



# **MnDOT Omnibus Study 2010**

January, 2011

Prepared for MnDOT Market Research  
by Accora Research, Inc.

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# Executive Summary

## Introduction

MnDOT has conducted an annual Omnibus Study since 1987 (except 2007) to seek public opinions about transportation topics. Using a shared-cost omnibus survey provides the opportunity for MnDOT to efficiently and effectively measure residents' perceptions to serve as input to issues raised by various offices within the Department. Six different offices participated in this year's survey and topic areas included:

- Confidence in MnDOT's ability to do a good job at specific services,
- Satisfaction with MnDOT's maintenance performance in providing selected services and activities,
- Perceived level of trust in MnDOT,
- Satisfaction with availability of public transit in the community,
- Frequency of riding a bicycle, riding in outdoor situations and perceptions of factors that may encourage commuting by bicycle,
- Safe Routes to School,
- Awareness and understanding of the program "Toward Zero Deaths,"
- Awareness of Graduated Driver's Licenses and its special restrictions,
- Familiarity with MnDOT's Ombudsman Program and responsibilities of an Ombudsman,
- Support of a law for renewal of a driver's license at a certain age,
- Support for requiring headlights to be on at all driving times, and
- Proportion of telecommuters among those who are eligible to telecommute.

The most significant findings are presented below. Detailed findings are in the full report which follows.

## ***Public Confidence***

Overall, "Confidence" continues to show improvement after the drop in ratings in 2008. Although there weren't any significant increases for any of MnDOT's services in 2010, the Confidence rating for "Building Roads and Bridges" continued to improve with an increase of 4+ percent.

Confidence ratings continue to be lowest for "Providing alternative transportation options for the future" and "Developing a twenty-year plan for transportation throughout the state."

## ***Maintenance Performance***

MnDOT's maintenance "Performance" ratings improved for each of the services (some marginally). Performance ratings for two services increased significantly in 2010 - "Removing litter and trash by the roadside" and "Keeping road surfaces smooth and comfortable."

More than 70% of all respondents rated MnDOT's performance a 7 or higher on a 10-point scale for: "Making highway signs clearly readable," "Clearing roads of snow and ice," "Making road stripes and markings clearly visible," and "Clearing roads of debris."

## Executive Summary continued

### ***Trust in MnDOT***

MnDOT continues to have a relatively high level of trust. Eight in ten or more agree that “MnDOT can be relied upon to deliver Minnesota's transportation system,” “MnDOT does what is best for Minnesota” and that “MnDOT considers customer concerns and needs when developing transportation plans.” Seven in 10 or more agree that “MnDOT expands Minnesotans' transportation options by creating alternative means of travel,” and “MnDOT acts in a financially responsible manner.” Except for “expanding transportation options,” Greater MN tends to rate MnDOT higher than does the Metro area. The rating for the statement “MnDOT acts in a financially responsible manner” is significantly higher than in 2009.

### ***Satisfaction With Availability of Public Transit***

As may be expected, people in the Metro area are more likely to be satisfied with the availability of public transit than are those who live in Greater Minnesota. The reasons mentioned most often for not being satisfied are there isn't any public transit in the area or that its too limited, or the routes don't go far enough or frequent enough.

### ***Safe Routes to School***

Just over 7 in 10 households did not have a child in the household that attends grades Kindergarten through 8<sup>th</sup> grade. Of the households with children that attend K-8<sup>th</sup> grade, 70% ride the bus to school. The number is significantly higher than it was in 2005, the only other year that this was measured in the MnDOT Omnibus.

### ***Bicycle Safety / Bicycle Commuter Programs***

Half the respondents said that they “Never” rode a bicycle during the past biking season; 3% said that they rode “Every day.”

Almost three in 10 reported that they are rode a bicycle more often in the past year than they did two years ago. However, two in 10 indicated that they expect to ride less in the next two years.

