2005
Metro Residents Survey

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

March 2006

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

Metropolitan Council Members

The mission of the Metropolitan Council is to develop, in cooperation with local communities, a comprehensive regional planning framework, focusing on transportation, wastewater, parks and aviation systems, that guide the efficient growth of the metropolitan area. The Council operates transit and wastewater services and administers housing and other grant programs.

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Publication No. 74-06-015

Quality of Life

- Positive feeling about the Twin Cities region has been consistent over 23 years of Metropolitan Council surveys. In 2005, 96 percent of Twin Cities residents feel that the region is a better or "much better" place to live than other metropolitan areas.

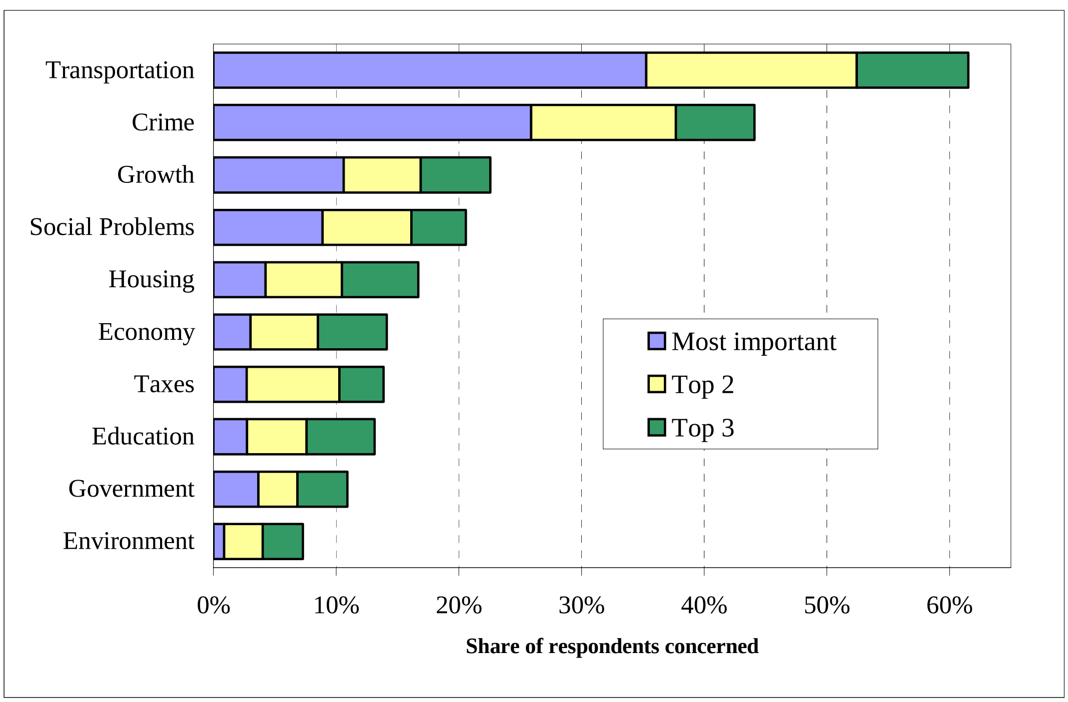
- There is emerging concern that the region's quality of life is slipping: 31 percent feel that the quality of life has gotten worse in the past year.

- When asked about the Twin Cities' "most attractive feature," 37 percent of survey participants identified the area's parks, trails, lakes and natural environment. Other assets cited are: arts and cultural opportunities (8 percent), good neighborhoods (8 percent), the "variety of things to do" (7 percent), and shopping (7 percent).

Issues Facing the Region

- Asked about issues facing the region, 35 percent named traffic congestion or other transportation challenges as the region's "single most important problem." This is a smaller plurality than the 58 percent concern found in 2003.

Most often mentioned issue topics by respondent ranking: 2005



n = 988

- The diminishment of concern over traffic and transportation issues shows up in the question of the "single most important problem," but also in "other important problems." It's possible that some people are becoming accustomed to traffic congestion.

- Concern about crime is on the rise, with 26 percent citing crime as the "single most important problem" in 2005.

- Housing, the economy, the environment, education, taxes, government, and other issues were most important to small shares of the region's residents. Larger numbers of survey participants consider these to be "other important problems" – secondary concerns rather than the "single most important problem."

- Half of the region's residents (53 percent) think the region is growing at about the right pace, but 45 percent feel that the region is growing too fast.

- A growing number are concerned about growth in their own community – 38 percent in 2005, compared to 26 percent five years ago. In developing suburbs, there is majority concern (59 percent) that local growth is too fast.

- A majority of residents (56 percent) believe that greater racial and ethnic diversity in the Twin Cities is beneficial. But there is significant concern about assimilation of the newcomers, tension among communities, and the impacts on public resources.

Meeting Transportation Needs

- Most residents (84 percent) believe that traffic congestion has worsened. However, the perception may be colored by residents' ability to distinguish recent change from long-term. The distribution of commute times reported by survey participants has changed very little in the past year. The differences were only at the very low end (fewer 10-minute commutes) and the high end (3 percent commuting more than 60 minutes).

- Survey participants were asked about the likelihood of trying cost-reducing commute solutions. Half of respondents (49 percent) assessed themselves as very likely to try one (or more) of several traffic-reducing solutions. Also, 26 percent are very likely to try a more fuel-efficient vehicle, to save on costs.

- When asked about the importance of various transportation programs, multiple solutions were favored by the majority: Optimizing the capacity and safety of existing roads was considered very important by 62 percent; commuter/light rail transit, 60 percent; adding extra lanes to freeways, 54 percent.

Residential Preference

- Thirty-one percent of residents say they would prefer to live in a different type of area within the region. Residents of growing suburbs were most likely to indicate an interest in moving to another type of area (36 percent) and rural residents least likely (22 percent).

- Rural settings and small towns are most attractive to those wanting a change of lifestyle. At the same time, preference for older suburbs and central city neighborhoods was up compared to the 2004 survey.

- Traffic figures prominently as a negative for dissatisfied residents of older suburbs and growing suburbs. Aside from traffic, local growth and development are sources of dissatisfaction for residents of growing suburbs; crime for residents of central cities.

- Rural areas are considered attractive due to fewer people, open space, and peace and quiet. On the other hand, “closeness to things I like” is the top draw for those interested in relocation to suburbs and central city neighborhoods. Among those interested in relocating into the cities, 70 percent cited access to destinations and the pedestrian-friendly environment.

The Role of the Metropolitan Council

- Positive public opinion about the Metropolitan Council remains steady, and greatly improved from five years ago: 69 percent of metro residents say they have heard about the Metropolitan Council; 37 percent of these think the Council is doing a good or very good job.

- Most Council responsibilities and programs are considered “very important” to the majority of Twin Cities residents. The largest majorities in 2005, as in 2004, thought that water quality monitoring, wastewater treatment, and overall planning efforts to accommodate growth are very important programs.

- Programs with the greatest one-year gains in perceived importance were coordinating development across neighboring communities and grants to clean up and reuse polluted lands.

Contents

Section 1: Introduction

Each year, the Metropolitan Council conducts the Metro Residents Survey. Its purpose is to measure and understand what the region's residents think about quality of life, leading regional issues, problems and solutions, and the Council's portfolio of program responsibilities. The survey provides evidence that the Council can use to make the case for regional solutions.

This report describes the findings of the 2005 Metro Residents Survey. The survey is an annual effort dating back to the early 1980s. Many of the questions asked in the 2005 study have been asked in past years and historical comparisons are provided.

Metro area residents were randomly selected for inclusion in the survey's geographically stratified sample. The Metropolitan Council mailed survey questionnaires to participants and collected responses from October 10 to December 9, 2005. A complete discussion of the survey methodology is found in Section 7 of this report. The survey instrument is found in the Appendix.

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, data was analyzed using cross-tabulations, as detailed for specific tables in the report. Further analysis of the study data is available by contacting Todd Graham or Regan Carlson (651-602-1000) at the Metropolitan Council.

Section 2: Quality of Life

Key Findings

- Positive feeling about the Twin Cities region has been consistent over 23 years of Council surveys. In 2005, 96 percent of residents said the region is a better place to live than other metropolitan areas.
- More volatile is the perception of change: 31 percent of residents think that the quality of life in the Twin Cities area has diminished over the last year; 14 percent think it has improved.
- Metro residents think that the area has many attractive features; 37 percent think that the most attractive features are the area’s parks, trails, lakes and natural environment.
- Forty-five percent of residents think the metro area is growing too fast. Fewer residents feel their own community is growing too fast (38 percent), but five years ago the share was 26 percent.
- Residents think that the single most important problem facing the area today is traffic congestion, with 24 percent indicating it as the top problem. At the major category level, transportation – which includes traffic, mass transit, parking and other responses – is the most important set of problems for 35 percent of all residents.
- Since reaching peak concern in 2003, concern over traffic congestion and other transportation issues has dropped. The diminishment of concern over traffic and transportation shows up in the question of the “single most important problem” and also in the question of “other important problems.” It’s possible that some people are becoming accustomed to traffic congestion.
- Crime as the most important problem has increased from 9 percent in 2001 to 26 percent in 2005.
- Housing, the economy, the environment, education, taxes, government and other issues were most important to small shares of the region's residents. Larger numbers of survey participants consider these to be “other important problems” – second- or third-choice concerns rather than the “single most important problem.”
- Fifty-six percent of residents agree that a more diverse population benefits the region; 29 percent disagree; the balance are not sure. There is significant concern about assimilation of the newcomers, tension among communities and the impacts on public resources.
- Three-quarters of residents feel that the air quality in their neighborhood is good or very good; 61 percent say the same about drinking water in their homes.

Discussion

Survey participants 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

The vast majority of Twin Cities residents (96 percent) consider this region a better place to live than most other metropolitan areas. Half of this number (48 percent) think that it is a "much better" place to live. Only 3 percent of residents think it is a worse place to live (Figure 1 and Table 2.01). While the balance between "better" and "much better" ratings has vacillated, the overall sense of being above average has been a consistent finding over 23 years of Metropolitan Council surveys.

Changes in the quality of life

More variable from year to year are opinions on changes in quality of life. Twin Cities residents consider this region above average – but is the quality of life diminishing or holding steady? A majority of residents (55 percent) think that the Twin Cities' quality of life has stayed the same over the past year; 14 percent think that it has improved; 31 percent think that it has gotten worse (Table 2.02). The share of discouraged residents has been trending upward for several years.

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

Survey participants 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 or assets to choose from. Survey participants wrote in their opinion. Their responses were coded into general categories and the results are presented in Table 2.03.

Twenty-three percent of residents think that the area's parks and trails are the most attractive feature. The area's lakes and natural environment are the second-most-often-mentioned feature (14 percent), followed by the arts and culture of the area (8 percent), good neighborhoods (8 percent each), a variety of things to do (7 percent), and shopping opportunities (7 percent). The remaining one-third of residents indicate attractions ranging from the weather (3 percent) to professional sports teams (2 percent). The distribution of responses in 2005 was very similar to the distribution found by the 2004 survey, although professional sports teams as a leading asset dropped from 5 percent to 2 percent (Table 2.03).

Perceptions regarding growth in the region and local communities

Half of the region's residents (53 percent) think the Twin Cities area, as a whole, is growing at about the right pace. Others are less satisfied: 45 percent think that the Twin Cities area is growing too fast. Response to this question has been consistent in recent years (Table 2.04).

Respondents were also asked about growth in their own communities: 58 percent think local growth is happening at about the right pace; 38 percent think local growth is advancing too fast. Concern over local growth has grown significantly since 2000: Only 26 percent of residents said their areas were growing too quickly five years ago.

Geographic variations of public opinion

To better understand the local versus regional view, the same questions can be examined based on where respondents live. The Council's *2030 Regional Development Framework* identifies six planning areas: Developed Communities, Developing Communities, Rural Centers, Rural Residential Areas, Diversified Rural Areas, and Agricultural Areas. Through the 2005 Metro Residents Survey, Developed Suburbs (306 respondents) and Minneapolis/St. Paul (278 respondents) can be split into distinct population segments. A representative segment is available for Developing Communities (415 respondents) as well.

Table 2.05 looks at growth ratings 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 minimal differences in their perceptions about regional growth – 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. In developing suburbs, there is majority concern (59 percent) that local growth is too fast.

Top issue facing the Twin Cities metro area

Residents were asked to identify the "single most important problem in the Twin Cities metro area today." They were then asked to suggest a solution to that problem. Residents were also asked to list "other important problems" (or top three problems) facing the region. Each of these questions was open-ended, with the survey respondents describing issues and solutions in their own words. For analysis, the open-ended responses were categorized by primary category and detailed sub-category (see Table 2.06 for categories and sub-categories used to code responses). The top three problems from each respondent were used in the analysis.

According to 24 percent of residents surveyed, the single most important problem facing the Twin Cities area today is traffic congestion. This is a significant drop from the 37 percent who named traffic congestion in both 2003 and 2004.

At the major category level, transportation – which includes traffic congestion, mass transit, road construction and other responses – was identified as the single most important category of issues for 35 percent of all residents. This is a smaller plurality than the 58 percent concern found in 2003.

Concern about crime – including gangs, drug-related crime, crimes by youth, gun violence and other responses – has been steadily rising since 2001. This is still far below the historical peak of concern in 1993, when 61 percent identified crime as the region's top problem.

Table 2.07 and Figure 2 provide a time-series perspective of the “single most important problem” question. Different issues have led the list of most important problems over the years, but historically crime has been dominant, leading throughout the 1990s. Transportation saw a steady increase from 1995 until 2003, with the exception of 2001 when economic concerns had a one-time rise.

Table 2.08 shows the most important issues by type of planning area. In the Developed Suburbs and Developing Communities, traffic congestion alone ranks higher than any other major category of problems. In all planning areas, about one-quarter of residents identified crime as the most important problem.

