The Metropolitan Council conducts the Metro Residents Survey to assess what residents think about the region's quality of life, key regional problems and solutions, and the Council's portfolio of responsibilities. The survey provides public opinion measurement that the Council can use to make the case for regional solutions.

This report describes the findings of the 2012 Metro Residents Survey. From 1982 to 2001 and 2003 to 2009, the survey was administered annually. The Council is now conducting the survey biennially overall because of stability in responses. Many of the questions asked in this year's survey have also been asked in past years, and historical comparisons are provided.

Metro area residents were randomly selected for inclusion in the survey's sample. A complete discussion of the survey methodology is found in Section 6 of this report. The survey instrument is found in the Appendix.

For more detailed information, visit www.metrocouncil.org/data

For more information, contact:
Joel Nyhus
joel.nyhus@metc.state.mn.us
651-602-1634

Publication No. 74-13-005

Executive Summary

Quality of Life

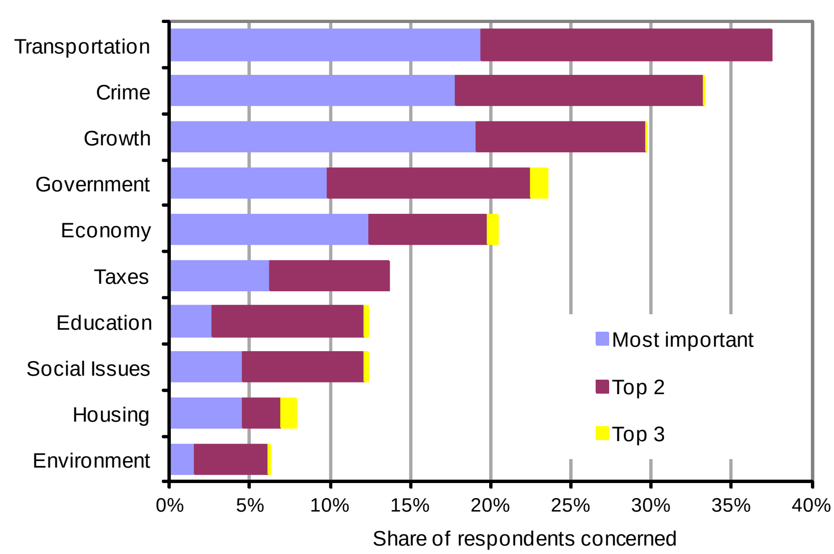
- Positive feelings about the Twin Cities region have been consistent over three decades of Metropolitan Council surveys; 96 percent of residents said the region is a better or much better place to live than other metropolitan areas in 2012.

- The Twin Cities region has many attractive features and amenities. A variety of these were mentioned by survey participants; almost half (49 percent) identified the region's parks, trails, lakes and natural environment. Other assets cited include a variety of things to do (5 percent), good economy (5 percent), and good neighborhoods and neighborhood characteristics (5 percent). These results are fairly consistent over repeated, annual polls of the region's residents.

Issues Facing the Region

- Asked about issues facing the region, 19 percent named traffic congestion, road conditions, limited transit options or other transportation challenges as the region's single most important problem. Still, the incidence of transportation problems identification continues to trend downward from the peak level of concern, which was 58 percent in 2003.

Overall concern: Top three problems identified, 2012



n=666, confidence +/-4%
Survey respondents identified a most important problem, as well as second and third additional problems.
Respondents could list up to three problems, so the total is greater than 100%.

- The Metro Residents Survey asks participants to name up to three major problems facing the region. This allows a broader scan of emerging regional concerns. As in past years, substantial pluralities of the public are concerned about transportation (38 percent) and crime (33 percent).

- Foremost as an emerging concern is growth (30 percent); in 2009, 19 percent named growth as a "top 3" concern.

Public Transit

- The Twin Cities continues to be an auto-dominated transportation environment: 73 percent of the survey respondents have not taken public transit in the last month. The age group with the highest instance of taking public transit was the younger residents (ages 18-39) at 40 percent, while only 18 percent of respondents ages 65 and over have taken public transit in the last month.

- Survey participants were asked about reasons for not taking public transit. Almost one quarter (24 percent) of survey respondents claimed they simply preferred to drive. Other top reasons cited were that transit does not go where the respondent needs it to go (16 percent) and the respondent has no general interest or need for public transportation (16 percent).

- Survey participants were asked about the kind of impacts the planned expansion of the light-rail system would have on various aspects of life in the Twin Cities. Overall, the general feeling of future light-rail expansion is that it will provide a positive impact on the region. Of these responses, 79 percent indicated that light rail will create a positive impact by providing a high-quality alternative to auto travel.

Residential Preference

- Thirty-eight percent of survey respondents indicated they live in an area with mostly single-family housing and auto-oriented shopping; 33 percent in an area with a mix of single-family housing and multifamily housing options; 17 percent in an area with a mix of multifamily housing, commercial and retail, convenient to frequent transit service; 6 percent in an area with mostly apartments, condos and townhomes; and 6 percent of survey respondents indicated they live in a rural or agricultural setting.

- Almost one-quarter (24 percent) of Twin Cities' residents said they would prefer to relocate or live in a different type of area.

- A continuing trend of rural or small town preference is noticeable. If all residents who said they preferred a rural setting actually lived in a rural setting, the region would experience a doubling of its rural population.

The Role of the Metropolitan Council

- Public approval of the Council's performance in addressing regional issues remains at a high level: 44 percent think that the Council is doing a good or very good job; 36 percent think the Council is doing a fair job; and 20 percent think the Council is doing a poor job or worse.

- Residents ages 50 to 64 and those who expressed pessimism about the region's quality of life are the most critical of the Council's performance.

- When Council programs and responsibilities are specifically listed, 7 out of 12 are considered "very important" to the majority of Twin Cities residents. The highest ratings went to water supply and quality monitoring (78 percent said very important) and natural resources protection and land conservancy promotion (65 percent said very important).

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Section 1: Introduction

The Metropolitan Council conducts the Metro Residents Survey to assess what residents think about the region's quality of life, leading regional problems and solutions, and the Council's portfolio of responsibilities. The survey provides public opinion measurement that the Council can use to make the case for regional solutions.

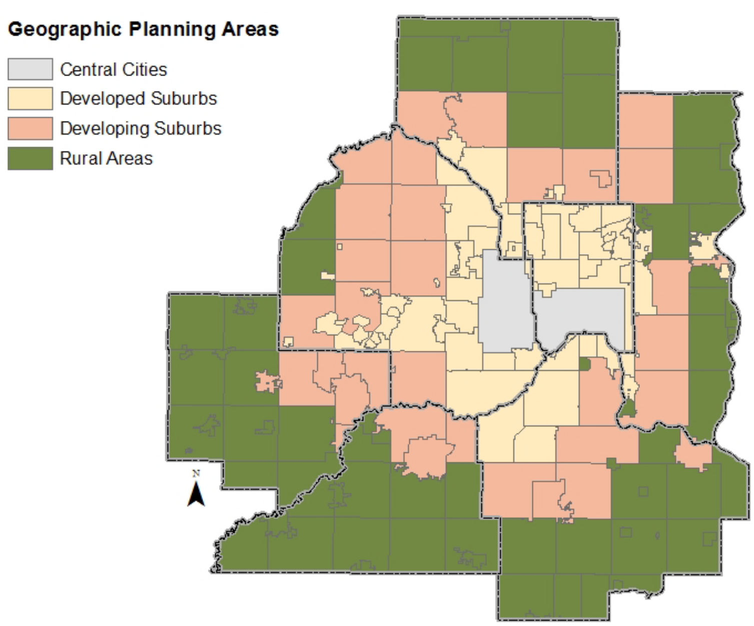
This report describes the findings of the 2012 Metro Residents Survey. From 1982 to 2001 and 2003 to 2009, the survey was administered annually. The Council is now conducting the survey biennially overall because of the stability in responses. Many of the questions asked in this year's survey have also been asked in past years and historical comparisons are provided.

Metro area residents were randomly selected for inclusion in the survey's sample. Survey data collection, via mail-returned survey questionnaires, online and telephone interviews, took place between June 4 and August 3, 2012. A complete discussion of the survey methodology is found in Section 6 of this report. The survey instrument is found in the Appendix.

About this report
The report is organized by topic. Each section features a summary of key findings, followed by a discussion of sub-topics within that section. Data tables are found in each section, after the discussion of findings.

Percentages are rounded to whole numbers; some tables may not add up to 100 percent. Not all respondents answered every question. The number of respondents answering any given question in 2012 is listed with each table and is noted as "n =".

Most results are reported through frequencies of responses and cross-tabulations. Segment analyses comparing public opinion in four geographic areas (central cities, developed suburbs, developing communities, and rural areas) and four age groups (18 to 39, 40 to 49, 50 to 64, and 65 and over) are presented where results showed a meaningful difference between areas or groups.



Section 2: Quality of Region

Key Findings

- Positive findings regarding the Twin Cities have been consistent over three decades of Metropolitan Council Surveys; in 2012, 96 percent of residents said the region is a better or much better place to live than other metropolitan areas.

- The Twin Cities region has many attractive features and amenities. A variety of these were mentioned by survey participants; almost half (49 percent) identified the region's parks, trails, lakes and natural environment. Other assets cited include a variety of things to do (5 percent), good economy (5 percent), and good neighborhoods and neighborhood characteristics (5 percent). These results are fairly consistent over repeated polls of the region's residents.