Three factors which may encourage commuting to work by bike were selected by 60% or more of the riders who live close to their workplace; they were separate bike paths, bike lanes on roadways and secure bike storage at work.

More than 90% of riders try to avoid riding on roadways. They want separation from traffic with paved trails or marked bike lanes.

### ***Ombudsman Program***

Almost 3 in 10 respondents indicated that they were familiar with the title of an Ombudsman. The Metro area was more likely to be aware than Greater Minnesota. Only 4% of all respondents said that they were aware of MnDOT's Ombudsman Program prior to their interview.

## Executive Summary continued

### ***The following four topics were asked for DPS in Partnership with MnDOT***

#### ***Toward Zero Deaths***

One fourth of all respondents indicated that they had seen or heard of the “Toward Zero Deaths” program. Greater Minnesota was more likely to be aware than the Metro area.

#### ***Graduated Driver’s License***

Over half of all respondents were aware that a Graduated Driver’s License (GDL) included passenger restrictions and one third mentioned night time driving restrictions. Twenty percent of all households have a driver who has gotten, or about to get, a GDL.

#### ***Law That Sets an Age to Renew Driver’s License***

Three fourths said that they would support a law that sets an age at which drivers must renew their driver’s license every two years. One third believe the age should be younger than 75; and half believe it should be set at 75 years of age.

#### ***Vehicle Headlights on Law***

Eight in 10 said that they would support a law that requires vehicle headlights to be on at all driving times to reduce crashes.

#### ***Telecommuting***

Eight percent of all respondents “**who had a paying job last week**” indicated that they telecommute, that is, they work at places other than their normal workplace each month *Caution small sample. Only 40 respondents out of the ending sample of 800 indicated that they telecommute. Caution should be used when drawing conclusions about this group.*

A new question was added this year to identify respondents whose job doesn’t allow them to telecommute i.e. they are employed at workplaces such as a School, Factory, Health Care facility or Restaurant which requires them to be at the workplace in order to perform the functions of the job. Of the 58 eligible telecommuters identified, 40 said that they telecommute.

### **Background and Methodology**

All interviews were conducted using a computer assisted telephone interviewing system November 17 through December 13, 2010. Interviews were administered by a professional interviewer as in previous years. Results are representative of the state’s population and are projectable to the state as a whole and to the 8-County Metro (426 interviews) and Greater Minnesota (374 interviews) areas. Margin of error is  $\pm 3.5\%$  on the total base of 800 interviews at the 95% confidence level. A random digit dial calling sample was used to ensure that all households, including those with unlisted telephone numbers or those who recently moved, had the chance to participate. This was supplemented with a second, targeted age sample of 18 - 24 year olds to ensure that this age segment was properly represented. Respondents were screened to be 18 years of age or older and not work in a profession where knowledge of the research process or topic may present biased responses .

# Background and Methodology

- ▶ MnDOT has conducted an annual Omnibus Study since 1987 (except 2007)
- ▶ Six offices participated this year
- ▶ Computer Assisted Telephone Interviews (CATI) conducted November 17 through December 13, 2010
- ▶ Geographic quotas established to be representative of the state's population – 426 in the 8-County Metro area and 374 in Greater Minnesota
- ▶ Calling sample created to be proportionate to county population
- ▶ Respondents screened to be 18 years of age or older and not work in a profession where knowledge of the research process or topic may present biased responses

## Background and Methodology

- **All interviews were conducted using a computer assisted telephone interviewing system November 17 through December 13, 2010. Interviews were administered by a professional interviewer as in previous years. Results are representative of the state's population and are projectable to the state as a whole and to the 8-County Metro (426 interviews) and Greater Minnesota (374 interviews) areas. Margin of error is  $\pm 3.5\%$  on the total base of 800 interviews at the 95% confidence level. A random digit dial calling sample was used to ensure that all households, including those with unlisted telephone numbers or those who recently moved, had the chance to participate. This was supplemented with a second, targeted age sample of 18 - 24 year olds to ensure that this age segment was properly represented. Respondents were screened to be 18 years of age or older and not work in a profession where knowledge of the research process or topic may present biased responses .**

