

2007

Metropolitan Survey

Transportation is top concern

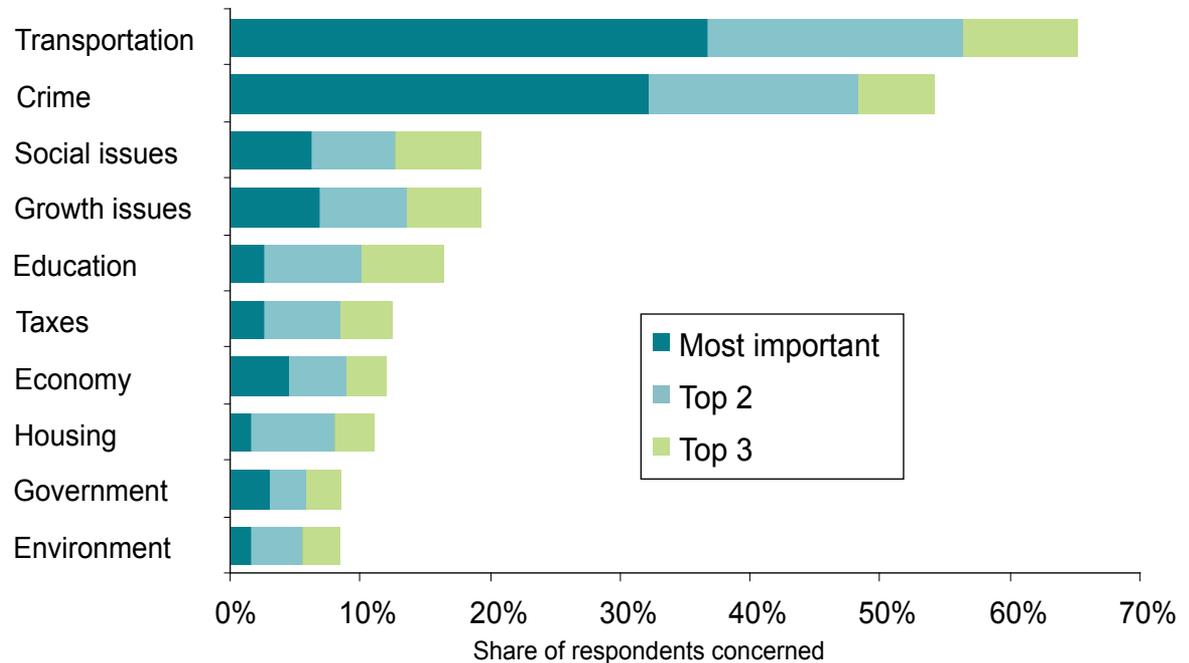
Transportation was cited by Twin Cities metro residents as the No. 1 problem facing the region in 2007. It's an issue that's been cited as a major public concern since 2000.

Asked about issues facing the region, 37 percent of those surveyed identified traffic congestion, road conditions, limited transit options and other transportation challenges as the region's "single most important problem." Transportation was more dominant as an issue in the suburbs and rural areas than in the central cities, where crime was of greatest concern.

Crime was a close second overall, with 32 percent of respondents citing crime as the region's top issue. Together, the two issues overshadow all others, including growth, social issues, education and the economy as areas of major concern.

The Metro Residents Survey was conducted from mid-October through early December 2007. More than 1,300 residents participated.

Top 10 concerns in the metro area - 2007



The Metropolitan Council's survey asks about the "single most important problem," but also about "other important problems" facing the region. Sixty-five percent of those surveyed included transportation among their top three concerns for the metro area. Fifty-four percent said crime ranked among their top three concerns. A more in-depth report of survey findings is available online at www.metrocouncil.org/Reports/