- There is some continuing concern that the region's quality of life is slipping: almost one-quarter (22 percent) felt that the quality of life has gotten worse in the past year. As a follow-up, survey participants were asked about problems facing the region.

- Asked about issues facing the region, 19 percent named traffic congestion, road conditions, limited transit options or other transportation challenges as the region's single most important problem. Still, the incidence of transportation problems identification continues to trend downward from the peak level of concern, which was 58 percent in 2003.

- The Metro Residents Survey asks participants to name up to three major problems facing the region. This allows a broader scan of emerging regional concerns. As in past years, substantial pluralities of the public are concerned about transportation (38 percent) and crime (33 percent).

- Foremost as an emerging concern are the growth issues (30 percent); in 2009, 19 percent named growth issues as a "top 3" concern.

- Taxes were a concern to 14 percent of the residents in 2012. This concern has varied minimally over the past decade, with a high of 16 percent in 2003 and a low of 11 percent in 2004. However, in 2012 more residents (24 percent) identified government's function or effectiveness as a "top 3" concern than at any year in the past decade. Among specific problems or complaints named by survey participants were: government spending, functional performance, politicians and political conduct, and stadium-building.

- One in five respondents (21 percent in 2012) identified growth as a top three concern in their local community. This concern is down from peak levels in 2004-2006.

Discussion

Survey participants were asked 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

Positive feelings about the Twin Cities region have been consistent over three decades of Council surveys. In 2012 the vast majority of Twin Cities' residents (96 percent) consider this region a better or much better place to live than other metropolitan areas. Most (53 percent) think that it is a much better place to live. Three percent of the residents think the Twin Cities is a slightly worse place to live and less than 1 percent think it is a much worse place to live. Over the past decade, these results have not differed significantly from the results in 2012.

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; the survey did not provide a pre-set list of choices. Responses were coded into summary categories and the results are presented in Table 2.01.

Few significant changes are notable in the 2012 survey compared to previous surveys. A combined 49 percent of residents think parks, trails, lakes or other aspects of the natural environment are the region's most attractive feature (parks or trails, 28 percent; natural environment, 21 percent). Also highly rated were: good neighborhoods and neighborhood characteristics (5 percent), variety of things to do (5 percent), and a good economy (5 percent). The distribution of responses in 2012 was very similar to and consistent with the distributions found in recent years' surveys (Table 2.01).

Changes in the quality of life

More volatile than appreciation of the region is the perception of change: Is the quality of life holding steady or diminishing?

In 2012, most residents (63 percent) think the Twin Cities' quality of life stayed the same; 22 percent think it worsened; 15 percent think it got better. The opinion of declining quality of life peaked during 2005-2007 (Figure 1).

As a follow-up, survey participants were asked about problems facing the region. Over the past decade, substantial shares of the public have identified transportation or crime, and most recently growth issues, as the foremost major problems facing the region. Still, the full set of opinions expressed by survey participants is diverse.

Top issue facing the Twin Cities metro area

Residents were asked to identify the single most important problem facing the Twin Cities metro area today. They were then asked to suggest a solution to that problem.

Residents were also asked to list up to three other important problems facing the region. Each of these questions was open-ended, with survey respondents describing issues and solutions in their own words. For analysis, all open-ended responses were categorized. (See Table 2.02 for categories and sub-categories used to code responses.)

Transportation, which includes traffic congestion, road conditions, limited transit options, and related issues, was identified as the most important problem by 19 percent of survey participants, followed closely by growth issues (infrastructure and public spaces deterioration, population increase, sprawl and other related issues) also at 19 percent.

Still, the incidence of transportation problems identification has trended downward for the past six years. The peak level of public concern was in 2003. Figure 2 and Table 2.03 provide a time-series perspective of the single most important problem in recent years.

Top three issues facing the Twin Cities metro area

The Metropolitan Council asks survey participants about the single most important problem, but also up to two additional problems facing the Twin Cities. Identifying these additional problems allows a broader survey of overall concern – the share of all residents who have an issue on their minds.

Transportation problems, such as traffic congestion, commuting, and mass transit issues are still the leading concerns when problems are considered cumulatively. Thirty-eight percent expressed concern about transportation problems in 2012 (Table 2.05 and Figures 3 and 4).

Figure 5 shows a time series for traffic congestion, specifically, as one of the “top 3” problems facing the region. Traffic congestion began to emerge in the public consciousness in the late 1990s. Measured time delays suffered by Twin Cities’ drivers doubled between 1996 and 2000. Public concern about the issue followed suit, reaching a peak in Metropolitan Council’s 2003 survey. The trend of public opinion since 2004 seems to indicate either an acceptance or recognition that congestion levels and travel times have reached equilibrium or are no longer worsening (Figure 5).

Also notable in Figure 5 is the large share of residents who recognize transportation as a regional issue without mention of traffic congestion. In other words, respondents are identifying transportation issues other than traffic congestion, or they are identifying transportation as a multi-faceted problem (extending beyond simply congestion), or in many cases they are identifying transportation generically (for example, with a one word answer: “transportation”).

Other problems

Public concern over crime, as well as crime incidence, was very high in the 1990s, but has declined every year since 2006. In 2012, 33 percent considered crime among the region’s “top 3” problems, which still makes it the second most-identified problem in the Twin Cities.

Among emerging concerns – those mentioned more in 2012 than in past years – growth issues was foremost on residents’ minds. In 2012, 30 percent named growth issues as a “top 3” concern. This is up significantly from 19 percent in 2009 and 15 percent in 2008.

Taxes as a concern varies minimally from year to year. Every year, 11 to 16 percent of Residents Survey participants comment on taxes (in 2012, 14 percent). However, in 2012 more residents (24 percent) identified government's function or effectiveness as a “top 3 concern”. This could mark a continuing shift in public opinion. Among specific problems or complaints named by survey participants were: government spending, functional performance, politicians and political conduct, and stadium-building.

The economy was a concern for 21 percent of the residents with a vast majority indicating job market concerns.

Solutions to problems facing the Twin Cities area

Participating residents were asked to suggest potential solutions to their single most important problem. Solutions related to transportation problems are listed in Table 2.07. In coding the responses, the primary solution was emphasized, or otherwise, the first solution mentioned.

Among Twin Cities residents most concerned about transportation issues, many suggested improving or increasing mass transit service (40 percent), improving the road network (18 percent), or other transportation suggestions (23 percent). Transit and roads are interdependent aspects of the problem. Respondents’ detailed responses provide evidence of broad public understanding of the complex systems nature of transportation networks and mobility.

Among residents who suggested mass transit solutions, their solutions can be split into two sub-groups, with 24 percent recommending LRT or commuter trains specifically and 17 percent indicating mass transit generally.

To resolve transportation issues, residents consistently suggest system solutions rather than changing behavior or changing their own routines. Elsewhere in this survey results summary, survey respondents chose to not take public transit, instead choosing to drive. (see Section 3: Public Transportation). Some of the suggestions for expanding or improving the transit system suggest a widespread, latent receptiveness of residents to transit service.

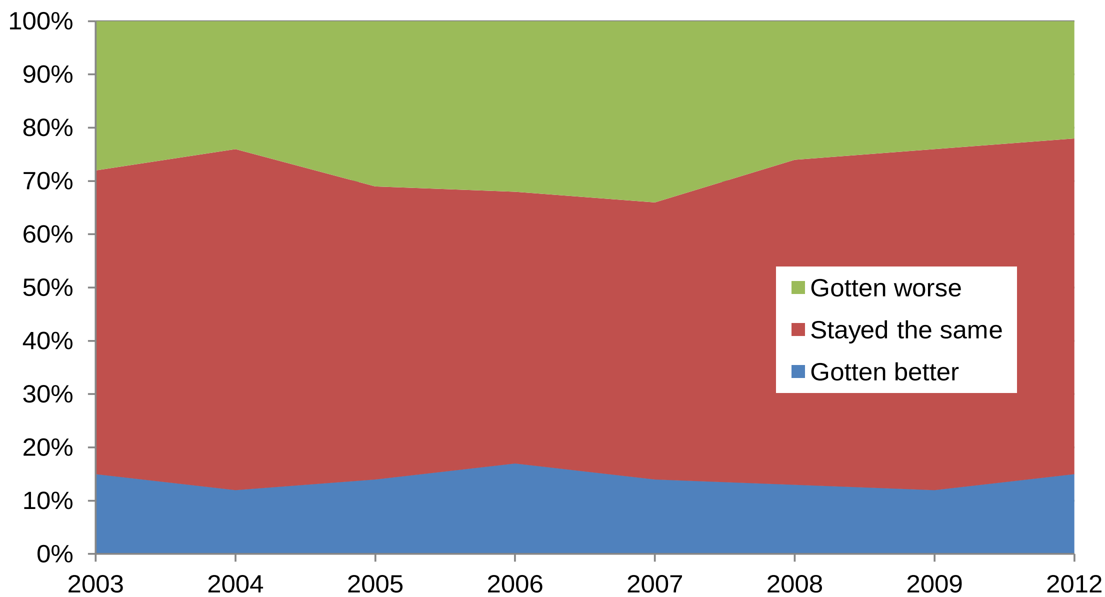
Perceptions regarding growth in the region and local communities

Seventy-three percent of the region's residents think the Twin Cities area, as a whole, is growing at about the right pace. Others indicate dissatisfaction: 23 percent think the Twin Cities area is growing too fast.