# 2010 Topics and Objectives

Objectives established to determine:

- ▶ Confidence in MnDOT's ability to do a good job at specific services,
- ▶ Satisfaction with MnDOT's maintenance performance in providing selected services and activities,
- ▶ Satisfaction with availability of public transit in the community,
- ▶ Perceived level of trust in MnDOT,
- ▶ Safe Routes to School,
- ▶ The frequency of riding an outdoor bicycle, riding in different types of outdoor situations and perceptions of different factors that may encourage commuting to work by bicycle,
- ▶ Awareness and understanding of the program "Toward Zero Deaths,"
- ▶ Awareness of Graduated Driver's Licenses and its special restrictions,
- ▶ Familiarity with the Ombudsman Program and responsibilities of an Ombudsman,
- ▶ Support of a law for renewal of a driver's license at a certain age,
- ▶ Support for requiring headlights to be on at all driving times, and
- ▶ Proportion of telecommuters among those who are eligible to telecommute.

# Summary of Key Findings

## ***Public Confidence***

Overall, “Confidence” ratings continue to show improvement after the drop in ratings in 2008.

There are no statistically significant differences in “Confidence” ratings for any of MnDOT’s services and activities ratings for 2010 as compared to 2009.

- The “Confidence” rating for “Building Roads and Bridges” increased 4+ percent, but it is not statistically significant. However, this rating continues to improve after its lowest rating in 2008.

The public’s “Confidence” rating continues to be lowest for the two services and activities which have the least visibility outside the department: “Providing alternative transportation options for the future such as commuter rail, high speed rail, non-stop coaches and so on” and “Developing a twenty-year plan for transportation throughout the state.”

## ***Maintenance Performance***

MnDOT’s “Performance” ratings improved for each of the services and activities (some marginally). Two services and activities - “Removing litter and trash by the roadside” and “Keeping road surfaces smooth and comfortable” - increased a statistically significant amount in 2010 when compared to 2009.

More than 70% of all respondents rate MnDOT’s performance for each of the following services and activities a 7 or higher on a 10-point job performance scale:

- Making highway signs clearly readable
- Clearing roads of snow and ice
- Making road stripes and markings clearly visible
- Clearing roads of debris

## ***Trust in MnDOT***

Seven in 10 or more agreed with each of the statements about MnDOT and its operating culture.

- Half or more of those who agree with each statement say that they “Agree somewhat,” rather than “Agree strongly.”

Greater Minnesota is more likely to rate MnDOT higher than the Metro area on two statements: “MnDOT can be relied upon to deliver Minnesota's transportation system” and “MnDOT considers customer concerns and needs when developing transportation plans.”

There is a statistically significant difference between the ratings in 2010 and 2009 for the statement “MnDOT acts in a financially responsible manner.”



## Summary of Key Findings continued

### ***Satisfaction With Availability of Public Transit***

As may be expected, people in the Metro area are more likely to be satisfied with the availability of public transit in their area than are those who live in Greater Minnesota.

The reasons mentioned most often for not being satisfied with public transit in their area included: there isn't any public transit in the area/the area is too rural for public transit; public transit is too limited in the area and the routes don't go far enough or frequent enough.

### ***Safe Routes to School***

Of the households with children that attend Kindergarten through 8<sup>th</sup> grade, 70% ride the bus to school. There are no differences between the Metro area and Greater Minnesota. These numbers represent almost a third of the households in MN; remaining do not have children in that age range.

Almost half the children in Kindergarten through Grade 2 get to school by a variety of modes – at times they either ride the bus, or ride in a car/car pool, or walk. This is significantly higher than in 2005.

