



2005 Resident Survey

Transportation and Public Works Results

Full results available at www.ci.minneapolis.mn.us

Early March 2006

This bar highlights important information about the results. It also identifies issues related to transportation and public works that can be found in more general results. Transportation and public works specific results start on page 17 of this summary.

Resident Satisfaction Surveys are important context to the City's planning efforts.

The 2005 survey includes 1,277 responses. The response rate was 25%.

The 2005 survey was the third the City has commissioned.

Purpose, Methods and Respondent Demographics

The City of Minneapolis uses the Minneapolis Resident Survey as a key element in its effort to engage people in City government. The City conducts surveys of its residents on a regular basis to get their perspectives about the quality of service the City provides.

The City uses results from the survey to:

- Measure satisfaction with City services and perceptions about key quality of life indicators.
- Gather information on priorities, which will inform the City-wide strategic planning/goal setting process as well as departments' business planning efforts.
- Gauge the need for services, residents' expectations regarding service levels and people's willingness to pay for the service or any enhancements.
- Compare results with the previous survey results, which helps track City departments' performance.

The City contracted with National Research Center, Inc. to conduct a community wide resident survey. This is the third time the City has undertaken a random sample telephone survey.

- The 2005 Resident Survey was administered by telephone to a representative sample of Minneapolis residents from November 11, 2005 to January 25, 2006.
- A total of 1,277 surveys were completed.
- At least 105 interviews were completed with respondents in each of the 11 community planning districts.
- Surveys were conducted in multiple languages.
- Survey results were weighted by sex, age and ownership status to better represent the community.
- The overall response rate was 25%.

Of the 1,277 respondents:

- 28% lived in Minneapolis for 5 years or less
- 54% own their residence
- 75% reported that a car was their primary mode of transportation
- 37% were ages 35-57
- 30% were people of color

Respondents were asked their opinions on major challenges facing the City, importance of City services, satisfaction with City services and other general perceptions of the City.

Comparing Survey Results

This survey is the first time the City has compared its survey results to other cities as part of the report of results.

It is important to recognize the difference between a rating and a rank when viewing the comparative data.

An average rating of 70 for service quality is at the “good” mark on a 100-point scale that goes from “very good” to “poor.” Few services actually receive ratings as high as 70 on the scale, in part, because certain kinds of services tend to be thought less well of by residents in many communities across the country. Police protection tends to be better received than pothole repair by residents of most American cities. Where possible, the better comparison is not from one service to another in Minneapolis, but from Minneapolis services to services like them provided by other jurisdictions. This way we can better understand if “good” is good enough for Minneapolis service evaluations.

Because this survey was the third in a series of resident surveys, the results will be presented along with earlier evaluations where possible. Survey results from past surveys and surveys conducted in other cities, in most cases, have been converted to a 100-point scale to allow for easier and fairer comparisons. For comparison by year, results are statistically significant if there is a difference of plus or minus four percentage points and plus or minus three points around average ratings on a 100-point scale.

About the National Database

NRC’s database includes the results from citizen surveys conducted in hundreds of jurisdictions across the United States. These are public opinion polls answered by hundreds of thousands of residents around the country. We have recorded, analyzed and stored responses to thousands of survey questions dealing with resident perceptions about the quality of community life and public trust and residents’ report of their use of public facilities. Respondents to these surveys are intended to represent over 50 million Americans.

Jurisdictions use the comparisons to the national database to help interpret their own citizen survey results, to create or revise community plans, to evaluate the success of policy or budget decisions, to measure local government performance. It is true that you cannot simply take a given result from one survey and compare it to the result from a different survey. NRC principals have pioneered and reported their methods for converting all survey responses to the same scale. Because scales responses will differ among types of survey questions, NRC statisticians have developed statistical algorithms, which adjust question results based on many characteristics of the question, its scale and the survey methods. All results are then converted to a common scale with a minimum score of 0 (equaling the lowest possible rating) to a maximum score of 100 (equaling the highest possible rating). We then can provide a comparison that not only controls for question differences, but also controls for differences in types of survey methods.

Summary of Comparison Terms

The national database includes the results from citizen surveys conducted in hundreds of jurisdictions across the United States. The results have been converted to a common scale, controlling for question differences and differences in types of survey methods.

-Rank: Minneapolis’s order among jurisdictions where a similar question was asked.

-Number of jurisdictions: Jurisdictions that asked a similar question.

-Percentile: Similar to rank, the percentile indicates the distance of the Minneapolis rating from the top rating. A percentile indicates the percent of jurisdictions with identical or lower ratings.

-Comparison: This evaluation of “above,” “below” or “similar to” comes from a statistical comparison of Minneapolis’s rating to the average rating from all the comparison jurisdictions where a similar question was asked. For ratings that are above or below this average, the approximate point difference is indicated as well.

In this report, comparisons are made both to the entire database (“National Database”) and a portion of the database (“Select Cities”), featuring communities identified by Minneapolis¹, when available.

The aforementioned comparisons are provided when similar questions are included in NRC’s database and there are at least five other jurisdictions in which the question was asked. Where comparisons are available, three numbers are provided in the table. The first is the rank assigned to Minneapolis’s rating among jurisdictions where a similar question was asked. The second is the number of jurisdictions that asked a similar question. Third, the rank is expressed as a percentile to indicate its distance from the top score. This rank (5th highest out of 25 jurisdictions’ results, for example) translates to a percentile (the 80th percentile in this example). A percentile indicates the percent of jurisdictions with identical or lower ratings. Therefore, a rating at the 80th percentile would mean that Minneapolis’s rating is equal to or better than 80% of the ratings from other jurisdictions. Conversely, 20% of the jurisdictions where a similar question was asked had higher ratings.

Alongside the rank and percentile appears a comparison: “above the average,” “below the average” or “similar to the average.” This evaluation of “above,” “below” or “similar to” comes from a statistical comparison of Minneapolis’s rating to the average rating from all the comparison jurisdictions where a similar question was asked. Differences of three or more points on a 100-point scale between Minneapolis’s ratings and the average based on the appropriate comparisons from the database are considered “statistically significant,” and thus are marked as “above” or “below” the average. When differences between Minneapolis’s ratings and the national average or select cities average are less than two points, they are marked as “similar to” the average. Please note that percentage points in tables and charts may not always add to 100% due to rounding or the respondents having the option to select more than one answer.

Example of Converting Responses to the 100-point Scale

How do you rate the City as a place to live?

Response option	Total with “don’t know”	Step 1: Remove the percent of “don’t know” responses	Total without “don’t know”	Step 2: Assign scale values	Step 3: Multiply the percent by the scale value	Step 4: Sum to calculate the average rating
Excellent	36%	= $36 \div (100-5) =$	38%	100	= $38\% \times 100 =$	38
Good	42%	= $42 \div (100-5) =$	44%	67	= $44\% \times 67 =$	30
Only Fair	12%	= $12 \div (100-5) =$	13%	33	= $13\% \times 33 =$	4
Poor	5%	= $5 \div (100-5) =$	5%	0	= $5\% \times 0 =$	0
Don’t know	5%		--			
Total	100%		100%			72

Summary of Overall Results

How did the respondents perceive the Quality of Life in Minneapolis?

When respondents were asked to rate Minneapolis and their neighborhood as places to live, more than 80% reported each was good and two in five respondents rated each as “very good.” This result has been relatively consistent over time.

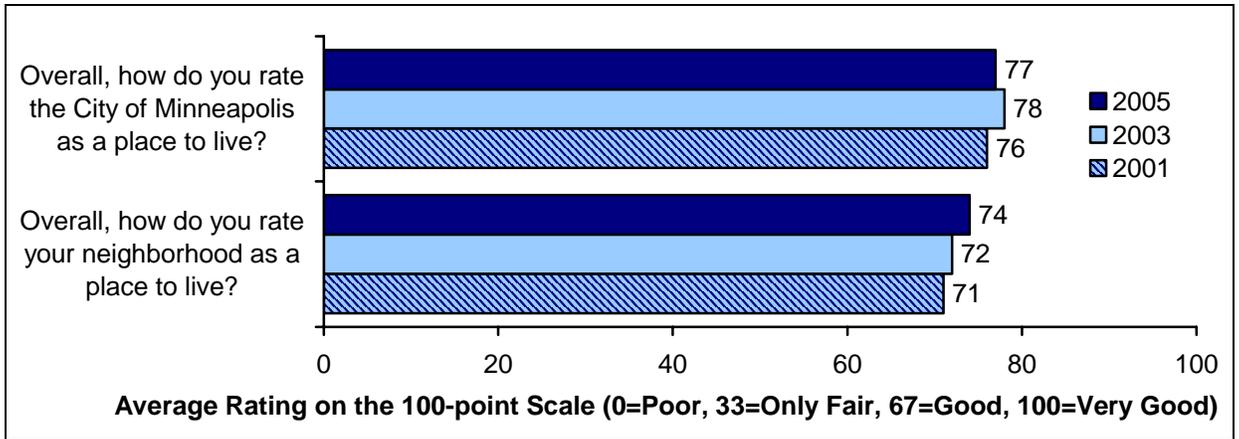
These ratings were converted to a 100-point scale where zero represents “poor” and 100 represents “very good.” Both quality of life characteristic received an average rating of about 75, or better than “good.” When compared to ratings from previous survey years, the average rating for Minneapolis as a place to live was similar to 2003 and 2001 ratings, while the average rating for neighborhood as a place to live continues to increase.

Read this example – it will help in your interpretation of the results later on in this summary.

80% of respondents rated the City and their neighborhoods as good or very good.

¹The cities used for comparison in the custom norm are as follows: Portland, Austin, Boston, Ann Arbor, Seattle, St. Paul, Charlotte, Denver, Cincinnati, Boulder, Detroit, San Francisco, Durham/Raleigh, Madison, Oklahoma City and Phoenix.