Participants were also asked about growth in their own local communities: 71 percent think local growth is happening at about the right pace; 21 percent think local growth is advancing too fast. Growth patterns remain a concern for a substantial minority in newer suburban communities and rural communities on the edge of the region (Table 2.08).

Concern over local growth has traditionally moved in tandem with the boom and bust of new development activity (Figure 6). As the number of building permits dropped to historical lows, concern over excessive growth dissipated and has not reemerged despite an increase in number of building permits issued in 2012.

Figure 1: Over the past year, do you think the quality of life in the Twin Cities has gotten better, stayed the same, or gotten worse? 2003-2012



2012 n=697, confidence +/-4%

Table 2.01: What do you think is the single most attractive feature of the Twin Cities metro area today? 2006-2012

Most attractive feature:	2006	2007	2008	2009	2012
Parks and trails	21%	26%	22%	22%	28%
Natural environment	13%	9%	18%	13%	21%
Good neighborhoods, clean, safe or family-friendly	6%	5%	8%	7%	5%
Variety of things to do	8%	8%	9%	4%	5%
Good economy	5%	5%	5%	3%	5%
Arts & culture	10%	7%	7%	7%	4%
People or population diversity	5%	4%	5%	7%	4%
Quality of Life--good balance, spacious, convenient	6%	7%	4%	6%	4%
Professional sports	2%	2%	1%	5%	4%
Mall of America retail in the metro	5%	5%	4%	4%	2%
Accessibility & closeness of destinations	<1%	2%	3%	3%	2%
Weather or climate	2%	3%	2%	3%	2%
Education	2%	2%	3%	2%	2%
Beautiful cities or downtowns	4%	4%	3%	7%	1%
Other positive responses	12%	10%	7%	7%	11%
Negative response given	<1%	1%	<1%	1%	<1%

2012 n=641, confidence +/-4%

Table 2.02: What do you think is the single most important problem facing the Twin Cities metro area today? 2012

Single most important problem:	Percent	Single most important problem:	Percent
Transportation - Total	**19.4%**	**Social Issues - Total**	**4.6%**
Traffic congestion	10.6%	Poverty and social disintegration	1.0%
Mass transit	4.3%	Drug use (not including crime)	0.6%
Transportation (general)	3.6%	Discrimination or segregation	0.6%
Construction is too prevalent	0.9%	Community, social compact	0.5%
		Welfare use, welfare abuse	0.4%
Growth Issues - Total	**19.1%**	Social issues (general)	0.4%
Infrastructure, public spaces deterioration	12.3%	Family issues	0.3%
Sprawl, outward growth	1.6%	Abuse and family violence	0.3%
Immigration	1.4%	Youth problems	0.2%
Population, crowding, density	2.2%	Politeness, neighborly consideration	0.1%
Not enough parks, open space	0.7%	Senior support or care	0.1%
Urban decay	0.5%	Homeless, homelessness	0.1%
Growth issues (general)	0.3%		
Amenities and attractions	0.1%	**Housing - Total**	**4.5%**
		Housing cost and affordable housing availability	2.2%
Crime - Total	**17.7%**	Foreclosure crisis, market instability, declining values	1.4%
Crime (general)	15.0%	Housing (general)	0.7%
Homicide	1.2%	Housing quality	0.1%
Crimes by youth	0.7%		
Gangs	0.6%	**Education - Total**	**2.6%**
Guns	0.2%	Education (general)	2.1%
		Finance, support of education	0.3%
Economy - Total	**12.4%**	Quality of education	0.2%
Unemployment, lack of jobs	8.5%		
Economy (general)	3.0%	**Environment - Total**	**1.5%**
High cost of living	0.6%	Pollution (general)	0.4%
Business climate	0.3%	Environment (general)	0.4%
		Air pollution	0.2%
Government - Total	**9.8%**	Water quality	0.2%
Government funding, spending	4.8%	Trash, litter, graffiti	0.1%
Government (general)	2.9%		
Stadium issues	1.0%	**Health Care - Total**	**0.6%**
Politics, politicians	0.5%	Health care cost and access	0.4%
Metropolitan Council	0.3%	Health care (general)	0.2%
Minnesota's Legislature	0.2%		
Federal government	0.1%	**Other**	**1.5%**
Taxes - Total	**6.3%**	**Total**	**100.0%**
Taxes (general)	4.1%		
Property taxes	2.2%		

n=687, confidence +/-4%

Table 2.03: Single most important problem in the Twin Cities metro area, grouped into major categories, 2003 to 2012

Year	Transportation	Growth	Crime	Economy	Government	Taxes	Social	Housing	Other*
2003	58%	6%	13%	3%	3%	3%	5%	4%	8%
2004	49%	12%	17%	2%	3%	2%	6%	4%	8%
2005	35%	11%	26%	3%	4%	3%	9%	4%	9%
2006	33%	11%	36%	1%	2%	4%	5%	2%	8%
2007	37%	7%	32%	5%	3%	3%	6%	2%	8%
2008	36%	8%	23%	11%	3%	4%	4%	5%	9%
2009	29%	6%	19%	15%	7%	5%	8%	3%	15%
2012	19%	19%	18%	12%	10%	6%	5%	5%	6%

2012 n=666, confidence +/-4%

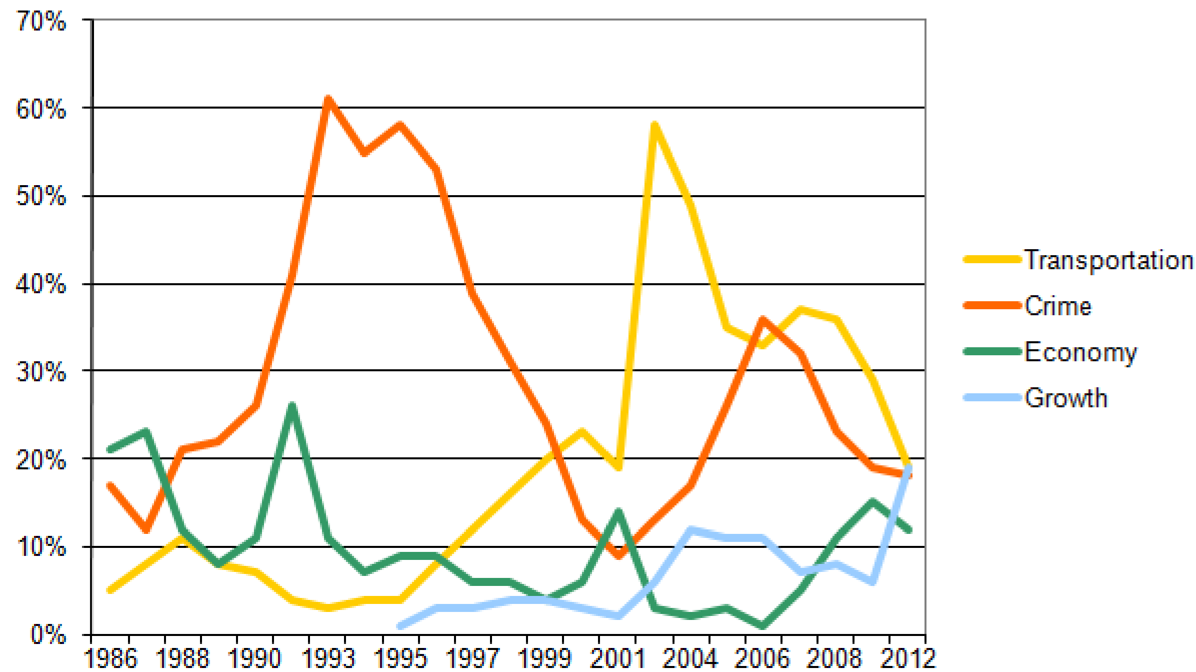
*Other problems here include: education, environment, health care and energy.