### ***Bicycle Safety / Bicycle Commuter Programs***

Half the respondents (48%) said that they “Never” rode a bicycle during the past biking season; 3% said that they rode a bicycle “Every day.” Almost three in 10 reported that they rode more often in the past year than they did two years ago. However, two in 10 indicated that they expect to ride less in the next two years.

When asked which factors may encourage them to commute to work by bike, three factors were selected by more than half of the riders who live close to work: separate bike paths, bike lanes on roadways and secure bike storage at work.

## Summary of Key Findings *continued*

### ***Toward Zero Deaths***

Twenty three percent of all respondents indicated that they had seen or heard of the “Toward Zero Deaths” program. People in Greater Minnesota are more likely to be aware of the program than are those in the Metro area (29% versus 18%, respectively).

Of those aware, 70% reported where they saw information about the program rather than what they had heard about it.

However, one third indicated in some way that the program was intended to reduce deaths and accidents on the highways.

### ***Ombudsman Program***

Almost 3 in 10 respondents indicated that they were Somewhat or Very familiar with the title of an Ombudsman (29%). The Metro area was more likely to be aware than Greater Minnesota (33% compared to 25%).

Of those aware of the title of Ombudsman, one fourth (24%) describe the Ombudsman duties as an advocate for the people and two in 10 (19%) indicate that an Ombudsman is a liaison between public agencies and private companies/people.

Only 4% of all respondents indicated that they were aware of MnDOT’s Ombudsman Program prior to their interview. There was no difference between the two geographic areas.

### ***Graduated Driver’s License***

Just over half of all respondents were aware that a Graduated Driver’s License included passenger restrictions (52%) and one third (36%) mentioned night time driving restrictions. There were no noteworthy differences between the two geographic areas.

Twenty percent of all households indicated that they have a teen driver who has gotten, or is about to get, a Graduated Driver’s License.

### ***Law That Sets an Age to Renew Driver’s License***

Seven in 10 respondents (70%) believe that there should be a set age at which older drivers must renew their driver’s license every two years. Almost three fourths (73%) said that they would Support somewhat or Support strongly such a law.

One third (31%) indicate the age should be set at younger than 75; and almost half (46%) think it should be set at 75 years of age.

### ***Vehicle Headlights on Law***

Almost eight in 10 (78%) said that they would Support somewhat or Support strongly a law that requires vehicle headlights to be on at all driving times in order to reduce crashes.

## Summary of Key Findings continued

### ***Telecommuting***

Eight percent of all respondents who had a paying job last week indicated that they telecommute, that is, they sometimes work at places other than their normal workplace each month.

*Caution small sample. Only 40 respondents out of the ending sample of 800 indicated that they telecommute. Caution should be used when drawing conclusions about this group.*

A new question was added this year to identify respondents whose job, or job function, does not allow them to telecommute i.e. they are employed at workplaces such as a School, Factory, Health Care facility or Retail/Restaurant. This identified the number of people eligible to telecommute; defined as people who had paying jobs last week and worked at a job that does not require them to be at the workplace in order to perform the functions of the job. Only 58 respondents throughout the state were identified as eligible telecommuters; and of these, 40 indicated that they telecommute.

