

2004 Metro Residents Survey

An examination of Twin Cities area residents'
concerns and attitudes about the region

January 2005



Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

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Quality of Life

- **The Twin Cities area is perceived to be a better place to live by metro residents.**
 - ✓ Ninety-seven percent of residents think that the Twin Cities area is a better place to live compared to other metropolitan areas. Half of all residents think it is a much better place to live.
- **The most attractive feature of the Twin Cities area is its collection of parks, trails, lakes and other natural resources.**
 - ✓ Two of every five residents think that the most attractive feature of the Twin Cities area is the parks, trails, lakes and other natural resources. The second most attractive feature is the arts and culture of the area, mentioned by 9 percent of residents.

Issues facing the Region

- **Nearly half of all residents think the Twin Cities area as a whole is growing too fast.**
- **Residents think that the single most important problem facing the region is traffic congestion.**
 - ✓ Traffic congestion was identified as the single most important issue facing the region by 37 percent of residents.
 - ✓ At the category level, transportation—which includes congestion, mass transit, parking and more general responses related to the transportation system—is the single most important issue for 49 percent of all residents. Crime is a distant second at 17 percent.
 - ✓ The perceived commute time has, on average, increased to 24.5 minutes from 22.1 minutes a year ago – an 11 percent increase.

Addressing Transportation Issues

- **Residents think that state, metropolitan and local governments have a responsibility to address transportation issues.**
- **Residents think that there are three primary solutions for the metro area's long-range transportation needs: optimizing the existing system, adding more freeway lanes and expanding the commuter/light-rail system.**
- **Increasing the gas tax, charging tolls on some roads and shifting money from other state programs are the top three methods preferred by residents for paying for funding new highway construction.**
- **Increasing rider fares, allowing gas tax revenue to be used for transit and adding a half-cent sales tax in the seven-county metro area are the top three methods preferred for developing the transit system.**

Residential Preference

- **Over one-quarter of all residents would prefer to live in different type of area within the region.**

- ✓ Those who prefer to live in a different area typically would prefer to live in a less urban setting than where they currently live.
- ✓ Rural areas, small towns and the very urban areas show the strongest demand.
- ✓ For residents who would prefer to move and who live in the suburbs and cities, traffic congestion is always one of the top three things they like least about where they currently live.

The Role of the Metropolitan Council

- **The Council’s job rating has turned around since 2000**

- ✓ In 2000 the good/very good ratings were at 19 percent, and the poor/very poor ratings were at 35 percent. Now the good/very good ratings are at 37 percent and the poor/very poor ratings are down to 20 percent.
- ✓ Although there has been progress, the Council can further improve its ratings.

- **All of the eleven Metropolitan Council programs examined in the study are thought to be important by a majority of residents.**

<u>Council Program</u>	Percent of residents indicating this as being at least <u>Moderately Important</u>
▪ Monitoring water quality	94
▪ Wastewater treatment	92
▪ Planning to accommodate the region's growing population	89
▪ Regional parks and trails	86
▪ Grants to clean up and reuse polluted lands	80
▪ Grants to cities and suburbs for transportation projects (roads, bicycle and pedestrian paths)	77
▪ Metro Transit (bus system)	76
▪ Coordinating development across neighboring communities	73
▪ Hiawatha Light-Rail line	64
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Section 1: Introduction

Background

This report describes the findings of the 2004 Metro Residents Survey. The survey is designed to elicit and represent the views of the seven-county Twin Cities metropolitan area's adult residents. It is part of an ongoing annual effort dating back to the early 1980s to collect residents' viewpoints on quality of life, housing, transportation, the Metropolitan Council and other issues. Many of the questions asked in the 2004 study have been asked in past years of the study, and that historical data is provided in this report for comparison purposes.

Methods

Beginning in 2003, the annual survey switched data collection methods, from data collected over the telephone to data collected through paper surveys. There were several reasons for the change, including decreasing response rates due to cellular phones, call-waiting and answering machines; the high cost associated with telephone data collection; and the inability to ask complex questions over the phone. In addition, mail surveys allow the respondent to complete the survey at their own pace, which may lead to a more accurate reflection of the respondent's beliefs and attitudes. Response rates for both approaches are very similar, with typical response rates around 50 percent. Analysis indicates that the time-series data has not been affected by the method of data collection.

Two thousand randomly selected, adult residents of the seven-county Twin Cities metropolitan area were contacted via mail and invited to participate in this study. The sample was designed by Survey Sampling Inc., and was drawn from a database that includes phone book listings and other public records.

Each potential participant received a survey packet consisting of a letter explaining the need for the study, a survey to be completed, and a postage-paid return envelope. The recipient was instructed to have the adult person in their household with the most recent birthday complete the survey. The birthday approach was used to help mitigate sample bias.

One week before the initial survey packet was mailed, each potential respondent was sent a postcard alerting them to the coming survey. One week after the survey packet was mailed, a reminder postcard was sent to all people in the sample. The postcard asked them to complete the survey and thanked them if they had already done so. Two weeks after the postcard was mailed, a replacement survey packet and letter were sent out to those who had not yet returned their survey.

To encourage participation by recent immigrant groups, an additional letter in Hmong, Somali and Spanish languages was included in the survey packet. The letter explained the survey and offered the participant the opportunity to complete the survey in their primary language. Results of this extra effort were disappointing - only one respondent requested an alternative language survey.

Data collection began the week of October 4, 2004, and ran through November 19, 2004.

Of the initial 2,000 contacts in the sample, 300 were determined to be unlocatable or deceased, leaving a total of 1,700 usable contacts. Of the usable contacts, 798 surveys were completed and returned, yielding a 47 percent response rate for the study. This response rate is a small increase over last year's survey and is comparable to response rates over the last five years.

With a respondent sample size of 798, the margin of error for this study is +/-3.5 percent at the 95 percent confidence level. This means that if this study were to be replicated 1,000 times, in 950 of those

replications results would be within 3.5 percent of the results reported in this study. Margins of error increase somewhat for those questions that were answered by smaller sub-groups of respondents.

Weighting of the data was necessary to reflect gender and age distribution. The raw data from respondents slightly over-represented males and under-represented people under the age of 30. The gender imbalance was likely a product of a bias towards males in phone book listings.

The age imbalance was also likely a product of the sample, since people under 30 are more likely to have changed residences or to have cell phones. Cell phone numbers and associated contact information are not part of most sampling databases, so those who have cell phones as their only phone often are left out of raw samples. Beginning in March 2005, the federal government will allow telemarketing (and research) access to cell phone owner data, which should result in a more representative sample in the future.

To correct for gender and age, survey data was weighted to reflect the known Census distribution of age and gender. The end product is a database that accurately reflects the adult residents of the seven-county Twin Cities area.

Survey instruments are found in Appendix A of this report.

Reading data in this report

The report is organized by topic. Each section begins with a summary of significant findings, followed by a discussion of sub-topics within that section. Data tables are referenced in the discussion and are found after the discussion.

Percentages are rounded to whole numbers, with the result that some tables may not add up to 100 percent. Not all respondents answered every question. The actual number of respondents answering any given question is listed directly below the data table and is noted as “n=...”.

Most results are reported through descriptive statistics such as frequencies of responses. When appropriate and of interest, data was analyzed using cross-tabulations, means testing and other methods as detailed for specific tables in the report. Further analysis of the study data is available by contacting Jonathan Vlaming (651-602-1496) at the Metropolitan Council.

Section 2: Quality of Life

Key Findings

- Ninety-seven percent of residents think that the Twin Cities area is a better place to live compared to other metropolitan areas in the nation. Fifty-two percent think it is a much better place to live.
- Metro residents think that the area has many attractive features. Thirty-nine percent of residents think that the most attractive feature is the area's parks, trails, lakes and natural resources.
- One of four residents thinks that the quality of life in the Twin Cities area has gotten worse over the last year. Only 12 percent think it has improved.
- Nearly half (48 percent) of residents think the area is growing too fast.
- Residents think that the single most important problem facing the area is traffic congestion, with 37 percent indicating it as the top problem. At the category level, transportation, which includes congestion, mass transit, parking and more general responses, is the single most important issue for 49 percent of all residents.
- Traffic congestion started to become a significant issue in 1997, surpassing the 10 percent mark for the first time. Identification of traffic congestion as a top-three issue has doubled since 2000, rising from 27 percent to 57 percent in 2004.
- Residents think that resolving the transportation issues facing the region will require improving/increasing both mass transit and the road infrastructure.
- Residents think that state, metropolitan and local governments have a responsibility to address transportation issues.
- Crime as the most important problem has increased from 9 percent in 2001 to 17 percent in 2004. This is still far below its peak level of concern by 61 percent in 1993, the highest percent for any problem since the survey began asking the question in 1986.
- Growth as the most important problem category has increased to 12 percent from 6 percent in 2003 and 2 percent in 2001. Half of this increase is attributed to the perception of immigration as the single most important issue (a growth component), which rose from 1 to 4 percent over the last year.

Discussion

Respondents were asked a series of questions about how the Twin Cities compares to other metropolitan areas, what makes the region attractive, what problems are currently facing the region and how those problems should be addressed.

The Twin Cities compared to other metro areas

Twin Cities area residents think this is a better place to live than most other metropolitan areas in the nation. Table 2.01 and Figure 1 look at how the Twin Cities area compares. Ninety-seven percent of Twin Cities area residents think that the area is a better place to live than other metropolitan areas, and over half (52 percent) think that it is a much better place to live. This perception has not changed significantly over the past 20 years.

What makes the Twin Cities area an attractive place to live?

Residents were asked to indicate what they think is the most attractive feature of the Twin Cities metro area today. The question was open-ended – that is to say, they did not have a list of attractions to choose from – they simply wrote in what they thought to be the top attraction. Their responses were coded into some general categories and the results are presented in Table 2.02.

Thirty-nine percent of residents think that the area’s parks, trails, lakes and open spaces are by far the most attractive feature. The vibrant arts and culture of the area is the second-most-often-mentioned feature (9 percent), followed by variety of things to do and shopping opportunities (each mentioned by 6 percent of respondents). The remaining 40 percent of residents indicate an additional 10 attractions, ranging from professional sports teams in the region (5 percent) to the weather (2 percent).

Changes in the quality of life

Nearly two-thirds (64 percent) of residents think that the Twin Cities area’s quality of life has stayed the same over the past year (Table 2.03). Twelve percent think that it has improved, and 24 percent think that it has gotten worse. The percentage of residents who indicated that it has gotten worse dropped slightly from 2003, though it remains much higher than in the late 1990s.

Perceptions regarding growth in the region and local communities

Nearly half (48 percent) of respondents think that the Twin Cities area as a whole is growing too fast. Another 50 percent feel it is growing at about the right pace, and 2 percent think that it is growing too slowly. This question was last asked in 2000, and the results for that year’s survey are similar to the 2004 results (Table 2.04).

Respondents were also asked to rate the growth rate for their own communities. Thirty-seven percent think that their communities are growing too fast, while 60 percent think they are growing at about the right pace and 4 percent think they are growing too slowly (Table 2.04).

The same questions can be examined based on where respondents live. The Council’s Framework 2030 document has six planning areas: Developed Communities (including Minneapolis/St. Paul); Developing Communities; Rural Centers; Rural Residential Areas; Diversified Rural Areas; and Agricultural Areas. Due to the population distribution within these areas, a representative sample is only available for Developed Communities (540 respondents) and Developing Communities (258 respondents). The sample size (22 respondents) for the rural and agricultural areas is too small for meaningful analysis. Due to the large size of the Developed Communities sample, it is possible to further separate that group into Minneapolis/St. Paul residents (186 respondents) and Developed Suburb residents (282 respondents). Table 2.05 looks at growth ratings then for three groups: residents of Minneapolis/St. Paul, residents of the Developed Suburbs and residents of the Developing Communities. Statistically, between these groups

there are no differences in their perceptions about growth in the Twin Cities area as a whole – about half think it is growing too fast and about half think it is growing at about the right pace. There are significant differences about perceived growth in the communities where respondents live. About a quarter of Minneapolis/St. Paul residents and residents of Developed Suburbs think that their communities are growing too fast. This percentage nearly doubles (51 percent) for residents of Developing Communities.

Top issue facing the Twin Cities metro area

Residents were asked to identify the single most important problem facing the region today. They were then asked to suggest a solution to that problem. Residents were also asked to list up to three additional important problems facing the region. Each of these questions was open-ended, with the survey respondents describing the issues and solutions in their own words. For analysis purposes, the open-ended responses were categorized by primary category and sub-categories (see Table 2.07 for categories and sub-categories used to code responses).

The single most important problem facing the Twin Cities area today is traffic congestion, according to 37 percent of residents surveyed (Table 2.06) – unchanged from last year’s results. Crime is a distant second with 17 percent of residents indicating it as their top problem, rising from 13 percent in 2003. At the category level, transportation—which includes traffic congestion, mass transit, road construction and more general responses - is the single most important issue for 49 percent of all residents (Table 2.07), down from 58 percent in 2003.

Tables 2.08-09 and Figure 2 provide a historic perspective of the single most important issue. Different issues have led the list of most important problems over the years, but historically crime has been dominant, leading throughout the 1990s. Transportation has seen a steady increase from 1995 to the present, with the exception of 2001 when economic concerns topped the list.

Two problem categories appear to be rising in concern. Crime as the single most important problem has increased to 17 percent in 2004 from a low of 9 percent in 2001. Growth issues as the single most important problem has increased to 12 percent from 6 percent in 2003 and only 2 percent on 2001. Half of this increase is attributed to the perception of immigration (a growth category component) as the single most important issue, which rose from 1 to 4 percent over the last year.

Tables 2.10 and 2.11 show the most important issues by type of planning area. Traffic congestion is the top issue for all planning areas. Crime is second in the suburbs, but in the core cities affordable housing is second.