Table 2.04: Single most important problem, by planning area, 2012

Central Cities	%	Developed Suburbs	%	Developing Communities	%	Rural Areas	%
Crime	23%	Crime	21%	Transportation	25%	Transportation	25%
Growth issues	21%	Transportation	19%	Growth issues	19%	Government	17%
Transportation	15%	Economy	15%	Crime	13%	Growth issues	15%
Economy	12%	Growth issues	14%	Government	12%	Crime	12%
Social issues	7%	Government	10%	Economy	10%	Social issues	10%
Taxes	6%	Taxes	7%	Taxes	5%	Economy	8%
Housing	6%	Social issues	5%	Housing	4%	Taxes	7%
Education	5%	Housing	4%	Social issues	3%	Other	6%
Government	4%	Environment	2%	Education	3%	Housing	0%
Environment	1%	Education	2%	Environment	2%	Education	0%
Healthcare	<1%	Other	1%	Other	1%	Environment	0%
Other	<1%	Healthcare	<1%	Healthcare	1%	Healthcare	0%

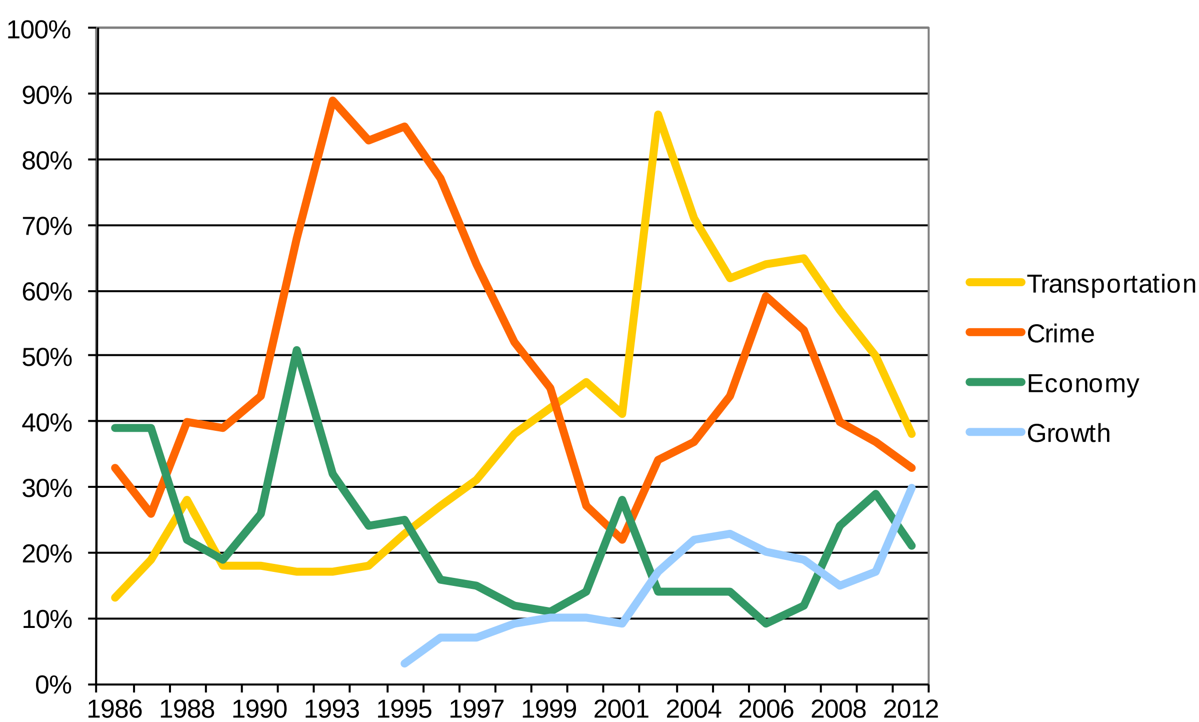
n=149, confidence +/-9% (Central Cities); n=166, confidence +/-8% (developing communities); n=259, confidence +/-7% (developed suburbs); n=29, confidence +/-19% (rural areas).

Figure 2: Single most important problem, 1986 to 2012



2012 n=666, confidence +/-4%

Figure 3: Overall concern: top three problems identified of issues facing the Twin Cities, 1986 to 2012



2012 n=666, confidence +/-4%

Table 2.05: Overall concern: Top three problems identified of issues facing the Twin Cities, 2003 to 2012

Year	Trans-portation	Crime	Growth	Govern-ment	Economy	Taxes	Education	Social Issues	Housing	Environ-ment	Health-care	Energy	Other
2003	87%	34%	17%	10%	14%	16%	21%	12%	18%	10%	4%	1%	3%
2004	71%	37%	22%	11%	14%	11%	25%	13%	20%	6%	5%	1%	6%
2005	62%	44%	23%	11%	14%	14%	13%	21%	17%	7%	4%	4%	4%
2006	64%	59%	20%	7%	9%	15%	21%	16%	10%	6%	8%	1%	4%
2007	65%	54%	19%	9%	12%	12%	16%	19%	11%	8%	4%	1%	4%
2008	57%	40%	15%	8%	24%	13%	15%	15%	17%	7%	3%	1%	3%
2009	50%	37%	19%	15%	29%	14%	16%	21%	12%	6%	6%	1%	3%
2012	38%	33%	30%	24%	21%	14%	12%	12%	8%	6%	2%	0%	5%

2012 n=666, confidence +/-4%

This is a different way of looking at problems. Survey respondents identified a most important problem, as well as second and third additional problems.

Respondents could list up to three problems, so the total will be greater than 100%.

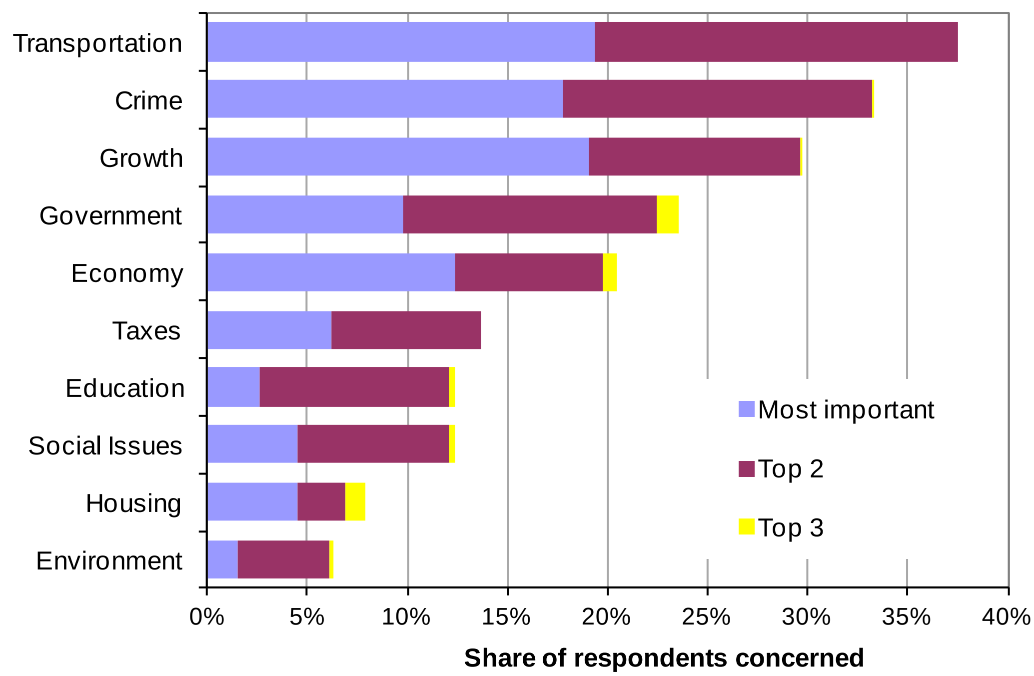
Table 2.06: Overall concern by planning area, 2012

Central Cities	%	Developed Suburbs	%	Developing Communities	%	Rural Areas	%
Crime	24%	Crime	25%	Transportation	29%	Transportation	26%
Growth issues	24%	Transportation	23%	Growth issues	19%	Government	23%
Transportation	17%	Economy	17%	Government	17%	Crime	19%
Economy	15%	Growth issues	16%	Crime	14%	Taxes	15%
Social issues	12%	Government	13%	Economy	11%	Growth issues	15%
Housing	8%	Taxes	9%	Taxes	6%	Economy	12%
Education	8%	Housing	7%	Housing	4%	Social issues	10%
Taxes	6%	Education	5%	Social issues	4%	Other	6%
Government	5%	Social issues	5%	Education	3%	Education	0%
Environment	2%	Environment	4%	Healthcare	2%	Environment	0%
Other	1%	Other	2%	Environment	2%	Healthcare	0%
Healthcare	<1%	Healthcare	<1%	Other	1%	Housing	0%

n= 216, confidence +/-7% (Central Cities); n=203, confidence +/-7% (developing communities); n=394, confidence +/-5% (developed suburbs); n=44, confidence +/-15% (rural areas).

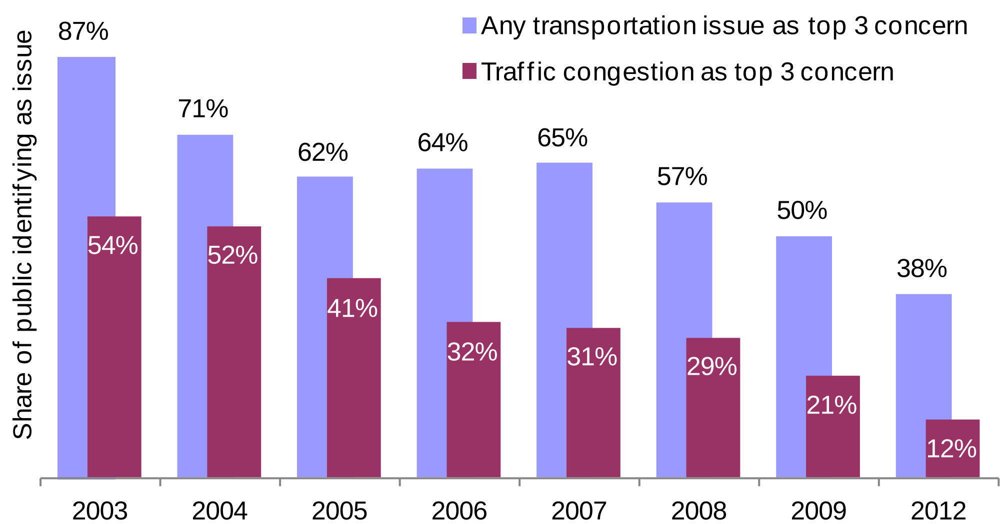
Respondents could list up to three problems, so the total will be greater than 100%.