Regional or local issues

The distribution of responses is influenced by the phrasing and the regional scope of the question: “What do you think is the single most important problem in the Twin Cities metro area today?” The Metropolitan Council’s role as the survey sponsor (and primary audience) may also influence responses.

Similar surveys have been conducted in Minneapolis, Dakota County and Scott County. These surveys ask local residents for opinions on the most important problem in the city (or the county). Interestingly, the city- and county-sponsored surveys find local residents more concerned about local problems: growth, education and (local) taxes. In contrast, the comparatively larger concern over transportation and crime in the Metropolitan Council’s Residents Survey suggests that residents consider these to be regional issues, more than local issues.

Top three issues facing the Twin Cities metro area

The Metropolitan Council asks survey participants about the “single most important problem,” but also about “other important problems” facing the Twin Cities. Identifying the top three problems allows a broader mining of overall concern – the share of all residents who have an issue on their minds.

The lack of a majority opinion around the region’s “single most important problem” indicates some shifting of attention to other public issues. Indeed, since 2003, there has been a significant drop in the share of residents concerned about traffic congestion and other transportation issues – from 87 percent in 2003 to 62 percent in 2005 (Figure 3, Table 2.09 and Figure 4). It’s possible that some people are becoming accustomed to traffic congestion. This does not negate transportation as an issue though: 62 percent is still a solid majority.

Crime, a concern to 44 percent of residents, is the only other issue of broad concern.

While many residents listed housing, the economy, taxes or education as problems facing the region, these tended to be second- or third-choice concerns rather than the “single most important problem.”

Table 2.10 shows overall concern for regional problems, by planning area. Transportation and crime are the two most-often-mentioned problems by residents of each planning area. In the central cities, the two categories are of nearly equal importance. In the Developed

Suburbs and Developing Communities, crime is mentioned less often and growth is the third most mentioned concern.

Figure 5 shows a time series for traffic congestion as one of the top three problems facing the region. Traffic congestion started to become a significant issue in 1997, surpassing the 10 percent mark. Concern about the issue doubled between 2000 and 2003 before ebbing in 2004 and 2005.

Solutions to problems facing the Twin Cities area

Residents were asked to suggest potential solutions to the problems that they identified as the “single most important problem.” Solutions related to transportation issues are listed in Table 2.12 and solutions for crime and growth are listed in Table 2.13.

Among Twin Cities residents most concerned about traffic congestion or other transportation issues, most suggest improving or increasing mass transit (46 percent), or improving or increasing the road infrastructure (31 percent). For the residents who suggested mass transit solutions, their solutions can be split into two sub-groups, with 24 percent recommending mass transit generally, and another 22 percent indicating LRT or commuter trains specifically. For the residents who suggested improving/increasing the road infrastructure, their solutions can be split into three sub-groups: 15 percent suggest adding more lanes to existing freeways; 8 percent suggest building more roads; and another 8 percent suggest widening roads, improving road design and generally improving roads.

To resolve transportation issues, residents consistently suggest system solutions rather than changing their own routines. Only 5 percent of those most concerned suggested commuter incentives and programs, more law enforcement on the roads, or reducing urban sprawl.

Among the 26 percent of survey participants who are most concerned about crime, about one-quarter listed each of the following as their solution: hire more police (24 percent) and tougher sentences (23 percent). Additional solutions are: address poverty and the root causes of crime (13 percent) and increase police involvement with the community (9 percent).

Air and water quality

Residents were asked for their perception of local air and water quality in both their neighborhoods and region-wide (Table 2.14). One-third (34 percent) of residents feel that the air quality in their neighborhood is very good; another 43 percent say that it is good. The region-wide perception is somewhat different—only 12 percent say that the Twin Cities as a whole has very good air quality and 8 percent say that it is poor or very poor.

One-quarter of residents say that the drinking water quality in their homes is very good; 36 percent say that the quality is good, 26 percent say that it is fair, 14 percent say that it is poor or very poor.

Diversity in the region

Residents were asked if they agreed with the statement “a more diverse population benefits the region.” The possible answers ranged from “strongly disagree” to “strongly agree” or “not sure” (Table 2.15). In addition, an open-ended follow-up question asked residents to describe the effects of growing diversity (Figures 6–8).

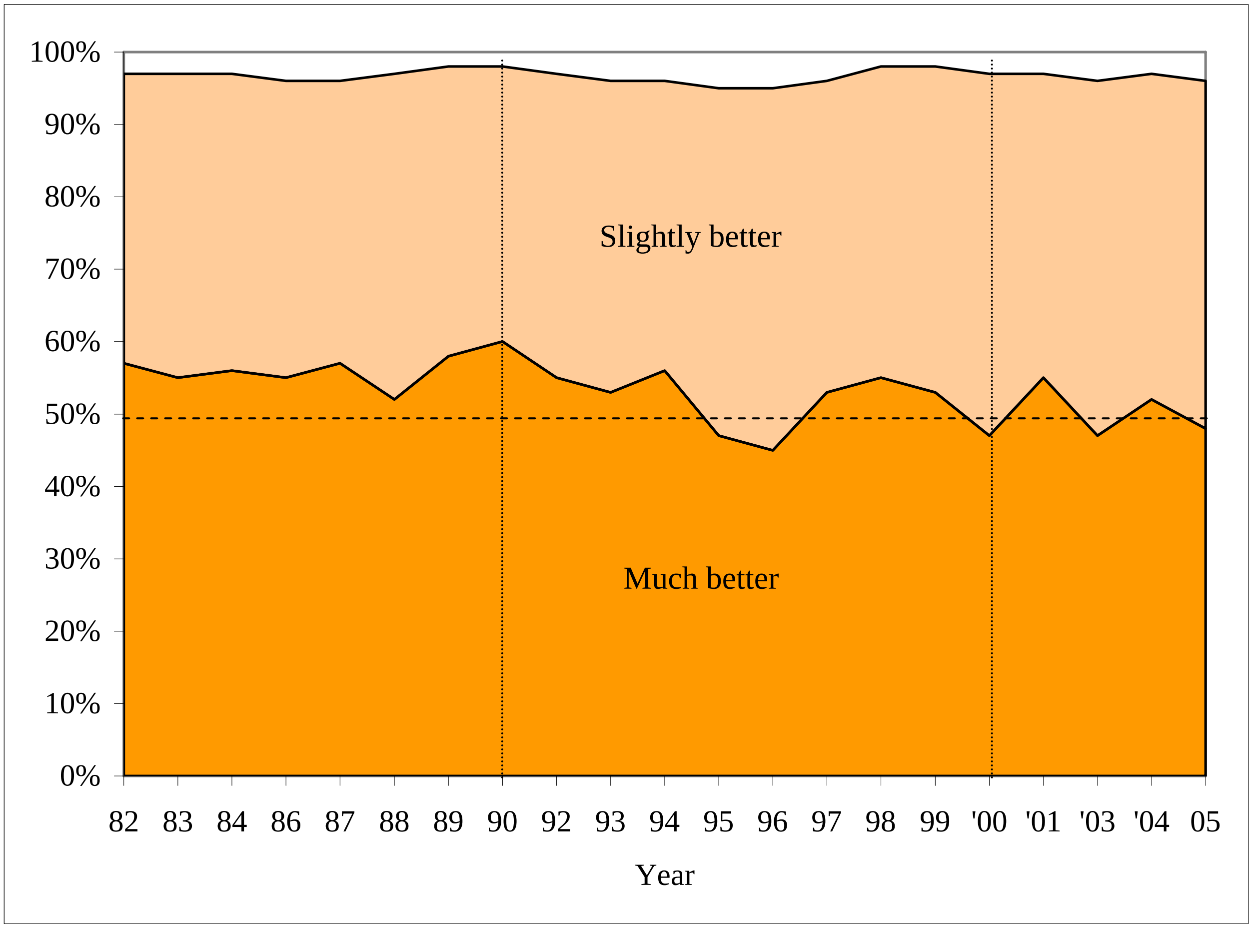
Fifty-six percent of respondents agree or strongly agree that a more diverse population benefits the region in some sense; 29 percent of residents disagree or strongly disagree. The balance, 15 percent, indicate “not sure.”

A second, open-ended question – “How is the region affected by growing diversity?” – more clearly reveals the ambivalence of residents and the lack of a central consensus. About one-third (32 percent) of residents give positive responses when asked how the region is affected by growing diversity. They responded that diversity enhances culture and the quality of life (29 percent) and that it is good for the economy (3 percent). Nineteen percent of residents give responses that are neutral or equivocal, such as “it depends on the individual.”

Half of the region’s residents (49 percent) expressed concerns about: assimilation and tension among communities (21 percent), crime and safety (11 percent), strain on public fiscal resources (10 percent), strain on public schools (2 percent), negative impact on the labor market (2 percent), and tendency toward geographic segregation (2 percent).

Answers to this second question are somewhat correlated with answers to the first, but not perfectly. There is a share of the population that agrees “a more diverse population benefits the region,” but they indicated concerns or reservations in the follow-up question (Figure 7).

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



2005 n = 1007

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

	2000	2001	2003	2004	2005
A much better place to live	47%	55%	47%	52%	48%
A slightly better place to live	50%	42%	49%	45%	48%
A slightly worse place to live	2%	2%	3%	3%	3%
A much worse place to live	<1%	<1%	1%	<1%	<1%

Table 2.02: Over the past year, do you think the quality of life in the Twin Cities has gotten better, stayed the same, or gotten worse?

	1999	2000/ 2001	2003	2004	2005
Gotten better	26%	Not asked	15%	12%	14%
Stayed the same	60%		57%	64%	55%
Gotten worse	13%		28%	24%	31%

2005 n = 1,018

Table 2.03: What do you think is the single most attractive feature of the Twin Cities metro area today?

Most attractive feature:	Share of people indicating that feature as the most attractive:	
	2004	2005
Parks and trails	26%	23%
Natural environment	12%	14%
Arts & culture	9%	8%
Good neighborhoods, clean, safe or family-friendly	9%	8%
Variety of things to do	6%	7%
Mall of America, shopping	6%	7%
Beautiful cities or downtowns	3%	5%
Good economy	4%	4%
People	4%	4%
Weather	2%	3%
Professional sports	5%	2%
Negative response given	1%	1%
Other responses	13%	15%

2005 n = 915

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

	Twin Cities area as a whole		Community where respondent lives	
	2000	2005	2000	2005
Too fast	47%	45%	26%	38%
About the right pace	52%	53%	71%	58%
Too slow	1%	2%	3%	4%

2005 n = 1000 (Twin Cities), n = 977 (community)

Table 2.05: Opinions of growth by planning area, 2005

	Twin Cities area as a whole is growing:			Community where respondent lives is growing:		
Respondents living in the following planning area:	Too fast	About right pace	Too slow	Too fast	About right pace	Too slow
Minneapolis/St. Paul only	44%	51%	4%	27%	64%	9%
Developed Suburbs	44%	55%	2%	22%	75%	3%
Developing Communities	45%	54%	1%	59%	38%	2%
Rural and Agricultural	Sample too small for reporting purposes					
Twin Cities Region – All Areas	45%	53%	2%	38%	58%	4%

2005 n = 1,000 for first question and 977 for second

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

Single most important problem:	Percent	Single most important problem:	Percent
Transportation – Total	**35.3%**	**Government – Total**	**3.7%**
Traffic congestion	23.5%	Government funding – more or less	1.7%
Transportation (general)	6.7%	Government (general)	1.0%
Mass transit – for or against	3.8%	Stadium issues – for or against	0.8%
Road construction – for or against	0.6%	Metropolitan Council	0.1%
Parking costs and availability	0.4%	Governor	0.1%
LRT – for or against	0.2%		
Bad driving and cell phone use	0.1%	**Economy – Total**	**3.0%**
		Growing disparity of rich and poor	1.0%
Crime – Total	**25.9%**	High cost of living	0.7%
Crime (general)	19.5%	Unemployment, job availability	0.7%
Gangs	5.7%	Attracting, keeping area businesses	0.4%
Drug related crime	0.3%	Economy (general)	0.2%
Crimes by youth	0.2%		
Guns and gun violence	0.1%	**Education – Total**	**2.7%**
		Education (general)	1.5%
Growth – Total	**10.6%**	Financing	0.9%
Sprawl and growth patterns	5.0%	Quality	0.4%
Immigration – for or against	3.0%		
Growing population issues	1.5%	**Taxes – Total**	**2.7%**
Urban decay and trash	1.1%	Taxes (general)	2.2%
		Property taxes	0.5%
Social Problems – Total	**8.9%**		
Drug abuse and alcohol abuse	2.3%	**Environment – Total**	**0.9%**
Homelessness and homeless people	1.5%	Pollution (general)	0.3%
Youth issues	1.2%	Noise pollution	0.2%
Welfare system and welfare abuse	1.2%	Air pollution	0.2%
Poverty	1.0%	Water quality	0.2%
Discrimination	0.9%		
Political polarization	0.6%	**Energy – Total**	**0.4%**
Child rearing, family, day care costs	0.2%	Energy prices (fuel, natural gas)	0.4%
Housing – Total	**4.2%**	**Health Care System – Total**	**0.2%**
Cost and affordability	3.8%		
Housing (general)	0.2%	**Other**	**1.5%**
Availability	0.1%		
Quality of construction	0.1%	**Total**	**100%**

2005 n = 988

Table 2.07: Single most important problem in the Twin Cities metro area, 1986 to 2005, grouped into major categories

Year	Transportation	Crime	Social	Growth	Housing	Economy	Taxes	Other*
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%
2005	35%	26%	9%	11%	4%	3%	3%	9%