When looking at the single most important issue, it is important to remember that each resident was asked to name only one issue. If transportation increases, the other problem categories are forced to decrease. Another important consideration is that the difference in actual importance between the single most important problem and the second or third most important problem varies from individual to individual. One person may feel strongly that traffic congestion is the number one issue and that crime is second but a much less important issue: while another individual may feel that traffic congestion is closely followed by crime in importance. Nonetheless, the data is useful in tracking the single most important issue.

Top three issues facing the Twin Cities metro area

A different way of looking at the important issues facing the region is to look at the degree to which residents list an issue as one of their top three concerns. This measures the breadth of the issue – showing the percentage of all residents who have that issue on their minds. Eighty-seven percent of residents identify transportation concerns (Table 2.12 and Figures 3 & 4) as one of their top three concerns, the same majority as in 2003 but more than double the percentage of residents in 2001. Transportation includes congestion, the need for more transit, parking issues and other topics related to the transportation

system. On the more specific sub-category level, traffic congestion is identified as one of the three top issues by more than half (57 percent) of all residents.

Table 2.13 shows the most often mentioned problems in categories by the three planning area. Crime and traffic congestion are the two most often mentioned problems by residents of each planning area. Crime is the most often mentioned problem by residents of the core cities. Traffic congestion is the most often mentioned problem by residents of both the Developed Suburbs and Developing Communities. Education is the third most often mentioned problem by residents of all planning areas except the core cities, whose third most often mentioned problem relates to the need for more mass transit.

Table 2.14 and Figure 5 show the percent of people who indicated traffic congestion as one of their top three issues facing the region for the years 1994 through 2003. As the table and graph show, traffic congestion started to become a significant issue in 1997, surpassing the 10 percent mark for the first time. Concern about the issue has more than doubled since 2000, going from 27 percent to 57 percent in 2004. The dip down to 19 percent in 2001 does not follow the pattern of annual increase seen since 1997. In 2001, the survey was conducted at a time of high concern over the faltering economy and the terrorist attacks of 9/11. This likely affected the perception of issues for that year's study.

Solutions to problems facing the Twin Cities area

Residents were asked to suggest a potential solution to the problem that they identified as the single most important problem. Solutions related to transportation issues are explored here. Additional solutions for the other problems are listed in Table 2.16.

Residents think that a mix of improving/increasing mass transit (51 percent) and improving/increasing the road infrastructure (28 percent) is needed to best address the transportation issues facing the region. For the residents who suggested improving/increasing mass transit, their solutions can be split into two sub-groups, with 17 percent generally indicating that the mass transit system needs to be improved and expanded, and another 34 percent indicating that the LRT and/or commuter train system needs to be developed and expanded. For the residents who suggested improving/increasing the road infrastructure, their solutions can be split into three subgroups: 13 percent suggest adding more lanes to existing freeways, 6 percent suggest building more roads, and another 9 percent suggest widening roads, improving road design and generally improving roads (Table 2.15).

To resolve transportation issues, residents suggested changing the transportation system over changing their routines. Five percent of residents who listed transportation issues as their top concern suggested solutions such as increasing commuter incentives and programs, driver education, more law enforcement on the roads and reducing urban sprawl.

Residents were also asked to indicate at what level(s) should the most important issue identified be addressed. The respondent could indicate one or more levels of responsibility: individuals, families, local community, private sector, local government, metropolitan government, state government and the federal government. Generally, most problems had a wide mix of responsibility across levels (Table 2.17). For transportation issues, State government is thought to have responsibility for addressing the issue by 85 percent of those most concerned about transportation issues, followed by the Metropolitan Council (66 percent) and local government (61 percent).

Table 2.01: How would you rate the Twin Cities as a place to live compared to other metropolitan areas in the nation?

	1999 Percent	2000 Percent	2001 Percent	2003 Percent	2004 Percent
A much better place to live	53	47	55	47	52
A slightly better place to live	45	50	42	49	45
A slightly worse place to live	2	2	2	3	3
A much worse place to live	<1	<1	<1	1	<1

2004 n = 773

Figure 1: How would you rate the Twin Cities as a place to live compared to other metropolitan areas in the nation?

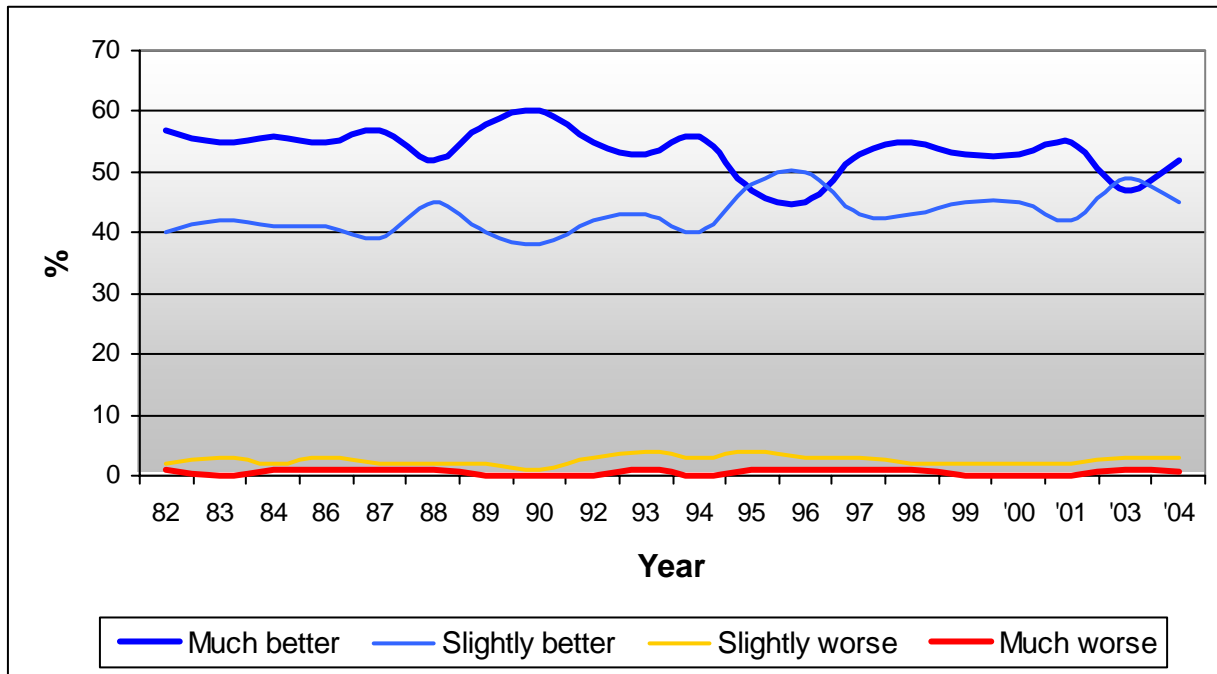


Table 2.02: What is the single most attractive feature of the Twin Cities metro area today?

Most attractive feature:	Percent of people indicating that feature as the most attractive:
Parks, trails, lakes, rivers and open space	39
Arts and culture	9
Variety of things to do	6
Mall of America/shopping	6
Professional sports	5
Good economy	4
People	4
Clean	4
Big city with a small-town feel	2
Quality of life – good balance	2
Safe place to live	2
Beautiful cities	2
Education	2
Weather	2
Other	11

2004 n = 690

Table 2.03: Over the past year, do you think the quality of life in the Twin Cities has gotten better, stayed the same, or gotten worse?

	1998 Percent	1999 Percent	2000/ 2001	2003 Percent	2004 Percent
Gotten better	23	26	Not asked	15	12
Stayed the same	62	60		57	64
Gotten worse	15	13		28	24

2004 n = 772

Table 2.04: Do you think the seven-county Twin Cities metropolitan area as a whole is growing too fast, at about the right pace, or too slow? How about the city suburb or township where you live?

	Twin Cities area as a whole		Community where respondent lives	
	2000 Percent	2004 Percent	2000 Percent	2004 Percent
Too fast	47	48	26	37
About the right pace	52	50	71	60
Too slow	1	2	3	4

2000 n = 744

2004 n = 764

Table 2.05: Growth by planning area

Respondents living in the following planning area:	n	Twin Cities area as a whole is growing:			Community where respondent lives is growing:		
		Too fast	About right pace	Too slow	Too fast	About right pace	Too slow
Minneapolis/St. Paul only	186	52	47	1	24	68	8
Developed suburbs	282	46	52	2	29	69	2
Developing Communities	258	49	48	3	51	46	3
All rural/agricultural areas	22	Sample too small for reporting purposes					

2004 n = 764

Table 2.06: What do you think is the single most important problem in the Twin Cities metro area today? Top 10 responses

Single most important problem:	Percent of all respondents indicating that this was the single most important problem facing the Twin Cities metro area in 2004:
1. Traffic congestion	37.3
2. Crime ¹	16.9
3. Transportation in general ²	6.3
4. immigration	4.3
5. Mass transit – more, better quality	3.8
6. Growth – sprawl	3.6
7. Housing cost/affordability	3.2
8. Urban decay	2.4
9. Education financing	2.2
10. Taxes in general ²	1.9
Total for top 10 problems:	81.9

2004 n = 723

Notes

¹ Crime includes crime in general, gang-related crime, drug-related crime, and gun-related crime.

² A topic followed by “in general” means that the respondent indicated the topic only but gave no further detail as to the exact nature of the problem. For example, about six percent of all people indicated that the single most important problem was “transportation,” but they did not indicate if they meant traffic congestion, lack of mass transit, road construction or some other more specific issue.

Table 2.07: What do you think is the single most important problem in the Twin Cities metro area today? Organized by topic area

Single most important problem:	Percent	Single most important problem:	Percent
Transportation – Total	49.0	Housing – Total	3.7
▪ Traffic congestion	37.3	▪ Cost/affordability	3.2
▪ Transportation in general	6.3	▪ Availability	0.3
▪ Mass transit-more & better quality	3.8	▪ Housing in general	0.2
▪ Road construction	1.3		
▪ Parking costs	0.3	Government – Total	2.7
		▪ Gov’t funding priorities	1.3
Crime – Total	16.9	▪ Metropolitan Council	0.6
▪ Crime in general	13.6	▪ Stadium issues	0.4
▪ Gangs	1.8	▪ Government in general	0.2
▪ Drug related	1.0	▪ Governor	0.2
▪ Criminal justice system	0.4		
▪ Guns	0.1	Taxes – Total	2.4
		▪ Taxes in general	1.9
Growth – Total	11.5	▪ Property tax	0.5
▪ Immigration	4.3		
▪ Sprawl	3.6	Economy – Total	1.6
▪ Urban decay	2.4	▪ Quality of jobs	0.5
▪ Growing population	1.2	▪ Inflation	0.4
		▪ Unemployment	0.3
Social Problems – Total	5.8	▪ Wages	0.1
▪ Welfare	1.3	▪ Economy in general	0.3
▪ Discrimination	1.0		
▪ Homeless	0.9	Environment – Total	0.5
▪ Drug/alcohol abuse	0.7	▪ Noise pollution	0.3
▪ Minorities	0.6	▪ Air pollution	0.2
▪ Child rearing (day care costs)	0.5		
▪ Morality, lack of	0.3	Health Care – Total	0.2
▪ Youth	0.3	▪ Health care – cost	0.2
▪ Smoking ban	0.1		
▪ Poverty	0.1	Weather	0.3
Education – Total	4.2	Other	1.2
▪ Financing	2.2		
▪ Education in general	1.8		
▪ Quality	0.2	Total	100

2004 n = 723

Note: A topic followed by “in general” means that the respondent indicated the topic only but gave no further detail as to the exact nature of the problem. For example, about six percent of all people indicated that the single most important problem was “transportation,” but they did not indicate if they meant traffic congestion, lack of mass transit, road construction or some other more specific issue.

Table 2.08: What do you think is the single most important problem in the Twin Cities metro area today? 1998 to 2004 in major categories

Single most important problem (in categories):	1998 Percent	1999 Percent	2000 Percent	2001 Percent	2003 Percent	2004 Percent
Transportation	16	20	23	19	58	49
Crime	31	24	13	9	13	17
Growth issues	4	5	3	2	6	12
Social Issues	13	15	13	12	5	6
Housing	5	10	16	19	4	4
Education	5	6	7	10	4	4
Government	1	2	2	3	3	3
Taxes	10	7	7	6	3	2
Economy	6	4	6	14	3	2
Environment	1	1	1	1	<1	< 1
Weather	2	1	2	1	<1	< 1
Health care	2	2	2	2	<1	< 1
Other problems	4	3	5	2	1	1

2004 n = 723

Table 2.09: What do you think is the single most important problem in the Twin Cities metro area today? 1986 to 2004 in major categories

YEAR	Transportation	Crime	Social	Growth	Housing	Economy	Taxes	Other ¹
1986	5	17	9	n/a	2	21	18	28
1987	8	12	14	n/a	4	23	15	24
1988	11	21	21	n/a	5	12	13	17
1989	8	22	30	n/a	5	8	12	15
1990	7	26	23	n/a	3	11	11	19
1992	4	41	14	n/a	0	26	4	11
1993	3	61	11	n/a	0	11	3	11
1994	4	55	12	n/a	2	7	8	12
1995	4	58	14	1	1	9	5	8
1996	8	53	12	3	2	9	7	6
1997	12	39	15	3	1	6	6	18
1998	16	31	13	4	5	6	10	16
1999	20	24	16	4	10	4	7	15
2000	23	13	14	3	16	6	7	18
2001	19	9	12	2	19	14	6	18
2003	58	13	5	6	4	3	3	9
2004	49	17	6	12	4	2	2	8

2004 n = 723

¹ Other problems include: education, government, environment, weather, health care and energy

Note: Survey was not conducted in 1991 and 2002

Table 2.10: What do you think is the single most important problem in the Twin Cities metro area today? Top 10 issues distributed by planning area

Single most important problem:	Of those respondents who mentioned that single most important problem, the % living in the following type of area:			
	Minneapolis/St. Paul only	Developed suburbs	Developing Communities	All rural/agricultural areas
Expected distribution (distribution of the sample)	25	38	34	3
Traffic congestion	16	45	37	Sample too small for reporting purposes
Crime ¹	18	46	32	
Transportation in general ²	30	23	43	
immigration	17	37	47	
Mass transit – more, better quality	48	19	30	
Growth – sprawl	44	32	24	
Housing cost/affordability	65	26	9	
Urban decay	19	50	31	
Education financing	40	7	53	
Taxes in general ²	8	50	42	

2004 n = 723

Note: Shaded cells represent higher than expected percents indicating that problem as the most important issue. **Bold** numbers represent a majority of respondents.