Figure 4: Overall concern: top three problems identified, 2012



n=666, confidence +/-4%
This is a different way of looking at problems. Survey respondents identified a most important problem, as well as second and third additional problems.
Respondents could list up to three problems, so the total will be greater than 100%.

Figure 5: Traffic congestion and transportation as concerns (top three problems identified), 2003 to 2012



2012 n=666, confidence +/-4%

Table 2.07: Solutions suggested for dealing with traffic congestion and transportation issues, 2012

Suggested solutions	Among those who think traffic congestion the No. 1 problem*	Among those who think any transportation issue the No. 1 problem
Improve/increase mass transit	**37%**	**40%**
- Increase/improve mass transit	20%	17%
- More LRT and/or commuter trains	17%	24%
Improve/increase road infrastructure	**32%**	**18%**
- Build more roads	17%	10%
- Better roads, and better maintained	6%	4%
- More lanes on existing highways	4%	2%
- Better design and layout	4%	2%
Other transportation suggestions	**20%**	**23%**
- Reduce road construction time	4%	2%
- Better long-range planning	2%	1%
- Roads and transit both mentioned	1%	<1%
- Increase funding for transportation	1%	2%
- Educate drivers on road rules	1%	<1%
- Add toll roads or lanes	0%	2%
- Other miscellaneous	12%	15%
Suggestions outside of transportation	**5%**	**9%**
Don't know	**6%**	**10%**

n for traffic congestion only = 69, confidence +/-12%
n for all transportation issues = 125, confidence +/-9%

Table 2.08: Do you think the Twin Cities metro area is growing too fast, at the right pace, or too slow?

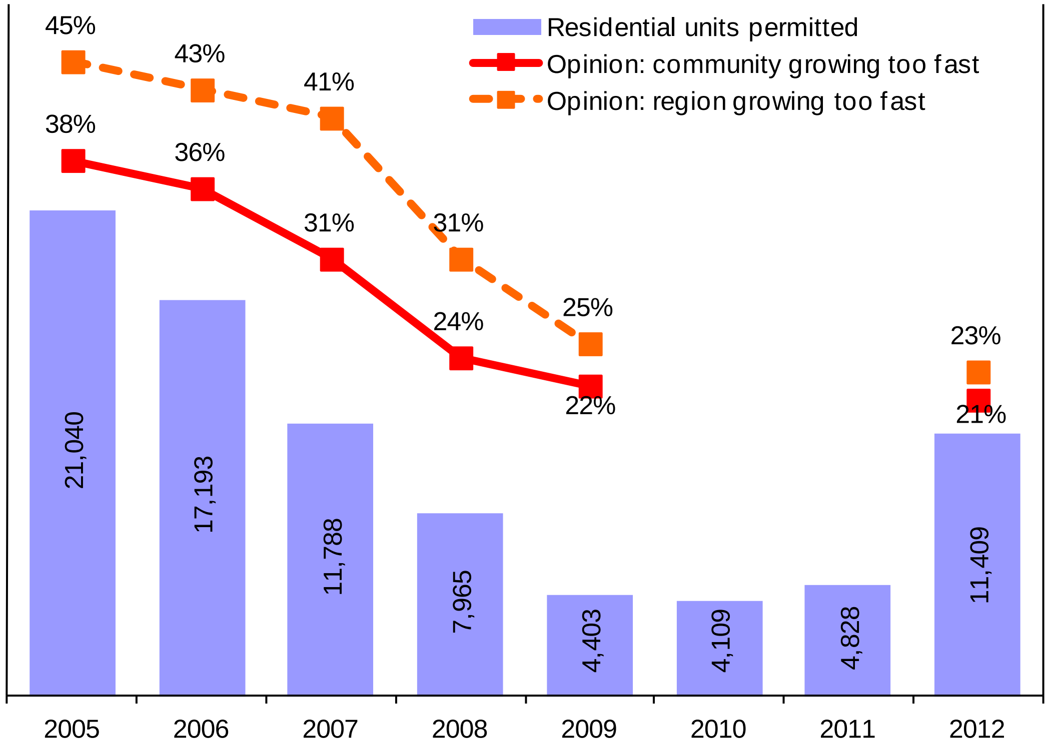
How about the city, suburb or town where you live?

Respondents' place of residence:	Twin Cities area growth:			Local community growth:		
	Too fast	About right	Too slow	Too fast	About right	Too slow
Central Cities	23%	72%	5%	19%	70%	11%
Developed Suburbs	24%	72%	4%	19%	76%	6%
Developing Communities	21%	75%	4%	24%	68%	9%
Rural Areas	32%	68%	0%	38%	58%	4%
Twin Cities Region	**23%**	**73%**	**4%**	**21%**	**71%**	**8%**

For Twin Cities area growth, n=154, confidence +/-8% (Central Cities); n=262, confidence +/-7% (developed communities); n=171, confidence +/-8% (developing communities); n=28, confidence +/-19% (rural areas).

For local community growth, n=150, confidence +/-8% (Central Cities); n= 259, confidence +/-7% (developed communities); n=172, confidence +/-8% (developing communities) ; n= 27, confidence +/-19% (rural areas).

Figure 6: Public opinion on metro area and local pace of growth compared to number of residential units permitted, 2005-2012



Section 3: Public Transit

Key Findings

- The Twin Cities continues to be an auto-dominated transportation environment: 73 percent of the survey respondents have not taken public transit in the last month. The age group with the highest instance of taking public transit was the younger residents (ages 18-39) at 40 percent, while only 18 percent of respondents ages 65 and over have taken public transit in the last month.

- Survey participants were asked about reasons for not taking public transit. Almost one quarter (24 percent) of survey respondents claimed they simply preferred to drive. Other top reasons cited were that transit does not go where the respondent needs it to go (16 percent) and the respondent has no general interest or need for public transportation (16 percent).

- Survey participants were asked about the kind of impacts the planned expansion of the light rail system would have on various aspects of life in the Twin Cities. Overall, the general feeling of future light rail expansion is that it would provide a positive impact on the region. Of these responses, 79 percent indicated that light rail will create a positive impact by providing a high-quality alternative to auto travel.

Discussion

Public Transit

Customers boarded Metro Transit buses and trains more than 81 million times in 2012 – an increase of 165,044 rides (0.2 percent) over 2011.

Twenty-seven percent of survey respondents indicated they have taken public transit in the last month (Table 3.01). The younger survey respondents (ages 18-39) have the highest rate of taking public transit in the last month at 40 percent, while only 18 percent of respondents ages 65 and over have taken public transit in the last month (Table 3.01).

Perceived impact of the planned expansion of light rail

The Council's most visible light rail projects are those currently in construction or engineering phases. In addition to the Blue Line (formerly known as the Hiawatha Corridor), which opened in 2004, additional proposed routes would expand the system to better connect all parts of the region. These future lines include: the Green Line (formerly known as Central Corridor), which connects downtown Minneapolis and downtown Saint Paul, passing through the University of Minnesota's main campus and along University Avenue; the Green Line Extension (formerly known as the Southwest Corridor), which will be a 15-mile route between Eden Prairie and downtown Minneapolis that passes through Minnetonka, Hopkins and St. Louis Park; and the Blue Line Extension (formerly known as the Bottineau Corridor), which is a proposed light rail route that would travel through the cities of Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park.

Survey participants were asked to assess the impact of the planned expansion of the light rail system on various aspects of life in the Twin Cities. Overall, respondents perceived positive impacts related to light rail expansion. Forty-six percent stated that light rail expansion will have a “very positive” impact on providing a high-quality alternative to auto travel in the region (Table 3.04). Eighty-eight percent of young respondents (ages 18-39) had a positive assessment (“very positive” and “slightly positive”) of expanded light rail in providing a high-quality alternative to auto travel (Table 3.05).

Table 3.01: "Have you taken public transit in the seven-county Twin Cities region in the past month?

	No	Yes
Ages 65+	82%	18%
Ages 50-64	74%	26%
Ages 40-49	77%	23%
Ages 18-39	60%	40%
All ages combined	**73%**	**27%**

n= 133, confidence +/-9% (ages 65 and over); n= 204, +/-7% (ages 50-64); n=194, confidence +/-8% (ages 40-49); n=155, confidence +/-8% (ages 18-39).

Table 3.02: Reasons for not taking public transit in the past month

Suggested reasons	Among those who haven't taken public transit in the last month
No interest or need for public transportation	**49%**
- Prefer to drive	24%
- No interest or need (general)	16%
- Destinations are close by	5%
- Prefer other modes (other than car)	1%
- Prefer to walk	1%
- Other responses related to interest	2%
Lack of convenience/ease	**46%**
- Transit does not go where needed	16%
- Stations or stops not conveniently located	9%
- Limited schedules	9%
- Too slow; other modes are faster	4%
- Disability or injury issues	1%
- No direct route to destination	1%
- Schedules are difficult to read	1%
- Other responses related to convenience	4%
Other transportation suggestions	**5%**
- Safety concerns	2%
- Other modes less expensive	1%
- Unfamiliarity with public transportation	1%
- Other miscellaneous responses	1%
Don't know	**<1%**

n = 500, confidence +/-5%

Table 3.03: Vehicles available to household, by planning area, 2012

Mode of travel	Vehicles per adult in household	No vehicle available	1 vehicle	2 vehicles	3+ vehicles
Central Cities	0.96	7%	35%	47%	12%
Developed Suburbs	0.97	4%	24%	45%	27%
Developing Communities	0.99	1%	19%	47%	32%
Rural Areas	1.10	<1%	11%	41%	48%
Twin Cities Region	**0.98**	**4%**	**24%**	**46%**	**26%**

n=147, confidence +/-9% (Central Cities); n=259, confidence +/-7% (developed suburbs); n=170, confidence +/-8% (developing communities); n = 29, confidence +/-19% (rural areas).