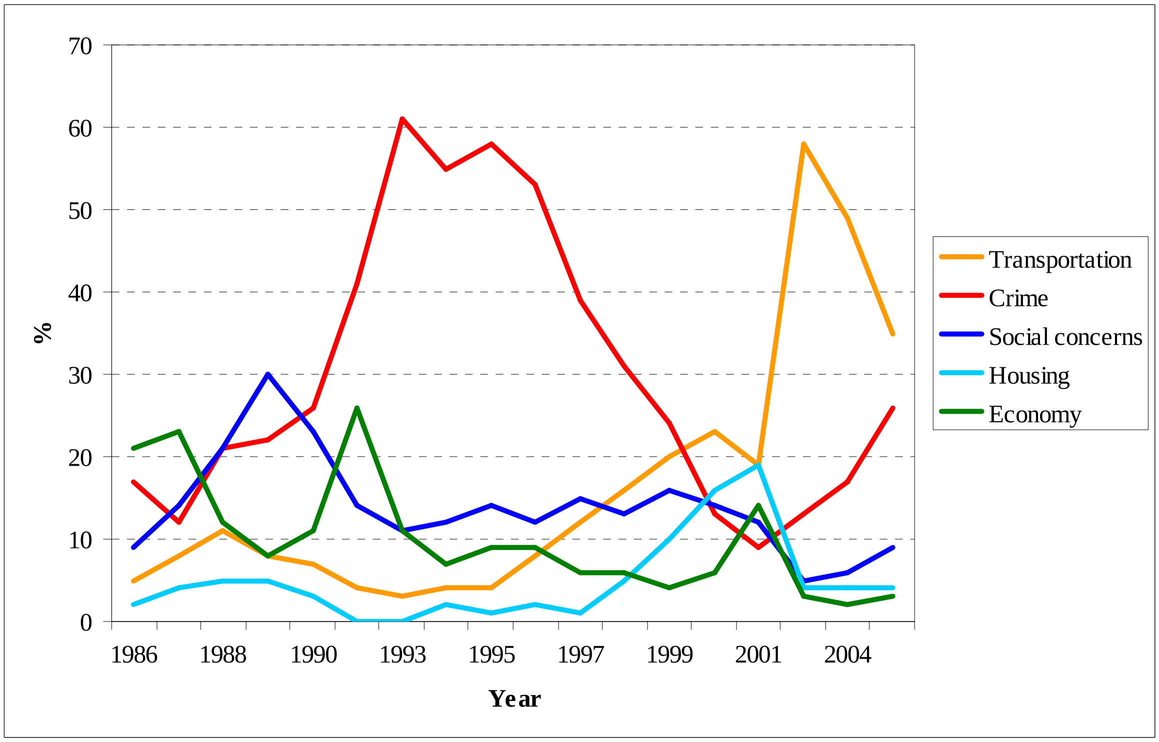
*Other problems include: education, government, environment, weather, health care and energy

Table 2.08: Single most important problem in the Twin Cities metro area by planning area

Minneapolis/ St. Paul only	Percent	Developed Suburbs	Percent	Developing Communities	Percent
Crime	28%	Transportation	42%	Transportation	39%
Transportation	22%	*includes Traffic	30%	*includes Traffic	27%
*includes Traffic	12%	Crime	24%	Crime	25%
Social Problems	12%	Growth	10%	Growth	12%
Growth	10%	Social problems	7%	Social Problems	8%
Housing	7%	Government	6%	Taxes	4%
Education	7%	Housing	4%	Government	4%
Economy	5%	Economy	3%	Housing	3%
Other	2%	Taxes	2%	Other	2%
Government	2%	Education	1%	Education	1%
Taxes	2%	Environment	<1%	Environment	1%
Environment	1%	Health Care	<1%	Economy	<1%
Energy	<1%	Energy	<1%	Energy	<1%

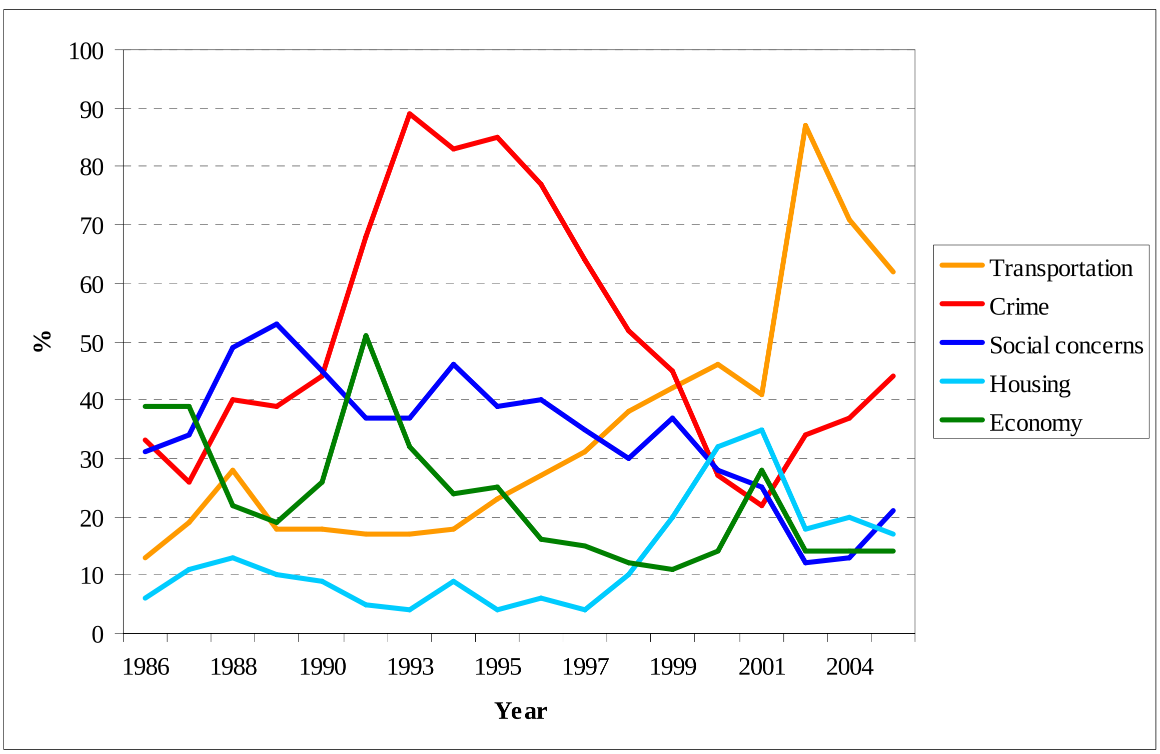
n = 252 in Minneapolis/St. Paul, n = 283 in Developed Suburbs, n = 381 in Developing Communities

Figure 2: Single most important problem, 1986 to 2005



2005 n = 988

Figure 3: Overall concern (top three problems), 1986 to 2005



2005 n = 988

Table 2.09: Overall concern (top three problems) for issues facing the Twin Cities, 1982 to 2005

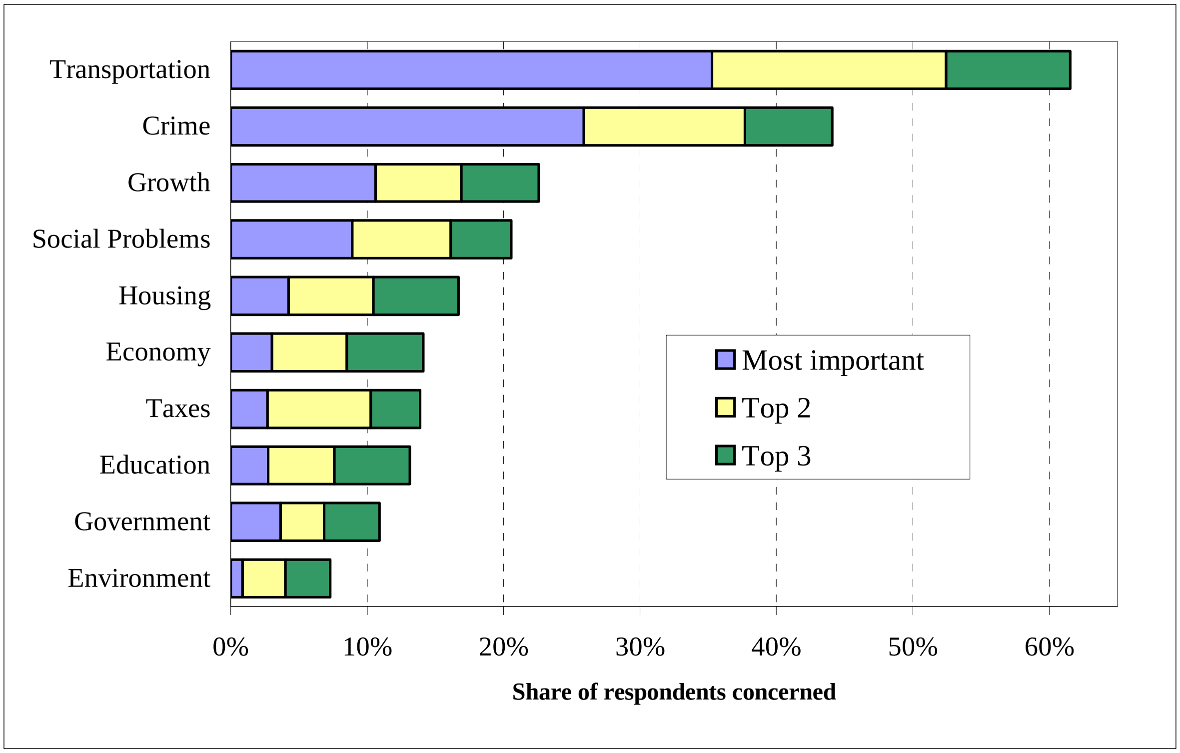
Year	Transportation	Crime	Social concerns	Growth	Housing	Jobs and unemployment	Economy (non-job related)	Taxes	Education	Environment	Government	Health	Energy	Other
	Percent share indicating topic as one of their top three problems:													
1982	8	14	14	n/a	9	61	31	29	15	8	12	-	9	29
1983	8	13	4	n/a	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	71	37	13	22	20	8	6	11	25	6	11	5	1	6
2005	62	44	21	23	17	6	8	14	13	7	11	4	4	4

2005 n = 988

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%.
- "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.
- In this table, economic issues are split into two groups: jobs-related and non-jobs-related.

Figure 4: Most often mentioned problems by respondent ranking, 2005



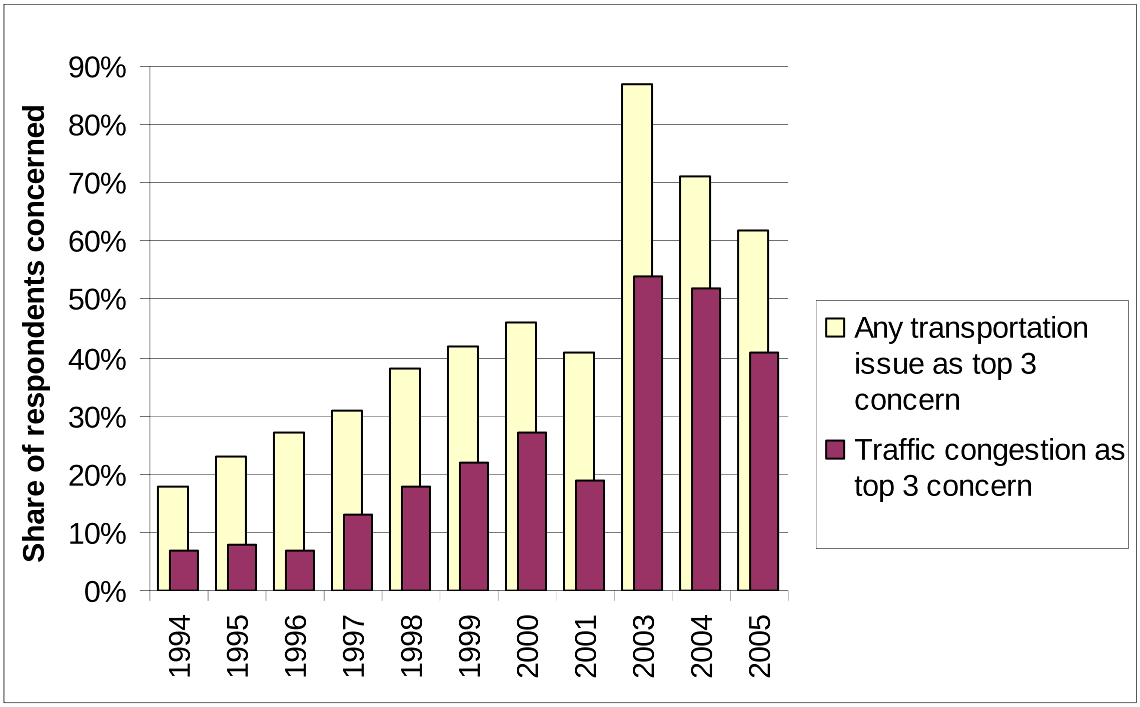
2005 n = 988

Table 2.10: Overall concern (top three problems) for each planning area: 2005

Minneapolis/St. Paul only	%	Developed Suburbs	%	Developing Communities	%
Transportation	51%	Transportation	69%	Transportation	64%
*includes Traffic	26%	*includes Traffic	47%	*includes Traffic	46%
Crime	48%	Crime	40%	Crime	44%
Social Problems	24%	Growth	23%	Growth	24%
Growth	20%	Housing	21%	Social Problems	18%
Economy	19%	Social Problems	20%	Taxes	15%
Housing	18%	Taxes	14%	Education	14%
Education	17%	Economy	13%	Housing	12%
Taxes	12%	Government	13%	Government	12%
Government	8%	Education	10%	Economy	10%
Environment	6%	Environment	8%	Environment	8%
Energy	4%	Health Care	5%	Other	5%
Other	4%	Energy	3%	Energy	4%
Health Care	3%	Other	3%	Health Care	3%

n = 252 in Minneapolis/St. Paul, n = 283 in Developed Suburbs, n = 381 in Developing Communities

Figure 5: Traffic congestion and transportation as top three problems, 1994 to 2005



2005 n = 988

Table 2.11: Traffic congestion as one of top three problems, 1994 to 2005

Year	Share of all respondents indicating traffic congestion as a "top three problem"
1994	7%
1995	8%
1996	7%
1997	13%
1998	18%
1999	22%
2000	27%
2001	19%
2003	54%
2004	52%
2005	41%

2005 n = 988

Table 2.12: Solutions suggested by respondents for dealing with traffic congestion and transportation issues

Suggested solutions	Share who listed traffic congestion as the most important problem	Share who listed any transportation issue as the most important problem
Improve/increase road infrastructure	**36%**	**31%**
· More lanes on existing highways	17%	15%
· Build more roads	9%	8%
· Better road design	4%	3%
· Better roads in general	5%	4%
· Widen roads in general	<1%	1%
Improve/increase mass transit	**43%**	**46%**
· Increase/improve mass transit	25%	24%
· More LRT and/or commuter trains	18%	22%
Modify behavior	**7%**	**5%**
· Increase commuter incentives/programs	3%	3%
· Increase law enforcement	1%	1%
· Reduce urban sprawl	3%	2%
Other suggestions	**13%**	**18%**
· Increase funding for transportation	2%	4%
· Better long range planning	2%	3%
· Other miscellaneous suggestions	7%	7%
Total	**100%**	**100%**

n for traffic congestion only = 229
n for all transportation issues combined = 325
Note: 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 2.13: Solutions suggested by respondents for dealing with crime and growth problems

Topic and suggested solutions	Share of responses
Crime (234 responses)	
More police	24%
Tougher sentences	23%
Deal with poverty and the cause of crime	13%
Increase police involvement w/ community	9%
Get drugs off the streets	3%
Cut welfare benefits to keep people away	2%
Crime – miscellaneous	8%
Growth (90 responses)	
Reduce immigration (legal and illegal)	28%
Make urbanized area more desirable	10%
Need stronger regional planning	8%
Discourage moving to outlying areas	7%
Integrate business and residential	1%
Increase/improve mass transit	1%
More LRT and/or commuter trains	<1%
Growth – miscellaneous	45%

Table 2.14: What is your perception of local air quality and water quality?