Table 2.11: What do you think is the single most important problem in the Twin Cities metro area today? Top 10 issues for each planning area

Minneapolis/ St. Paul only	%	Developed Suburbs	%	Developing Communities	%
Traffic congestion	24	Traffic congestion	45	Traffic congestion	41
Affordable housing	9	Crime in general	17	Crime in general	14
Crime in general	8	Transportation in general	4	Transportation in general	9
Mass Transit	7	Immigration	4	Immigration	6
Growth/sprawl	6	Growth/sprawl	3	Mass Transit	3
Transportation in general	4	Urban decay	3	Financing education	3
Government funding	3	Taxes in general	2	Population Growth	2
Financing education	3	Gangs	2	Growth/sprawl	2
Immigration	3	Affordable housing	2	Urban decay	2
Education in general	3	Mass Transit	2	Taxes in general	2

2004 n = 723

Figure 2: Single most important problem: 1986 to 2004

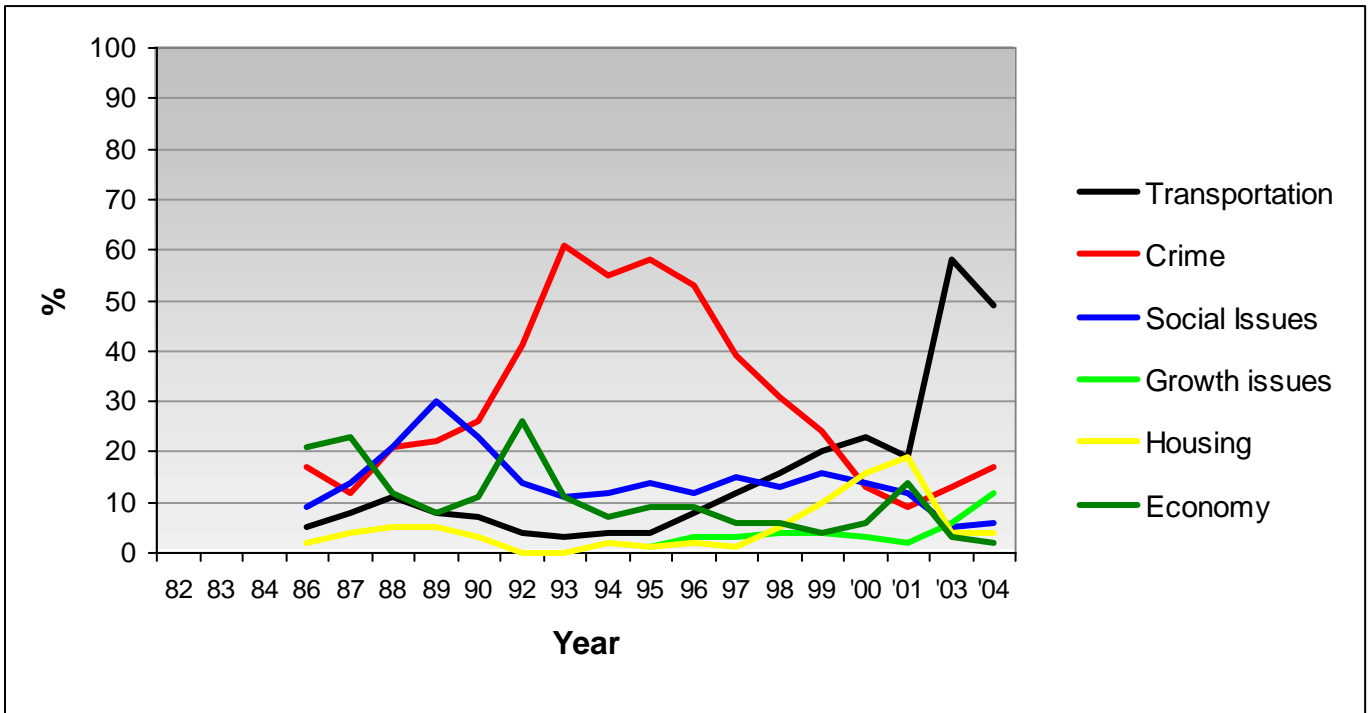


Figure 3: Most often mentioned important problem: 1982 to 2004

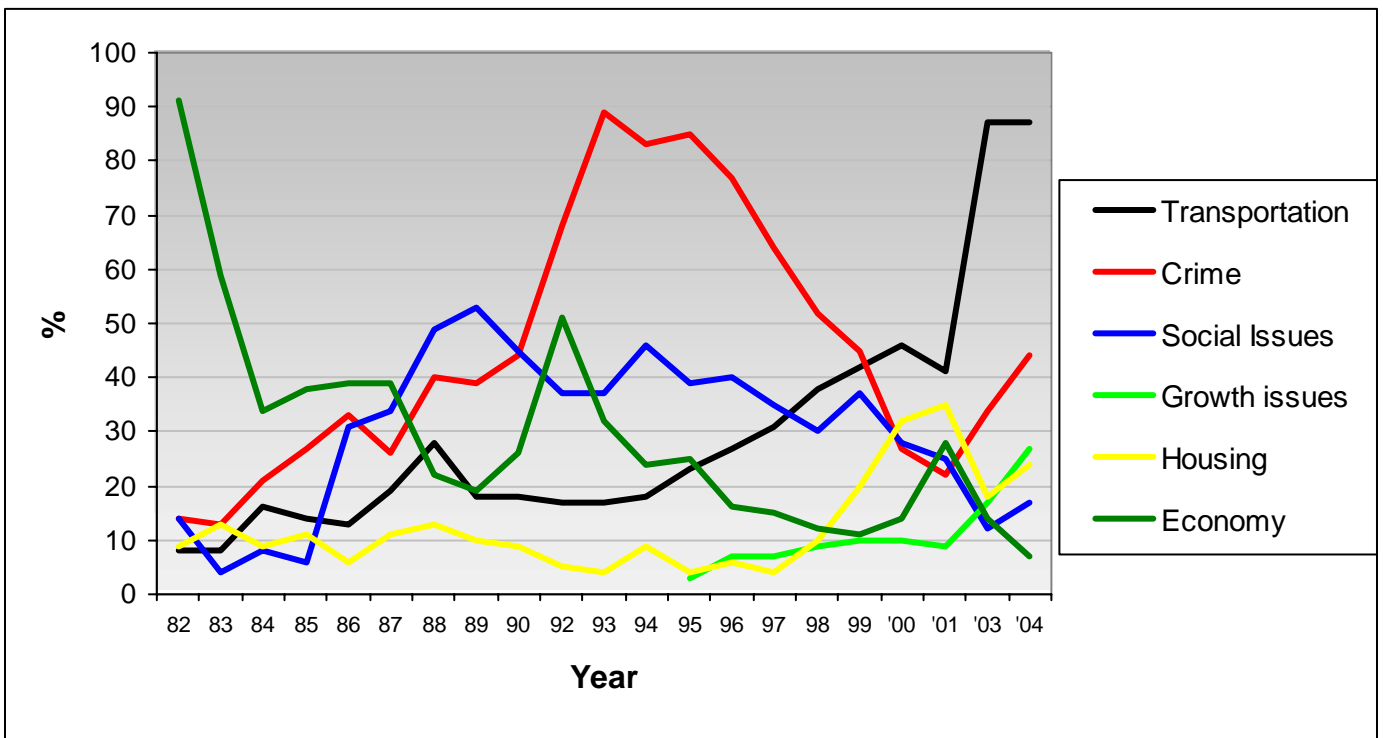


Table 2.12: Most often mentioned problem facing the Twin Cities metro area: 1982 to 2004

Year	Percent of people indicating that topic as one of their top three concerns:													
	Transportation	Crime	Social concerns	Growth	Housing	Jobs and unemployment	Economy (non-job related)	Taxes	Education	Environment	Government	Health	Energy	Other
1982	8	14	14	n/a	9	61	31	29	15	8	12	-	9	29
1983	8	13	4	n/a	13	38	21	36	15	15	7	-	7	18
1984	16	21	8	n/a	9	21	13	30	14	24	8	-	5	44
1985	14	27	6	n/a	11	23	15	38	18	24	3	3	1	15
1986	13	33	31	n/a	6	24	15	35	7	23	5	6	-	18
1987	19	26	34	n/a	11	19	20	28	10	15	3	14	-	-
1988	28	40	49	n/a	13	10	12	28	10	17	6	4	2	15
1989	18	39	53	n/a	10	9	10	29	9	23	4	3	1	6
1990	18	44	45	n/a	9	14	12	24	14	22	8	4	3	6
1992	17	68	37	n/a	5	39	12	16	14	9	5	9	-	11
1993	17	89	37	n/a	4	21	11	20	15	5	9	6	-	14
1994	18	83	46	n/a	9	15	9	31	18	6	5	9	-	14
1995	23	85	39	3	4	14	11	19	20	4	5	4	-	11
1996	27	77	40	7	6	7	9	27	17	4	6	2	-	12
1997	31	64	35	7	4	5	10	20	18	4	9	3	-	11
1998	38	52	30	9	10	5	7	24	17	7	4	5	-	11
1999	42	45	37	10	20	6	5	16	19	3	8	6	1	7
2000	46	27	28	10	32	5	9	19	19	5	7	7	6	7
2001	41	22	25	9	35	12	16	15	27	5	9	5	-	5
2003	87	34	12	17	18	10	4	16	21	10	10	4	1	3
2004	87	44	17	27	24	11	7	13	32	8	14	6	2	7

2004 n = 723

Notes:

- This is a different way of looking at problems than the “single most important” approach. Using this approach, survey respondents indicated the top three problems. For example, a person could indicate traffic congestion, crime and education funding as their top three problems, and their responses would be counted for each of the three categories.
- Respondents could list up to three problems, so the total will be greater than 100%.
- Study not done in 1991 and 2002.
- “Other” category prior to 1986 contained a number of responses that were more precisely allocated to other categories in subsequent survey tabulations.
- Urban growth/sprawl issues were not identified prior to 1995.
- The economy as an issue was split into two groups: jobs-related and non-jobs-related. For Figure 3 the two groups were combined.

Figure 4: Most often mentioned problem topics by respondent ranking

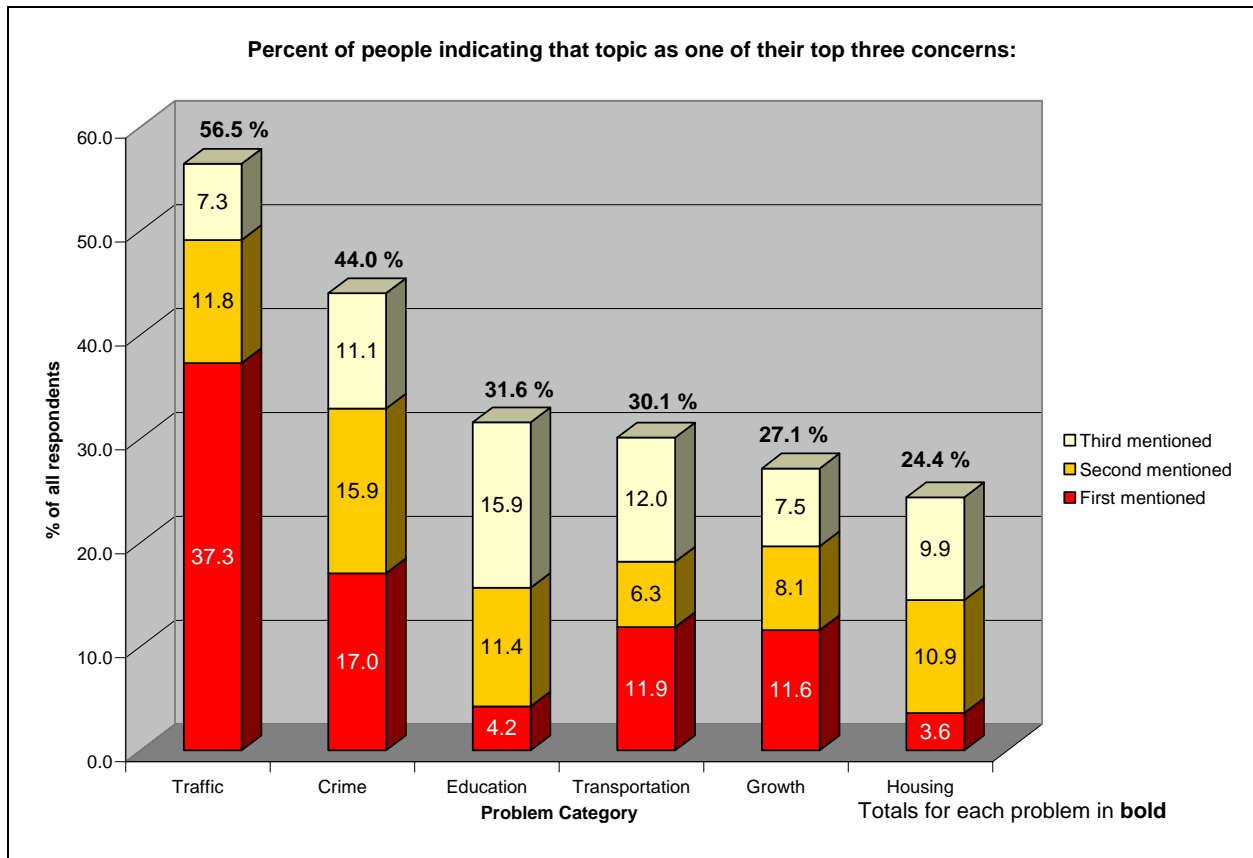


Table 2.13: Most often mentioned issues (by category) for each planning area

Minneapolis/ St. Paul only	%	Developed Suburbs	%	Developing Communities	%
Crime	45	Traffic congestion	65	Traffic congestion	60
Traffic congestion	42	Crime	46	Crime	37
Transportation	39	Education	34	Education	35
Housing	32	Growth	29	Transportation	29
Growth	26	Transportation	24	Housing	27
Education	25	Housing	19	Growth	25
Social issues	19	Taxes	14	Government	16
Jobs	15	Government	13	Taxes	15
Government	14	Economy	10	Social issues	12
Taxes	10	Social issues	10	Health	9