Quality of Life



Several conditions may have influenced the results during the time when the survey was in the field, including:

- City-wide Elections
- Aftermath of Hurricane Katrina
- Distribution of Truth in Taxation Statements
- Holiday seasons
- Little snow

When compared to the overall national data base, quality of life information Minneapolis in the survey is similar to the average for City-wide quality of life, but below the average for neighborhood ratings.

Quality of Life Ratings: Minneapolis and the National Database

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to National Database
City of Minneapolis as a place to live?	77	90	182	51%	Similar to the average
Neighborhood as a place to live?	74	80	102	23%	3-9 Points Below the average

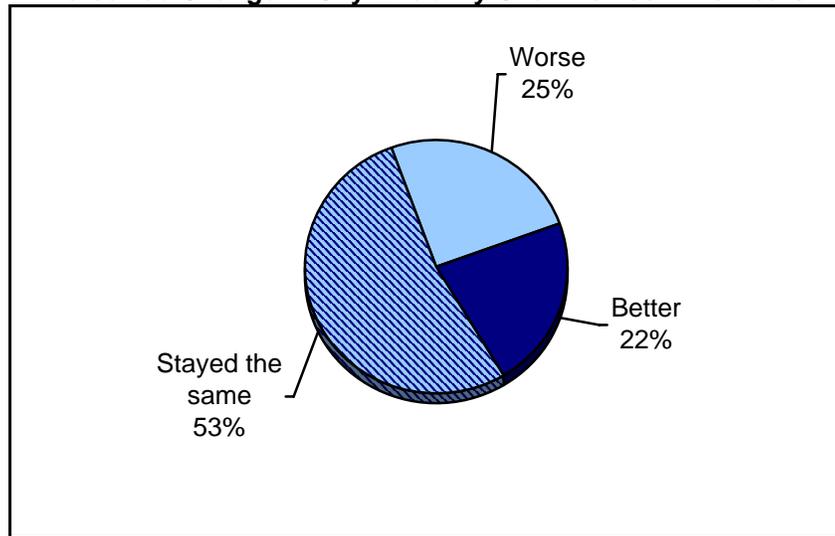
Quality of Life Ratings: Minneapolis and Select Cities

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to Select Cities
City of Minneapolis as a place to live?	77	2	7	86%	3-9 Points Above the average
Neighborhood as a place to live?	74	NA	NA	NA	NA

*Among cities that asked the question.

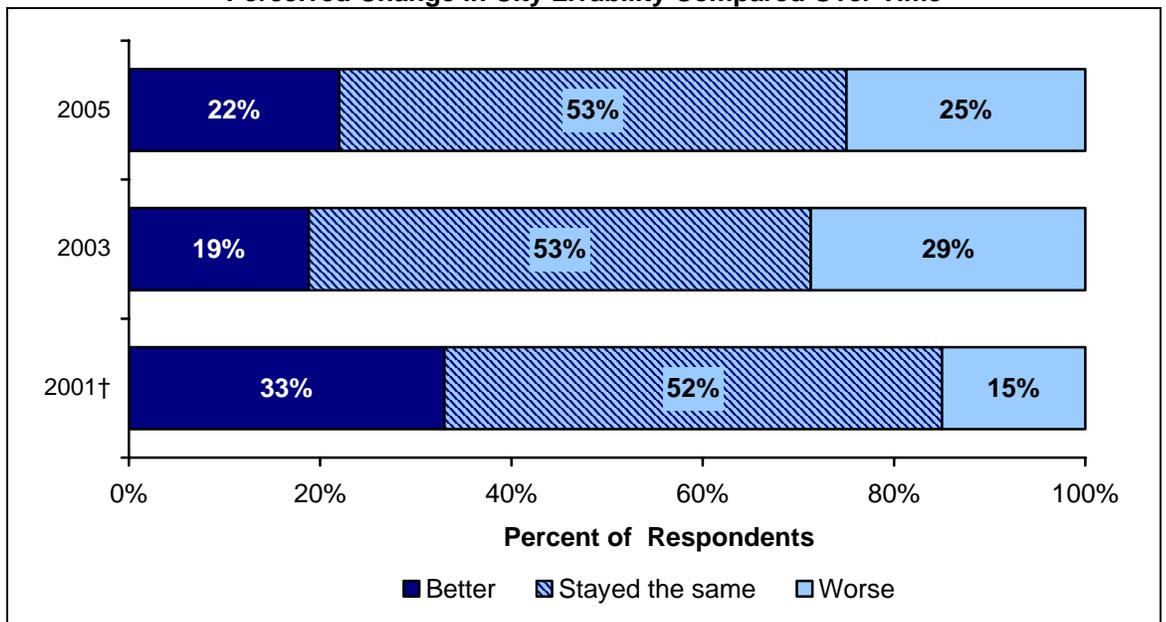
Minneapolis residents responding to the survey were asked if they thought the city had gotten better, worse or stayed about the same as a place to live in the past two years. About half (53%) felt that it had "stayed about the same" as a place to live, a quarter of respondents (25%) felt the City had gotten "worse" and 22% said it had gotten "better."

Perceived Change in City Livability Over the Past Two Years



When compared to previous years, ratings were similar in 2005 as in 2003, while a higher percentage of respondents said the City had gotten better as a place to live in 2001 and fewer reported it had gotten worse. Please note that the 2001 questionnaire asked respondents to rate the change in livability over the past *three* years and the 2005 and 2003 surveys asked to rate the past *two* years.

Perceived Change in City Livability Compared Over Time



†The 2001 questionnaire asked respondents to rate changes in livability over the past three years versus the past two years as in 2003 and 2005.

What challenges did respondents identify for the City over the next five years?

Respondents were asked what they felt were the three biggest challenges Minneapolis will face in the next five years. The top four unprompted answers were public safety (50%), education (44%), transportation related issues (40%) and housing (36%). Economic development (24%) and job opportunities (20%) were mentioned by at least one in five respondents. Many respondents mentioned "other" items that could not be coded into a specific category.

More people noted that the City's livability has gotten "worse" than in previous surveys, although the percent of those rating livability as "about the same" remained constant.

The top three challenges: Public Safety, Education, and Transportation, in that order.

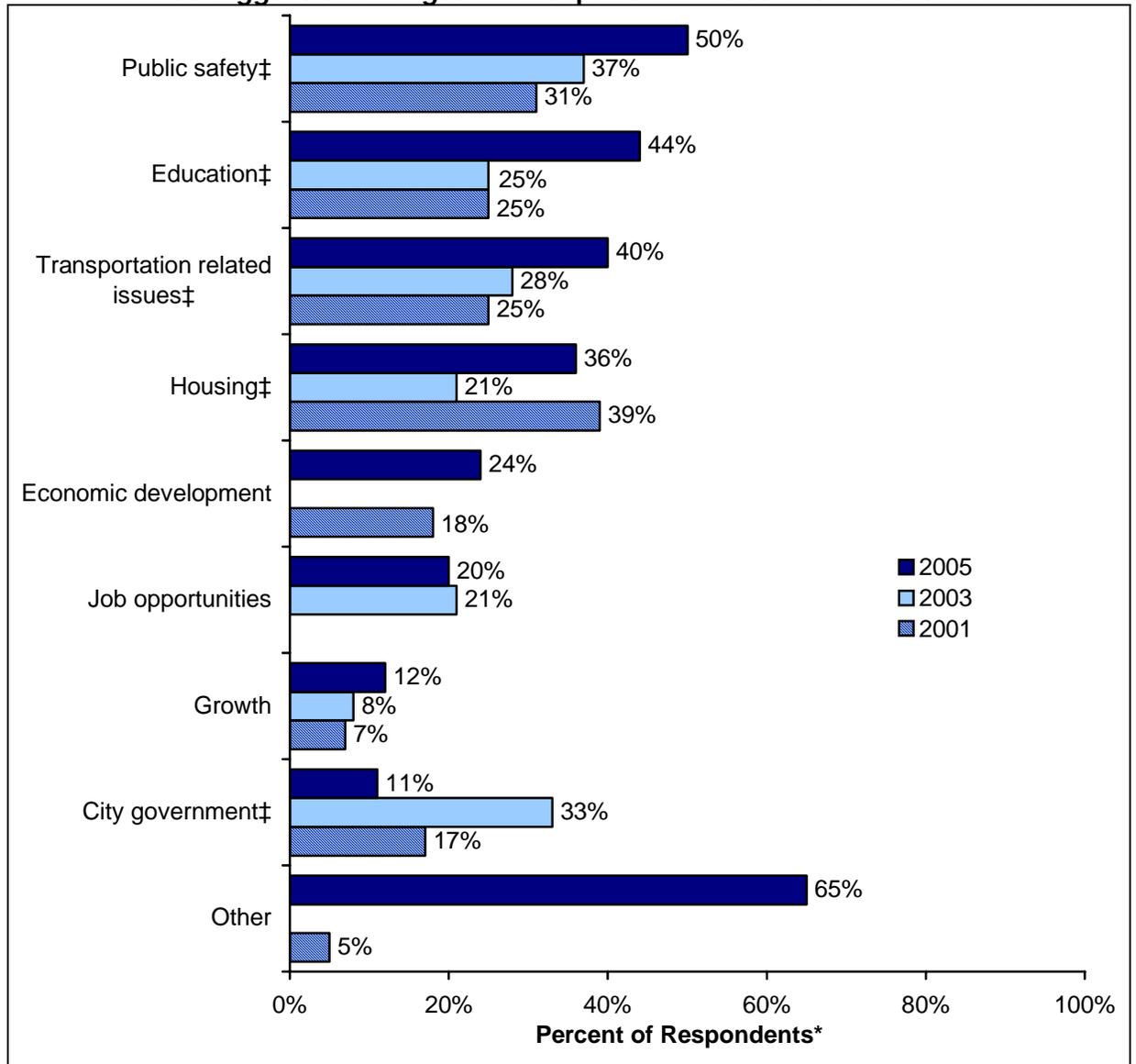
When compared to previous years, most of the items mentioned were stated by a similar percentage of respondents or higher in 2005 than in 2003 and 2001. However, City government was a response given by a significantly smaller proportion of respondents in the current survey year than in 2003 (11% versus 33%, respectively). Although growth was mentioned by a higher proportion of respondents in 2005 than in previous years, only 12% of respondents mentioned it as one of the three biggest challenges facing the City. Public safety was at the top of the list in 2005 and 2003 and second in 2001.