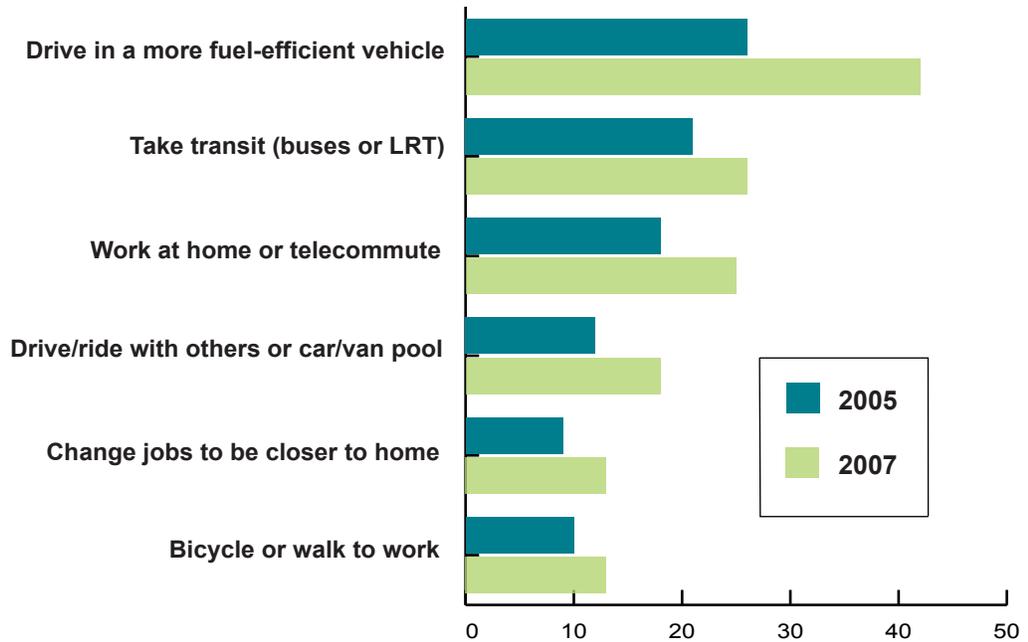
Alternative commutes

Given the concern about transportation, specifically traffic congestion, the Council asked residents how likely they are to try commuting alternatives that would help reduce transportation costs.

Most said their option of choice would be to drive a more fuel-efficient vehicle. Forty-two percent said they were “very likely” to try this option, an increase from 26 percent two years ago.

Fifty-four percent indicated they were likely to try one or more traffic-reducing solutions. Options included taking the bus or train, working at home, car- and van-pooling, working closer to home and biking or walking. Each option saw increased interest from two years ago.

Commuters “very likely” to try alternatives



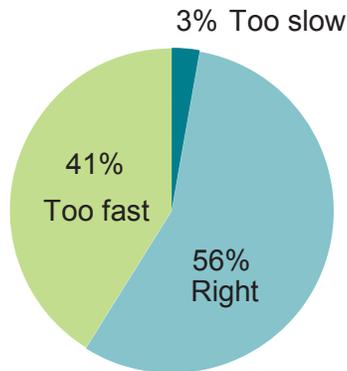
Growth, local and regional

Concern about growth paled in comparison to transportation and crime issues, but the Council wanted to tap into public perceptions about the rate of growth in the metro area.

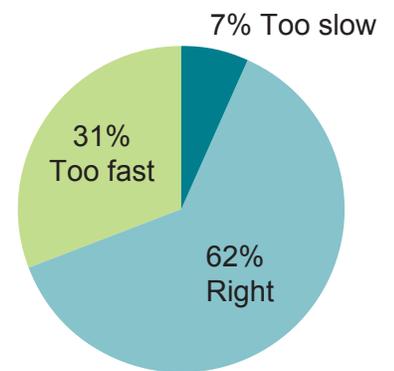
Most people said the region as a whole is growing at about the right pace, though 41 percent said growth is occurring too fast. When respondents were asked about growth in their own local communities, most residents said their community is growing at about the right pace. Dissatisfaction with growth rates is highest in rural areas and newer suburbs on the developing edge of the region.

The Council forecasts that the region’s population is on track to grow by nearly one million more people between 2000 and 2030, increasing from 2.6 million in 2000 to 3.6 million by 2030. The Council forecasts regional growth to help communities plan for local and regional services and infrastructure.