	Very poor	Poor	Fair	Good	Very Good
Air quality in your neighborhood	0%	3%	20%	43%	34%
Air quality regionwide	1%	7%	34%	46%	12%
Drinking water quality in your home	4%	10%	26%	36%	25%

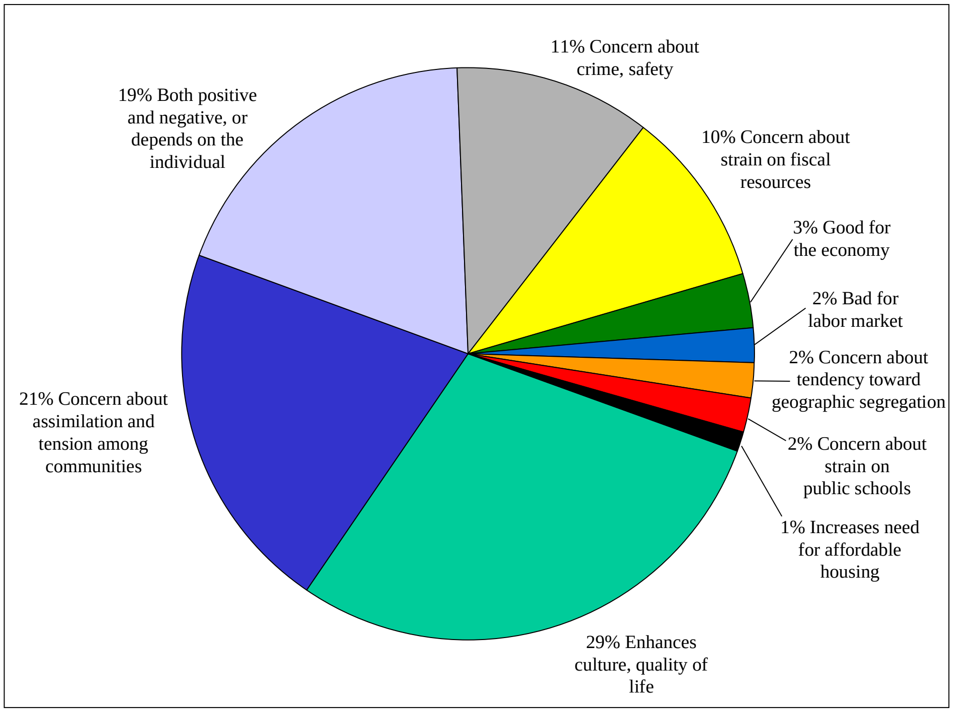
2005 n = 1,026

Table 2.15: Do you agree that a more diverse population benefits the region?

	Strongly disagree	Disagree	Agree	Strongly agree	Not sure
Minneapolis/St. Paul only	8%	7%	32%	40%	12%
Developed Suburbs	10%	20%	36%	17%	17%
Developing Communities	14%	22%	35%	14%	16%
Rural and Agricultural	Sample too small for reporting purposes				
Twin Cities Region – All Areas	12%	17%	34%	22%	15%

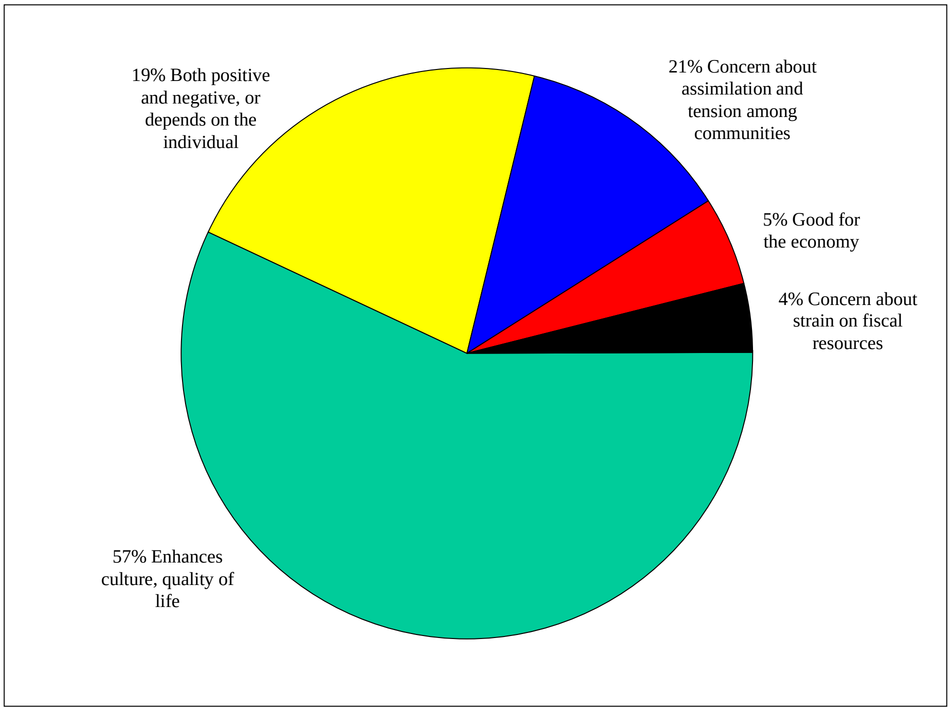
n = 1,021

Figure 6: In your opinion, how is the region affected by growing diversity?



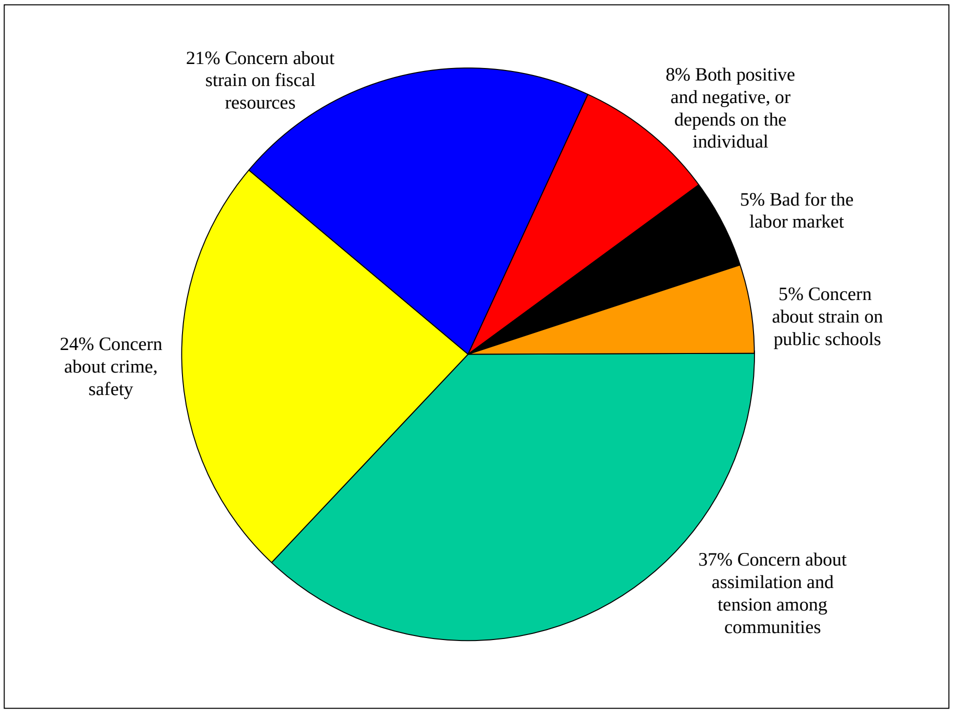
2005 n = 551

Figure 7: Agrees that diversity is beneficial: How is the region affected by growing diversity?



2005 n = 265

Figure 8: Disagrees that diversity is beneficial:
How is the region affected by growing diversity?



2005 n = 216

Section 3: Commuting Characteristics and Choices

Key Findings

- 84 percent of residents think that traffic congestion has increased over the last 12 months. However, the perception may be colored by residents' ability to distinguish recent change from long-term. The distribution of commute times reported by survey participants has changed very little in the past year.

- Perceived commute times of 2005 survey participants averaged 26.1 minutes each way. Last year, the commute times of 2004 survey participants averaged 24.5 minutes. The differences were at the very low end (fewer 10-minute commutes) and the high end (commutes more than 60 minutes each way).

- Survey participants were asked about the likelihood of trying cost-reducing commute solutions. "Fuel-efficient vehicles" is the most popular cost-reducing solution: 26 percent are very likely to try a more fuel-efficient vehicle.

- Half of respondents (49 percent) assessed themselves as very likely to try one (or more) of several traffic-reducing solutions: 21 percent are very likely to try transit; 20 percent are very likely to work closer to home.

- Residents think that resolving the transportation issues facing the region will require improving/increasing both mass transit and the road infrastructure.

Discussion

Perceptions of congestion

Eighty-four percent of residents think that traffic congestion has increased over the last 12 months. The historical average for this question is 80 percent (Table 3.01). However, the perception may be colored by residents' ability to distinguish recent change from long-term. The distribution of commute times reported by survey participants has changed very little in the past year.

Commuting modes and times

Of residents who work, 7 percent work at home; 78 percent get to work by driving alone; 18 percent work outside the home and use alternative means to get to work. Taking the bus edged up to 8 percent in 2005. However, when the 3 percent margin of error is considered, commuting mode splits are not significantly different from 2000 or 2003 (Table 3.02).

Seventeen percent of adult residents are not currently working or are retired. These residents were not asked about their commute experiences.

The survey asked adult residents who work outside the home to estimate their typical commute time now and for one year ago. The reported data represent only perceived commute times, not more rigorous trip diary records. Perceived commute times vary from actual commute times due to tendencies to round off to the nearest five-minute mark, to include non-driving portions of the trip (such as walking to/from a parking ramp), or to otherwise overestimate. Some of the change in perceived commute may be due to a change in the job or residence of the survey respondent. These factors were not isolated and reported in this study. The commute times reported by the U.S. Census Transportation Planning Package (CTPP) and the Metropolitan Council's Travel Behavior Inventory models provide more reliable estimates of travel times.

Among residents who were working at a place other than home, the estimated commute time in 2005 averaged 26.1 minutes. Asked whether their commute time had changed in the past year, 45 percent felt their time on the road had increased; 43 percent indicated no change; and 11 percent indicated reduced time on the road (Figure 10). As in past years, some survey participants overestimate the increase in their commute times. There is an observed tendency to attribute long-term changes to the very recent past.

Last year, the commute times of 2004 survey participants averaged 24.5 minutes. For comparison, U.S. Census Bureau has published average commute times for 1980, 1990 and 2000. In 1980, the average commute time in the Twin Cities was 19.8 minutes, increasing to 20.8 minutes in 1990 and 23.0 minutes in 2000, according to the Census Transportation Planning Package (Table 3.03).

Table 3.04 and Figure 11 compare responses from 2005 with those from 2004. This method of independent annual surveys, asking for current commute times, produces a time series more reliable than the respondents' recollection of commute times from one year before. Commute times appear similar for the two years. The only notable changes are growth in very long commutes (exceeding 50 minutes each way) and a shift from commutes in the 5.1- to 10-minute range to commutes in the 10.1- to 15-minute range. Overall, the share of commutes under 15 minutes remained constant.

The commute time question was first asked in the Council's 2003 survey. For that year the perceived commute averaged 27.5 minutes. The question should continue to be asked. With several years of data it may be possible to better measure commuting changes.

Cost-reducing and traffic-reducing commute solutions

In September 2005, prior to the Council's survey, gasoline prices spiked here and across the nation – a ripple effect of Hurricane Katrina's disruption of fuel supplies. Without specifically referencing fuel prices, the survey asked participants to assess the likelihood of their trying various cost-reducing commute solutions. The highest ranked choice was to commute in a more fuel-efficient vehicle, with 26 percent saying they were very likely to try such vehicles.