2004 n = 723

Table 2.14: Traffic congestion as an issue from 1994 to 2004

Year	Percent of all respondents indicating traffic congestion as one of the top three issues facing the region:
1994	7
1995	8
1996	7
1997	13
1998	18
1999	22
2000	27
2001	19
2003	54
2004	57

2004 n = 723

Figure 5: Traffic congestion as an issue from 1994 to 2004

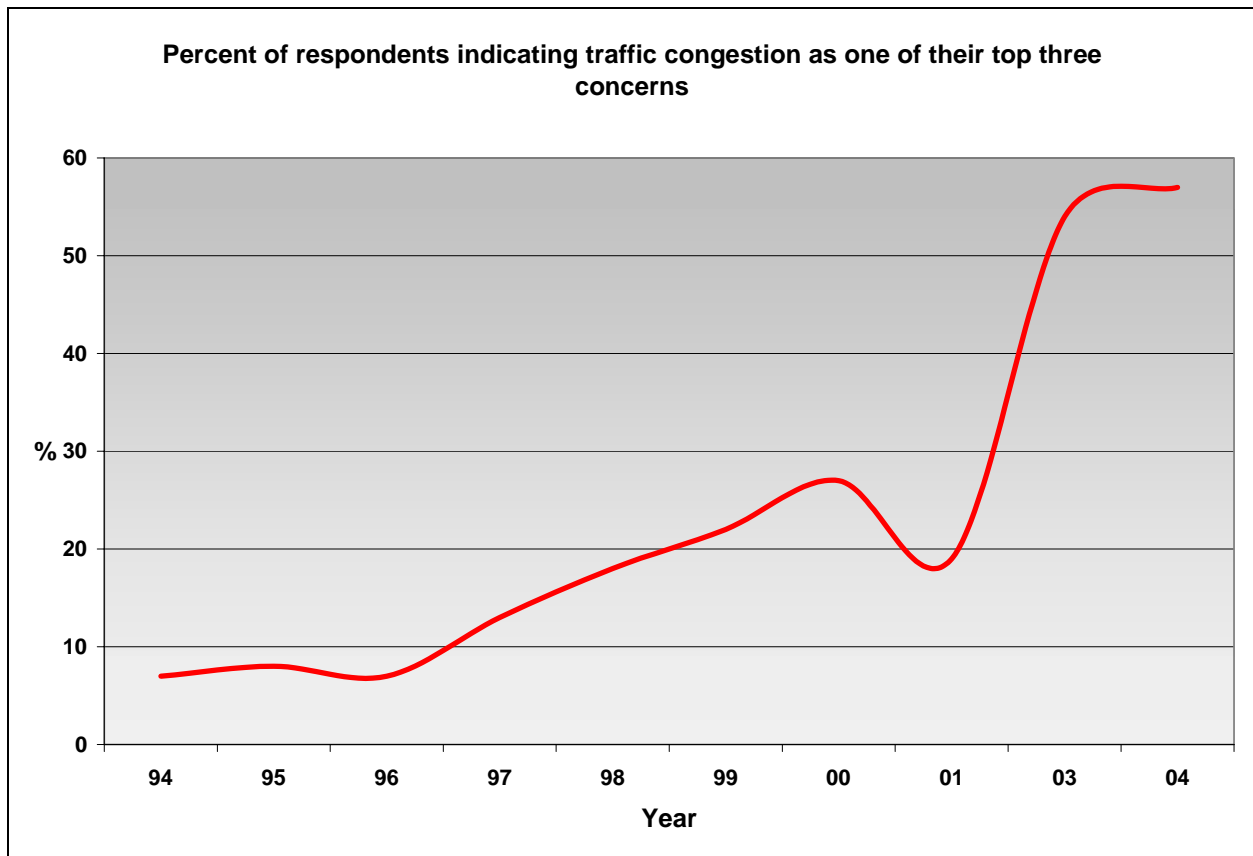


Table 2.15: Solutions suggested by respondents for dealing with traffic congestion and transportation issues

Suggested solutions	Percent of people who listed traffic congestion as the most important problem	Percent of people who listed any transportation issue as the most important problem
<u>Improve/increase auto infrastructure</u>	<u>28</u>	<u>28</u>
• More lanes on existing highways	15	13
• Build more roads	5	6
• Better road design	6	5
• Better roads in general	2	3
• Widen roads in general	<1	1
<u>Improve/increase mass transit</u>	<u>52</u>	<u>51</u>
• Increase/improve mass transit	17	17
• More LRT and/or commuter trains	35	34
<u>Modify behavior</u>	<u>7</u>	<u>5</u>
• Increase commuter incentives/programs	4	3
• Increase law enforcement	2	2
• Reduce urban sprawl	1	<1
• Educate drivers on road rules	<1	<1
<u>Other suggestions</u>	<u>13</u>	<u>16</u>
• Reduce road construction time	2	2
• Increase funding for transportation	1	2
• Better long range planning	3	3
• Add toll roads/lanes	1	1
• Convert sane lanes	<1	1
• Other miscellaneous suggestions	6	7
Total	100.0	100.0

n for traffic congestion only = 223

n for all transportation issues combined = 293

Notes:

Traffic congestion is a subset of the larger transportation issue. In addition to the traffic congestion concerns, the larger transportation issue group includes those people who have concerns about the transportation system in general, mass transit, parking and other non-congestion-related transportation issues.

Table 2.16: Solutions suggested by respondents for dealing with other problems besides transportation

Topic and suggested solutions	Number of responses	Topic and suggested solutions	Number of responses
Crime (82 suggestions)		Government (15 suggestions)	
Tougher sentences	24	Fiscal open-mindedness	3
More police	23	Make government accountable	2
Deal with poverty and the cause of crime	13	Support stadium funding	2
Increase police involvement w/ community	9	Government – miscellaneous	8
Get drugs off the streets	3		
Cut welfare benefits to keep people away	2	Taxes (10 suggestions)	
Crime – miscellaneous	8	Reduce spending	6
		Lower taxes	3
Growth (65 suggestions)		Taxes - miscellaneous	1
Reduce immigration (legal and illegal)	24		
Make urbanized area more desirable	15	Housing (11 suggestions)	
Growth restrictions	6	Encourage mixed income housing	5
Discourage people from moving here	5	Increase government subsidies/programs	3
Increase mass transit	4	Housing - miscellaneous	3
Promote high-density housing	2		
More roads to deal with growth	1	Other problem categories (51 suggestions)	
Growth – miscellaneous	7	Social issues in general	35
		Economy in general	10
Education (28 suggestions)		Environment in general	3
Increase education funding	18	Weather	2
Increase parent involvement	2		
Education - miscellaneous	8		

Note: Data is provided in this table to provide a general idea of solutions that people offered for non-transportation problems. If a solution had only one person suggesting it, then it was considered to be a miscellaneous solution for that problem topic. Social problems are quite varied, as are their proposed solutions. Consequently, a summary of those solutions did not meet the requirement that there be two or more similar solutions offered and are not included in this table.

Table 2.17: At what level(s) should the single most important problem be addressed?

Problem category	% of respondents indicating the _____ level should help address this problem:							
	Individuals	Families	Local community	Private sector	Local government	Metropolitan government (Metropolitan Council)	State government	Federal government
All Transportation	15	14	23	19	61	66	85	46
▪ <i>Transportation in general</i>	10	13	19	17	69	69	90	45
▪ <i>Traffic congestion</i>	17	14	24	19	58	66	84	46
Crime	44	55	64	24	81	42	68	42
Growth	33	33	39	33	73	57	81	49
Social issues	59	66	58	21	71	34	58	55
Housing	3	18	43	40	72	79	85	46
Education	38	43	51	25	83	34	95	75

Section 3: Commuting Characteristics and Choices

Key Findings

- Ninety percent of residents think that traffic congestion has increased over the last 12 months.
- The perceived commute time has, on average, increased to 24.5 minutes from 22.1 minutes a year ago. This is an 11 percent increase in perceived commute time.
- Eleven percent of the commuting public made some sort of change to their commute during the March-April 2004 Metro Transit bus strike. The most common changes were giving or getting rides with other people, biking/walking to work, and driving instead of taking the bus.
- One-quarter of the commuting public received help or useful information about commuting options during the strike. The most common information sources were newspapers and television.

Discussion

Perceptions of congestion

Ninety percent of residents think that traffic congestion has increased over the last 12 months, an increase over the historical average of 80 percent (Table 3.01).

Commuting modes and times

Seventeen percent of adult residents are not currently working. Of those who do work, 82 percent get to work by driving alone – statistically the same as in 2003. Another 10 percent of all residents use alternative means to get to work. Taking the bus dropped from 6 percent in 2003 to 3 percent in 2004, though this change is within the statistical margin of error, so the drop may not be of that magnitude. Residents who indicated that they bike or walk to work doubled from 2 percent to 4 percent – again within the statistical margin of error. Eight percent indicated that they work at home (Table 3.02).

The survey asked respondents to estimate their typical commute time now and for one year ago. The reported data represent only perceived commute times, not actual documented times. Perceived commute times can vary from actual commute times due to a tendency of respondents to report in five-minute intervals and the potential for inclusion of non-driving portions of the trip such as walking from a parking ramp to one's place of work. Some of the change in perceived commute time may be attributable to a change in the location of a job or location of the residence of the survey respondent. These factors were not isolated in the study and the degree of their influence is not directly measured. The commute times reported by the U.S. Census Transportation Planning Program (CTPP) and the Metropolitan Council's Travel Behavior Indicator models provide more accurate estimates of actual travel times.

Among residents who were working at a place other than home, the average commute time a year ago was 22.1 minutes. Respondents in that same group perceive that their commute time is now 24.5 minutes – an 11 percent increase. However, 41 percent of respondents indicate that their commute time did not change, and 10 percent indicate that it actually decreased (Figure 7). Table 3.03 also shows the historic mean (or average) commute time as reported by the U.S. Census Transportation Planning Program (CTPP) for 1980, 1990 and 2000. In 1980, the average actual commute time in the Twin Cities was 19.8 minutes, increasing to 20.8 minutes in 1990 and 23.0 minutes in 2000.

This commute time question was first asked in 2003. For that year the perceived commute one year earlier (2002) was 23.6 minutes on average. The reported average commute time for 2003 was 27.5 minutes. The change in perceived commute from 2002 to 2003 was 16.5 percent. The decrease in perceived commute time across the two years the question was asked may be a product of the five-minute increment issue or the other issues related to self-reporting commute times discussed above. However, the question should continue to be asked, as with several years of data it may be possible to isolate issues and correct for them.

Table 3.04 and Figure 5 show the distribution of perceived commute times for all workers not working at home. The primary changes are a 4 percent reduction of workers with a perceived commute of 15 minutes or less, a 5 percent decrease of workers with a perceived commute of 16 to 30 minutes, and a six percent increase of workers with perceived commutes between 31 and 45 minutes.

Effects of the March-April, 2004 Metro Transit bus strike

Residents were asked if they changed their type of commute, commute route, work hours, or work in response to the bus strike. Eleven percent indicated that they made some sort of change (Table 3.05). For those who did make a change, the most often indicated changes were giving another person a ride to work (39 percent), getting rides with another person (28 percent), biking/walking to work (20 percent), and driving instead of taking the bus (19 percent).

Residents were also asked if they received any help or useful information about commuting options before or during the bus strike. Twenty-three percent indicated that they had received help or useful information (Table 3.06). Of those who did receive help or information, the top sources were newspaper articles (59 percent), television news programs (55 percent), word of mouth (30 percent) and employer notices (also 30 percent).

Table 3.01: Over the last 12 months, do you think the traffic congestion in the Twin Cities metro area has increased, stayed the same, or decreased?

	1998	1999	2000	2001	2003	2004
	Percent	Percent	Percent	Percent	Percent	Percent
Increased	82	82	77	76	80	90
Stayed the same	16	16	22	22	19	10
Decreased	2	2	1	2	1	< 1

2004 n = 772

Table 3.02: How do you normally get to work?

Method of transportation	2000 Percent	2003 Percent	2004 Percent
DO NOT WORK	11	16	17
Drive alone	80	80	82
Ride bike or walked*	<1	1	4
Car/van pool/get dropped off	7	6	3
Take the bus	6	6	3
Take the LRT	Not asked	Not asked	< 1
Walk*	1	1	Not asked
Some other way	6	<1	<1
Work at home	Not asked	6	8
TOTAL for those who work	100	100	100

2004 n = 669

Note: Question revised in 2004 – combined biking and walking. This question was not asked in 2001 or 2002.

Table 3.03: Perceived commute time by mode of travel: One year ago and now

Method of Transportation:	Census TPP Mean (in minutes)			Respondent Mean (in minutes)		Change in perceived commute	
	1980	1990	2000	Year ago	Now	Minutes	Percent
All workers who do not work at home	19.8	20.8	23.0	22.1	24.5	2.4	11%
Workers who:							
Drive alone	18.4	20.1	22.3	21.8	24.2	2.4	11%
Car/van pool/get dropped off	21.6	23.1	24.3	27.9	31.7	3.8	14%
Take the bus	31.1	32.0	36.4	31.7	34.7	3.0	9%
Ride bike or walk	n/a	n/a	n/a	17.4	17.9	0.5	3%

2004 n = 581

Note: The Census Transportation Planning Program (TPP) is produced by the Census every 10 years. The mean is the average commute time.