Public opinion on growth in Twin Cities region



Public opinion on growth in their community



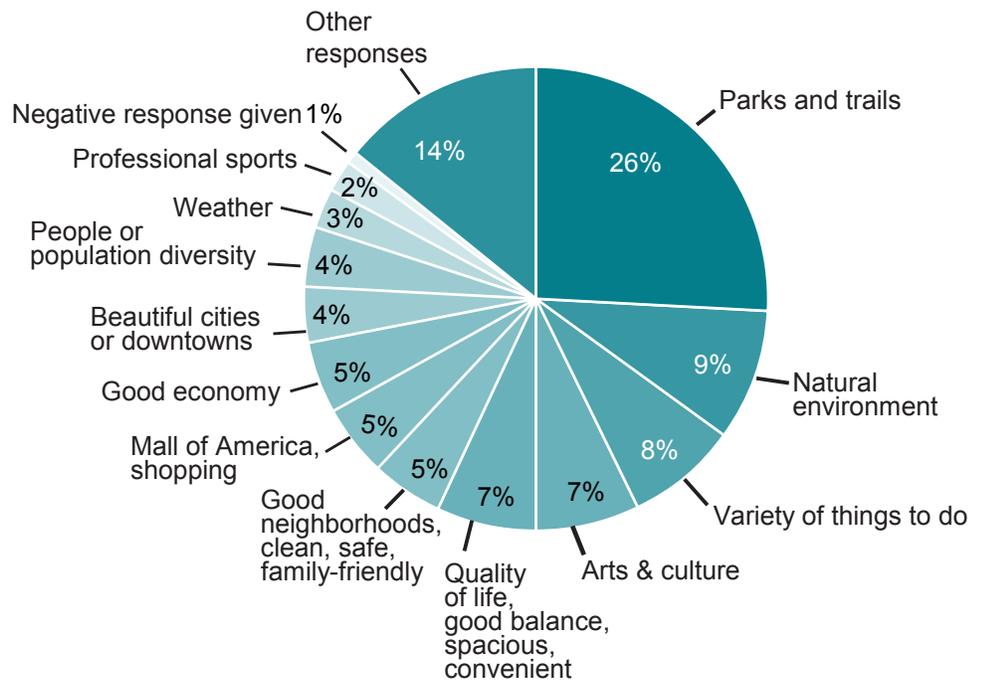
Residents value parks

The region is well known for its natural amenities, so it's no surprise that residents believe its vast network of parks and trails ranks among the region's most attractive features.

In addition to state and local parks, the regional parks system includes the highly visited Minneapolis Chain of Lakes, and the Como Zoo and Conservatory.

Residents also cited the variety of things to do, arts and culture, shopping, good neighborhoods and quality of life as attractive aspects of living in the Twin Cities region.

Region's most attractive feature

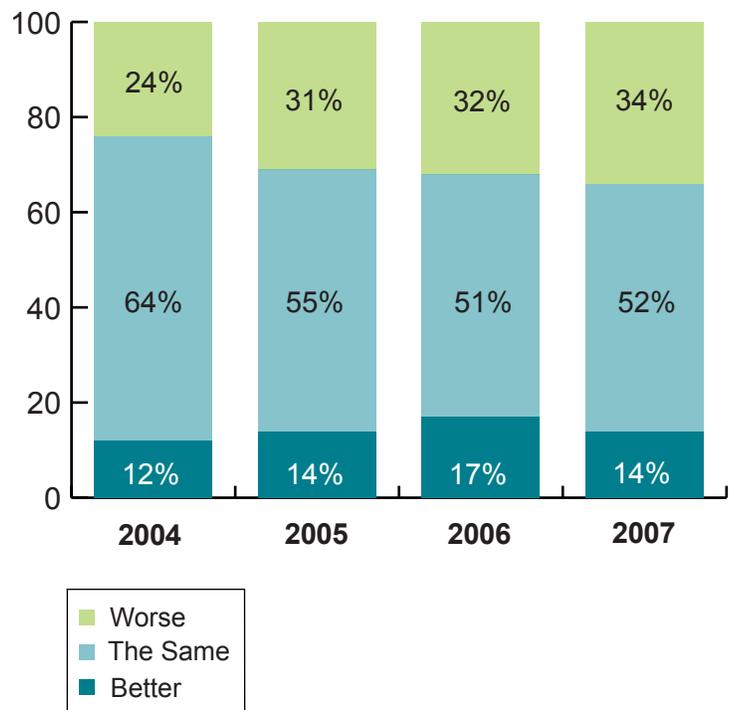


Residents like it here

In 25 years of Council surveys, residents have consistently embraced the quality of life the Twin Cities area has to offer. In fact, 94 percent of those surveyed in 2007 said the region is a better place to live than other metropolitan areas.

However, 34 percent said the quality of life has declined over the past year. That's more than double from eight and nine years ago. Two-thirds of those who said the region's quality of life has "gotten worse" in the past year cited concern about transportation or crime as the No. 1 issue facing the region.

Do you think the quality of life has changed in the past year?