The second and third most common solutions were to try transit (either buses or light rail) or work closer to home, with 21 percent and 20 percent evaluating these as very likely (Table 3.05). Individually, these traffic-reducing solutions do not appear popular. However, as a group, traffic-reducing solutions do have an appeal: Half of respondents (49 percent) assessed themselves as very likely to try one (or more) of the traffic-reducing solutions listed. (Note: Fuel-efficient vehicles are considered separate from the six traffic-reducing solutions.)

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 3.07 and Figure 12). Residents rated each component using a four-point scale, with 1 being "not at all important" and 4 being "very important."

A majority indicated that three components are very important to meeting the long-range transportation needs of the region: Optimizing the capacity and safety of existing roads was considered very important by 62 percent; commuter/light rail transit was very important to 60 percent; adding extra lanes to freeways was very important to 54 percent.

Other system components evaluated include: expanding the Metro Transit bus system (43 percent, very important); expanding the park-and-ride/express bus program (42 percent); and expanding the Metro Commuter Services program for car- and van-pooling (26 percent). Residents are divided on building new freeways, as well as developing bicycle commuting routes, with similar numbers saying that the programs are very important or not at all important.

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

	1999	2000	2001	2003	2004	2005
Increased	82%	77%	76%	80%	90%	84%
Stayed the same	16%	22%	22%	19%	10%	14%
Decreased	2%	1%	2%	1%	< 1%	2%

2005 n = 1,025

Table 3.02: How do you normally get to work?

Mode of travel	2000	2003	2005
Drive alone	80%	80%	78%
Take the bus	6%	6%	8%
Drive/ride with others or car/van pool	7%	6%	6%
Bicycle	<1%	1%	2%
Walk	1%	1%	<1%
Take the LRT	Not asked	Not asked	1%
Some other way	6%	<1%	<1%
Work at home	Not asked	6%	7%

2005 n = 807 working respondents

Note: In the 2005 survey, working respondents *who did not work at home* were allowed to indicate multiple responses. For this reason, responses sum to 103 percent.

Table 3.03: Average perceived commute time by mode of travel, now and one year ago

Mode of travel	Census TPP Average (in minutes) 1980	1990	2000	2005 Survey Average (in minutes) 2005	One Year Ago	2004 Survey Average (in minutes) 2004
All workers who do not work at home:	19.8	20.8	23	26.1	22.8	24.5
Workers who:						
Drive alone	18.4	20.1	22.3	25.3	22.2	24.2
Car/van pool/get dropped off	21.6	23.1	24.3	26.1	22.4	31.7
Take the bus	31.1	32	36.4	37.9	32.6	34.7

2005 n = 732

Note: The Census Transportation Planning Package (CTPP) is produced by the Census every 10 years. This question was first asked in 2003. The reported average commute time for 2003 was 27.5 minutes

Table 3.04: Perceived commute time among workers who do not work at home, now and one year ago

Time category in minutes	2005 Survey Commute Times 2005	One Year Ago	2004 Survey Commute Times
5 minutes or less	5%	5%	5%
5.1 to 10	9%	13%	14%
10.1 to 15	18%	21%	13%
15.1 to 20	17%	21%	18%
20.1 to 25	12%	10%	12%
25.1 to 30	13%	12%	14%
30.1 to 35	8%	6%	7%
35.1 to 40	4%	4%	5%
40.1 to 45	6%	4%	7%
45.1 to 50	2%	1%	2%
50.1 to 55	<1%	<1%	1%
55.1 to 60	3%	2%	2%
Over 60 minutes	3%	1%	1%

2005 n = 732

Table 3.05: If you work outside of your home, how likely are you to try new commuting solutions to reduce your transportation costs?

	Not at all likely	Slightly likely	Moderately likely	Very likely	Average likelihood*
Drive in a more fuel-efficient vehicle	25%	23%	26%	26%	2.53
Take transit (buses or LRT)	52%	15%	12%	21%	2.02
Work closer to (but not at) home	50%	16%	14%	20%	2.04
Work at home or telecommute	59%	13%	11%	18%	1.90
Drive/ride with others or car/van pool	51%	21%	17%	12%	1.92
Bicycle or walk to work	73%	9%	8%	10%	1.55
Move closer to work	70%	13%	7%	9%	1.53

2005 n varies between 699 and 713

* The average likelihood score is assigned on a scale of 1 to 4, with 1 = Not at all likely, 2 = Slightly likely, 3 = Moderately likely and 4 = Very likely.

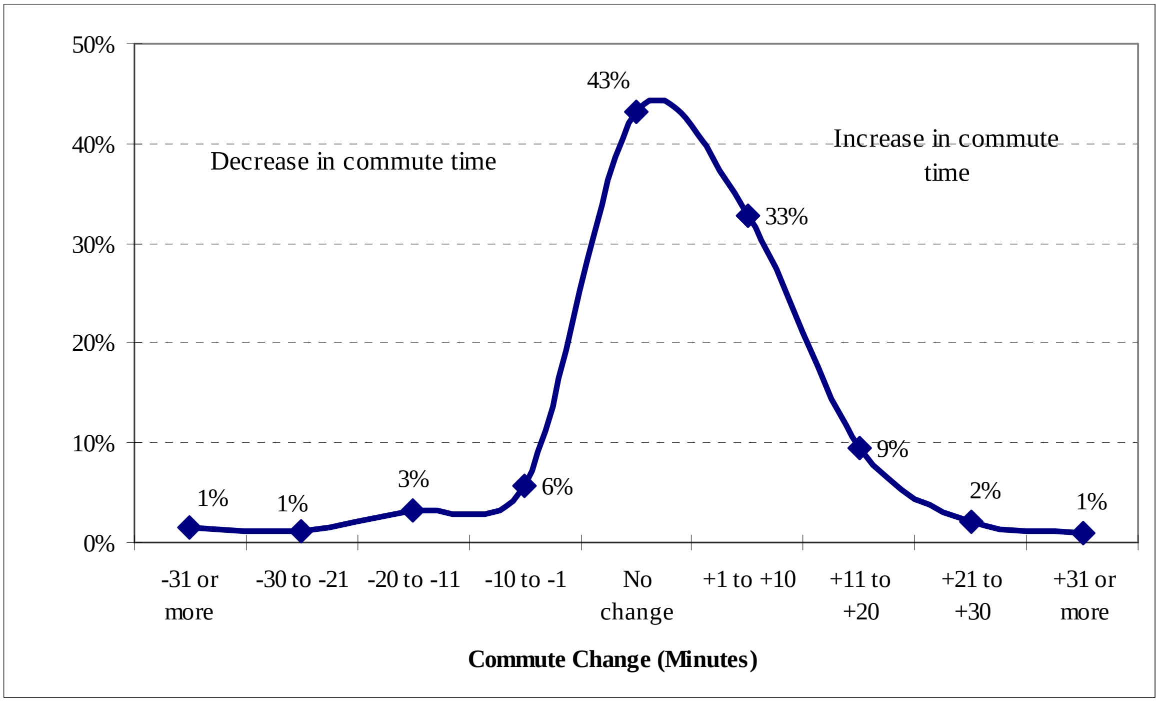
Table 3.06: "Very likely" to try new commuting solutions, by area

	Minneapolis/ Saint Paul	Developed suburbs	Developing communities	Metro region - all areas
Drive in a more fuel-efficient vehicle	33%	26%	22%	26%
One or more of the six traffic-reducing solutions listed below	**60%**	**45%**	**46%**	**49%**
• Take transit (buses or LRT)	30%	21%	16%	21%
• Work closer to (but not at) home	22%	17%	21%	20%
• Work at home or telecommute	18%	16%	19%	18%
• Drive/ride with others or car/van pool	14%	14%	9%	12%
• Bicycle or walk to work	21%	5%	6%	10%
• Move closer to work	8%	6%	13%	9%

2005 n varies between 699 and 713.

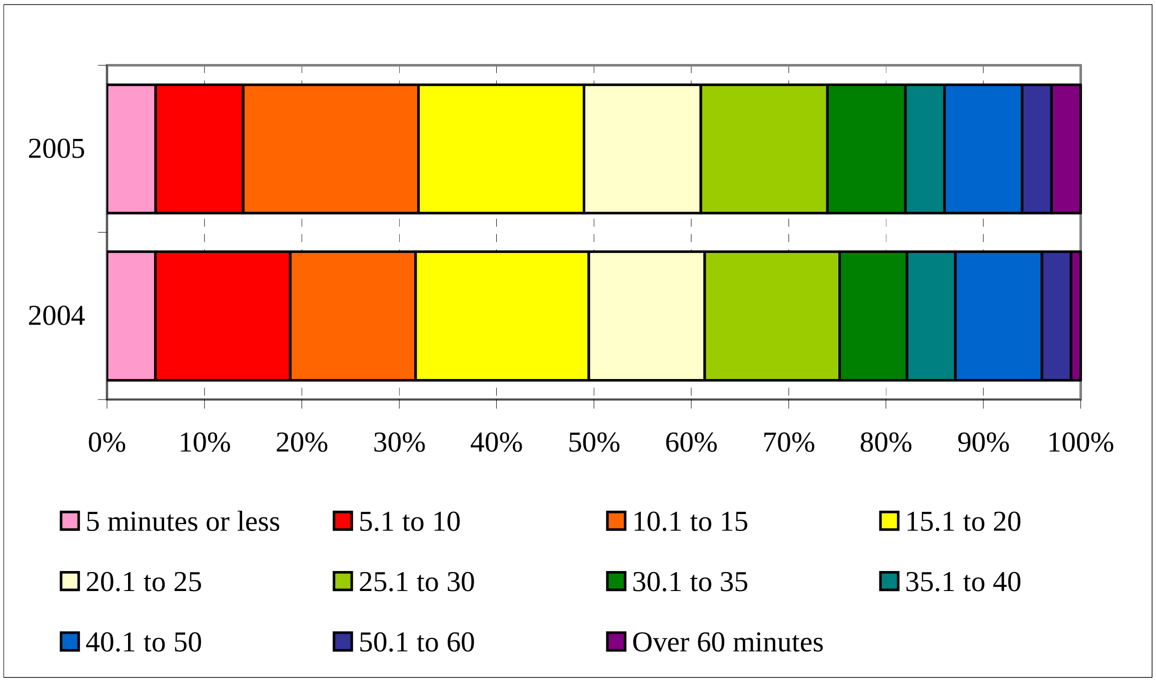
Note: Fuel-efficient vehicles were considered to be cost-reducing, but not traffic-reducing.

Figure 10: Perceived change in commute time over the past year, 2005 survey



2005 n= 731

Figure 11: Perceived commute time: 2004 and 2005 Surveys



2004 n = 581
2005 n = 732
Note: Data taken from both the 2004 and 2005 surveys' estimates of current commute times.

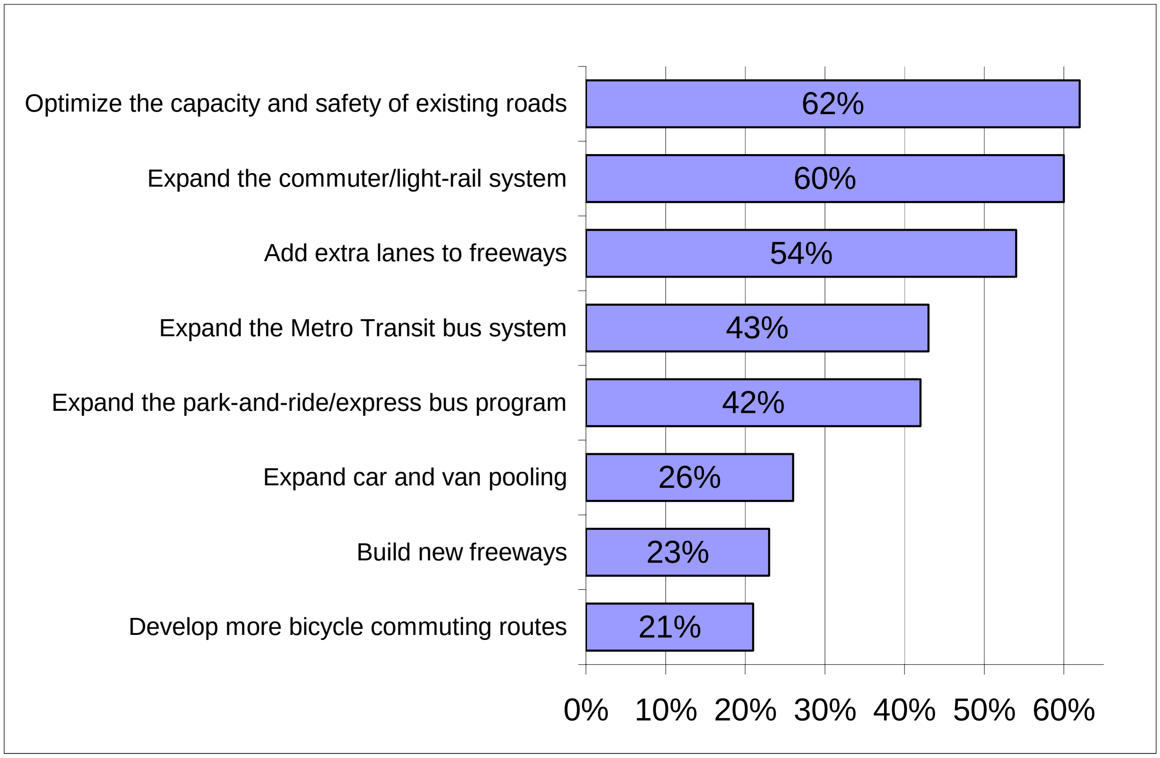
Table 3.07: How important are these transportation programs for meeting the Twin Cities metro area's long-range transportation needs?