Note: This question was first asked in 2003. For that year the perceived commute one year earlier (2002) was 23.6 minutes on average. The reported average commute time for 2003 was 27.5 minutes. The change in perceived commute from 2002 to 2003 was 16.5 percent.

Table 3.04: Perceived commute time: Now versus a year ago

Time category in minutes	All workers who do not work at home: Percent indicating that their commute falls in this time category	
	Year ago	Now
5 minutes or less	5	5
5.1 to 10	13	14
10.1 to 15	18	13
15.1 to 20	21	18
20.1 to 25	12	12
25.1 to 30	15	14
30.1 to 35	6	7
35.1 to 40	3	5
40.1 to 45	4	7
45.1 to 50	1	2
50.1 to 55	< 1	1
55.1 to 60	1	2
Over 60 minutes	< 1	1

2004 n = 581

Figure 6: Perceived commute time in minutes: now versus a year ago

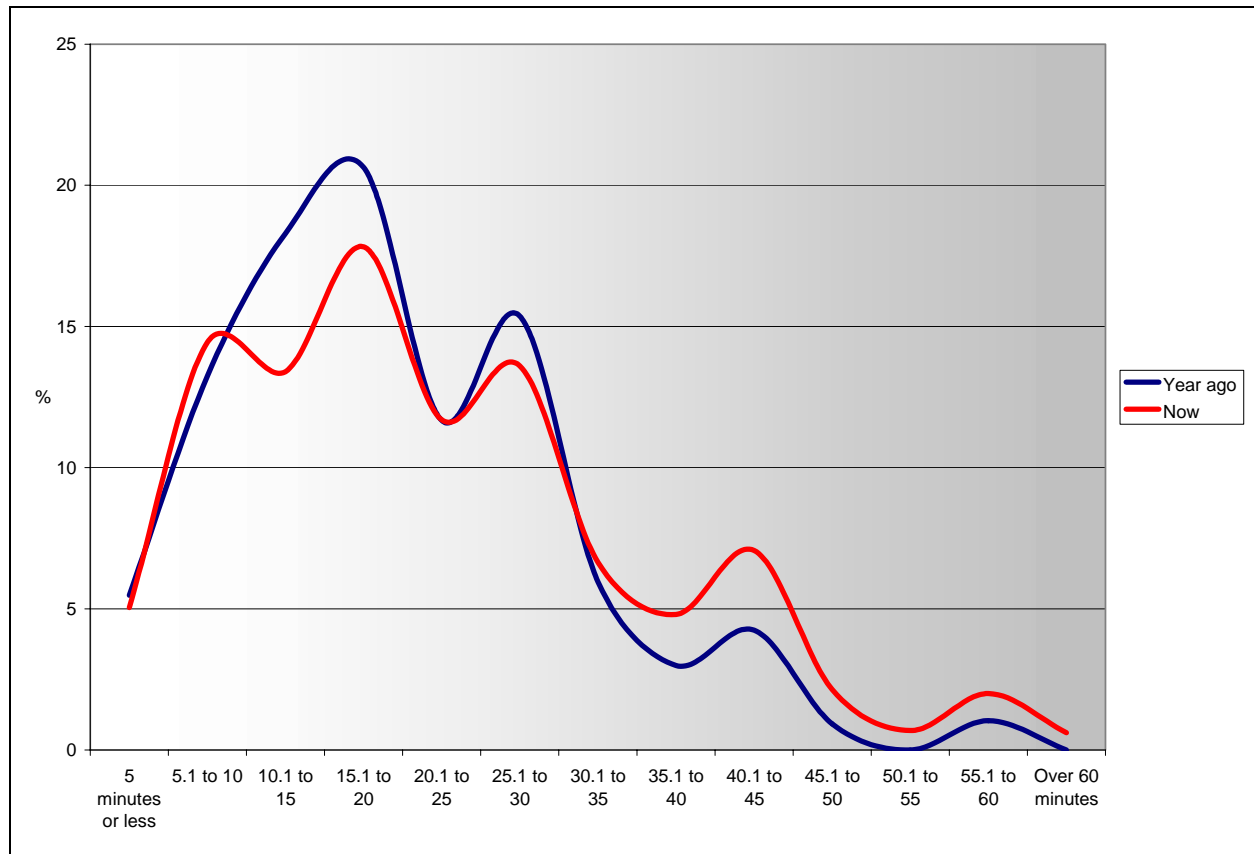


Figure 7: Perceived change in commute time

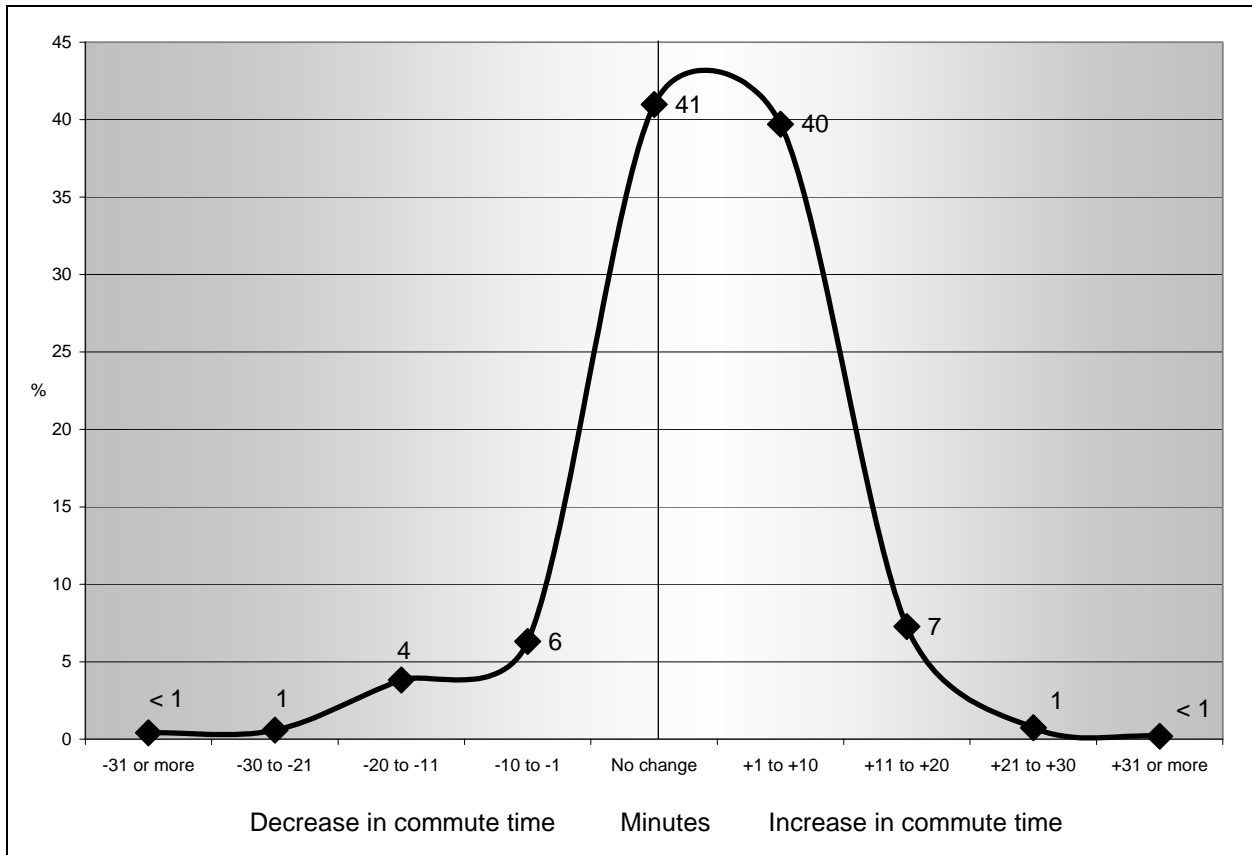


Table 3.05: During the March-April, 2004, Metro Transit bus strike, did you change your type of commute, commute route, work hours, or work in response to this event?

	Percent of people who commute indicating
No	89
Yes	11

For those who said “Yes”: Changes made

	For the initial 10% who said “Yes”: the percent indicating that change made:
Gave another person a ride	39
Got a ride with another person	28
Biked or walked to work	20
Drove instead of taking bus	19
Changed work hours	18
Changed commute route	16
Took a taxi to work	8
Got a new job closer to home	5
Took time off of work	5
Joined a car or vanpool	4
Took an alternative bus route	3
Worked from home	1
Stopped working altogether during the strike	1

2004 n = 641 for first half of question

2004 n = 73 for second half of question

Note: Respondents could indicate more than one change so totals are greater than 100 percent.

Table 3.06: In regard to the Metro transit bus strike, did you receive any help or useful information about commuting options before or during the event?

	Percent of people who commute indicating
No	77
Yes	23

For those who said “Yes”: information source(s) used

Information source	For the initial 23% who said “Yes”: the percent indicating that information source:
Newspaper articles	59
Television news programs	55
Word of mouth - family/friends/coworkers	30
Employer notices	30
Metro Commuter Services Internet site	9
Brochures or fliers	9
Metro Commuter Services ads	5
Radio	3

2004 n = 647 for first half of question

2004 n = 141 for second half of question

Note: Respondents could indicate more than one change so totals are greater than 100 percent.

Section 4: Transportation System – Quality, Importance and Funding

Key Findings

- Only about one-quarter (23 percent) of all residents think that the current highway system design is good or very good.
- Two of every five residents (40 percent) think that the current number of highway/freeway lanes is poor or very poor.
- Half (53 percent) of all residents had no opinion regarding the quality of the Hiawatha Light-Rail line. Of those with opinions, 24 percent think the quality is good and 48 percent think the quality is very good.
- Residents think that there are three primary solutions to the metro area’s long-range transportation needs: Optimizing the existing system, adding more freeway lanes and expanding the commuter/light-rail system.
- Increasing the gas tax, charging tolls on some roads area and shifting money from other state programs are the top three methods most preferred by residents for funding new highway construction.
- Increasing rider fares, allowing gas tax revenue to be used for transit and adding a half-cent sales tax in the seven-county metro area are the top three methods preferred for paying for developing the transit system.

Discussion

Quality of transportation system components

Residents were asked to rate the quality of highway/freeway design, maintenance and number of lanes (Tables 4.01) using a five-point scale with 1 being “very poor” and 5 being “very good”. Nearly everyone has an opinion regarding the highway system, but approval varies depending on the system component. Over half (51 percent) think that maintenance is good or very good and 13 percent think that maintenance is poor or very poor. With regard to design, 23 percent of residents think that the highway system design is good or very good; 37 percent think the design is poor or very poor. Forty percent think that the number of lanes on highways is poor or very poor, while 20 percent think that it is good or very good.

Residents were also asked to rate the quality of bus service within the central cities, and in the suburbs. In both cases, over 40 percent of residents had no opinion. Of those who did have opinions, 59 percent had favorable opinions of bus service within the core cities. However, only 25 percent had a favorable opinion of bus service in the suburbs.

Half (53 percent) of all residents had no opinion regarding the quality of the Hiawatha Light-Rail line. Of those with opinions, 24 percent think the quality is good and 48 percent think the quality is very good.

Importance of transportation programs to meet long-range needs

Residents were asked to rate the importance of eight different components of the transportation system in meeting the area's long-range transportation needs (Table 4.02). Residents rated each component using a four-point scale, with 1 being "not at all important" and 4 being "very important." (They were also given the option of indicating that they "did not know.")

Two of the eight components have a majority of residents indicating that they are very important to meeting the long-range transportation needs of the region. Optimizing the capacity and safety of existing roads ranked first with 60 percent saying it is very important, followed by adding extra lanes (51 percent saying it is very important). Expanding the commuter/light-rail system is thought to be very important by 49 percent of residents. Building new freeways is more controversial, with 26 percent indicating it is very important but 18 percent indicating that it is not at all important – the highest "not at all" important rating of any of the eight components.

Another way of looking at this data is to compare the average importance prioritization for each transportation component. The average is based on assigning points to each rating, with 1 = not at all important, 2 = somewhat important, 3 = moderately important and 4 = very important. The distance between each of these importance ratings is thought to be equivalent, so measures such as means are appropriate. Those people who did not have an opinion are not included when calculating the mean. One system component has a mean score above 3.5 – optimizing the capacity and safety of existing roads. Three of the eight system components have a mean score between moderately and very important (scores of 3.0 to 3.49). They are: adding extra lanes to freeways; expanding the commuter/light-rail system; and expanding the park-and-ride program. Three other components had mean scores ranging from 2.60 to 2.69 – all between somewhat and moderately important.

Residents were also asked to rank the top one and the top three transportation system components in importance to the area's long-range transportation needs (Table 4.03). Thirty-five percent of residents think that adding extra lanes to freeways is the most important component, followed by expanding the commuter/light-rail system (30 percent) and optimizing the capacity and safety of existing roads (19 percent). Figure 8 shows the most often mentioned programs by combining the first through third ranked importance percentages. What this shows is that 67 percent of all residents think that adding extra lanes to freeways is one of their top three solutions, followed by optimizing the capacity and safety of existing roads (60 percent listing that as one of their top three solutions) and expanding the commuter rail/light-rail system (58 percent).

The importance measure, combined with the ranking measures reveal a popular preference around three primary solutions for meeting the metro area's long-range transportation needs: Optimizing the existing system, adding more freeway lanes and expanding the commuter/light-rail system.

Ways to pay for increased highway construction

Residents were asked what they think is the best way to fund highway construction (Table 4.04). They were limited to one choice of a list of nine potential funding mechanisms, but were given the opportunity to write in responses not listed. Increasing the gas tax is the most preferred funding mechanism (20 percent of residents support this), followed by charging tolls on some roads (19 percent), shifting money from other state programs (15 percent), increasing license tab fees (14 percent) and adding a half-cent sales tax in the seven-county metro area (11 percent). Other funding mechanisms have less support among residents. Seven percent of residents think that additional highway construction should not be funded.