Table 3.04: Perceived impact of planned light-rail system expansion on various aspects of life in the seven-county Twin Cities region, 2012

	Very negative	Somewhat negative	No impact	Somewhat positive	Very positive	Don't know
Reducing congestion	5%	2%	14%	37%	38%	5%
Providing a high-quality alternative to auto travel	5%	3%	10%	33%	46%	4%
Improving access to jobs	5%	2%	16%	32%	42%	4%
Increasing the attractiveness of the region to businesses	5%	3%	17%	30%	39%	6%

n varies from 686 to 688, confidence +/-4%

Table 3.05: "Very positive" or "Somewhat positive" perceived impact of planned light-rail system expansion on various aspects of life in the seven-county Twin Cities region, by age group, 2012

	Ages 65+	Ages 50-64	Ages 40-49	Ages 18-39
Reducing congestion	83%	70%	68%	83%
Providing a high-quality alternative to auto travel	81%	75%	77%	88%
Improving access to jobs	78%	73%	73%	74%
Increasing the attractiveness of the region to businesses	70%	69%	64%	77%

For reducing congestion, n=132, confidence +/-9% (ages 65+); n=201, confidence+/-7% (ages 50-64); n=186, confidence+/-8% (ages 40-49); n=152, confidence+/-8% (ages 18-39).
For providing a high-quality alternative to auto travel, n=132, confidence +/-9% (ages 65+); n=201, confidence +/-7% (ages 50-64); n=189, confidence +/-8% (ages 40-49); n=152, confidence +/-8% (ages 18-39).
For improving access to jobs, n=133, confidence +/-9% (ages 65+); n=201, confidence +/-7% (ages 50-64); n=189, confidence +/-8% (ages 40-49); n=151, confidence +/-8% (ages 18-39).
For increasing the attractiveness of the region to businesses, n=132, confidence +/-9% (ages 65+); n=201, confidence +/-7% (ages 50-64); n=186, confidence +/-8% (ages 40-49); n=152, confidence +/-8% (ages 18-39).

Section 4: Residential Preferences

Key Findings

- Thirty-eight percent of survey respondents indicated they live in an area with mostly single-family housing and auto-oriented shopping; 33 percent in an area with a mix of single-family housing and multifamily housing options; 17 percent in an area with a mix of multifamily housing, commercial and retail, convenient to frequent transit service; 6 percent in an area with mostly apartments, condos and townhomes; and six percent of survey respondents indicated they live in a rural or agricultural setting.

- Almost one-quarter (24 percent) of Twin Cities' residents said they would prefer to relocate or live in a different type of area.

- A continuing trend of rural or small town preference is noticeable. If all residents who said they preferred a rural setting actually lived in a rural setting, the region would experience a doubling of its rural population.

Discussion

Where people currently live

The Twin Cities region includes a continuum of communities at different stages of development, with varying patterns of community form. As distance from the region's center increases, community form becomes less urban and more rural.

For this section, analysis draws on survey respondents' self-identified community type. Survey participants were asked to characterize their community by choosing one of five descriptions:

- mostly single-family housing and auto-oriented shopping;
- a mix of multifamily housing, commercial and retail, convenient to frequent transit service;
- a mix of single-family housing and multifamily housing options (apartments, townhomes or condos;
- mostly apartments, condos and townhomes;
- rural or agricultural setting.

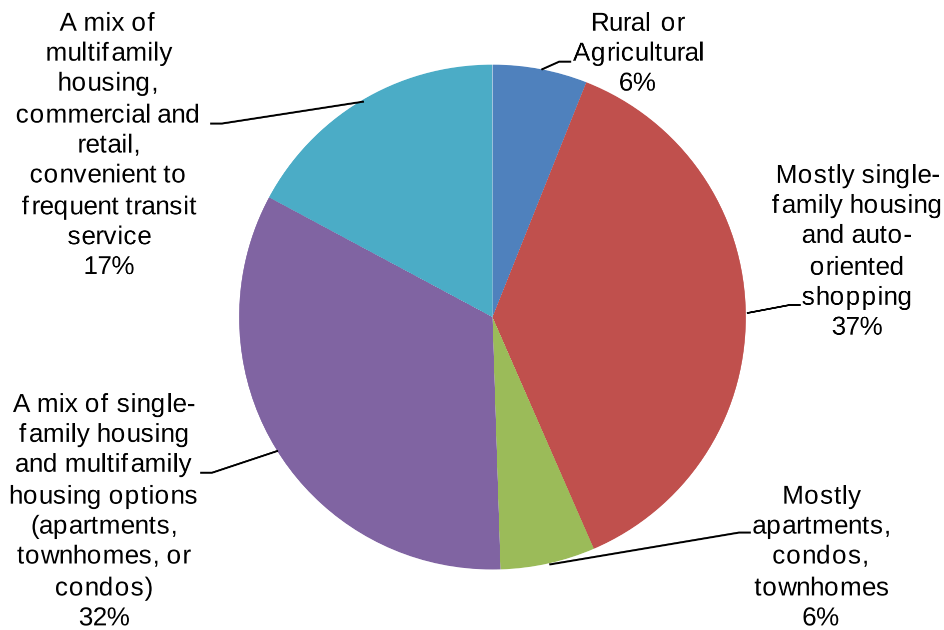
Figure 7 shows most survey participants living in either an area with mostly single-family housing and auto oriented shopping (38 percent) or an area with a mix of single-family housing and multifamily housing options (apartments, townhomes or condos) at 33 percent. Seventeen percent live in an area with a mix of multifamily housing, commercial and retail, convenient to frequent transit service. The remainder identify themselves as rural or agricultural areas (6 percent) or areas with mostly apartments, condos and townhomes (6 percent).

Where people would prefer to live

Survey participants were asked whether they would like to relocate to a different kind of area. Most Twin Cities residents are satisfied with their community setting. However, 24 percent said they would prefer to relocate to a different type of area (Table 4.01). Relocation interest was lowest among rural or agricultural area residents (13 percent) and residents ages 65 and older (13 percent) (Table 4.02).

Table 4.03 shows preferred areas compared with where people currently live. As stated earlier, most survey respondents preferred staying in their current community setting. For residents preferring to move to a different area, a trend of rural or agricultural area preference is apparent. If all residents who said they preferred a rural setting actually lived in a rural setting, the region would experience a doubling of its rural population.

Figure 7: "How would you describe the area where you now live?"



n=689, confidence +/-4%
Responses where respondents indicated living in an area not defined by categories listed were not included.

Table 4.01: "Would you prefer to live in a different kind of area?"

Currently living in:	No	Yes, prefer different area
Respondents housing setting:		
Rural or agricultural	87%	13%
Mostly single-family housing and auto-oriented shopping	80%	20%
Mostly apartments, condos and townhomes	51%	49%
A mix of single-family housing and multifamily housing options (apartments, townhomes or condos)	74%	26%
A mix of multifamily housing, commercial and retail, convenient to frequent transit service	78%	22%
All areas combined	**76%**	**24%**

n=44, confidence +/-15% (rural or agricultural); n=262, confidence +/-7% (mostly single-family housing and auto-oriented shopping); n=40, confidence +/-16% (mostly apartments, condos and townhomes); n=223, confidence +/-7% (a mix of single-family housing and multifamily housing options (apartments, townhomes or condos); n=117, confidence +/-10% (a mix of multifamily housing, commercial and retail, convenient to frequent transit service).

Responses where respondents indicated living in an area not defined by categories listed were not included.

Table 4.02: Interest in relocation, by age cohort

	No	Yes, prefer different area
Ages 65+	87%	13%
Ages 50-64	76%	24%
Ages 40-49	75%	25%
Ages 18-39	71%	29%

n=133, confidence +/-9% (ages 65+); n=201, confidence +/-7% (ages 50-64); n=192, confidence +/-8% (ages 40-49); n=148, confidence +/-9% (ages 18-39).

Table 4.03: Where people live and where they would prefer to live

Current area of residence		Preferred area				
		Rural or agricultural	Mostly single-family housing and auto-oriented shopping	Mostly apartments, condos and townhomes	A mix of single-family housing and multifamily housing options (apartments, townhomes or condos)	A mix of multifamily housing, commercial and retail, convenient to frequent transit service
Rural or agricultural	6%	87%	5%	0%	1%	7%
Mostly single-family housing and auto-oriented shopping	38%	12%	80%	1%	2%	5%
Mostly apartments, condos and townhomes	6%	15%	18%	51%	13%	3%
A mix of single-family housing and multifamily housing options (apartments, townhomes or condos)	33%	12%	8%	1%	74%	5%
A mix of multifamily housing, commercial and retail, convenient to frequent transit service	17%	10%	7%	4%	1%	78%

For current area of residence, n= 40, confidence +/-16% (mostly apartments, condos and townhomes); n=44, confidence +/-15% (rural or agricultural); n=118, confidence +/-10% (a mix of multifamily housing, commercial and retail, convenient to frequent transit service); n=233, confidence +/-7% (a mix of single-family housing and multifamily housing options); n=263, confidence +/-7% (mostly single-family housing and auto-oriented shopping).