Component	Average Importance score*	Not at all	Slightly important	Moderately important	Very	Don't know/no opinion
Optimize the capacity and safety of existing roads	3.47	3%	10%	23%	62%	3%
Expand the commuter/light-rail system	3.33	9%	10%	19%	60%	3%
Add extra lanes to freeways	3.24	8%	15%	19%	54%	4%
Expand the park-and-ride/express bus program	3.15	6%	16%	30%	42%	5%
Expand the Metro Transit bus system	3.09	9%	16%	28%	43%	4%
Expand the Metro Commuter Services program for car and van pooling	2.75	13%	23%	30%	26%	9%
Build new freeways	2.50	22%	26%	23%	23%	7%
Develop more bicycle commuting routes	2.44	21%	28%	22%	21%	6%

n = 1,027

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

Figure 11: Meeting transportation needs: Share listing programs as very important



n = 1,027

Section 4: Residential Preferences

Key Findings

- Three-quarters of adult residents (75 percent) own their home.
- Five percent of residents indicate that they live in a rural setting; 8 percent in a small town; 34 percent in a growing suburb; 25 percent in an older suburb; 24 percent in a central cities neighborhood; and 4 percent in a very urban or downtown setting.
- Thirty-one percent of current Twin Cities residents would prefer to relocate to a different type of area.
- Of that group interested in relocating, many would prefer to live in a less urban setting.
- For residents who would prefer to relocate, the top "push factors" vary. In the growing suburbs, local area growth and traffic are top push factors. For dissatisfied residents of older suburbs, traffic and the distance to destinations are the greatest concerns. For central cities residents, crime is the chief complaint.
- Hypothetically, if present-day Twin Cities residents could be redistributed to their respective preferred settings, the result would be a large exodus out of the region and/or a doubling of the region's rural population.

Discussion

Home ownership and type of residence

Three of every four adult residents own the home in which they live (Table 4.01). This is consistent with Twin cities area statistics reported by the U.S. Census Bureau.

Sixty-two percent of residents live in single-family, detached homes; another 17 percent live in attached housing with fewer than five units; and 14 percent live in apartments with five or more units. The greatest prevalence of multi-family housing – and the lowest share living in single-family, detached housing – are in the growing suburbs (Table 4.02). This distribution is consistent with an observed shift from single-family homes to attached housing and apartments, which may be due in part to rising housing costs and seniors downsizing out of detached single-family homes.

Survey participants were asked how well their living needs are being met by their current housing: 61 percent of residents say that their needs are very well met; only 2 percent say that their needs are not met at all (Table 4.03).

Where people currently live

The Twin Cities region includes a continuum of communities with varying patterns of community form, and at different stages of development. As the distance from the urban core increases, community form becomes less urban and more rural. Survey participants were asked to characterize their community by choosing one of six descriptions: a very urban or downtown setting, a central city neighborhood, an older suburb, a growing suburb, a small city or town, or a rural setting.

For this section of the report, tabulations draw on survey respondents' own chosen community type. In other sections of this report, geographic sector was *assigned* based on city of residence and Metropolitan Council planning areas. For example, Metropolitan Council policies consider Dayton, Minnesota, to be a "developing community." For this section of the report, some survey cases from Dayton residents could also have been categorized as "small town," "rural" or "growing suburb," whichever description respondents themselves identified.

Table 4.04 shows most survey participants living in either an older suburb (25 percent) or a growing suburb (34 percent). Twenty-four percent live in a central cities neighborhood and 4 percent in a very urban or downtown setting. The balance identify themselves as living in either a small town setting (8 percent) or a rural area (5 percent).

Where people would prefer to live

Survey participants were asked whether they would prefer to relocate to a different kind of area. (The question is posed generally, allowing the possibility that residents could leave the Twin Cities region.) Most Twin Cities residents are satisfied with their local communities. However, 31 percent would prefer to relocate to a different type of area. The share was greatest in the growing suburbs: 36 percent interested in relocation (Table 4.05).

Table 4.06 shows where those people living in the suburbs or central cities neighborhoods would prefer to live. Due to low numbers of survey respondents, it is not possible to reliably represent the relocation preferences of current small town residents, rural residents, and very urban/downtown residents. There was sufficient survey response from growing suburbs, older suburbs and central cities neighborhoods.

In the majority of cases, potential relocators expressed preference for either a small town or a rural setting. The preference seems unrealistic since greater population is what transforms rural areas and small towns into something else.

Again, a 69 percent majority indicate that they do not want to relocate to a different type of area. Table 4.07 and Figure 12 take these people into account and show the overall interest in moving to new areas versus where people currently live. The results are less dramatic than looking only at those who would prefer to relocate – but the general trend of rural preference or small town preference is apparent.

Possibility of a move

Table 4.08 shows the likelihood that respondents will move in the next two years. Thirty-six percent of residents say they are moderately or very likely to move during that period and nearly half (47%) say they are not at all likely to move. Central cities neighborhood residents are most likely to move, with one-quarter stating that a move is very likely. Rural residents are least likely to move, with nearly two-thirds (64 percent) stating that a move is not at all likely.

Why people would prefer to move

Respondents who indicated that they would prefer relocation to different type of area were asked what they like least about where they currently live (Table 4.09). These are the "push" factors that underlie eventual decisions to move.

Respondents were also asked what appeals most about their preferred relocation area (Table 4.10). These are the “pull” factors that draw in relocators. Both questions were open-ended, with the respondents providing push and pull factors in their own words. Individual responses were then coded, and push and pull factors categorized. Data is not available for all subgroups in Tables 4.09 and 4.10 due to the small number of respondents from (or to) some areas. For these tables, central cities neighborhood and downtown residents were combined into a single segment.

Push factors

“Push factors” are community characteristics most often cited as reasons for interest in relocating. The top push factors vary across the region. In the growing suburbs, local area growth and traffic are top push factors. For dissatisfied residents of older suburbs, traffic and the distance to destinations are the greatest concerns. For central cities residents, 33 percent cite crime as a motivation to relocate; only 11 percent are concerned about traffic.

Pull factors

For those who would prefer to relocate to a rural setting, what most appeals are open space and nature, fewer people, and the peacefulness and cleanliness of the setting.

The universal “pull factor” of small towns, suburbs, and central cities is that the preferred area is “close to things I like.” Beyond that, these different settings have distinct lifestyle attractions. Small towns appeal to relocators because they have fewer people and a slower pace.

Meanwhile, appealing aspects of suburbs are the sense of community, lack of crime and the idea that “more people like me” live there.

Overwhelmingly, the draw of the central cities is proximity to destinations and a pedestrian-friendly lifestyle, with the opportunity to walk or bike to destinations.

Table 4.01: Do you own or rent your residence?

Area where they currently live:	Own	Rent
All areas combined	75%	25%
A rural setting	82%	18%
A small city or town	74%	26%
A growing suburb	77%	23%
An older suburb	82%	18%
A central cities neighborhood	70%	30%
A very urban or downtown setting	Sub-group data not available*	

2005 n = 1,073
*There were too few respondents in this category to accurately represent that population.
For this section of the report, tabulations draw on survey respondents’ own identification of community type. In other sections of this report, geographic sector was assigned based on city of residence and Metropolitan Council policy areas.

Table 4.02: What type of residence do you live in?

Area where they currently live:	Single-family home	Attached housing (townhome, duplex, 3- or 4-plex)	Apartment (5 or more units)	Condo or co-op	Mobile home	Other
All areas combined	62%	17%	14%	4%	1%	1%
A rural setting	81%	8%	8%	<1%	1%	2%
A small city or town	71%	15%	9%	1%	3%	<1%
A growing suburb	55%	29%	11%	2%	2%	1%
An older suburb	69%	11%	12%	6%	<1%	1%
A central cities neighborhood	64%	11%	21%	3%	<1%	1%
A very urban or downtown setting	Sub-group data not available*					

2005 n = 1,072

* There were too few respondents in this category to accurately represent that population.

Table 4.03: Does your current residence meet your particular living needs?

Not at all	Somewhat	Mostly	Very well
2%	11%	26%	61%

2005 n = 1,076

Table 4.04: What best describes the area in which you live? 2000 to 2005

Area in which respondent lives:	2000	2003	2004	2005
A rural setting	6%	9%	4%	5%
A small city or town	9%	4%	6%	8%
A growing suburb	34%	36%	34%	34%
An older suburb	29%	30%	29%	25%
A central cities neighborhood	16%	18%	23%	24%
A very urban or downtown setting	5%	3%	4%	4%

2005 n = 1,076

Table 4.05: Would you prefer to live in a different kind of area?

	No	Yes
All areas combined	69%	31%
Respondents living in:		
A rural setting	78%	22%
A small city or town	73%	27%
A growing suburb	64%	36%
An older suburb	69%	31%
A central cities neighborhood	73%	27%
A very urban or downtown setting	N/A*	

2005 n = 1,060
* There were too few respondents in this category to accurately represent that population.

Table 4.06: Where people live and 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 (%) Rural setting	Small city or town	Growing suburb	Older suburb	Central cities neighborhood	Very urban or downtown setting
All areas combined	282	34%	25%	15%	7%	14%	5%
A rural setting	5	Sub-group data not available*					
A small city or town	21	Sub-group data not available*					
A growing suburb	129	37%	36%		7%	17%	4%
An older suburb	69	30%	21%	17%		24%	8%
A central cities neighborhood	49	32%	20%	31%	12%		5%
A very urban or downtown setting	9	Sub-group data not available*					

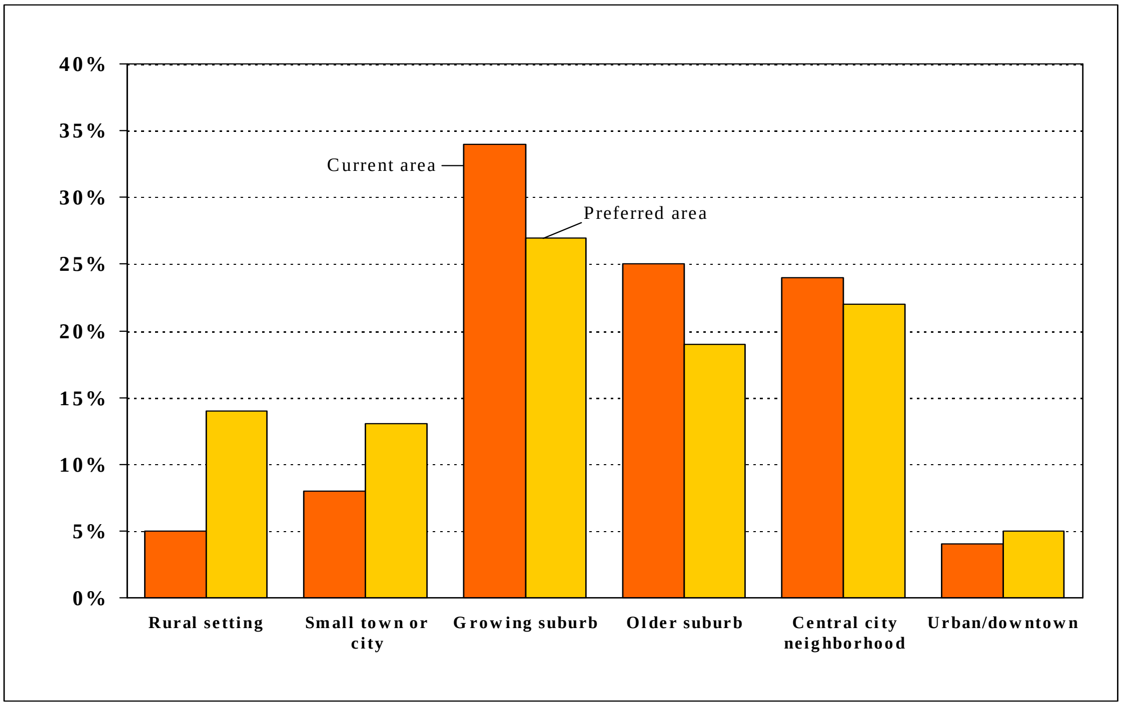
2005 n = 282
* There were too few respondents in these categories to accurately represent that population.

Table 4.07: Where people live and where they would prefer to live, including those who want to stay where they are

	Percent of all respondents indicating:					
	Rural setting	**Small city or town**	**Growing suburb**	**Older suburb**	**Central cities neighborhood**	**Very urban or downtown setting**
Area where they *currently* live	5%	8%	34%	25%	24%	4%
Area where they would *prefer* to live, including those who want to stay where they are	14%	13%	27%	19%	22%	5%

n = 1,076 (current location) and n = 1,052 (preferred location)

Figure 12: The areas where people currently live and where they would prefer to live



n = 1,076 (current location) and n = 1,052 (preferred location)

Table 4.08: How likely are you to move in the next two years?

Area where they currently live:	Not at all likely	Slightly likely	Moderately likely	Very likely
All areas combined	47%	17%	15%	21%
A rural setting	64%	11%	15%	10%
A small city or town	54%	12%	13%	21%
A growing suburb	49%	17%	15%	19%
An older suburb	49%	18%	14%	18%
A central cities neighborhood	43%	16%	16%	26%
A very urban or downtown setting	Sub-group data not available*			

2005 n = 1,023

* There were too few respondents in this category to accurately represent that population.

Table 4.09: Push factors: What dissatisfied residents like least about where they live

What they like least	For those in this area who would prefer to leave, percent saying what they *like least*				
	Rural setting	Small city or town	Growing suburb	Older suburb	Central cities neighborhood *or* downtown
"n" respondents	8	20	127	64	59
Growing too fast	Sub-group data not available		**25%**	2%	<1%
Traffic			**14%**	**20%**	**11%**
Distance to get places is too far			**12%**	**18%**	1%
Too urban			10%	5%	**17%**
Don't like the neighbors			8%	8%	8%
Lack of space			6%	4%	2%
Crime			3%	**12%**	**33%**
Noise			2%	7%	3%
Area is in decline			1%	3%	5%
Other			19%	21%	20%

n = 278

Note: Top three push factors for each area are in **bold**.