Please note that respondents were allowed three responses to this question, identifying the first, second and third biggest challenges that they saw facing Minneapolis. For the purpose of comparing to previous years' data, the responses for each category have been summed into a single number. Changes in response wording between survey years are as follows: "managing City government" in 2001 and 2003 versus "City government" in 2005; "economic development – job creation/unemployment" in 2001 versus "economic development" in 2003 and 2005.

Comparisons to prior survey results on this question are difficult – the open ended responses have varied over time.

These challenges were identified by the respondents in this open ended question. The transportation result is statistically significant from 2003 to 2005.

Three Biggest Challenges Minneapolis Will Face in the Next Five Years



-“Other” responses were not recorded and not available for analysis.

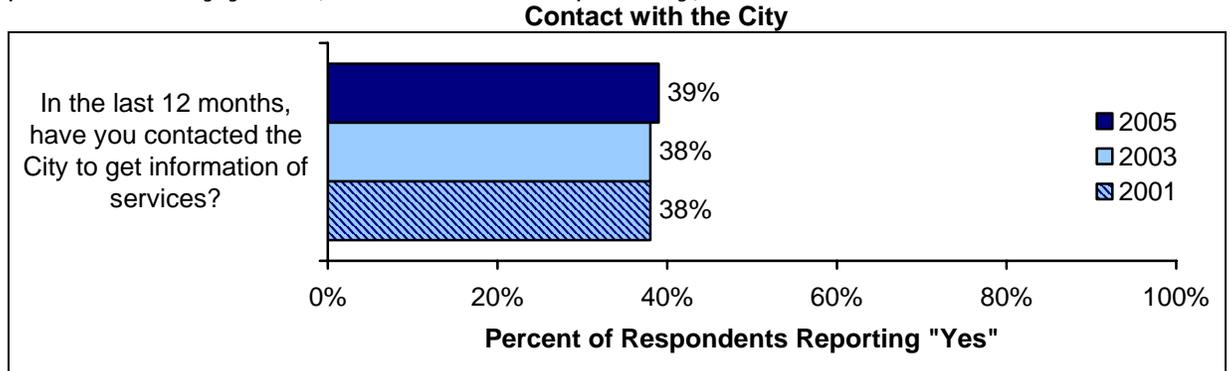
*Total may exceed 100% as respondents were able to choose more than one response.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

Access to Information

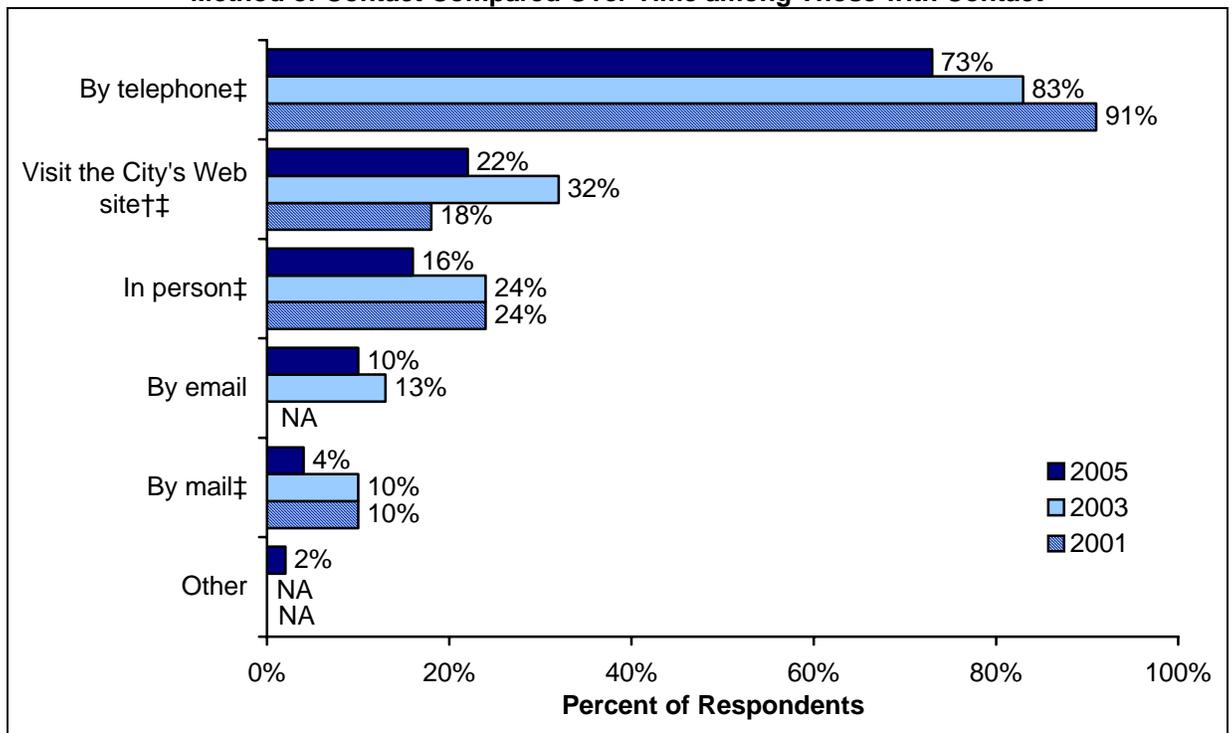
In the past year, almost 40% of the respondents had been in contact with the City, consistent with prior years.

Respondents were asked if they had contacted the City to get information or services in the last 12 months. A similar proportion of respondents (39%) reported contacting the City in 2005 as in previous survey years (38% and 38%, respectively).



Of the respondents who mentioned having contacted the City in the last 12 months, about three-quarters (73%) said that they did so by telephone, one in five (22%) reported visiting the City's Web site and 16% contacted the City in person. Fewer than 10% reported contacting the City for information or services via email, mail or other methods. Fewer respondents reported using most methods to contact the City in 2005 than in previous years.

Method of Contact Compared Over Time among Those with Contact



*Total may exceed 100% as respondents were able to choose more than one response.

†Question wording differed between survey years.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

Respondents who reported only contacting the City via the City's Web site were asked to rate specific characteristics of the Web site. About 8 in 10 respondents felt that the usefulness of information on the City's Web site as "good" or "very good" and about 7 in 10 felt that the design and graphics and the ease of use were at least "good."

Contact method varied considerably from prior years' information.

Overall ratings for the City's web site were good.

Employee ratings were around the "good" range, except for timely response and ease of getting in touch.

This question was significantly reworded to capture baseline data for the City's 311 initiative.

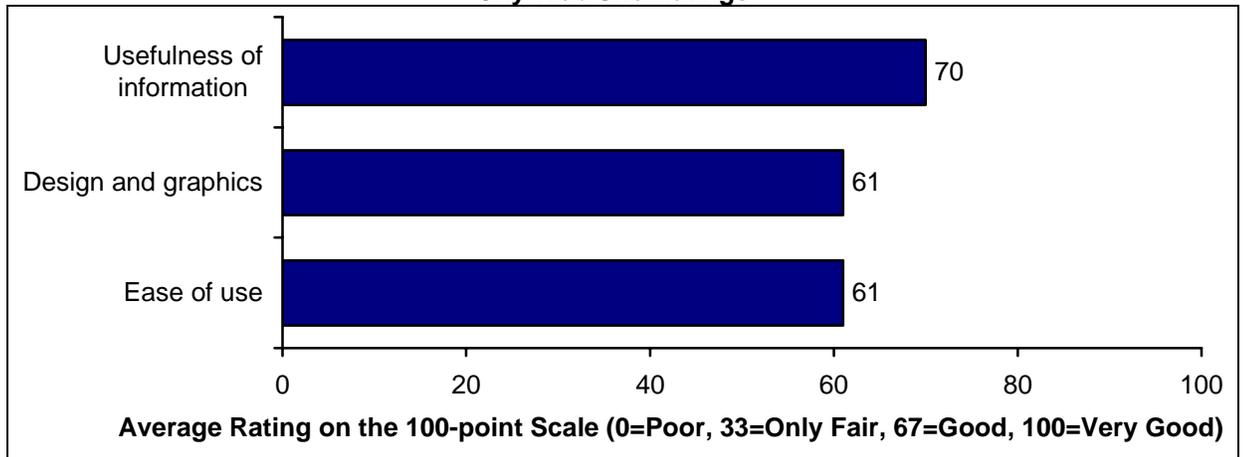
City Web Site Ratings**

Please tell me how you would rate each of the following characteristics of the City Web site. What about the...?	Very good	Good	Only fair	Poor	Total	Average Rating (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)
Usefulness of information	34%	45%	18%	3%	100%	70
Design and graphics	14%	58%	23%	4%	100%	61
Ease of use	22%	46%	24%	7%	100%	61

**Only asked of respondents who had contacted the City via their Web site.

When converted to a 100-point scale, the average rating for "usefulness of information" was 70, or better than "good," while average ratings for "design and graphics" and "ease of use" were 61 or just below "good."