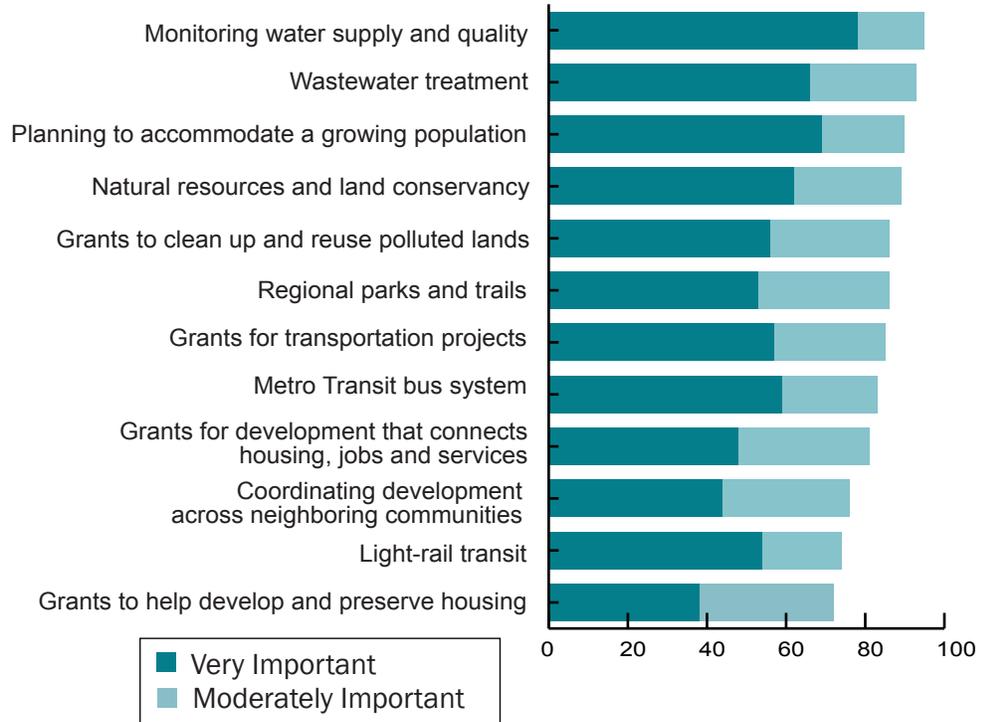


Council plays important role in preserving quality of life

Ninety-five percent of residents said the Metro Council's role in monitoring water supply and water quality is very or moderately important to the region's quality of life. You can be sure that its role in wastewater (sewage) treatment is highly appreciated. And, 90 percent of residents said the Council's role in providing local planning assistance is important, as is preserving natural resources.

Residents also recognize the value of Metro Transit service, the regional parks and trails, and its Livable Communities program, which awards grants to communities for economic development, affordable housing and promoting development that connects housing, jobs and services.

Council programs considered very or moderately important

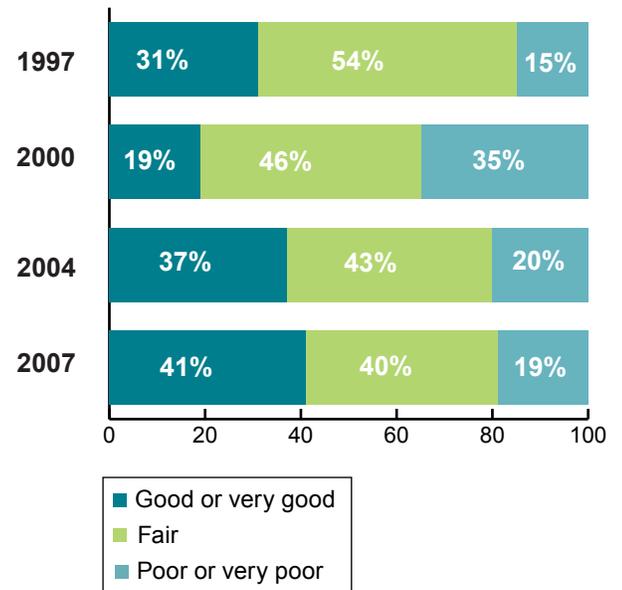


Metro Council job approval rating

Three-quarters of residents surveyed said they're aware of the Metro Council. Some 80 percent give the Council fair-to-high marks for performance.

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council runs the regional bus and light-rail system, collects and treats wastewater, coordinates regional water resources, plans regional parks and administers funds that provide housing opportunities for low- and moderate-income individuals and families. The Council board is appointed by and serves at the pleasure of the governor.

Public approval of Metropolitan Council performance



Methodology

Results are based on the responses of 1,351 survey participants, collected Oct. through Dec. 2007 by Metropolitan Council research staff and Information Specialists Group, Inc. Central cities, suburban and rural residents were selected randomly and invited to participate in the Metro Residents Survey. Survey results reflect the demographic and geographic distribution of the region's adult population. Survey results have a margin of error of plus or minus 3 percent.