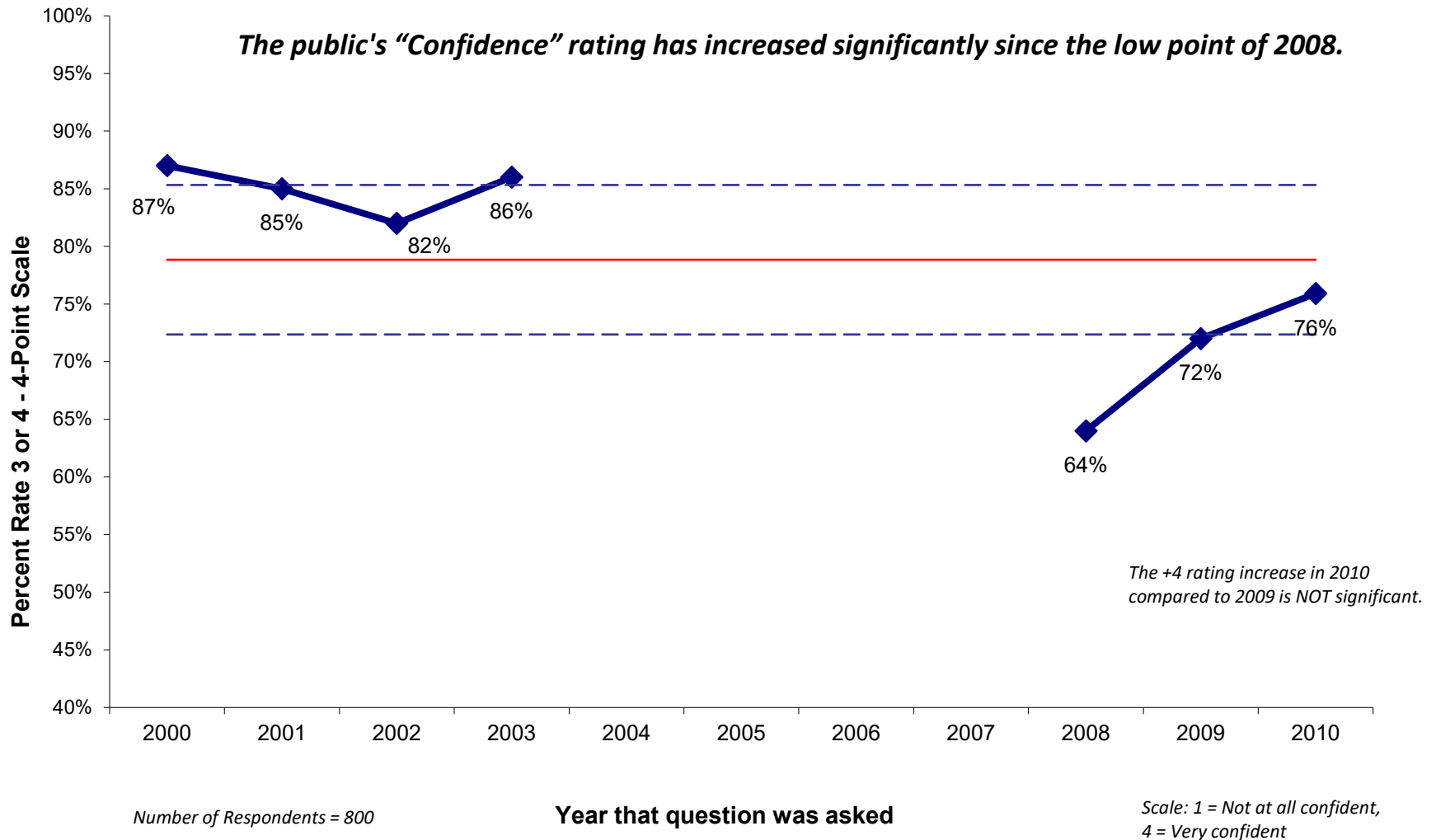
## Public Confidence – Key Findings

- Overall, “Confidence” ratings continue to show improvement after the drop in ratings in 2008.
- There were no statistically significant differences in “Confidence” ratings for any of MnDOT’s services and activities ratings for 2010 as compared to 2009.
  - The “Confidence” rating for “Building Roads and Bridges” increased 4+ percent which represents a nice increase, but it is not statistically significant. However, this rating continues to show positive improvement after it’s lowest rating in 2008.
- The public’s “Confidence” rating continues to be lowest for the two services and activities which tend to have the least amount of visibility with the public, but probably have the most impact on them: “Providing alternative transportation options for the future such as commuter rail, high speed rail, non-stop coaches and so on” and “Developing a twenty-year plan for transportation throughout the state.”

# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

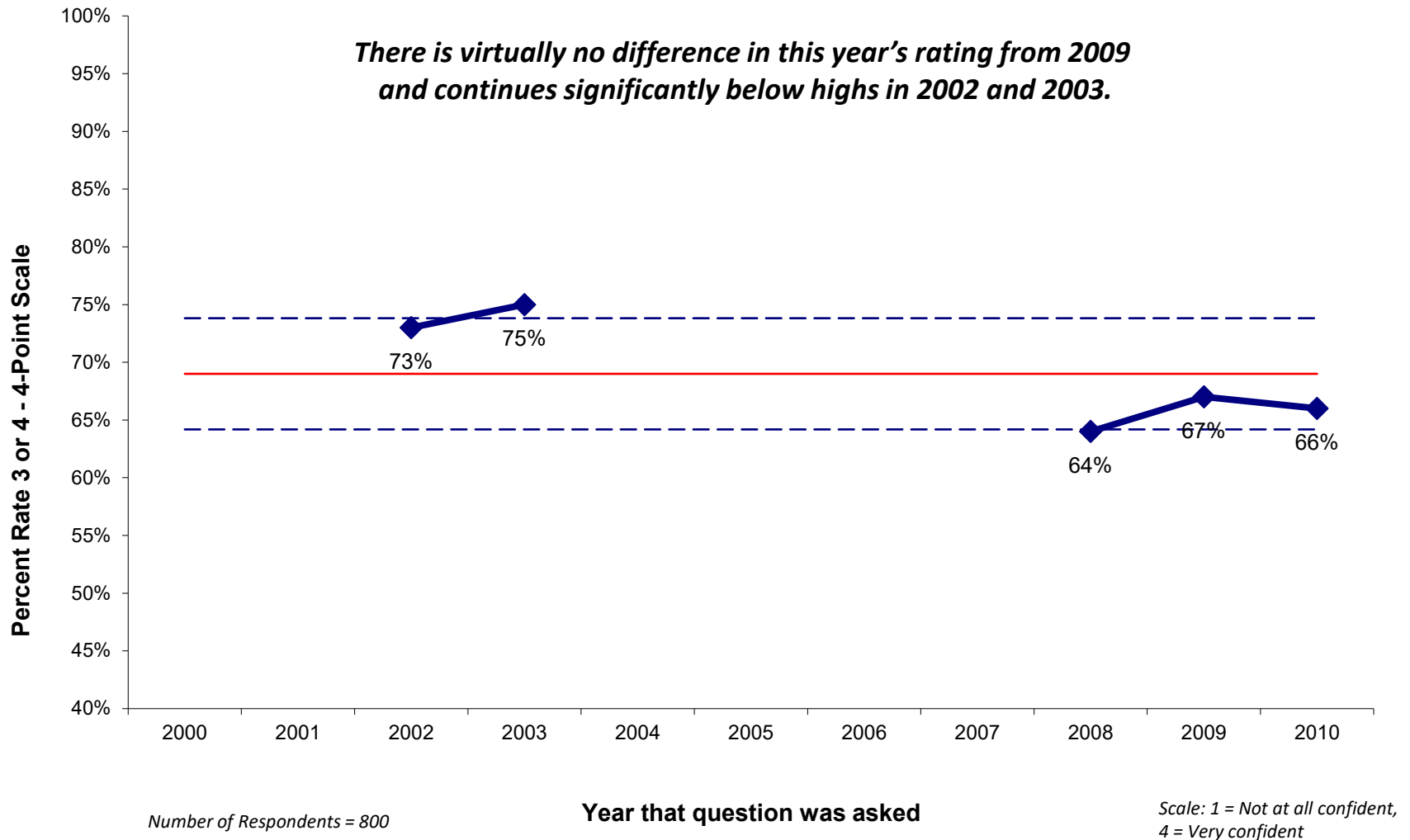
## Building Roads and Bridges



# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