City Web Site Ratings**



**Only asked of respondents who had contacted the City via their Web site.

City Employees

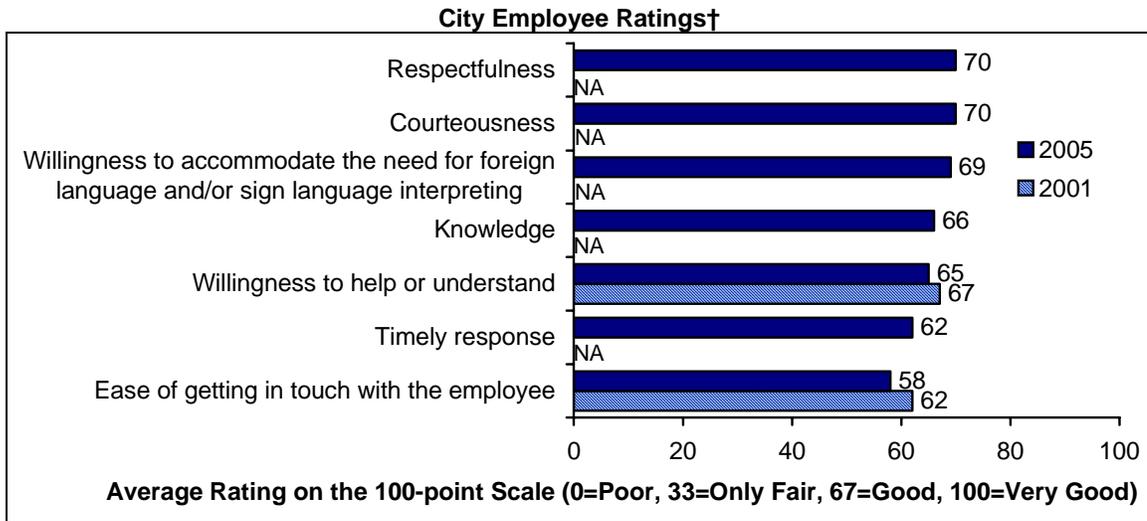
Of the respondents who mentioned having contacted the City in the last 12 months, about three quarters (73%) said that they did so by telephone, one in five (22%) reported visiting the City's Web site and 16% contacted the City in person. Fewer than 10% reported contacting the City for information or services via email, mail or other methods. Fewer respondents reported using most methods to contact the City in 2005 than in previous years.

City Employee Ratings

Please tell me how you would rate each of the following characteristics of the City employee with which you most recently had contact, using the scale very good, good, only fair or poor. What about...?	Very good	Good	Only fair	Poor	Total	Average Rating (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)
Respectfulness	34%	49%	11%	6%	100%	70
Courteousness	35%	46%	14%	5%	100%	70
Willingness to accommodate the need for foreign language and/or sign language interpreting	33%	45%	16%	6%	100%	69
Knowledge	27%	52%	14%	7%	100%	66
Willingness to help or understand	31%	41%	19%	9%	100%	65
Timely response	27%	43%	18%	12%	100%	62
Ease of getting in touch with the employee	21%	44%	24%	11%	100%	58

Respondents who reported contacting the City in the last 12 months (except for those who only visited the City's Web site), were asked to rate specific characteristics about the City employee with which they had contact. About four in five respondents rated employees' respectfulness, courteousness, knowledge and willingness to accommodate the need for foreign language and/or sign language interpreting as "good" or "very good." About 7 in 10 said that the employees' willingness to help or understand and their timely response was at least "good" and about two-thirds (65%) reported that the ease of getting in touch with the employee was at least "good."

When converted to a 100-point scale, most City employee ratings were "good" (67) or better. "Timely response" was given an average rating of 62, or just below "good," and "ease of getting in touch with the employee" received an average rating of 58, or below the "good" mark on a 100-point scale. Where comparisons to previous years were available, ratings were similar in 2005 to 2001.



†Question and scale wording differed slightly on the 2001 questionnaire. This question was not asked in 2003.

City Employees Ratings: Minneapolis and the National Database

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to National Database
Knowledge	66	114	117	3%	10-14 Points Below the average
Courteousness	70	45	54	19%	3-9 Points Below the average
Ease of getting in touch with the employee	58	121	123	2%	15+ Points Below the average
Willingness to help or understand	65	21	22	9%	3-9 Points Below the average

*Among cities that asked the question.

Comparing Minneapolis employee ratings to the national database and selected cities highlights significant opportunities for improvement.

City Employees Ratings: Minneapolis and Select Cities

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to Select Cities
Knowledge	66	NA	NA	NA	NA
Courteousness	70	3	5	60%	3-9 Points Below the average
Ease of getting in touch with the employee	58	5	5	20%	3-9 Points Below the average
Willingness to help or understand	65	NA	NA	NA	NA

**Among cities that asked the question.*

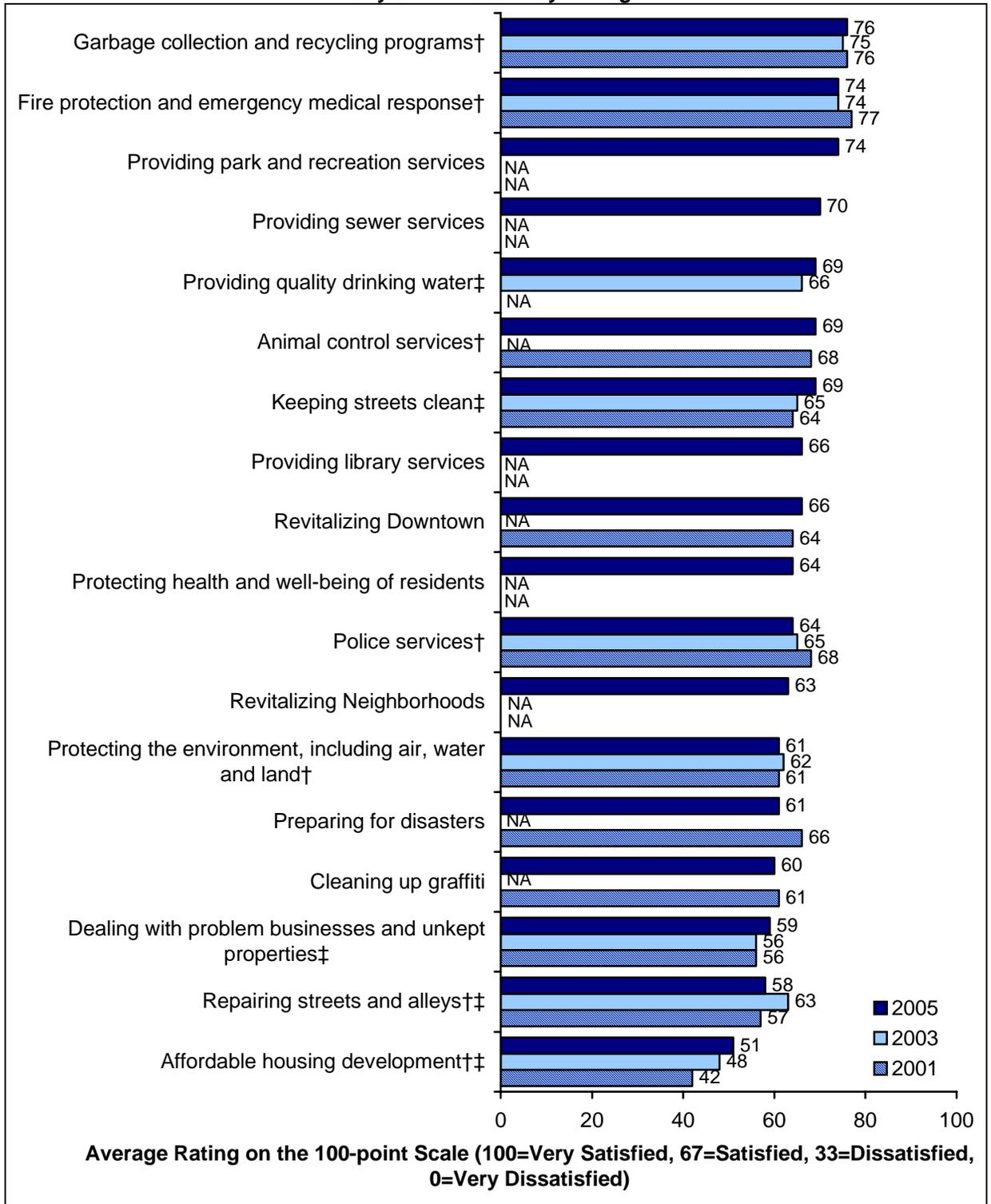
Satisfaction with City Services

Garbage collection and recycling programs were the highest rated service.

Sewer and water services were split out for the first time in the 2005 survey. Both were rated in the "good" range, as was keeping streets clean. Water and street cleaning both saw statistically significant improvements in satisfaction. Of the top five rated services, three were in public works.

Cleaning up graffiti and repairing streets and alleys were among the lowest rated services in terms of satisfaction. There was a statistically significant decline in satisfaction with repairing streets and alleys.

City Services Quality Ratings



†Question wording differed between survey years.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