Table 4.10: Pull factors: What appeals to those who would prefer a new area

Most appealing	For those who would prefer to live in this area, percent saying what *appeals most*			
	A rural setting	**A small city or town**	**A growing suburb *or* older suburb**	**Central cities neighbor-hood *or* downtown**
"n" respondents	102	70	54	51
Fewer people	**23%**	**13%**	2%	1%
More open space/nature	**15%**	7%	6%	2%
Clean, peaceful, quiet	**13%**	10%	10%	6%
Slower pace or "small town feel"	11%	**16%**	1%	<1%
Larger lot	8%	1%	2%	<1%
Less congestion/traffic	6%	7%	1%	<1%
Close to things I like, pedestrian-friendly	3%	**23%**	**27%**	**70%**
Sense of community/safety, lack of crime	2%	4%	**21%**	1%
More people like me	<1%	<1%	**11%**	<1%
Better schools	<1%	5%	<1%	<1%
Other	19%	14%	20%	19%

2005 n = 277
Note: Top three pull factors for each area are in **bold**.

Section 5: Metropolitan Council

Key Findings

- Sixty-nine percent of adult residents in the metro area have heard of the Metropolitan 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. In 2005, the good/very good ratings are at 37 percent and the poor/very poor ratings are down to 18 percent.
- Ten Council responsibilities and programs are thought to be very important by a majority of residents.
- About three-quarters of residents have visited a regional park in the last 12 months.
- A majority of residents think it is very important to purchase land now for future regional parks and park expansion.

Discussion

Knowledge of the Metropolitan Council

Sixty-nine percent of adult residents in the metro area have heard of the Metropolitan Council. After six years of rising recognition, this is a slight drop. The completion of the Hiawatha LRT line in 2004 may have led to fewer reports and mentions of the Metropolitan Council by local news sources in 2005 (Table 5.01).

Forty-five percent of all residents had visited one of the Council websites (for example, www.metrocouncil.org and www.metrotransit.org) in the last 12 months (Table 5.02). 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 websites are the Regional Parks site and the Metro Transit (bus) site, each with 21 percent of all residents indicating that they had visited that site in the last 12 months; 14 percent had visited the Hiawatha LRT website; fewer than 4 percent had visited each of the other sites listed (Table 5.03).

Rating of the Metropolitan Council

The 69 percent of participants who had heard of the Metropolitan Council were asked to rate its performance in addressing and resolving regional issues. Of that group, 37 percent think that the Council is doing a good or very good job; 46 percent think the Council is doing a fair job; and 18 percent think the Council is doing a poor or very poor job (Table 5.04 and Figure 13).

The 2005 positive and negative 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. In 2005, the good/very good ratings are at 37 percent and the poor/very poor ratings are down to 18 percent.

Rating of importance of Council programs

While the public is divided on the Council's performance – whether the Council is doing a "good job" or just a "fair job" – there is nonetheless a consensus around the importance of the Council's portfolio of responsibilities.

Survey participants were asked about 12 Council responsibilities and programs. Program importance was rated using a four-point scale: "not at all important," "slightly important," "moderately important" and "very important." These are commonly used cognitive-psychology intervals for importance, where the intervals between the four ordinal choices are considered roughly equivalent.

All 12 Council programs listed were thought to be at least "moderately important" by most residents (Table 5.05). Ten of the 12 Council programs examined are thought to be "very important" by a majority of residents. The largest majorities in 2005 thought that water quality monitoring (very important to 77 percent), overall planning efforts to accommodate growth (76 percent), and wastewater treatment (69 percent) are very important programs. These three programs attracted the highest overall importance scores in previous years as well.

The largest increases in overall scores were for coordinating development across neighboring communities, and for grants to clean up and reuse polluted lands.

Regional Parks

Three-quarters of residents have visited a regional park in the past 12 months (Table 5.06) — a similar share compared with 2003 and 2004. A majority of residents (53 percent) think it is very important to purchase land now for new regional parks and park expansion (Table 5.07). Only 7 percent of residents consider purchasing land now to be "not at all important."

Table 5.01: Have you heard of the Metropolitan Council?

Percent indicating that they have heard of the Metropolitan Council, by survey year					
1998	**2000**	**2001**	**2003**	**2004**	**2005**
58%	62%	68%	74%	78%	69%

2005 n = 1027

Table 5.02: Have you visited a Metropolitan Council Web site?

Percent indicating that they had visited a Council Web site, by survey year		
2003*	**2004**	**2005**
30%	36%	45%

2005 n = 1,078

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

Table 5.03: Which of the following Council Web 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	21%
Metro Transit (bus) site	21%
Hiawatha LRT site	14%
Regional data/Census information site	4%
Environmental Services site	3%
General information about the Council sites	3%
Metro Commuter Services (car/van pooling)	2%
Metro Mobility site	1%
Community Assistance/Grants site	1%
MetroGIS site	1%
Planning Handbook site	1%
"Directions" - electronic newsletter	1%

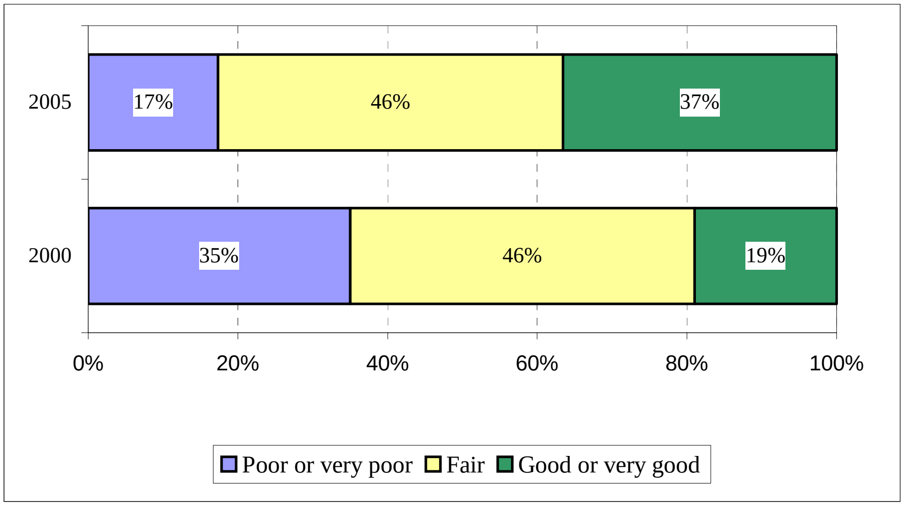
2004 n = 1,078
Note: people could visit more than one Council site.

Table 5.04: What is your impression of the job the Metropolitan Council is doing in addressing and resolving regional issues?

	2000	2001	2003	2004	2005
Share of region's residents who have heard of the Metropolitan Council	**62%**	**68%**	**74%**	**78%**	**69%**
Of those who had heard of the Metropolitan Council, the percent indicating that the Council was doing a ____ job:					
Very good job	2%	4%	2%	3%	5%
Good job	17%	26%	26%	34%	32%
Fair job	46%	52%	54%	43%	46%
Poor job	23%	12%	14%	14%	14%
Very poor job	12%	6%	4%	6%	4%

Note: Beginning in 2004, respondents were explicitly invited to say "no opinion/don't know." For comparison purposes across years, the above percents include only those who expressed one of the five scalar ratings.
n=1,027 respondents to name recognition question, n = 583 to follow-up question.

Figure 13: Public opinion of Metropolitan Council performance



2005 n = 543

Table 5.05: 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				Percent who don't know	Average Score[2]
	Not at all	Slightly	Moderately	Very		
Monitoring water quality	1%	3%	16%	77%	3%	3.74
Planning to accommodate the region's growing population	2%	5%	14%	76%	3%	3.69
Wastewater treatment	1%	6%	21%	69%	3%	3.63
Grants to clean up and reuse polluted lands	3%	7%	27%	61%	4%	3.49
Natural resources and land conservancy	2%	11%	23%	62%	3%	3.48
Regional parks and trails	3%	9%	33%	54%	2%	3.38
Grants to cities and suburbs for transportation projects (roads, bicycle and pedestrian paths)	4%	11%	31%	51%	3%	3.33
Coordinating development across neighboring communities	4%	11%	30%	50%	5%	3.33
Metro Transit (bus system)	5%	14%	26%	53%	2%	3.30
Hiawatha Light-Rail line	10%	12%	23%	51%	4%	3.20
Grants to help communities develop and preserve housing for all income groups	7%	15%	29%	45%	4%	3.17
Grants for development that connects housing, workplaces and services	7%	16%	31%	40%	6%	3.11

n varied between 999 and 1,008 for the various programs.

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

[2] The average score is based on the four-point scale, with 1 = not at all important; 2 = slightly important; 3 = moderately important; and 4 = very important. Respondents who had no opinion or "don't know" were not included in calculating the average score.

Table 5.06: Have you visited a regional park or trail in the last 12 months?

2003	2004	2005
71%	78%	74%

2005 n = 1,072

Note: In 2005, 23% had not visited a regional park or trail, and 3% were not sure if the parks or trails they had visited were "regional."

Table 5.07: Importance of purchasing land for new parks

How important is it to purchase land now for future regional parks and park expansion?	Percent of respondents saying this is _________ important:			
	Not at all important	Slightly important	Moderately important	Very important
Among park visitors (visited a regional park or trail in the last 12 months)	4%	12%	25%	59%
Among non-visitors (have *not* visited a regional park of trail in the last 12 months)	16%	22%	29%	33%
All residents of the region	7%	14%	26%	53%

2005 n = 1,005

Section 6: Demographics

Discussion

The information presented in this section was used primarily for internal purposes, such as checking for potential non-response bias and determining weights for data analysis. Both weighted results and unweighted response counts are listed. (See Section 7 for details of weighting and survey methodology).

Table 6.01: County of residence

County	2005 Weighted Percent	2005 Unweighted Percent
Anoka	11	11
Carver	3	4
Dakota	13	13
Hennepin	44	42
Ramsey	16	15
Scott	5	5
Washington	8	10

2005 n = 1,082

Table 6.03: Gender

Gender	2005 Weighted Percent	2005 Unweighted Percent
Male	45	42
Female	55	58

2005 n = 1,033

Table 6.02: Age

Age Category	2005 Weighted Percent	2005 Unweighted Percent
18 to 29	23	10
30 to 39	21	19
40 to 49	22	22
50 to 64	22	30
65 +	13	20

2005 n = 999

Table 6.04: What race/ethnicity do you consider yourself?

Race/Ethnicity	2005 Weighted Percent	2005 Unweighted Percent
Two or more races*	3.1	1.2
One race only*	96.9	98.8
White/Caucasian only	80.9	92.0
Asian only	3.1	1.4
Hispanic/Latino only	2.6	0.9
Black/African-American only	7.1	2.9
American Indian only	0.9	0.5
Other only	2.3	1.2

2005 n = 1,025

Note: Respondents were able to indicate multiple categories, as they felt appropriate.

Table 6.05: Do you have any of the following long-lasting conditions?

	2005 Weighted Percent	2005 Unweighted Percent
Blindness, deafness, or a severe vision or hearing impairment?	5	6
A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting or carrying?	12	14

2005 n = 1,045 for first question and n = 1,051 for second question

Table 6.06: What is the highest level of education you have completed?

Education Level	2005 Weighted Percent	2005 Unweighted Percent
Did not get high school diploma	3	3
High school graduate/GED	12	14
Some college, no degree	19	19
Associate 2-year degree	10	10
Bachelor's degree	34	31
Graduate or professional degree	22	22

2005 n = 1,033

Table 6.07: What is your annual household income?

Household income	2005 Weighted Percent	2005 Unweighted Percent
Less than $25,000	15	15
$25,000 to $49,999	27	26
$50,000 to $74,999	20	21
$75,000 to $99,999	18	17
$100,000 to $150,000	14	13
Over $150,000	7	8

2005 n = 1,076

Section 7: Methodology

In 2005, 3,600 adult residents of the seven-county Twin Cities area were randomly selected, contacted by mail, and invited to participate in this study. The sample, designed by Survey Sampling Inc., was stratified to provide equal numbers of male and female addressees in four geographic sectors. The four sectors included: ZIP codes categorized as central cities; ZIPs categorized as developed suburbs; developing communities; and rural areas. (Because ZIP codes may include multiple cities and towns, geographic area of respondents was reassigned on receipt of completed surveys.)

Before the initial survey packet was mailed, each sampled resident was sent a postcard alerting him or her to the coming survey. One week later (October 6 and 7, 2005), each sampled resident was sent the survey packet: a letter from the Council Chairman explaining the study, a survey questionnaire to be completed, and a postage-paid return envelope.

Throughout the mailing process, received responses were tracked, as well as returned mail. Replacement addresses or replacement names (new occupants) were included in the second, third and subsequent mailings, if a new address could be identified (from Postal Service returns) or if new occupants could be identified (using *Cole's Directory*.)

Data collection began the week of October 10, 2005, and ran through December 9, 2005. Two weeks after the October survey packet was mailed, a reminder postcard was sent to active non-respondents in the survey sample database. Two weeks after the reminder postcard, a replacement survey packet and letter were sent.

To encourage participation by recent immigrant groups, the survey questionnaire included instructions in Spanish, Hmong, Viet, and Somali languages. The instructions explained the survey and offered the reader the opportunity to arrange an interview by phone with a Spanish-speaking (or Hmong, Viet, or Somali-speaking) survey interviewer. Dedicated phone numbers were established to field calls. Four respondents called for a phone interview in Spanish. There were no requests for interviews in other languages. This was at the low end of researchers' expectations; Census 2000 finds that 2 percent of the region's population have limited proficiency in English.

Of the initial 3,600 sampled residents, 344 were determined to be unlocatable or deceased, leaving 3,256 active records in the survey sample database. Of this number, 1,082 surveys were completed and returned, yielding a 33 percent response rate for the study.