For preferred area, n=116, confidence +/-10% (rural or agricultural); n=295, confidence +/-6% (mostly single-family housing and auto-oriented shopping); n=46, confidence +/-15% (mostly apartments, condos and townhomes); n=234, confidence +/-7% (a mix of single-family housing and multifamily housing options (apartments, townhomes or condos); n=145, confidence +/-9% (a mix of multifamily housing, commercial and retail, convenient to frequent transit service).

Responses where respondents indicated living in an area not defined by categories listed were not included.

Section 5: Metropolitan Council

Key Findings

- Public approval of the Council's performance in addressing regional issues remains at a high level: 44 percent think the Council is doing a good or very good job; 36 percent think the Council is doing a fair job; and 20 percent think the Council is doing a poor job or worse, which is at the highest level since 2004.
- Residents ages 50 to 64 and those who expressed pessimism about the region's quality of life are the most critical of the Council's performance.
- When Council programs and responsibilities are specifically listed, 7 out of 12 are considered "very important" to majorities of Twin Cities residents. The highest ratings went to water supply and quality monitoring (78 percent said very important) and natural resources protection and land conservancy promotion (65 percent said very important).

Discussion

Awareness of the Metropolitan Council

Seventy-eight percent of Twin Cities residents have heard of the Metropolitan Council. This awareness or name recognition has fluctuated over the past decade but is at its highest level since 2004 (Table 5.01).

Familiarity with the Council in 2012 was highest among older respondents, ages 65 and over (84 percent recognition); and lowest among younger residents ages 18-39 (65 percent recognition). The demographic characteristics are listed in Table 5.02.

Public opinion on the Metropolitan Council

The 78 percent of participants who indicated awareness of the Metropolitan Council were asked to rate the Council's performance addressing and resolving regional issues. Of that group, 44 percent think that the Council is doing a good or very good job; 36 percent think the Council is doing a fair job; and 20 percent think the Council is doing a poor job or worse (Table 5.01 and Figure 8).

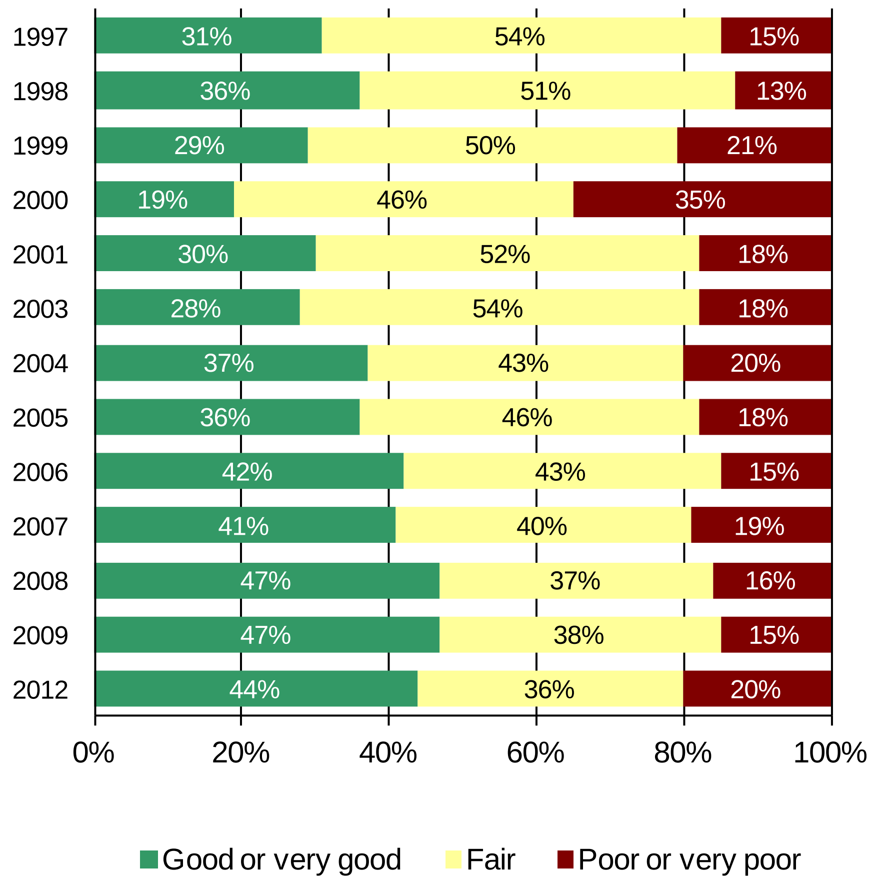
Public approval can be analyzed by geographic and demographic segment. Older respondents (ages 65 and over) had a high impression of the Metropolitan Council's performance (58 percent), while residents residing in the Developing Communities had a low impression (37 percent). More strikingly, those who expressed that the region's quality of life has diminished are the most critical of the Council's performance (27 percent approval, 37 percent disapproval). These tabulations can be seen in Table 5.02.

Rating of importance of Council programs

Survey participants were asked about 12 Council responsibilities and program areas. Program importance was rated using a four-point scale: not at all important, slightly important, moderately important and very important.

Seven out of 12 Council programs were rated as very important to majorities of residents. The largest majorities in 2012 thought that water supply and quality monitoring (78 percent) and natural resources protection and promoting land conservancy (65 percent) are very important programs (Table 5.03). Also enjoying public consensus were: providing affordable wastewater treatment, planning to accommodate a growing population, expanding and maintaining regional parks and trails, expanding Light Rail Transit (LRT) throughout the region, and funding development that connects housing, jobs, and services.

Figure 8: Public opinion of Metropolitan Council performance, 1997-2012



2012 n=429 for performance approval, confidence +/-5%

Table 5.01: Name recognition and public approval of Metropolitan Council performance, 2003-2012

	2003	2004	2005	2006	2007	2008	2009	2012
Name recognition	74%	78%	69%	73%	74%	74%	71%	78%
	"What is your impression of the Metropolitan Council's performance addressing regional issues?							
Very good job	2%	3%	5%	6%	6%	7%	9%	8%
Good job	26%	34%	32%	36%	35%	40%	38%	36%
Fair job	54%	43%	46%	43%	40%	37%	38%	36%
Poor job	14%	14%	14%	12%	13%	12%	9%	14%
Very poor job	4%	6%	4%	3%	6%	4%	6%	6%

n=701 for name recognition, confidence +/-4%
n=429 for performance approval, confidence +/-5%
For comparison over time, the table excludes "no opinion/don't know."

Table 5.02: Name recognition and public approval of Metropolitan Council performance, by demographic segment, 2012

	Name recognition	Impression of Council's performance		
		Very good or good	Fair	Poor or very poor
Optimistic outlook - believe quality of life has improved or stayed the same	78%	49%	35%	15%
Pessimistic - believe quality of life has gotten worse	79%	27%	36%	37%
People of color	68%	38%	37%	25%
White, non-Hispanic	80%	46%	35%	19%
Ages 65 and over	84%	58%	26%	15%
Ages 50 to 64	80%	32%	39%	29%
Ages 40 to 49	81%	48%	35%	17%
Ages 18 to 39	65%	44%	44%	12%
Central Cities	78%	53%	36%	11%
Developed Suburbs	77%	40%	41%	19%
Developing Communities	72%	37%	33%	30%
Rural Areas	81%	N/A	N/A	N/A
All residents of region	**78%**	**44%**	**36%**	**20%**

n for name recognition varies from 29 to 553, confidence from +/-19% (rural areas) to +/-5% (white, non-Hispanic)
n for performance approval varies from 75 to 330, confidence ranges from +/-12% (ages 18 to 39) to +/-6% (white, non-Hispanic)
Rural areas did not have enough respondents for analysis.

Table 5.03: How important are the following Council programs for maintaining the quality of life in the Twin Cities metro area?

Council Program	Not at all important	Slightly important	Moderately important	Very important
Monitoring water supply and protecting water quality	1%	6%	15%	78%
Protecting natural resources and promoting land conservancy	3%	9%	23%	65%
Providing affordable wastewater treatment	2%	7%	27%	64%
Planning to accommodate a growing population	4%	12%	24%	60%
Expanding and maintaining regional parks and trails	4%	11%	31%	54%
Expanding Light Rail Transit (LRT) throughout the region	13%	15%	21%	52%
Funding development that connects housing, jobs and services	10%	13%	25%	52%
Funding to clean up and reuse polluted lands	5%	16%	29%	50%
Improving and expanding Metro Transit (bus system)	7%	18%	27%	48%
Funding transportation projects	8%	13%	31%	48%
Funding to develop and preserve housing opportunities for people of all incomes	13%	15%	27%	45%
Coordinating development across neighboring communities	7%	18%	32%	43%

n for importance scores varied between 692 and 684 for the various programs, confidence +/-4%

Section 6: Methodology

This report describes the methodology of the 2012 Metro Residents Survey. 2,454 addresses in the seven-county Twin Cities area were selected, and residents were invited to participate in this study. Of these 2,454 addresses, 1,747 addresses were randomly sampled addresses in the Twin Cities region. An additional 707 stratified addresses from the region were added to survey hard-to-reach demographic segments: recent movers, recent immigrants, 18-24 year olds, and renters.