Service Priorities – rating importance of services

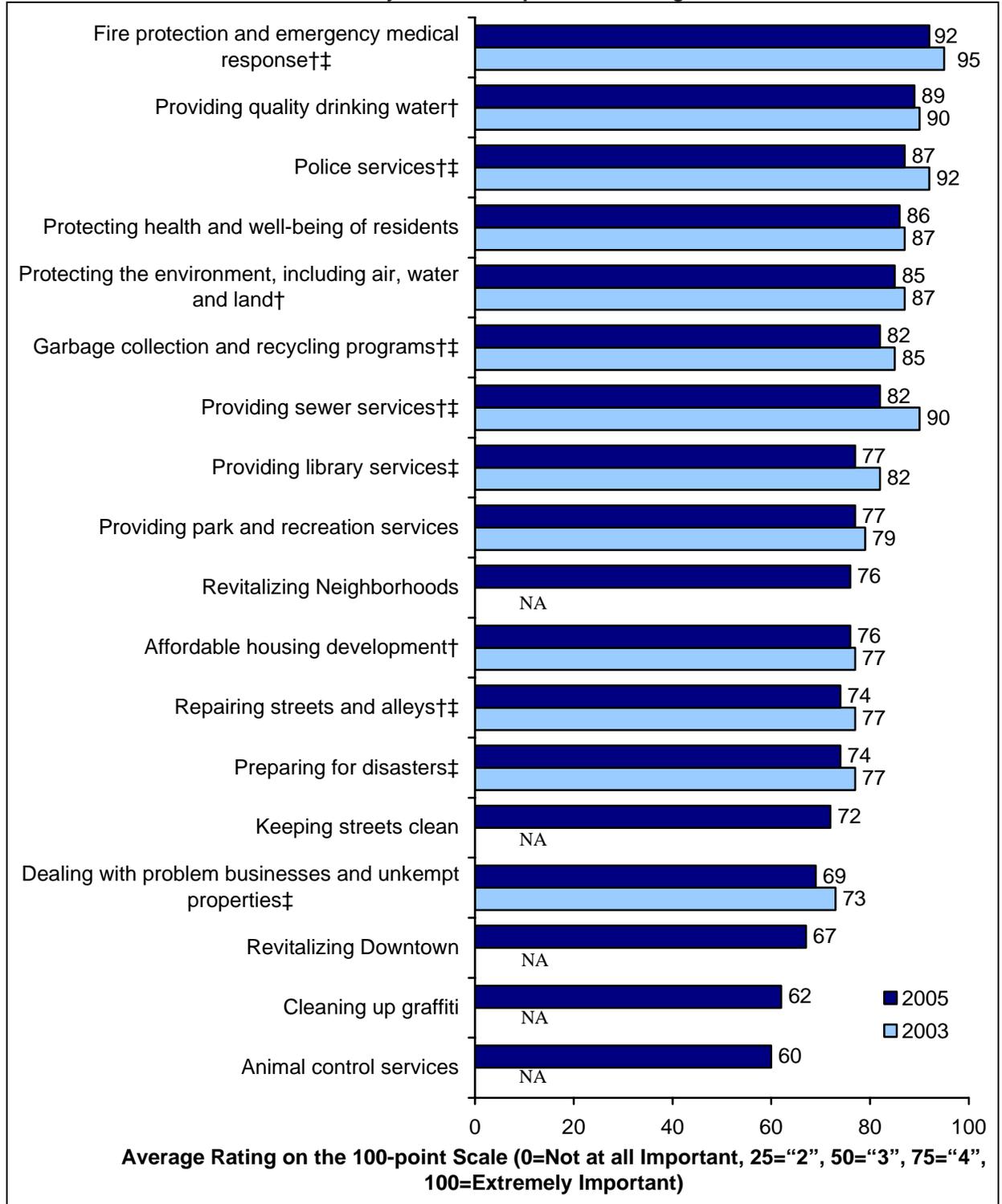
Importance ratings were consistent across services with a few exceptions: garbage collection and recycling were rated slightly less important than in 2003.

All services were rated less important than in 2003.

Drinking water and the environment were in the top five in terms of importance.

Repairing streets and alleys, keeping streets clean, and cleaning up graffiti were rated lower in importance. Repairing streets and alleys reflect a statistically significant decline in importance.

City Services Importance Ratings



†Question and scale wording was slightly different between survey years. This question was not asked in 2001. Also quality drinking water and sewer services were combined into one category on the 2003 questionnaire.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

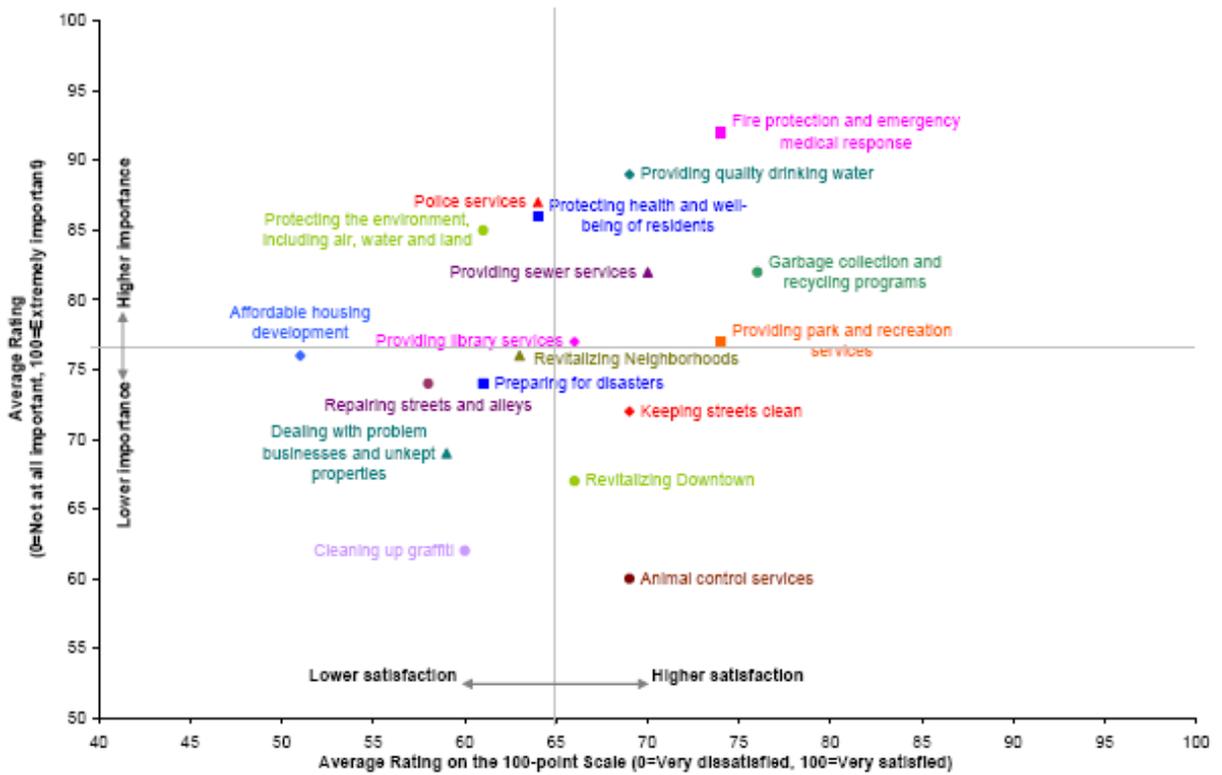
Can you find the transportation and public works related items on the graph?

This graph shows resident perceptions of City service importance and satisfaction relative to each other.

It is important to note that most everything rates both as high importance and high in satisfaction.

Agreement with increased property taxes as a funding mechanism to improve or maintain City services is still above 50%, but has declined over time.

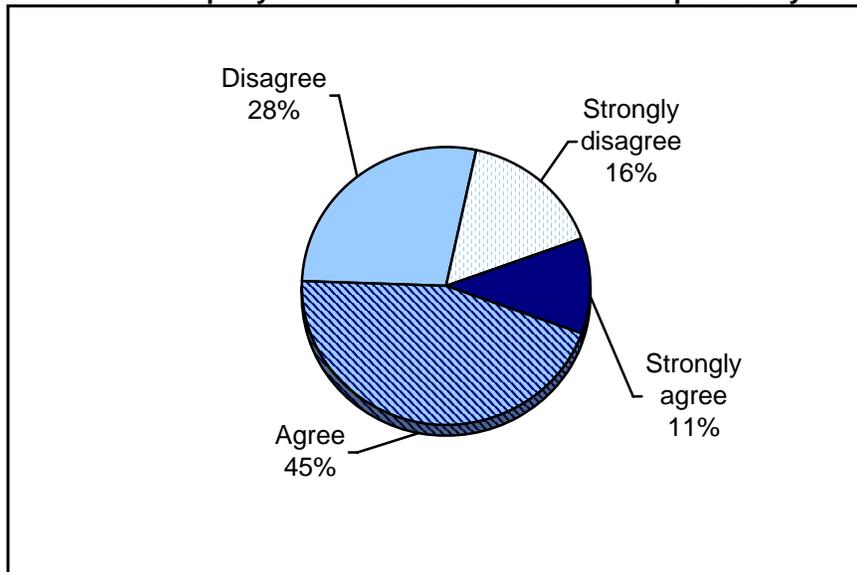
Figure 33: Balancing Satisfaction and Priorities



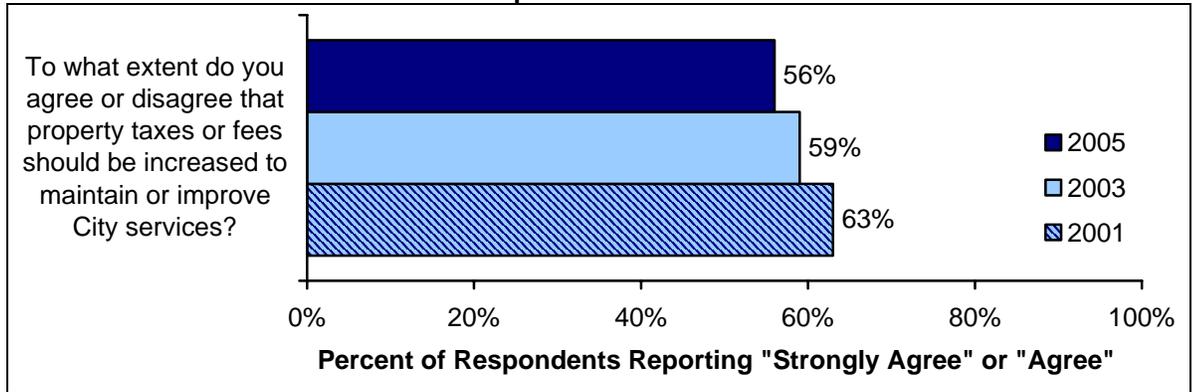
Property Taxes

When asked to what extent they agreed or disagreed that property taxes or fees should be increased to maintain or improve City services, 11% of respondents “strongly agreed” and 45% “agreed,” with just over half (56%) in agreement of this statement. About 3 in 10 respondents (28%) “disagreed” and 11% “strongly disagreed” that property taxes or fees should be increased to maintain or improve City services. The question was asked differently in 2005 than in 2001 or 2003, so the comparison across years required a calculation.