Both the sample size and the response rate are relevant to the reliability of survey analysis findings. With a respondent pool of 1,082, the margin of error (due to sufficiency of sample size) is +/-3 percent, with 95 percent confidence. Margins of error increase for those questions that were answered by a smaller number of respondents.

More of a concern is the 2005 response rate, 33 percent. While response rates of 30 to 40 percent are acceptable, response rates in this range raise selection bias concerns: The survey may be capturing the opinions of residents with strong feelings, and missing more reluctant residents. Also, the survey may under-represent certain, hard-to-survey demographic segments. The first concern is impossible to resolve without more aggressive polling techniques. The second concern is addressed in this study through weighting of response data.

Weighting of the data was necessary to correct for geographic stratification in sample design, as well as demographic imbalances in the respondent pool. Individual survey responses are given greater (or lesser) weight in order to fully represent geographic and demographic population segments. The raw, unadjusted pool of survey respondents *under*-represented people under 30, minority-identified residents and residents of developed suburbs. The raw, unadjusted pool *over*-represented women, senior citizens, and developing suburban and rural residents. (The over-representation of rural residents was by design; rural areas were over-sampled.)

Weight factors were independently calculated for age, gender, minority or majority race identification, and geographic sector. For age and gender, the distribution of survey participants was benchmarked against State Demographic Center's 2005 projections for the Twin Cities region. For race identification, the distribution was benchmarked against Census Bureau's 2004 county population estimates. For geographic sector, the distribution was benchmarked against Metropolitan Council's own 2004 population estimates for cities and towns. The four factors were then multiplied together (age weight X gender weight X minority weight X geographic weight) to yield "case weights" for each of the 1,082 survey responses.

The end product is a survey dataset that better reflects the region's geographic and demographic diversity: Survey participants from each age cohort fairly represent their share of the region's population; minority participants and white, non-Hispanic segments fairly represent their share of the population.

The survey instrument is found in the Appendix section of this report.

Table 7.01: Margin of error for various sample sizes

Sample of "n"	Margin of error, with 95% confidence
1,000	+/- 3%
380	+/- 5%
280	+/- 6%
230	+/- 7%
190	+/- 8%
100	+/- 10%

Table 7.02: Distribution of survey sample and regional population

	Unadjusted distribution of survey participants	**Demographic distribution of region's population**	**Weighted, valid distribution of survey data, *excluding blank responses***
White only	87%	81%	81%
Minority or multi-race	8%	19%	19%
No race identified	5%		
Male	40%	49%	45%
Female	55%	51%	55%
No gender identified	5%		
Senior citizens (65+)	18%	13%	13%
Old boomers (50-64)	27%	22%	22%
Young boomers (40-49)	20%	22%	22%
Gen X (30-39)	18%	20%	21%
Gen Y (18-29)	9%	23%	23%
No age identified	8%		
Central cities	26%	24%	28%
Developed suburbs	28%	37%	32%
Developing	38%	33%	34%
Rural	8%	6%	6%

2005 Annual Residents Survey

Twin Cities Metropolitan Area

- You've been selected to participate in a survey on life in our region. Please provide your responses in this questionnaire booklet. Your responses are completely confidential. Thank you for participating.

- Usted ha sido seleccionado para participar en una encuesta sobre la vida en nuestra region. Si le gustaría una traducción al **Español,** favor de llamar al (651) 602-1836 para hablar con un entrevistador. Sus respuestas serían completamente confidenciales. Gracias por participar.

- Waxa laguu doortey in aad ka qayb qaadatid tiro-koob ku saabsan nolosha oo lagu qabanayo gobolkan. Hadii aad rabtid in laguugu turjumo af **Soomli**, fadlan wac (651) 602-1837 si aad ula hadashid qofka wareystaha. Xogwarankaagu waa sir aanay cid kale oganeyn.

- Koj tau raug xaiv los koom hauv ib qho kev nug txog kev ua neej hauv peb cheeb tsam. Yog hais tias koj xav tau ib tug neeg nyeem daim ntawv no ua lus **Hmoob,** thov hu rau (651) 602-1838 es nrog ib tug neeg nug cov lus nug no tham. Koj cov lus teb yuav muab khaws cia kom zoo uas tsis pub neeg paub. Ua tsaug rau koj txoj kev koom tes.

- Quý vị đã được chọn để tham gia vào cuộc thăm dò ý kiến về cuộc sống trong vùng của chúng ta. Bản câu hỏi này bằng Anh ngữ. Nếu quý vị muốn **bản dịch bằng tiếng Việt**, xin vui lòng gọi số (651) 602-1839 để nói chuyện với người phỏng vấn. Các câu trả lời của quý vị sẽ hoàn toàn được giữ kín. Cám ơn quý vị tham gia vào cuộc thăm dò ý kiến này.

Metropolitan Council

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 What do you think is the single <u>most attractive feature</u> of the Twin Cities metro area today?

____

Q4 What do you think is the single <u>most important problem</u> in the Twin Cities metro area today?

____

Q5 In your opinion, what is the best solution to this problem?

Q6 Who should be working to address this problem? *(Check all that apply)*

☐ Individuals	☐ Local government
☐ Families	☐ Metropolitan government
☐ Local community	☐ State government
☐ Business community	☐ Federal government

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

1. ____
2. ____
3. ____

Q8 Do you think the Twin Cities metro area as a whole is growing too fast, at about the right pace, or too slow? How about the city, suburb or town 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 town where you live is….	☐ Too slow	☐ About right	☐ Too fast

Q9 Over the last 12 months, do you think 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? *(If you are not working or work at home, please indicate that; then go to Question 13.)*

☐ *Retired – do not work*
☐ *Not working/unemployed*
☐ *Work at home*
☐ Drive/ride with others or car/van pool
☐ Drive alone
☐ Walk
☐ Bicycle
☐ Take the bus
☐ Take Light Rail Transit
☐ Some other way

Q11 If you work outside of your home, how many minutes does it take you to get from home to work? Please write in the usual number of minutes you commute now (one-way), and the number of minutes commuted one year ago (one-way).

_______ minutes to get to work now _______ minutes to get to work 1 year ago

Q12 If you work outside of your home, how likely are you to try new commuting solutions, to reduce your transportation costs? *(check one box on each line)*

Commuting solutions	Not at all likely	Slightly likely	Moderately likely	Very likely	Don't Know
Work at home or telecommute	☐	☐	☐	☐	☐
Work closer to home (but not at home)	☐	☐	☐	☐	☐
Move to different home closer to work	☐	☐	☐	☐	☐
Bicycle or walk to work	☐	☐	☐	☐	☐
Drive in a more fuel-efficient vehicle	☐	☐	☐	☐	☐
Drive/ride with others or car/van pool	☐	☐	☐	☐	☐
Take transit (buses or LRT)	☐	☐	☐	☐	☐

Q13 Several transportation programs are listed below. How important is each for meeting the Twin Cities metro area's long range transportation needs? *(check one box on each line)*

Transportation programs	Not at all important	Slightly important	Moderately important	Very important	Don't Know
Add extra lanes to freeways	☐	☐	☐	☐	☐
Optimize the capacity & safety of existing roads	☐	☐	☐	☐	☐
Build new freeways	☐	☐	☐	☐	☐
Expand commuter rail and/or Light Rail Transit	☐	☐	☐	☐	☐
Expand bus system	☐	☐	☐	☐	☐
Expand Park-and-Ride/express bus program	☐	☐	☐	☐	☐
Develop more bicycle commuting routes	☐	☐	☐	☐	☐
Expand Metro Commuter Services program for car and van pooling	☐	☐	☐	☐	☐

Q14 Have you visited a regional park or trail in the last 12 months?

☐ No ☐ Yes ☐ Don't Know/Not Sure

Q15 How important is it to purchase land now for future regional parks and park expansion?

☐ Not at all important ☐ Slightly important ☐ Moderately important ☐ Very important ☐ Don't Know

Q16 Have you moved or changed address in the past 5 years?

☐ No → *Please go to next question*

☐ Yes → If "yes" please answer questions A through C

A: What year was your most recent move? Year: ___________

B: Where did you move from at that time?

☐ Same community ☐ Different community in Minnesota: ________________________

☐ Different state in US ☐ Different country: ________________________

C: Briefly describe why you moved.

Q17 Do you own or rent your residence? ☐ Own ☐ Rent

Q18 What type of residence do you live in? *(check one)*

☐ Single family home
☐ Condominium or co-op
☐ Attached housing (townhome, duplex, triplex or fourplex)
☐ Mobile home
☐ Apartment (5 or more units)
☐ Other:________________________

Q19 Does your current residence meet your particular living needs?

☐ Not at all ☐ Somewhat ☐ Mostly meets needs ☐ Very well ☐ Don't Know

Q20 Do you expect to move in the next 2 years? How likely is a move?

☐ Not at all likely ☐ Slightly likely ☐ Moderately likely ☐ Very likely ☐ Don't Know

Q21 How would you describe the area where you currently live? Please check the description that best describes your community or neighborhood. *(check one)*

☐ A rural setting
☐ A growing suburb
☐ A central city neighborhood
☐ A small city or town
☐ An older suburb
☐ A very urban or downtown setting

Q22 Would you prefer to live in a different kind of area?

☐ No → *Please go to next question*

☐ Yes → If "yes" please answer questions A through C

A: What type of area would you <u>prefer</u> to live in?

☐ A rural setting
☐ A growing suburb
☐ A central city neighborhood
☐ A small city or town
☐ An older suburb
☐ A very urban or downtown setting

B: What do you like least about the kind of area you currently live in?

C: What most appeals to you about the area you would prefer?

Q23 What is your perception of local air quality and water quality? *(check one box on each line)*

	Very poor	Poor	Fair	Good	Very good	Don't know/ No opinion
Air quality in your neighborhood	☐	☐	☐	☐	☐	☐
Air quality regionwide in the Twin Cities	☐	☐	☐	☐	☐	☐
Drinking water quality in your home	☐	☐	☐	☐	☐	☐

Q24 Have you heard of the Metropolitan Council?

☐ No → *Please go to Question 26*
☐ Yes

Q25 What is your impression of the job the Metropolitan Council is doing in addressing and resolving regional issues? *(check one)*

☐ Very Poor ☐ Poor ☐ Fair ☐ Good ☐ Very Good ☐ No opinion/Don't know

Q26 The Metropolitan Council manages or plans for a variety of regional programs. How important is each program to the quality of life in the Twin Cities area? *(check one box on each line)*

Council programs	Not at all important	Slightly important	Moderately important	Very important	Don't Know
Metro Transit (bus system)	☐	☐	☐	☐	☐
Hiawatha Light Rail Transit line	☐	☐	☐	☐	☐
Planning to accommodate a growing population	☐	☐	☐	☐	☐
Coordinating development across neighboring communities	☐	☐	☐	☐	☐
Wastewater treatment	☐	☐	☐	☐	☐
Regional parks and trails	☐	☐	☐	☐	☐
Natural resources and land conservancy	☐	☐	☐	☐	☐
Monitoring water supply and water quality	☐	☐	☐	☐	☐
Grants for transportation projects (roads, bicycle and pedestrian paths)	☐	☐	☐	☐	☐
Grants for development that connects housing, workplaces and services	☐	☐	☐	☐	☐
Grants to help develop and preserve housing	☐	☐	☐	☐	☐
Grants to clean up and reuse polluted lands	☐	☐	☐	☐	☐

Q27 The Metropolitan Council's collection of websites includes Metro Transit information, carpool sign-up, a Regional Parks locator service, and other services. Which of the following Council websites have you used in the last 12 months? *(check all that apply)*

- ☐ Metro Transit (bus) site
- ☐ Hiawatha Light Rail Transit site
- ☐ Metro Commuter Services (car/van pooling)
- ☐ Metro Mobility site
- ☐ Regional Parks site
- ☐ Regional data/Census information
- ☐ Planning Handbook site
- ☐ Community Assistance/Grants site
- ☐ Environmental Services site
- ☐ Metro GIS site
- ☐ "Directions" electronic newsletter
- ☐ General information about the Council
- ☐ DID NOT VISIT ANY COUNCIL INTERNET SITES

Q28 Movers to the Twin Cities area have been more diverse, racially and ethnically, than people leaving the region. Do you agree that a more diverse population benefits the region?

☐	☐	☐	☐	☐
Strongly disagree	Disagree	Agree	Strongly agree	Not sure

In your opinion, how is the region affected by growing diversity?

Q29 Are you male or female? ☐ Male ☐ Female

Q30 What year were you born? ________ Year

Q31 What race/ethnicity do you consider yourself? *(check all that apply)*

- ☐ White/Caucasian
- ☐ Black/African American
- ☐ Asian/Asian American
- ☐ American Indian
- ☐ Hispanic/Latino
- ☐ Other

Q32 What is the highest level of education you have completed? *(check one)*

- ☐ Did not complete high school
- ☐ High school graduate or GED degree
- ☐ Some college, no degree
- ☐ Associate 2-year degree
- ☐ Bachelor's degree
- ☐ Graduate or professional

Q33 What is your annual household income? *(check one)*

- ☐ Less than $25,000
- ☐ $25,000 to $49,999
- ☐ $50,000 to $74,999
- ☐ $75,000 to $99,999
- ☐ $100,000 to $150,000
- ☐ Over $150,000

Q34 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 any basic physical activities – such as walking, climbing stairs, reaching, lifting or carrying?	☐ No	☐ Yes

Q35 What county and city do you currently live in?

County of residence: ______________________________

City or town: ______________________________

Q36 May we contact you by e-mail if we have follow-up questions? ☐ Yes ☐ No

If yes, please provide your e-mail address: ______________________________

Your survey responses will be used only for research. Metropolitan Council will not share or release your personal information. Your confidentiality is assured by Minnesota Statutes, section 13.05.

Thank you for completing this survey.

Please return the survey in the addressed and stamped return envelope. Our mailing address is:

2005 Annual Residents Survey, Metropolitan Council, 230 East 5th St., Saint Paul, MN 55101

Metropolitan Council