In June 2012, each sampled resident was sent a postcard announcing the coming survey. A few days later each sampled resident was sent a survey packet that contained a cover letter, a survey questionnaire to be completed, a postage-paid return envelope, and instructions on how to complete the survey online. To encourage participation by recent immigrant groups, the questionnaire included instructions in Spanish, Somali and Hmong languages. The instructions offered the reader the opportunity to arrange an interview in another language.

Throughout the process, received responses and returned mail were tracked by Metropolitan Council's survey contractor, Abt SRBI. Two weeks after the June survey packet was mailed, non-respondents were flagged for telephone follow-up interviews. Abt SRBI conducted telephone interviews for 2 weeks, and accepted mail-returned survey questionnaires for inclusion through this date.

Of the initial 2,454 sampled residents, 383 were unable to be located. This left 2,071 active records in the sample database.

Survey participation

In total, 120 telephone interviews, 399 mail-returned surveys, and 94 online user surveys were completed and received. The combined pool of 613 responses represents a 30 percent response rate among those receiving the initial 2012 survey questionnaire.

Some respondents are more likely to answer a mail-in survey, while others are more willing to respond in a telephone interview or in an online format. Therefore, a multi-modal data collection method was employed to achieve a higher response rate and to more completely capture residents' views and experiences.

Ninety-two useable RDD (Random Digit Dialing) phone interviews were collected as well. RDD phone users were approached through an independent, random sampling. Response rate within the RDD phone user sample was 11 percent.

Both the sample size and response rate are relevant to the reliability of survey analysis. With a respondent pool of 705, the margin of error due to sample sufficiency is +/-4 percent, with 95 percent confidence. Margins of error increase where questions were answered by a smaller number of respondents (Table 6.01).

The response rate is considered low, but acceptable. However, Council researchers are concerned that the survey under-represents certain demographic segments. This concern is addressed through targeted over-sampling, through the addition of RDD phone user survey interviews, and through weighting of response data.

Preparation for analysis: weighting

Weighting of the data was necessary to correct for sample design – specifically the deliberate over-sampling of hard to reach demographic segments (recent movers, recent immigrants, renters, and residents ages 18-39) – as well as demographic imbalances in response and participation. Individual survey responses are given greater (or lesser) weight in order to represent population segments.

Weight factors were independently calculated for age and gender combination, race, household size, telephone market segment, and geographic sector. The survey data was weighted to a forward-projection from 2010 Census (July 2011); the projection, done by SCAN/US Inc., yielded “case weights” for each of the 705 survey responses.

The end product is a survey dataset that fairly represents the region’s demographic diversity: survey participants from each age cohort fairly represent their share of the region’s population; residents of color 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 6.01: Margin of error for various sample sizes

Sample of "n"	Margin of error, with 95% confidence
1,067	+/-3%
600	+/-4%
384	+/-5%
267	+/-6%
196	+/-7%
150	+/-8%
119	+/-9%
96	+/-10%
80	+/-11%
67	+/-12%
57	+/-13%
49	+/-14%
43	+/-15%
38	+/-16%
34	+/-17%
30	+/-18%
27	+/-19%

Appendix: Survey Questionnaire

The questionnaire is a four-page document with 24 questions. (See following pages.)

2012 Metropolitan Residents Survey

Twin Cities Metropolitan Area

You've been selected to participate in a survey of your opinions about the seven-county Twin Cities region, which includes Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties.
Please provide your responses in this questionnaire booklet.
Your responses will be used only for research.
Thank you for participating.

You may also respond to this survey online at www.metrocouncil.org/survey. To log into the survey, you will need your survey ID number, which is (unique ID#).

METROPOLITAN COUNCIL

Para informacion en Español, vea el reverso de este folleto.

Xav paub cov xovxwm no txhais us lus Hmoob, saib nraum qab daim ntawv no.

Warbixin ku saabsan Somali kafiiri dhinaca danbe ee form-kan.

Q1 **How would you rate the seven-county Twin Cities region as a place to live, compared to other metro regions?** *(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 seven-county Twin Cities region 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 most attractive feature of the seven-county Twin Cities region today?**

____

Q4 **What are some additional attractive features of the seven-county Twin Cities region?**

Please list up to three additional features, in order of importance.

1. ____
2. ____
3. ____

Q5 **What do you think is the single most important problem facing the seven-county Twin Cities region today?**

____

Q6 **In your opinion, what is the best solution to this problem?**

____

____

Q7 **What other important problems are facing the seven-county Twin Cities region today?**

Please list up to three additional problems, in order of importance:

1. ____
2. ____
3. ____

Q8 Have you heard of the Metropolitan Council?

☐ Yes→ *Please go to Question 9*

☐ No → *Please skip to Question 10*

Q9 What is your impression of the Metropolitan Council's performance addressing regional issues? *(check one)*

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

Q10 The Metropolitan Council plans or manages a variety of regional programs. How important is each program to the quality of life in the seven-county Twin Cities region? *(check one box on each line)*

Council programs	Not at all important	Slightly important	Moderately important	Very important	Don't know
Improving and expanding Metro Transit (bus system)	☐	☐	☐	☐	☐
Expanding Light Rail Transit (LRT) throughout the region	☐	☐	☐	☐	☐
Planning to accommodate a growing population	☐	☐	☐	☐	☐
Coordinating development across neighboring communities	☐	☐	☐	☐	☐
Providing affordable wastewater treatment	☐	☐	☐	☐	☐
Expanding and maintaining regional parks and trails	☐	☐	☐	☐	☐
Protecting natural resources and promoting land conservancy	☐	☐	☐	☐	☐
Monitoring water supply and protecting water quality	☐	☐	☐	☐	☐
Funding transportation projects	☐	☐	☐	☐	☐
Funding development that connects housing, jobs and services	☐	☐	☐	☐	☐
Funding to develop and preserve housing opportunities for people of all incomes	☐	☐	☐	☐	☐
Funding to clean up and reuse polluted lands	☐	☐	☐	☐	☐

Q11 **Do you think the seven-county Twin Cities region as a whole is growing too fast, at the right pace, or too slow?**

How about the city, suburb or town where you live?

Growth in the seven-county Twin Cities region 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

Q12 **How would you describe the area where you now live? Which best describes your neighborhood or the area around you.** *(check one)*

☐ Rural or agricultural

☐ Mostly single-family housing and auto-oriented shopping

☐ Mostly apartments, condos and townhomes

☐ A mix of single-family housing and multifamily housing options (apartments, townhomes or condos)

☐ A mix of multifamily housing (apartments, townhomes or condos), commercial and retail, convenient to frequent transit service

☐ Other: ____________________

Q13 ☐ **(A)** **Would you prefer to live in a different kind of area?**

☐ Yes → *Please answer question B*

☐ No → *Please skip to Question 14*

(B) **What type of area would you <u>prefer</u> to live in?**

☐ Rural or agricultural

☐ Mostly single-family housing and auto-oriented shopping

☐ Mostly apartments, condos and townhomes

☐ A mix of single-family housing and multifamily housing options (apartments, townhomes or condos)

☐ A mix of multifamily housing (apartments, townhomes or condos), commercial and retail, convenient to frequent transit service

☐ Other: ____________________

Q14 **Have you taken public transit in the seven-county Twin Cities region in the past month?**

☐ No→ *Please go to Question 15*

☐ Yes→ *Please skip to Question 16*

Q15 **What is the main reason you have not taken public transit in the past month?**

____

Q16 **What kind of impact do you expect the planned expansion of the light-rail system to have on the following aspects of life in the seven-county Twin Cities region?** *(check one box on each line)*

	Very negative	Somewhat negative	No impact	Somewhat positive	Very positive	Don't know
Reducing congestion	☐	☐	☐	☐	☐	☐
Providing a high-quality alternative to auto travel	☐	☐	☐	☐	☐	☐
Improving access to jobs	☐	☐	☐	☐	☐	☐
Increasing the attractiveness of the seven-county	☐	☐	☐	☐	☐	☐

region to businesses

Q17 Have you visited a regional park or used a regional trail in the last 12 months?

☐ Yes ☐ No ☐ Don't know/unsure

The following questions are purely for demographic purposes, so that your answers can be better combined with others.

Q18 **Are you male or female?** ☐ Male ☐ Female

Q19 **In what year were you born?** ________ Year

Q20 Including you, how many members of your household are in each of these age groups?

___ 0 to 17 ___ 18 to 39 ___ 40 to 64 ___ 65 and over

Q21 How many vehicles does your household have available for personal travel? _______

Q22 What was your annual total household income before taxes in 2011? *(check one)*

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

Q23 How would you identify your race/ethnicity? *(check all that apply)*

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

Q24 What city, ZIP code, and county do you live in?

City and ZIP code: ____

County: ____

Your survey responses will be used only for research.
Metropolitan Council will not share or release your personal information.

Please make sure to complete all pages of the survey.
Thank you for your participation.

- ❑ 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 1-866-626-5227 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 1-866-626-9283 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 1-866-626-5278 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.

Please return the survey in the addressed, postage paid return envelope. The mailing address is:

2012 Metro Residents Survey

Abt SRBI, Inc.

275 Seventh Avenue

New York, NY 10001

METROPOLITAN COUNCIL