Ways to pay for expanding the transit system

Residents were asked what they think is the best way to pay for expanding the transit system (Table 4.05). They were limited to one choice of a list of nine potential funding mechanisms, but were given the opportunity to write in their own preferred method. Increasing rider fares is the most popular funding option, with 24 percent of all residents indicating that as the best way to fund transit expansion. Allowing gas tax revenue to be used for transit ranked second (23 percent). Adding a half-cent sales tax in the metro area (14 percent), and shifting money from other state programs (12 percent) ranked third and fourth. Another 12 percent of residents think that the transit system should not be expanded.

Table 4.01: Quality ratings for components of the transportation system in the Twin Cities metro area

Component:	Of those respondents with opinions, the percent saying that the quality is:					% who don't know/no opinion
	Very poor	Poor	Fair	Good	Very Good	
Highways/freeways: design	11	26	41	20	3	3
Highways/freeways: maintenance	1	12	35	43	8	2
Highways/freeways: number of lanes	11	29	40	19	1	2
Bus service within Minneapolis and St. Paul	2	8	32	41	18	41
Bus service in the suburbs	16	32	28	18	7	49
The Hiawatha Light-Rail Line	5	8	15	24	48	53
Commuter bicycle routes in the suburbs	4	12	28	40	16	61

2004 n = 725

Table 4.02: How important are the following programs for meeting the Twin Cities metro area’s long-range transportation needs?

Component:	Average Importance score	Percent of people indicating that programs as being _____ important				
		Not at all	Some what	Moderately	Very	Don’t know/no opinion
Optimize the capacity and safety of existing roads	3.52	1	9	26	60	4
Add extra lanes to freeways	3.22	6	17	23	51	3
Expand the commuter/light-rail system	3.19	10	12	18	49	11
Expand the park-and-ride/express bus program	3.08	6	15	27	34	18
Expand the Metro Transit bus system	2.96	8	15	32	29	16
Expand the Metro Commuter Services program for car and van pooling	2.68	11	22	22	20	25
Build new freeways	2.60	18	26	22	26	8
Develop more bicycle commuting routes	2.40	17	23	16	15	29

2004 n = 740

¹ The average importance score is assigned on a scale of 1 to 4, with 1 = Not at all important, 2 = Somewhat important, 3 = Moderately important and 4 = Very important. Those people who had no opinion were not included in this score.

Table 4.03: Of the transportation programs listed, which is the MOST important for meeting the area’s long range transportation needs?

Component/program:	Rank	% indicating it as “Most important program”
Add extra lanes to freeways	1	35
Expand the commuter/light-rail system	2	30
Optimize the capacity and safety of existing roads	3	19
Expand the Metro Transit bus system	4	6
Build new freeways	5	4
Expand the park-and-ride/express bus program	6	3
Expand the Metro Commuter Services program for car and van pooling	7	2
Develop more bicycle commuting routes	8	1

2004 n = 740

Figure 8: Most often mentioned program for meeting the area's long-range transportation needs

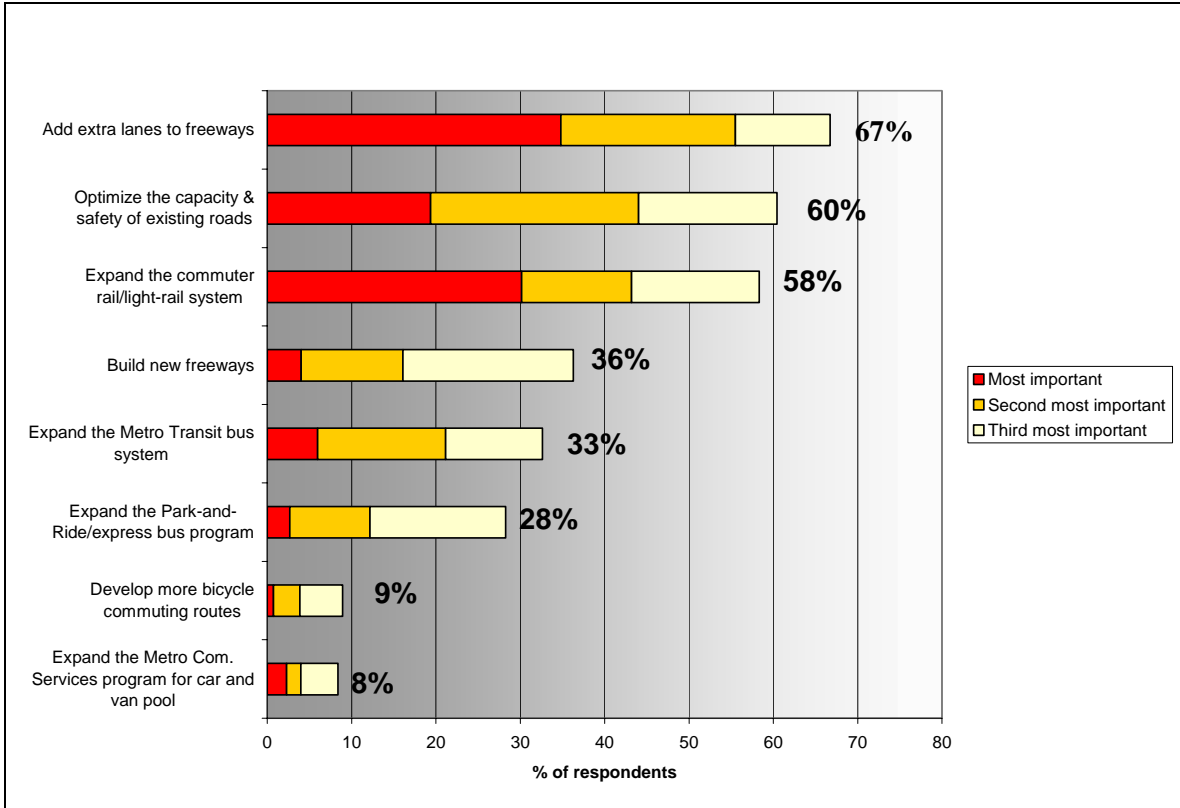


Table 4.04: If you were going to increase the amount of highways constructed, what would be the best way to pay for it?

Best way to pay:	Percent of all people indicating that as the best way to pay for increased highway construction:
Increase the gas tax	20
Charge tolls on some roads	19
Shift money from other state programs	15
Increase license tab fees	14
Add a half-cent sales tax in the 7-county metro area	11
Increase the automobile sales tax	8
Would not fund additional highway construction	7
Increase state income taxes	2
Increase property taxes	1
Gambling revenue**	1
Other	2

2004 n = 753

** Volunteered responses

Table 4.05: If you were going to expand the transit system, what would be the best way to pay for it?

Best way to pay:	Percent of all people indicating that as the best way to pay for expanding the transit system:
Increase rider fares	24
Allow gas tax revenue to be used for transit	23
Add a half-cent sales tax in the 7-county metro area	14
Would not expand the transit system	12
Shift money from other state programs	12
Increase the automobile sales tax	4
Increase license tab fees	4
Increase state income taxes	3
Increase property taxes	3
Gambling revenue**	1
Other	<1

2004 n = 749

** Volunteered responses

Section 5: Residential Preferences

Key Findings

- Four of five adult residents (83 percent) own their home.
- Ten percent of residents indicate that they live in a rural setting or small town. Thirty-four percent live in a growing suburb, 29 percent live in an older suburb, 23 percent live in an older city neighborhood and four percent live in a very urban or downtown setting.
- Over one-quarter (27 percent) of residents would prefer to live in different type of area.
- Those who prefer to live in a different area typically would prefer to live in a less urban setting than where they currently live.
- For residents who would prefer to move and who live in the suburbs and cities, traffic congestion is always one of the top three things they like least about where they currently live.

Discussion

Home ownership and type of residence

Four of every five adult residents own the home in which they live (Table 5.01). This percentage has been relatively constant, rising slightly in the past five years from 78 percent to 83 percent. Seventy-two percent live in single-family homes; another 13 percent in attached housing with fewer than five units. Census 2000 data indicate that 77 percent of all residents of the seven-county metro area live in owner-occupied housing. The difference between Census figures and the data reported from this study is partially due to the exclusion of residents under age 18 in this study's data set, and a sampling bias that tends to miss more transient residents.

Where people currently live

Survey participants were asked to characterize their community choosing one of six descriptions: a rural setting; a small city or town; a growing suburb; an older suburb; an older city neighborhood; and a very urban or downtown setting. The region is composed of areas that incrementally become less urban and more rural in nature as the distance from the urban core increases, with the very urban/downtown setting representing the urban core, followed in order by older city neighborhoods, older suburbs, growing suburbs, small cities/towns, and rural areas.

Table 5.03 shows that nearly two-thirds of residents indicate living in either an older suburb (29 percent) or a growing suburb (34 percent). Twenty-three percent live in an older city neighborhood and 4 percent in a very urban or downtown setting. A total of 10 percent live in either a small town setting (6 percent) or a rural area (4 percent).

Where people would prefer to live

Twenty-seven percent of residents would prefer to live in a different kind of area (Table 5.04). Table 5.05 shows where those people living in the suburbs or older city neighborhoods would prefer to live. Due to the low number of actual respondents living in small towns, rural areas and the very urban area who would prefer to move, it is not possible to accurately represent where people in these groups would prefer to live. However, there were enough respondents living in the suburbs and older city neighborhoods who would prefer to move and it is possible to portray where they would prefer to live. Nearly a third of residents in older and growing suburbs would prefer to move to different type of area, with at least two-thirds of those preferring to move to either a small city/town or a rural setting.

It is important to remember that nearly three-quarters of all respondents indicate that they do not want to move to a different type of area. Table 5.06 and Figure 9 take these people into account and show the overall interest in moving to new areas versus where the area where people currently live. The results are much less dramatic than when looking only at those who would prefer to live in different area, but the general trend of preferring a rural or small city area over suburbs or urban areas is still reflected in the data.

Why people would prefer to move

Respondents who indicated that they would prefer to move were asked what they like least about the area where they currently live (Table 5.07). These are the “push” factors that help form the decision to move. Respondents were also asked what most appeals about the area where they would prefer to live (Table 5.08). These are the “pull” factors that draw people from different types of areas in the region. Both questions were open-ended, with the respondents writing in their push and pull factors. Individual responses were then grouped and push and pull factor categories were created. Data is not available for all subgroups in Tables 5.07 and 5.08 due to the small number of respondents in some sub-groups. In the future it would be beneficial to have a larger stratified sample across areas to explore within-area migration in more depth.

Push factors

For residents who would prefer to move and who live in the suburbs and cities, traffic is always one of the top three things they like least about where they currently live. For older city neighborhood residents, the noise and the people moving into the area are concerns. For older suburb residents, the high taxes are also of concern. For developing suburb residents, other concerns include the perception that their area is growing too fast and that the area is boring, with a lack of things to do.

Pull factors

For those who would prefer to live in a growing suburb, what most appeals is proximity to things they like, more affordable housing, and less people around. For those who would prefer to live in a small city or town, what most appeals is the peacefulness/cleanliness of the area, the decrease in traffic and congestion, and the sense of a small town “feel”. For those who would prefer to live in a rural setting, what most appeals is the increase in open space, large lots, and the peacefulness/cleanliness of the area.

Table 5.01: Do you own or rent your residence?

	1998 Percent	1999 Percent	2000 Percent	2001 Percent	2003 Percent	2004 Percent
Own	78	78	83	81	84	83
Rent	22	22	17	19	16	17

2004 n = 781

Table 5.02: What type of residence do you live in?

	1998 Percent	1999 Percent	2000 Percent	2001 Percent	2003 Percent	2004 Percent
Single-family home	76	78	76	78	79	72
Attached housing (townhome, duplex, triplex or fourplex) ¹	10	9	11	10	10	13
Apartment (five or more units) ¹	12	10	11	10	5	11
Condominium or co-op	2	1	2	2	4	3
Mobile home	1	1	1	< 1	1	< 1
Other	< 1	< 1	< 1	< 1	1	< 1

2004 n = 781

¹ Attached housing was a new category in 2003; apartments were defined as five or more units. Prior to 2003, the studies defined apartments as 3 or more units and also included co-ops within that category.

Table 5.03: What best describes the area in which you live?

Area in which respondent lives:	1999 Percent	2000 Percent	2002 ¹ Percent	2003 Percent	2004 Percent
A rural setting	7	6	10	9	4
A small city or town	7	9	10	4	6
A growing suburb	34	34	35	36	34
An older suburb	27	29	24	30	29
An older city neighborhood	18	16	14	18	23
A very urban or downtown setting	6	5	7	3	4

2004 n = 779

¹ Data from the 2002 Rural Area Study, based on a sample of 800 metro area residents.

Table 5.04: Would you prefer to live in a different kind of area?

	No	Yes
All respondents	73	27
Respondents living in:		
▪ A rural setting	87	13
▪ A small city or town	90	10
▪ A growing suburb	71	29
▪ An older suburb	71	29
▪ An older city neighborhood	73	27
▪ A very urban or downtown setting	62	38

2004 n = 771

Table 5.05: Where people live & where they would prefer to live

Area where they currently live:	n	For those who would prefer to move, where they would prefer to live (%)					
		A rural setting	A small city or town	A growing suburb	An older suburb	An older city neighborhood	A very urban or downtown setting
All areas combined	206	39	28	13	4	6	9
A rural setting	4	Sub-group data not available*					
A small city or town	5	Sub-group data not available*					
A growing suburb	69	35	42		3	13	7
An older suburb	64	44	25	19		2	11
An older city neighborhood	48	35	21	21	10		13
A very urban or downtown setting	12	Sub-group data not available*					

2004 n = 206

* Note: There were too few respondents living in these categories who wished to move to accurately represent that population.