Agreement with Property Tax Increases to Maintain or Improve City Services



**Agreement with Property Tax Increases to Maintain or Improve City Services
Compared Over Time****



***The surveys in 2001 and 2003 provided a list of 14 (2001) to 17 (2003) City services and asked residents how much they agreed or disagreed with a property tax increase to maintain or improve each service. The 2005 survey asked simply whether residents agreed or disagreed that property taxes should be increased to maintain or improve services in general. Though the data are not directly comparable, the "agree" and "strongly agree" responses were summed for each service in 2001 and 2003, and then an average across the set of services in the two years was calculated. This average is shown in the comparison chart above.*

City Government

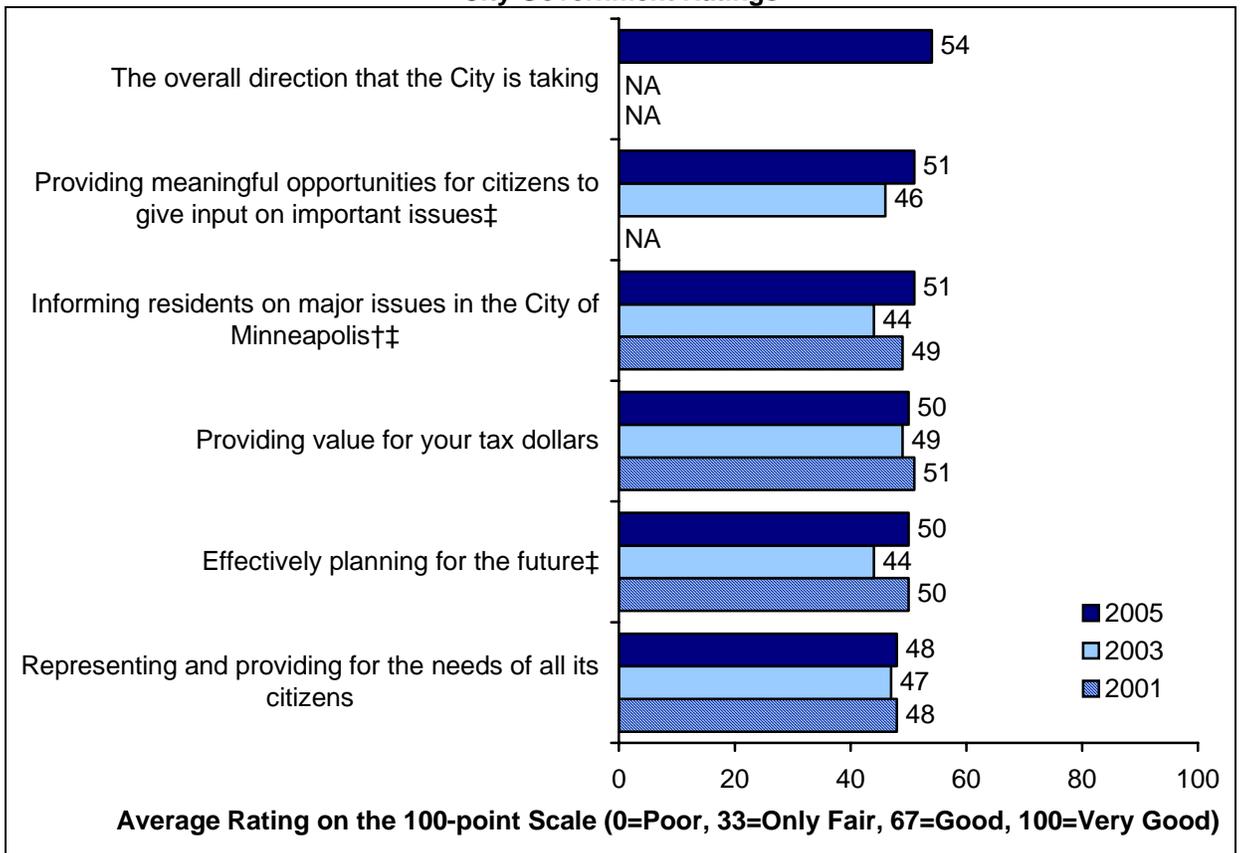
Minneapolis residents responding to the survey were asked to give their opinions on how they felt the City governs by rating various statements about City government on a "very good" to "poor" scale. Six in ten respondents felt that the overall direction the City was taking was at least "good" and 49% rated the government as "good" or "very good" at representing and providing for the needs of all its citizens. About half of respondents rated City government as "good" or "very good" at providing meaningful opportunities for citizens to give input on important issues, informing residents on major issues in the City of Minneapolis, providing value for your tax dollars and effectively planning for the future.

City Government Ratings

Now I'd like your opinion on how you feel the City governs. How would you rate Minneapolis City Government on...?	Very good	Good	Only fair	Poor	Total	Average Rating (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)
The overall direction that the City is taking	9%	53%	28%	10%	100%	54
Providing meaningful opportunities for citizens to give input on important issues	11%	44%	33%	12%	100%	51
Informing residents on major issues in the City of Minneapolis	12%	44%	31%	13%	100%	51
Providing value for your tax dollars	9%	45%	32%	14%	100%	50
Effectively planning for the future	9%	45%	34%	12%	100%	50
Representing and providing for the needs of all its citizens	8%	41%	37%	14%	100%	48

When converted to a 100-point scale, City government average ratings were between 48 and 54, or between "good" and "only fair." However, providing meaningful opportunities for citizens to give input on important issues, informing residents on major issues in the City of Minneapolis and effectively planning for the future received higher average ratings in 2005 than in 2003.

City Government Ratings



†Question wording differed between survey years.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

When compared to the nation, average ratings for “the overall direction that the City is taking,” “providing meaningful opportunities for citizens to give input on important issues” and “providing value for your tax dollars” were below the average. Comparisons to the nation for “effectively planning for the future,” “representing and providing for the needs of all its citizens” and “informing residents on major issues in the City of Minneapolis” were not available. Also, comparisons to select cities were not available.

Public Trust Ratings: Minneapolis and the National Database

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Good, 67=Good, 33=Only Fair, 0=Poor)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to National Database
Value for your tax dollars	50	106	110	5%	15+ Points Below the average
Opportunities to give input on important issues	51	96	96	1%	15+ Points Below the average
Overall direction the City is taking	54	103	108	6%	10-14 Points Below the average
Effectively planning for the future	50	NA	NA	NA	NA
Informing residents on major issues in the City of Minneapolis	51	NA	NA	NA	NA
Representing and providing for the needs of all its citizens	48	NA	NA	NA	NA

**Among cities that asked the question.*

Discrimination

About one in five respondents reported that they had experienced some type of discrimination in Minneapolis during the past 12 months, similar to previous survey years.

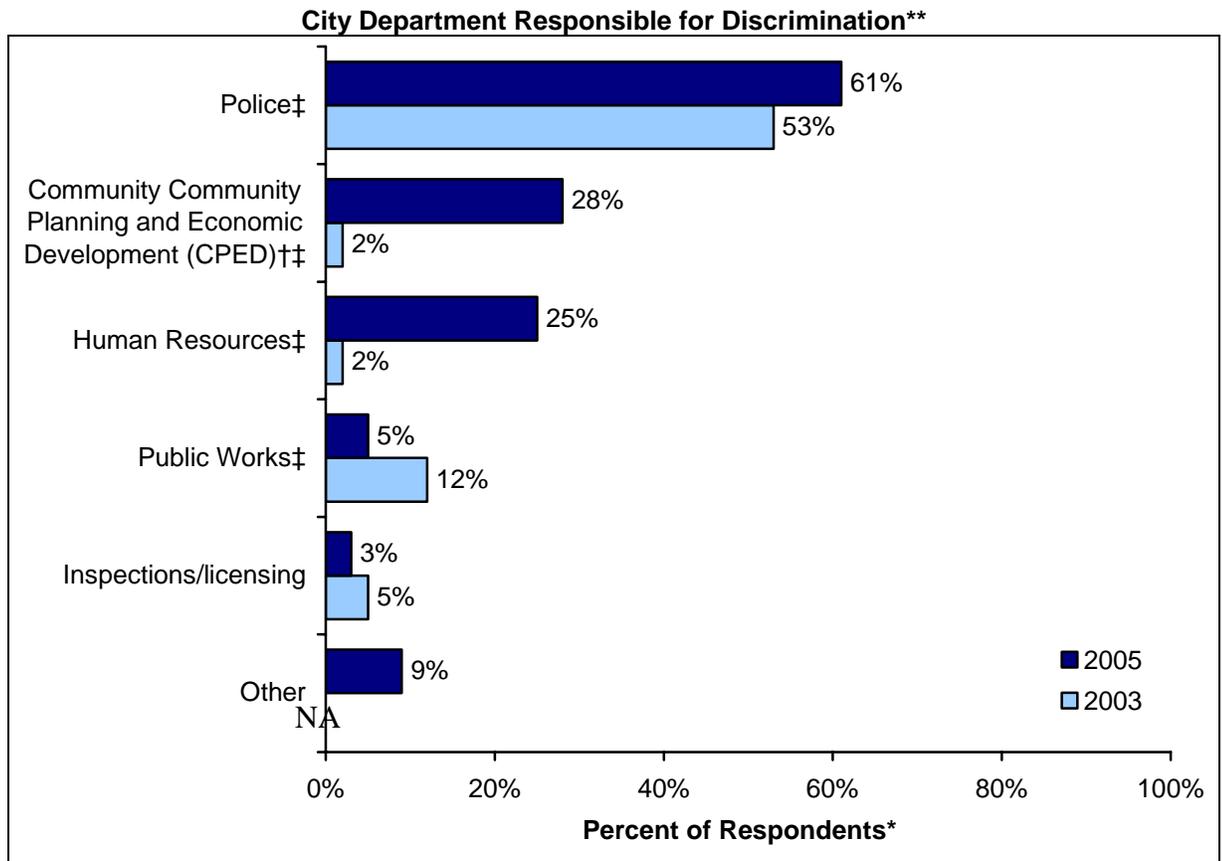
- For those respondents (19%) who reported experiencing discrimination within the last 12 months:
- About 1 in 10 respondents who reported experiencing discrimination said it was from "general public statements"
- Fewer than (3%) reported experiencing discrimination "on public transportation" and in "getting housing."
- The proportion of respondents reporting discrimination in "getting a job or at work" was 19% in 2005 versus 35% in 2003
- The percentage of respondents who reported discrimination "in dealing with the City" was significantly lower in 2005(12%) than in 2003 (35%)

Reason or reasons they felt discriminated against:

- 27% reported it was due to "economic status,"
- About a quarter of respondents reported "race or color" and
- Approximately one in five said "gender" or "ethnic background or country of origin."
- About 10% of respondents or fewer reported "social status," "language or accent," "age" and "disability."

