAFT 10/15/2007

If you do not walk to work, why is it not possible?

Why Not?	Number
Commute is too far	159
Walking takes too long	73
I need my vehicle during the day	60
Weather	59
No shower or changing facilities at work	42
Walking in the morning/evening is unsafe	41
Can't walk in my work clothes	39
No contiguous safe route from my house	38
Poor condition of sidewalks	28
Personal fitness/skill	11
Disability	6
Other	3

What would encourage you walk to work?

	1	2	3	4	5
Better sidewalks and crosswalks	104	15	12	16	17
More public spaces	109	11	16	10	14
More streetscaping	112	8	13	12	16
More local service businesses	113	8	10	14	21
Vehicle for Errands Provided by Employer	120	10	10	8	15
Cleaner sidewalks and storefronts	105	17	11	17	14
More pedestrian level signage	117	11	14	10	9
Opportunity to live closer to work	106	4	9	19	28
Incentives provided by employer	109	9	14	8	21
More information on routes and services	123	7	11	9	9
Other	45	0	1	1	10

DRAFT 10/15/2007

If you do not carpool to work, why is it not possible?

Why Not?	Number
No one from work lives close to me	112
I need my vehicle during the day	63
Not flexible enough	53
I don't trust others to get me to work on time	35
Other	5

What would encourage you walk to work?

	1	2	3	4	5
Carpools based on neighborhood, not work destination	110	7	27	15	9
More flexible system	95	17	27	15	10
Vehicle for Errands Provided by Employer	105	12	18	22	18
Incentives provided by my employer	88	17	18	18	20
More information on routes and services	107	9	18	18	14
Other	20	0	0	6	2

Section 8: General Comments

I commute from Dundee daily. If you have a carpool between there and Ypsilanti, please advise.
Gas going up
Safety is a concern
Driving takes less time. Employee arrival and departure time is too variable.
I would be more likely to consider the other options if the streets were better lit, patrolled more frequently by police and the area was frequented by more people in general to provide a general sense of safety
I would walk more if I woke up on time.
Free parking
Biking down MI Ave. is unsafe. Preferred walking route does not have enough car/foot traffic to feel safe.
Please fix the pedestrian traffic signals for crossing Michigan Ave. downtown (all blocks). They have never worked and it is dangerous.
You really must be out of your mind. This is Ypsilanti guys, what carpooling are you talking about?!! By the way, this was the most ridiculous survey I've ever done.
Trim the trees more
Weather dictates
I have some concerns about the safety of the downtown area.
Until the streets of Ypsilanti are safer I would not walk or ride a bike anywhere by choice.
Kids
No desire to take the bus or bike.
Safety on buses is a problem.
Bus service to main library branch would be good.
I will walk or bike to work on certain days, but since having a child it is difficult to juggle the time. Prior to having children my wife and I rode the AATA for many years, 1983-1997.
Need to drive daughter to Ann Arbor for day care.
If I had to take the bus, I would like certain bus transportation to be available on weekends (#20). Have the bus run later on the weekends. I depend on the bus to get around and shop.
I have two jobs daily.
I'm lazy and anti-social.
I don't want to ride the bus.
I won't ride the bus.
I'm in sales and I need my car.
Unlikely to bus, bike or walk because I run my own horse business on the side.
Gas prices have to get higher.
I have to take Huron River Drive (no bike path) to Huron St - the bike lane disappears when you get to the bridge over the expressway, so I have to cross two sets of on/off ramps and the bridge, which has no bike lane. I would bike more often if I didn't feel like I was risking my life! I see many people walking the same route with no sidewalks, in heavy traffic, carrying shopping bags. I'm amazed no one has been killed yet. A lot of people live off of Huron River Drive - Schooner Cove Apartments, Ford Lake Village and other subdivisions that might be able to bike or walk if the route was safer. Not only do I work downtown, but my husband also works full time at EMU. He would like to ride his bike to work - parking is bad at EMU and he needs the exercise - if he thought it was safe. You have sine bike lanes and paths in place along our route - just give us some way to get over the expressway and along Huron River Drive safely and we would bike all the time - especially with gas prices being so high.
Not enough people have wanted to carpool to make it worthwhile.
Most helpful for work-related trips would be express transit to downtown Ann Arbor. Many of my car-based trips are to meetings with county or regional officials. Additionally, I think that this would be a significant aide in commutes to work both for Ypsilanti employees who live in Ann Arbor and vice versa.
Commute time for bus needs to be more competitive with the car from Ann Arbor to Ypsilanti.
I would need more time. Also, some times I need my car for errands during the day.

DRAFT 10/15/2007

A go pass like the employees in Ann Arbor would be great. Bus pass should be offered to EMU students monthly. More routes serving Ypsilanti are needed
I currently park in the EMU lot by the business school. It is full of broken bottles and panhandlers approach me on a consistent basis. When I paid for a city permit south of Michigan Ave.- there still was broken glass. I do not feel as safe as I did when I started working in Ypsi. about 8 years ago.
Gas incentives and daily opt-out of car pool option would be great.
More convenient bus hours.
"Opt out" carpooling and a better regional transit connection (rail) would make it easier for me to commute by different modes.
As an intern I drive for the experience, not the cost/benefit.
A system where there are pay to use public bikes (\$ returned on return of the bike) would be beneficial. Ypsilanti needs more to do (pool hall, gym, paint ball, skatepark, more activities in our parks).
There needs to be more parking in the downtown entertainment district
Childcare makes all this impossible.
There needs to be more safety at the YTC.
I bring my dog to work everyday.
Less crime.
Safer.
I live close to work and I could walk, bike or carpool depending on the shift.
I may get shot, raped or mugged if I walk, bike or take the bus. This town is a bit unsafe.
Bus depot is unsafe.
Buses are unsafe.