Table 5.06: Where people live & where they would prefer to live, including those who want to stay where they are

	% of all respondents indicating:					
	A rural setting	A small city or town	A growing suburb	An older suburb	An older city neighborhood	A very urban or downtown setting
Area where they currently live:	4	6	34	29	23	4
Area where they would prefer to live, including those who want to stay where they are:	13	13	28	22	19	5

2004 n = 779

Figure 9: The areas where people currently live and the areas where they would prefer to live

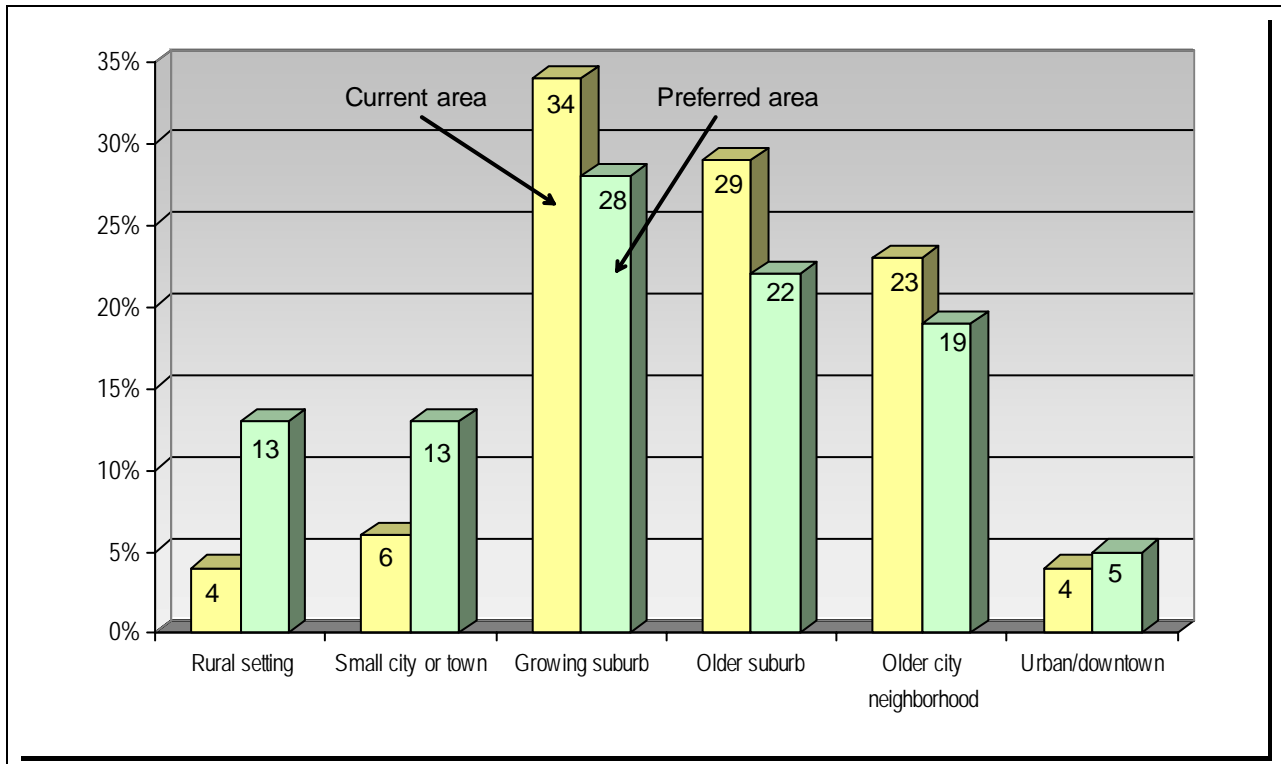


Table 5.07: For those who prefer to move: what they like least about the area where they live

What they like least	For those in this area who would prefer to move, % saying what they like least					
	A rural setting	A small city or town	A growing suburb	An older suburb	An older city neighborhood	A very urban or downtown setting
n	4	5	74	65	47	4
Traffic			29	17	18	<i>Sub-group data not available</i>
Growing too fast			21	7	2	
Area is boring			12	2	<1	
Don't like the neighbors			2	11	11	
Noise			2	2	27	
Don't like the people moving to the area			<1	8	15	
Distance to get places is too far			9	8	<1	
Crime			8	6	5	
Taxes too high			3	8	4	
Lack of space			3	6	7	
Area is in decline			1	6	<1	
Lack of mass transit			<1	5	<1	
Housing prices are too high			<1	5	<1	
Too many rules			1	4	2	
Too urban			<1	2	<1	
Wrong types of development			1	<1	3	
Bad city services			<1	1	2	
Misc.			8	1	3	

2004 n = 199

Note: top three push factors for each area are in **bold** and shaded.

Table 5.08: For those who prefer to move: what most appeals about the area they would prefer to live

Most appealing	For those who would prefer to live in this area, % saying _____ most appeals about that area					
	A rural setting	A small city or town	A growing suburb	An older suburb	An older city neighborhood	A very urban or downtown setting
n	79	56	25	9	13	19
More open space	24	6	7			
Larger lot	18	7	<1			
Clean/peaceful/quiet	15	19	6			
Less congestion/traffic	14	20	<1			
Small town "feel"	2	15	<1			
Close to things I like	13	9	21			
More affordable housing	<1	2	22			
Less people	3	3	20			
Better schools	<1	<1	9			
Lower taxes	1	5	7			
Types of homes I like	<1	<1	4			
Sense of community	3	7	<1			
More people like me	2	2	<1			
Slower pace	1	5	<1			
Mass transit	2	1	<1			
More things to do	<1	<1	<1			
Other	2	<1	3			

Sub-group data not available

2004 n = 201

Note: top three pull factors for each area are in **bold** and shaded.

Section 6: Metropolitan Council

Key Findings

- Seventy-eight percent of adult residents in the metro area have heard of the Metropolitan Council. Recognition of the Council has increased steadily since 1999, when 58 percent had heard of the Council.
- TV news and the *Star-Tribune* newspaper are sources of information about the Council for the majority of those who have heard of the council.
- Ratings on the Metropolitan Council's performance in addressing and resolving regional issues have turned around since 2000. In 2000 the good/very good ratings were at 19 percent; poor/very poor ratings were at 35 percent. Now the good/very good ratings are at 37 percent and the poor/very poor ratings are down to 20 percent.
- All nine Council programs listed in the survey are considered at least moderately important by two-thirds of residents. Four of the nine programs are thought to be very important by a majority of residents: monitoring water quality; wastewater treatment; the overall planning effort to accommodate the region's growth; and the regional parks program.
- A majority of residents think it is very important to preserve large tracts of regionally important natural resources such as native prairie, old growth forest and wildlife corridors.

Discussion

Knowledge of the Metropolitan Council

Seventy-eight percent of adult residents in the metro area have heard of the Metropolitan Council. Recognition of the Council has increased steadily since 1999, when 58 percent had heard of the Council (Table 6.01).

Over the last 12 months, TV news has been the most common source of information about the Council (58 percent of those who had heard of the Council indicated it as a source of information), followed by the *Star-Tribune* newspaper (53 percent), local community newspapers (34 percent) and radio talk shows (27 percent). Residents often indicated that they had heard of the Council from more than one information source (Table 6.02).

Thirty-six percent of all residents had visited one of the Council Web sites (for example, metro council.org and metro transit.org) in the last 12 months (Table 6.03). Survey participants were given a list of several Council sites and were asked to check each site they had visited.

The most widely visited Council Web site is the Regional Parks site, with 22 percent of all residents indicating that they had visited that site in the last 12 months. Nineteen percent of residents had visited the Metro Transit (bus) site and 12 percent had visited the Hiawatha LRT site. Five percent or less had visited each of the other sites listed (Table 6.04).

Rating of the Metropolitan Council

The 78 percent of respondents who had heard of the Metropolitan Council were asked to rate the Metropolitan Council's performance in addressing and resolving regional issues. Of that group, 37 percent think that the Council is doing a good or very good job; 43 percent think the Council is doing a fair job; and 20 percent think the Council is doing a poor or very poor job.

The 2004 good and poor ratings have turned around since 2000. In 2000 the good/very good ratings were at 19 percent; poor/very poor ratings were at 35 percent. Now the good/very good ratings are at 37 percent and the poor/very poor ratings are down to 20 percent. Still there is room for further improvement.

Rating of importance of Council programs

Program importance was rated by respondents using a four-point scale of "not at all important," "somewhat important," "moderately important" and "very important." These are common social-psychology measurement intervals for importance, where the distance between "not at all" and "somewhat" is considered to be the same as the distance in importance between "moderately" and "very." The use of this scale allows for importance to be measured in multiple ways. Most simply, a program can be thought of as either being important or not important, with the split occurring between the second and third point on the scale. Alternately, the full scale can be used to differentiate between the degrees of importance.

Using a simple measurement of important/not important, all nine Council programs studied were thought to be important by at least 64 percent of residents.

Four of nine Council programs examined are thought to be very important by a majority of residents. Seventy-seven percent of all residents think that the Council program on monitoring water quality is very important, followed by: the wastewater treatment program (71 percent); the overall planning effort to accommodate the region's growing population (68 percent); and the regional parks program (52 percent).

Importance of purchasing land for new parks

This year's survey asked two questions on purchasing land for new regional parks. The questions were asked to gauge potential support for proposed additions to the regional park system that may be included in the update of the Regional Recreation Open Space Policy Plan. A majority of residents (51 percent) think it is very important to purchase land for new regional parks now to preserve large tracts of regionally important natural resources such as native prairie, old growth forest and wildlife corridors. Thirty-nine percent think it is very important to purchase land for new regional parks now to meet future recreation needs.

Table 6.01 Have you heard of the Metropolitan Council?

Percent indicating that they have heard of the Metropolitan Council, by survey year:					
1998	1999	2000	2001	2003	2004
58	58	62	68	74	78

2004 n = 767

Table 6.02 Information sources used to learn more about the Metropolitan Council

Information source used to learn more about the Metropolitan Council	<u>Of those survey respondents who had heard of the Council, the percent who had used this information source to learn more about the Council</u>
TV news	58
Star-Tribune newspaper	53
Local community newspapers	34
Radio talk shows	27
Pioneer Press newspaper	25
Friends	12
Met Council Internet sites	11
Other Internet sites	4
Public meetings	6
Other sources	11

2004 n = 570

Note: People could indicate more than one information source so totals are greater than 100%.

Table 6.03 Have you visited a Metropolitan Council Web site?

Percent indicating that they had visited a Council Web site, by survey year:					
1998	1999	2000	2001	2003 ¹	2004
n/a	4	6	8	30	36

2004 n = 749

¹ Question revised beginning in 2003. 14 different websites were listed, including the popular MetroTransit.org site.

Table 6.04: Which of the following Council sites have you used in the last 12 months?

Council Internet site	Percent of all people indicating that they visited this site in the last 12 months
Regional Parks site	22
Metro Transit (bus) site	19
Hiawatha LRT site	12
Job opportunities site	5
Regional data/Census information site	4
Environmental Services site	3
General information about the Council sites	3
Metro GIS site	2
Metro Commuter Services (car/van pooling)	2
Community Assistance/Grants site	1
Metro Mobility site	1
"Directions" - electronic newsletter	1
Planning Handbook site	1
Contracting opportunities site	1

2004 n = 749

Note: people could visit more than one Council site.

Table 6.05: Opinion on the Metropolitan Council's performance in addressing and resolving regional issues

	1998	1999	2000	2001	2003	2004
<i>Percent of total population who had heard of the Metropolitan Council</i>	58%	58%	62%	68%	74%	78%
Of the population subgroup who had heard of the Metropolitan Council, the percent indicating that the Council was doing a ____ job:						
Very good job	5	2	2	4	2	3
Good job	31	27	17	26	26	34
Fair job	51	50	46	52	54	43
Poor job	7	14	23	12	14	14
Very poor job	6	7	12	6	4	6

2004 n = 477

Note: Beginning in 2004, respondents were allowed to say that they had no opinion. That came to about 18 % of all respondents who were already aware of the Council. For comparison purposes across years, the above percents are only for those people who expressed one of the five job quality ratings.

Table 6.06: How important are the following Council programs for maintaining the quality of life in the Twin Cities metro area?

Council Program	Percent of all respondents ¹ indicating a program as being _____ important				% who don't know	Average Score ³
	Not at all	Somewhat ²	Moderately ²	Very		
Monitoring water quality	1	4	17	77	1	3.72
Wastewater treatment	1	4	21	71	3	3.67
Planning to accommodate the region's growing population	2	7	21	68	2	3.57
Regional parks and trails	2	11	34	52	1	3.38
Grants to clean up and reuse polluted lands	3	15	31	49	2	3.29
Metro Transit (bus system)	5	16	32	44	3	3.19
Grants to cities and suburbs for transportation projects (roads, bicycle and pedestrian paths)	5	17	39	38	2	3.12
Coordinating development across neighboring communities	6	18	37	36	4	3.07
Hiawatha Light-Rail line	14	15	23	41	7	2.98
Grants to help communities develop and preserve housing for all income groups	10	23	27	37	3	2.94
Grants for development that connects housing, workplaces and services	7	22	36	28	7	2.92

2004 n = 725

¹ All survey participants were asked this question, even if they had not previously known of the Metropolitan Council.

² A four-point scale such as this can be simplified into two groups (those who generally think the program is not important and those who think the program is important). The split-point would be between "somewhat important" and "moderately important." When looking at the data in this manner, all programs are thought to be important by at least 60% of all residents.

³ The average score is based on the four-point scale, with 1 = Not at all important; 2 = somewhat important; 3 = moderately important; & 4 = very important. Respondents who had no opinion or "didn't know" were not included in calculating the average score. An average score of 3.0 or above indicates that on average, that program is thought to be at least moderately important.

Table 6.07: Have you visited a regional park or trail in the last 12 months?

Percent who had visited a regional park or trail in the last 12 months
78

2004 n = 780

Note: 20 % had not visited a regional park or trail, and 2 % were not sure if the parks or trails they had visited were regional.