Percent of respondents reporting in the survey discrimination in dealing with the City is down.

Respondents who reported experiencing discrimination "in dealing with the City" were reported involvement of the following departments:



-“Other” responses were not recorded and not available for analysis.

*Total may exceed 100% as respondents were able to choose more than one response.

**Asked only of respondents who said they experienced discrimination "in dealing with the City."

†Question wording differed between survey years (CPED is the successor to the MCDA). This question was not asked on the 2001 questionnaire.

‡Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

Summary of Transportation and Public Works Results

Neighborhood Perceptions and Image

When asked the extent to which they agreed or disagreed with various statements about their neighborhood, a majority of residents responding to the survey reported that they "agreed" or "strongly agreed" with each statement, with 85% agreeing that their neighborhood is clean and well-maintained. While about one in five respondents mentioned that they "disagreed" that street lighting in their neighborhood is adequate, that people in their neighborhood look out for one another and that their neighborhood has a good selection of stores and services that meet their needs, fewer than 5% "strongly disagreed" with these statements

The number of respondents to this question was 28. In 2003, 43 answered the same question.

Compared with 2003, public works is cited less often as the department responsible for discrimination.

Neighborhood perceptions of cleanliness and maintenance were high – 85% agreed or strongly agreed that their neighborhood was clean and well maintained.

79% of respondents agreed that street lighting in their neighborhood is adequate.

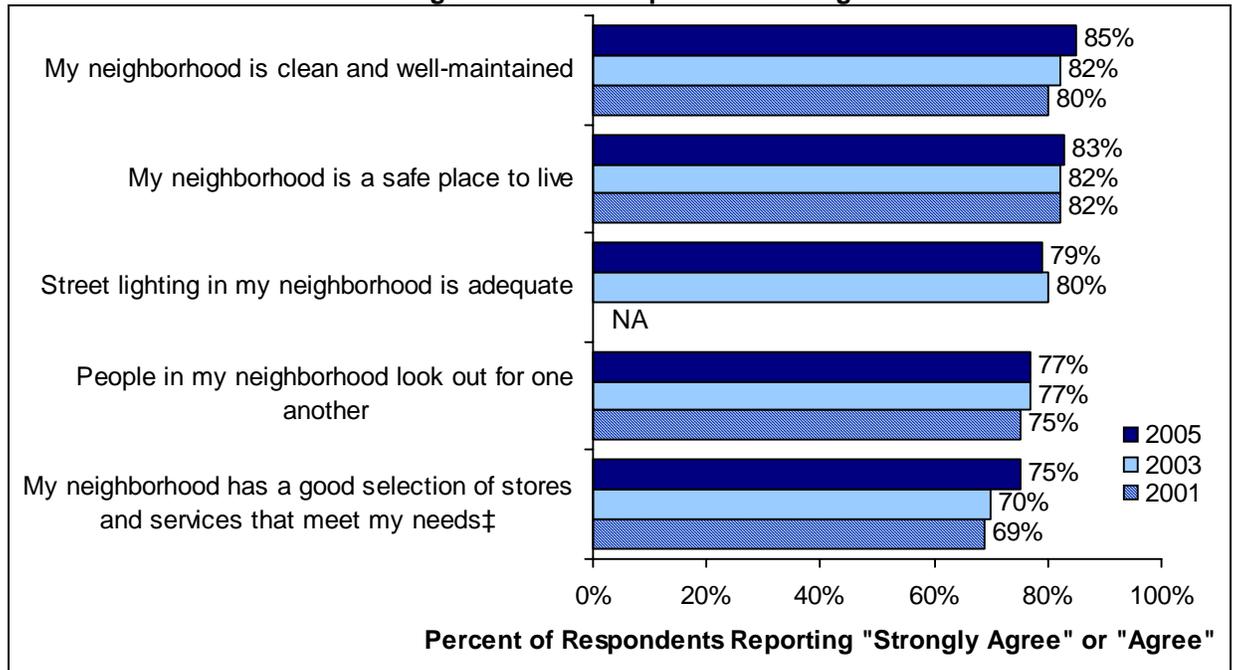
Each of these results varied significantly at the community level. See the appendix of the full report for comparisons.

Neighborhood Perceptions and Image

Now I'm going to read some statements. For each please tell me whether you strongly agree, agree, disagree or strongly disagree with each statement. What about...?	Strongly agree	Agree	Disagree	Strongly disagree	Total
My neighborhood is clean and well-maintained	23%	62%	13%	3%	100%
My neighborhood is a safe place to live	18%	65%	14%	3%	100%
Street lighting in my neighborhood is adequate	17%	62%	19%	3%	100%
People in my neighborhood look out for one another	20%	57%	20%	3%	100%
My neighborhood has a good selection of stores and services that meet my needs	23%	52%	21%	4%	100%

Most opinions about neighborhoods were similar in 2005 than in previous survey years. A higher proportion of respondents said that they “agreed” or “strongly agreed” that their neighborhood has a good selection of stores and services that meet their needs.

Neighborhood Perceptions and Image



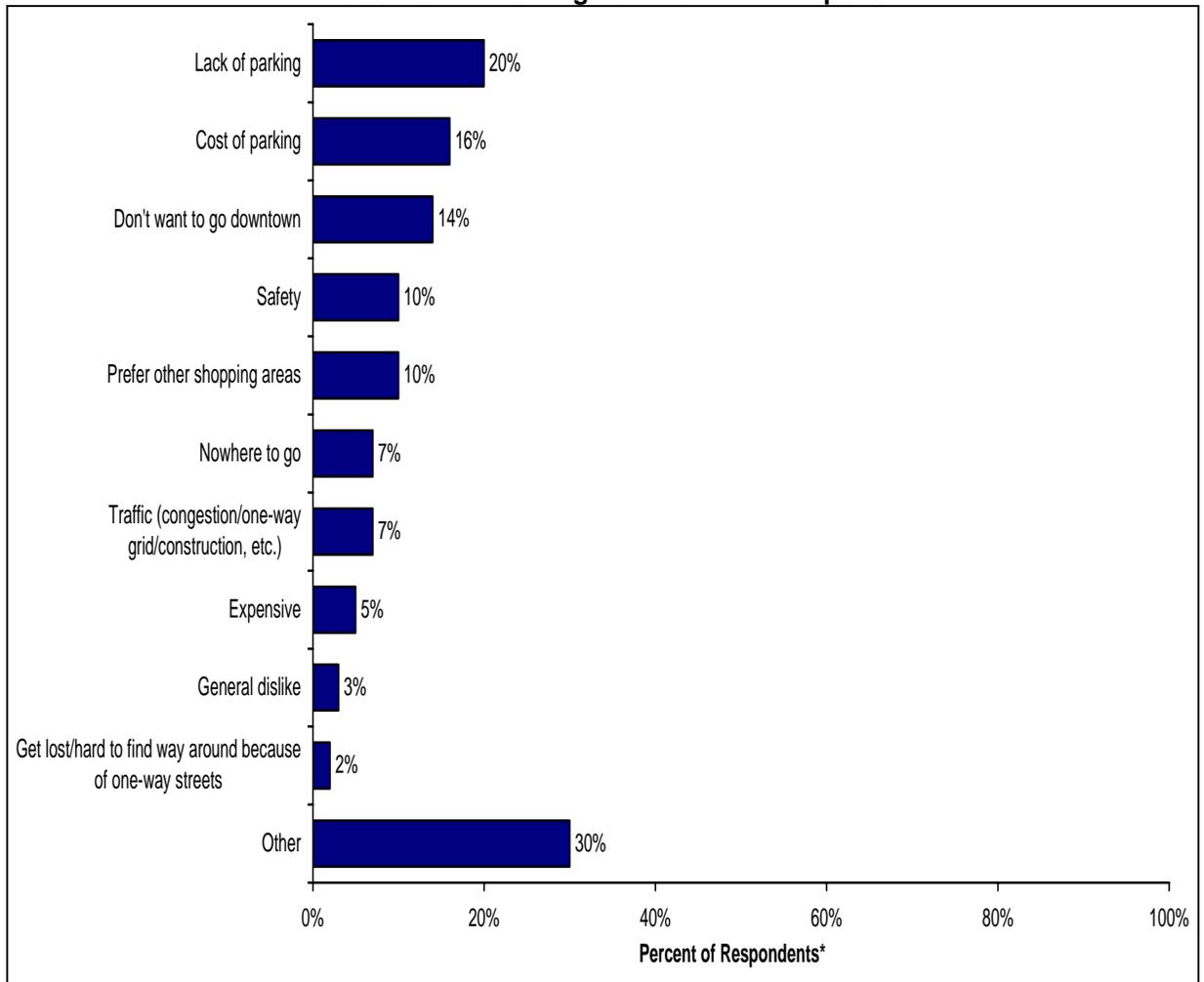
†Notes statistically significant differences between 2005 and 2003. (Significant at $p < .05$.)

Downtown Minneapolis

Those respondents who reported never going Downtown or only going once or twice in the last year were asked to give major reasons that kept them from spending more time in Downtown Minneapolis. One in five respondents said that the lack of parking was an issue, 16% said the cost of parking and 14% said they just don't want to go Downtown. Ten percent or fewer respondents mentioned other items (see Reasons for Avoiding Downtown Minneapolis on the next page).