Table 6.08: Importance of purchasing land for new parks

Statement	Percent of all respondents saying this is _____ important:				
	Not at all	Somewhat	Moderately	Very	Do not know
How important is it to purchase land for new regional parks now to meet future recreation needs?	10	19	28	39	4
How important is it to purchase land for new regional parks now to preserve large tracts of regionally important natural resources?	9	15	23	51	2

2004 n = 778

Section 7: Demographics

Discussion

The information presented in this section was used primarily for internal purposes such as checking for potential non-response bias, determining weights for data analysis, and for use in other Council reports.

Table 7.01: County of residence

County	2004 Percent
Anoka	9
Carver	2
Dakota	13
Hennepin	45
Ramsey	19
Scott	4
Washington	7

2004 n = 779

Table 7.03: Gender

Gender	2004 Percent
Male	49
Female	51

2004 n = 737

Table 7.02: Age

Age category	2004 Percent
18 to 29	23
30 to 39	23
40 to 49	22
50 to 59	14
60 to 69	8
70 to 79	6
80 +	4

2004 n = 737

Table 7.04: What race/ethnicity do you consider yourself?

Race/Ethnicity	2004 Percent
White/Caucasian	91.3
Black/African American	2.3
Asian	2.4
American Indian	< 1
Hispanic/Latino	1.2
Other	2.0

2004 n = 788

Table 7.05: Do you have any of the following long-lasting conditions?

	No (%)	Yes (%)
Blindness, deafness, or a severe vision or hearing impairment?	97	3
A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting or carrying	92	8

2004 n = 765

Table 7.06: What is the highest level of education you have completed?

Education level	2004 (%)
Did not get high school diploma	2
High school graduate/GED	14
Some college, no degree	20
Associate 2-year degree	10
Bachelor's degree	36
Graduate or professional degree	18

2004 n = 780

Table 7.07: What is your annual household income?

Household income	2004 (%)
Less than \$25,000	10
\$25,000 to \$49,999	27
\$50,000 to \$74,999	22
\$75,000 to \$99,999	16
\$100,000 to \$150,000	19
Over \$150,000	6

2004 n = 745

Appendix: Survey Questions

Q1 How would you rate the Twin Cities as a place to live as compared to other metropolitan areas in the nation? (check one)

✓
A much better place
in which to live

✓
A slightly better place
in which to live

✓
A slightly worse place
in which to live

✓
A much worse place
in which to live

Q2 Over the past year, do you think the quality of life in the Twin Cities has gotten better, stayed the same, or gotten worse? (check one)

✓
Gotten better

✓
Stayed the same

✓
Gotten worse

Q3 In your opinion, what do you think is the SINGLE most attractive feature of the Twin Cities metro area today?

Q4 In your opinion, what do you think is the SINGLE most important problem in the Twin Cities metro area today?

Q5 What specific suggestions do you have as to how this problem can best be dealt with?

Q6 At what level(s) should this problem be addressed? (Check all that apply)

- ✓ Individuals
- ✓ Families
- ✓ Local community
- ✓ Private sector

- ✓ Local government
- ✓ Metropolitan Government (Metropolitan Council)
- ✓ State government
- ✓ Federal government

Q7 What other important problems are facing Twin Cities residents today? Please list up to three additional problems in their order of importance:

1. _____

2. _____

3. _____

Q8 Do you think the seven county Twin Cities metropolitan area as a whole is growing too fast, at about the right pace, or too slow? How about the city, suburb or township where you live?

- Growth in the Twin Cities area as a whole is... Too slow About right Too fast
Growth in the city, suburb or township where you live is... Too slow About right Too fast

Q9 Over the last twelve months, do you think the traffic congestion in the Twin Cities metro area has increased, stayed the same, or decreased? (check one)

- Increased Stayed the same Decreased

Q10 How do you normally get to work - do you work at home, drive alone, car pool/van pool/get dropped off, take the bus or light-rail, walk, bike, or get there some other way? (If you are retired, are not working or work at home, check the appropriate box and then skip to question 14)

- Retired - do not work Drive alone Car/van pool/dropped off
 Currently not working Walk or ride a bicycle Take the light-rail
 Work at home Take the bus Some other way

Q11 If you normally work at a location outside of your home, please write in the number of minutes it currently takes you to get from your home to your place of work. Then estimate and write in the number of minutes it took you to get from your home to your place of work one year ago.

_____ minutes to get to work now _____ minutes to get to work a year ago

Q12 During the March-April, 2004 Metro Transit bus strike, did you change your type of commute, commute route, work hours, or work in response to this event?

- No → Please go to the next question
 Yes

9 If "yes" which of the following changes did you make? (Check all that apply)

- Joined a car or van-pool Changed work hours
 Gave another person a ride Took time off of work
 Got a ride with another person Worked from home
 Took an alternative bus route Got a new job closer to home
 Biked or walked to work Stopped working altogether during the strike
 Took a taxi to work Changed commute route
 Other: please describe: _____

Q13 In regard to the Metro Transit bus strike, did you receive any help or useful information about commuting options before or during the event?

- No → Please go to the next question
- Yes

9 If “yes” what was the source of the information or help? (Check all that apply)

- Newspaper articles
- Television news programs
- Employer notices
- Brochures or fliers
- Metro Commuter Services ads
- Metro Commuter Services Internet site
- Word of mouth – friends/family/coworkers
- Other: _____

Q14 Please rate the quality of the following components of the transportation system in the Twin Cities metro area. (check the box that corresponds to your quality rating)

<u>Transportation system component:</u>	<u>Very poor</u>	<u>Poor</u>	<u>Fair</u>	<u>Good</u>	<u>Very good</u>	<u>Don't know/ no opinion</u>
Highways/Freeways: number of lanes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Highways/Freeways: maintenance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Highways/Freeways: design	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Bus service within Minneapolis/St. Paul	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Bus service in the suburbs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
The Hiawatha Light-Rail line	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Commuter bicycle routes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Q15 For each of the transportation programs listed below, please indicate how important that program is for meeting the Twin Cities metro area’s long range transportation needs. (check the box that corresponds to your importance rating)

<u>Transportation Program</u>	<u>Not at all important</u>	<u>Somewhat important</u>	<u>Moderately important</u>	<u>Very important</u>	<u>Don't Know/ No Opinion</u>
A. Add extra lanes to freeways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
B. Optimize the capacity & safety of existing roads	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
C. Build new freeways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
D. Expand the commuter rail/light-rail system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
E. Expand the Metro Transit bus system	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
F. Expand the Park-and-Ride/express bus program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
G. Develop more bicycle commuting routes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
H. Expand the Metro Commuter Services program for car and van pooling	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Q16 Of the eight transportation programs listed in Question 15, which is the MOST important for meeting the area's long range transportation needs? Also, please list the second and third most important programs.

- _____ Write in the program letter of the MOST important program here
- _____ Write in the program letter of the second most important program here
- _____ Write in the program letter of the third most important program here

Q17 Currently highway construction is funded primarily from the gas tax, the sales tax on automobiles, and the fees from automobile license tabs. If you were going to increase the amount of highways constructed, what would be the best way to pay for it? (*Check one only*)

- Increase property taxes
- Increase license tab fees
- Increase the gas tax
- Increase the automobile sales tax
- Charge tolls on some roads (Toll roads)
- Add a half cent sales tax in the 7 county metro area
- Add a payroll tax
- Increase state income taxes
- Shift money from other state programs
- Would not fund additional highway construction
- Other: _____

Q18 Currently the transit system is partially subsidized from the automobile sales tax and from general state revenues. If you were going to expand the transit system, what would be the best way to pay for it? (*Check one only*)

- Increase property taxes
- Increase license tab fees
- Allow gas tax revenue to be used for transit
- Increase the automobile sales tax
- Increase rider fares
- Add a half cent sales tax in the 7 county metro area
- Add a payroll tax
- Increase state income taxes
- Shift money from other state programs
- Would not expand the transit system
- Other: _____

Q19 Have you visited a regional park or trail in the last twelve months?

- No
- Yes
- Don't Know/Not Sure

Q20 How important is it to purchase land for new regional parks now to meet future recreation needs?

- Not at all important
- Somewhat important
- Moderately important
- Very important
- Don't Know

Q21 How important is it to purchase land for new regional parks now to preserve large tracts of regionally important natural resources such as native prairie, old growth forest and wildlife corridors?

- Not at all important
- Somewhat important
- Moderately important
- Very important
- Don't Know

Q22 Do you own or rent your residence? Own Rent

Q23 What type of residence do you live in? *(check one)*

- | | |
|---|--|
| <input type="checkbox"/> Single family home | <input type="checkbox"/> Apartment (5 or more units) |
| <input type="checkbox"/> Attached housing (townhome, duplex, triplex or fourplex) | <input type="checkbox"/> Mobile home |
| <input type="checkbox"/> Condominium or co-op | <input type="checkbox"/> Other (Describe): _____ |

Q24 How would you describe the area where you currently live? Please check the description that best matches the area where you live. *(check one)*

- | | | |
|---|---|---|
| <input type="checkbox"/> A rural setting | <input type="checkbox"/> A growing suburb | <input type="checkbox"/> An older city neighborhood |
| <input type="checkbox"/> A small city or town | <input type="checkbox"/> An older suburb | <input type="checkbox"/> A very urban or downtown setting |

Q25 Would you prefer to live in a different kind of area?

- No → Please go to the Question 26
- Yes → If "yes" please answer questions A through D

A: What type of area would you prefer to live in?

- | | | |
|---|---|---|
| <input type="checkbox"/> A rural setting | <input type="checkbox"/> A growing suburb | <input type="checkbox"/> An older city neighborhood |
| <input type="checkbox"/> A small city or town | <input type="checkbox"/> An older suburb | <input type="checkbox"/> A very urban or downtown setting |

B: Briefly describe what it is that you like least about the kind of area you currently live in:

C: Briefly describe what most appeals to you about the area where you would prefer to live:

D: Do you expect to move to your preferred area in the next few years? No Yes

Q26 Have you heard of the Metropolitan Council?

- No Please skip to Question 29
- Yes

Q27 In the last twelve months, which of the following information sources did you use to learn more about the Metropolitan Council? *(check all that apply)*

- | | | |
|---|---|--|
| <input type="checkbox"/> TV news | <input type="checkbox"/> Friends | <input type="checkbox"/> Metropolitan Council Internet sites |
| <input type="checkbox"/> Star-Tribune newspaper | <input type="checkbox"/> Public meetings | <input type="checkbox"/> Other Internet sites |
| <input type="checkbox"/> Pioneer Press newspaper | <input type="checkbox"/> Radio talk shows | <input type="checkbox"/> Other information sources |
| <input type="checkbox"/> Local community or neighborhood newspapers | | |

Q28 What is your impression of the job the Metropolitan Council is doing in addressing and resolving regional issues? (check one)

- Very Poor job
 Poor job
 Fair job
 Good job
 Very Good job
 No opinion/Don't know

Q29 The Metropolitan Council owns, manages and/or does regional planning for a variety of regional programs. Please indicate how important each program is for maintaining the quality of life in the Twin Cities metro area.

Council Program	Not at all important	Somewhat important	Moderately important	Very important	Don't Know
Metro Transit (bus system)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hiawatha Light-Rail line	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Wastewater treatment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Regional parks and trails	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Monitoring water quality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Planning to accommodate the region's growing population	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Coordinating development across neighboring communities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grants to cities and suburbs for transportation projects (roads, bicycle and pedestrian paths)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grants for development that connects housing, workplaces and services	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grants to help communities develop and preserve housing for all income groups	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Grants to clean up and reuse polluted lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Q30 The Metropolitan Council's website includes service sites such as Metro Transit bus route information, carpooling sign-up with Metro Commuter Services, a Regional Parks locator service and several other sites of potential interest. Which of the following Council internet sites have you used in the last twelve months? (check all that apply)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Metro Transit (bus) site
<input checked="" type="checkbox"/> Hiawatha LRT site
<input checked="" type="checkbox"/> Metro Commuter Services (car/van pooling)
<input checked="" type="checkbox"/> Metro Mobility site
<input checked="" type="checkbox"/> Regional Parks site
<input checked="" type="checkbox"/> Regional data/Census information site
<input checked="" type="checkbox"/> Planning Handbook site
<input checked="" type="checkbox"/> Community Assistance/Grants site | <input checked="" type="checkbox"/> Job opportunities site
<input checked="" type="checkbox"/> Contracting opportunities site
<input checked="" type="checkbox"/> Environmental Services site
<input checked="" type="checkbox"/> Metro GIS site
<input checked="" type="checkbox"/> "Directions" – electronic newsletter
<input checked="" type="checkbox"/> General information about the Council sites
<input checked="" type="checkbox"/> DID NOT VISIT ANY COUNCIL INTERNET SITES |
|---|--|

Q31 Are you male or female? Male Female

Q32 What year were you born? _____ Year

Q33 What county and city do you live in?

Please write the name of your county here: _____

Please write the name of your city here: _____

Q34 What race/ethnicity do you consider yourself? (check all that apply)

White/Caucasian

Asian

Hispanic/Latino

Black/African American

American Indian

Other

Q35 Do you have any of the following long-lasting conditions?

Blindness, deafness, or a severe vision or hearing impairment

No Yes

A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting or carrying?

No Yes

Q36 What is the highest level of education you have completed? (check one)

did not get high school diploma

Some college, no degree

Bachelor's degree

High school graduate/GED

Associate 2-year degree

Graduate or professional degree

Q37 What is your annual household income? (check one)

Less than \$25,000

\$50,000 to \$74,999

\$100,000 to \$150,000

\$25,000 to \$49,999

\$75,000 to \$99,999

Over \$150,000

Thank you for completing this survey. If you have any additional comments, please write them in the space below.

Please return the survey in the addressed and stamped return envelope.
Our mailing address is: 2004 Annual Resident Survey, Metropolitan Council, 230 E 5th St., St Paul MN 55101