Leading factor in not coming to downtown Minneapolis? Lack of parking and cost of parking; Lesser factors: traffic and one-way streets.

Reasons for Avoiding Downtown Minneapolis



-“Other” responses were not recorded and not available for analysis.

*Total may exceed 100% as respondents were able to choose more than one response.

Comparisons to prior year data on public works related factors are difficult because the question was re-worked to get more information from respondents.

Reasons for Avoiding Downtown Minneapolis*

What are the major reasons that keep you from spending more time Downtown?	2005	2003†	2001†
Lack of parking	20%	33%	29%
Cost of parking	16%		
Don't want to go Downtown	14%	NA	NA
Prefer other shopping areas	10%	16%	27%
Safety	10%	7%	15%
Traffic (congestion/one-way grid/construction, etc.)	7%	12%	
Nowhere to go	7%	15%	26%
Expensive	5%	10%	6%
General dislike	3%	NA	4%
Get lost/hard to find way around because of one-way streets	2%	NA	NA
Other	30%	28%	12%

-“Other” responses were not recorded and not available for analysis.

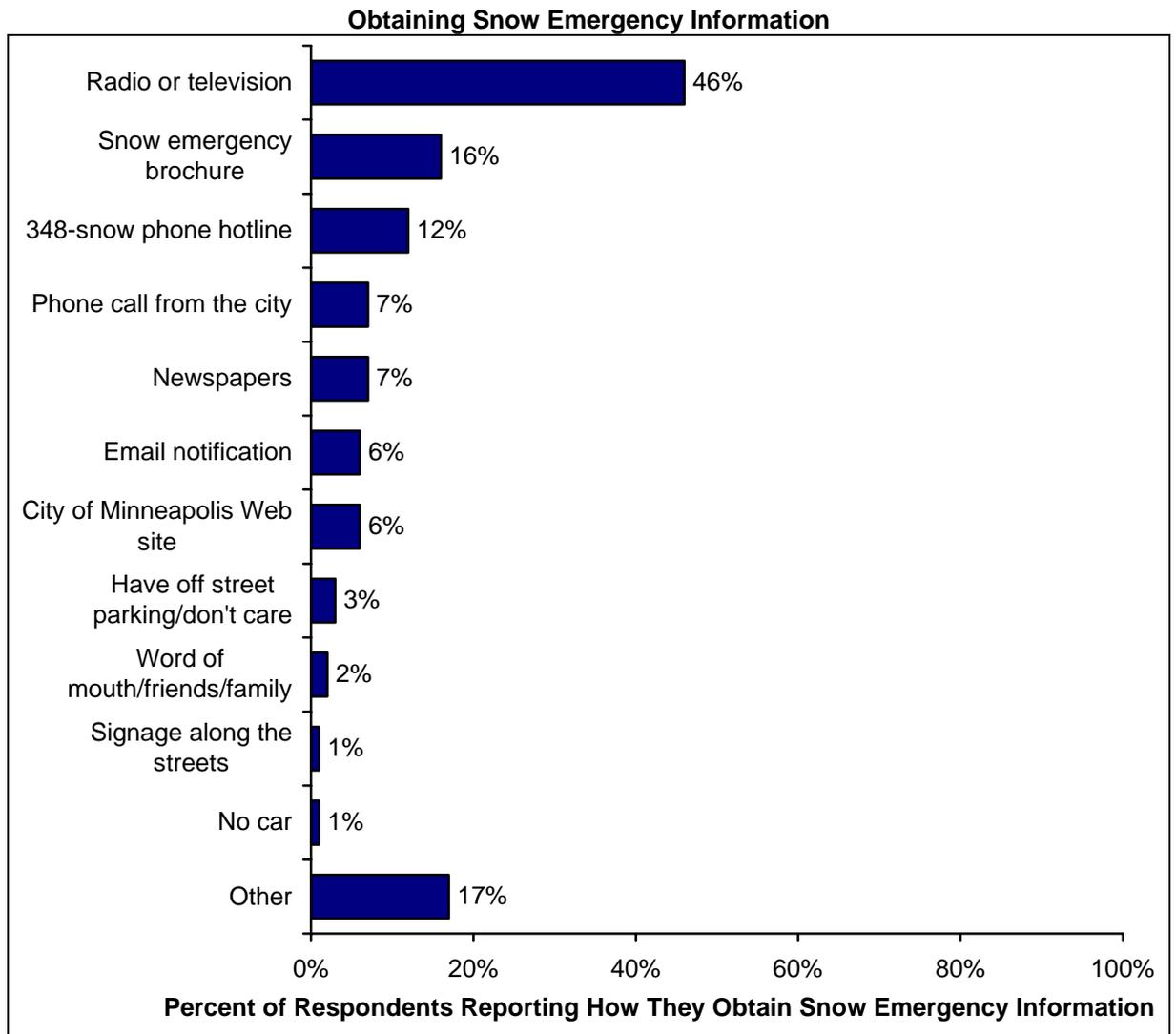
*Total may exceed 100% as respondents were able to choose more than one response.

†Some categories were combined in previous survey years.

Snow Emergency Information

Minneapolis residents were asked how they obtain snow emergency information. Almost half (46%) said that they obtain snow emergency information from radio or television, while 16% use a snow emergency brochure and 12% use the snow phone hotline. Each of the remaining specific resources was used by fewer than 10% of respondents.

Significant changes in the means of getting snow emergency information are seen when comparing results across time. Radio or television and the snow emergency brochure led the pack.



-"Other" responses were not recorded and not available for analysis.

**Total may exceed 100% as respondents were able to choose more than one response.*

When compared to previous survey years, the percent of respondents who reported using each snow emergency information resource was significantly lower for almost every resource mentioned in 2005 than in previous years. However, the question was asked significantly differently in 2005 than previous years. The response options in 2005 were not read aloud, and respondents were permitted to identify as many as came to mind during the survey. In previous years, each option (based on a list similar to the one used in 2005) was read aloud, prompting respondents to reflect on each choice. In addition, in 2005, respondents were asked how they get information, while in previous years, respondents were asked about their preferred method for retrieving snow emergency information. In previous years, respondents typically indicated more information sources than in 2005. Though the core topic is similar across the years, the questions have limited comparability.

Comparisons on this question over time are difficult since respondents cited different things each year.

Obtaining Snow Emergency Information

How do you get snow emergency information?	2005	2003†	2001†
Radio or television	46%	84%	90%
Snow emergency brochure	16%	48%	56%
348-snow phone hotline	12%	57%	66%
Newspapers	7%	40%	46%
Phone call from the City	7%	NA	NA
City of Minneapolis Web site	6%	39%	49%
Email notification	6%		
Have off street parking/don't care	3%	4%	0%
Word of mouth/friends/family	2%	NA	NA
Signage along the streets	1%	68%	73%
No car	1%	3%	2%
Other	17%	2%	0%

-“Other” responses were not recorded and not available for analysis.

†Some categories were combined in previous survey years.

Snow emergency and snow fall information for comparison to the results above

The results relating to snow emergency information are likely influenced by the number of snow emergencies experienced by respondents, the time frame the survey was conducted relative to the snow season, and the snow fall in that year:

Snow Emergency Information by Calendar Year

Calendar Year	Total inches of snow	Number of snow emergencies
2001	53.3	4
2003	54.6	3
2005	55.8	3

Snow Emergency Information by Snow Season

Most recent snow season to phone interviews	Total inches of snow	Number of snow emergencies
2001-2002	66	3
2002-2003	34.1	2
2005-2006 (through January)	30.8	1

Time Frame for Survey out in the field

Results from	Months for calls	Comments from Public Works
2001	November to January	27 inches of snow and 2 snow emergencies
2003	September to October	This is in the fall and between snow seasons
2005	November to January	31 inches of snow and 1 snow emergency

Comparing Transportation and Public Works Services with other Jurisdictions

The City of Minneapolis received average ratings higher than the national database for repairing streets and alleys and keeping streets clean. The City was ranked first for repairing streets and alleys when compared with average ratings given by select cities. A comparison to rating given by select cities for keeping streets clean was not available.

All public works services where comparisons are available rate favorably to the national database and to select cities.

Street Services: Minneapolis and the National Database

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Satisfied, 67=Satisfied, 33=Dissatisfied, 0=Very Dissatisfied)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to National Database
Repairing streets and alleys	58	63	195	68%	3-9 Points Above the average
Keeping streets clean	69	30	134	78%	3-9 Points Above the average

**Among cities that asked the question.*

Street Services: Minneapolis and Select Cities

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Satisfied, 67=Satisfied, 33=Dissatisfied, 0=Very Dissatisfied)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to Select Cities
Repairing streets and alleys	58	1	11	100%	10-14 Points Above the average
Keeping streets clean	69	NA	NA	NA	NA

**Among cities that asked the question.*

Quality drinking water received an average rating above the national database and was ranked second when compared to ratings given in select cities. The sewer service rating was similar to the national average and above the select cities average, with a second place ranking when compared to select cities.

Utility Services: Minneapolis and the National Database

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Satisfied, 67=Satisfied, 33=Dissatisfied, 0=Very Dissatisfied)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to National Database
Quality drinking water	69	11	48	79%	10-14 Points Above the average
Sewer services	70	45	109	60%	Similar to the average

**Among cities that asked the question.*

Utility Services: Minneapolis and Select Cities

	City of Minneapolis Average Rating on the 100-Point Scale (100=Very Satisfied, 67=Satisfied, 33=Dissatisfied, 0=Very Dissatisfied)	Minneapolis Rank*	Number of Jurisdictions for Comparison	City of Minneapolis Percentile	Comparison of Minneapolis Rating to Select Cities
Quality drinking water	69	2	7	86%	3-9 Points Above the average
Sewer services	70	2	6	83%	3-9 Points Above the average

**Among cities that asked the question.*