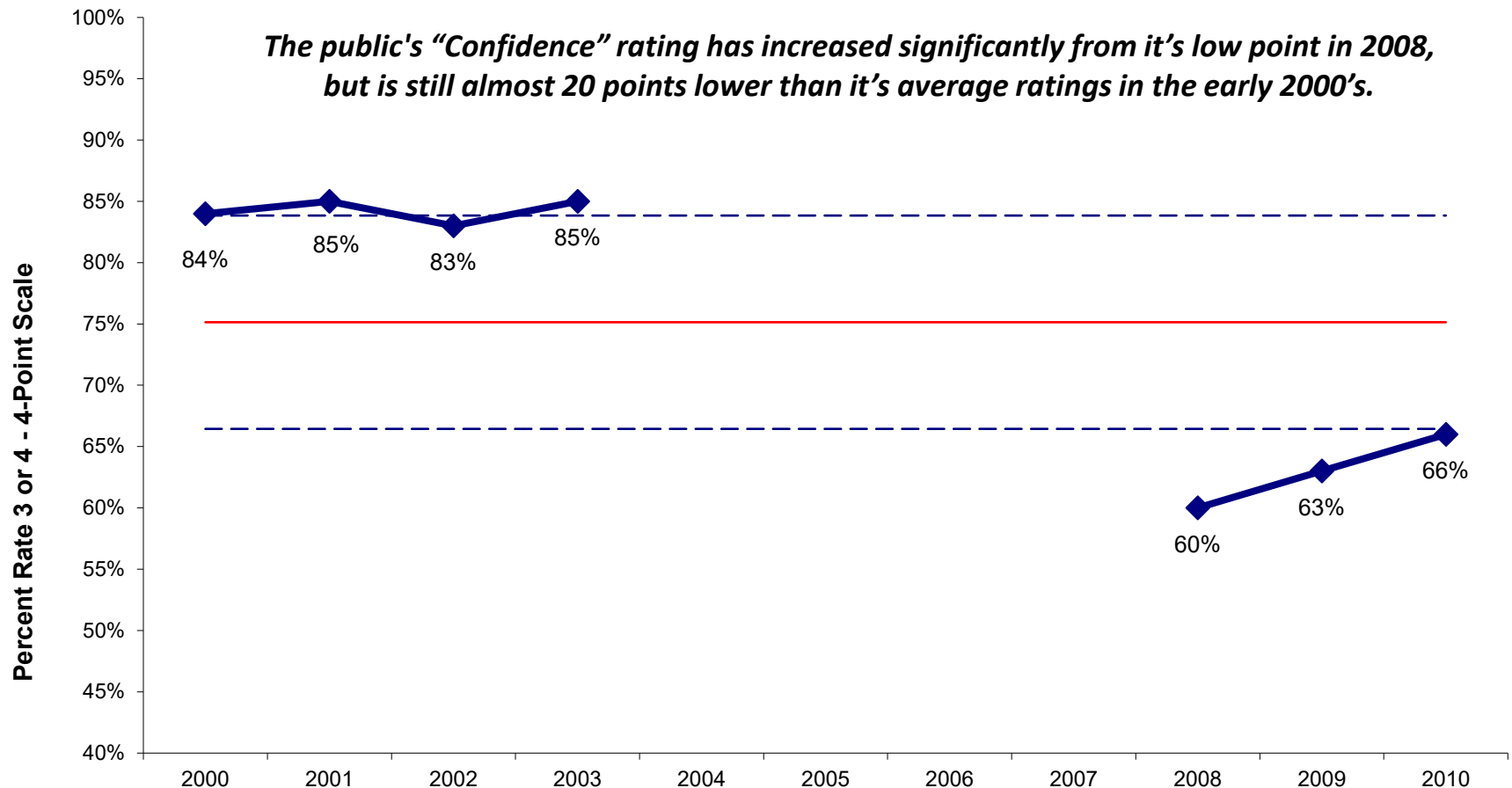
## Providing Reliable Communication



# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

## Maintaining Roads and Bridges



Number of Respondents = 800

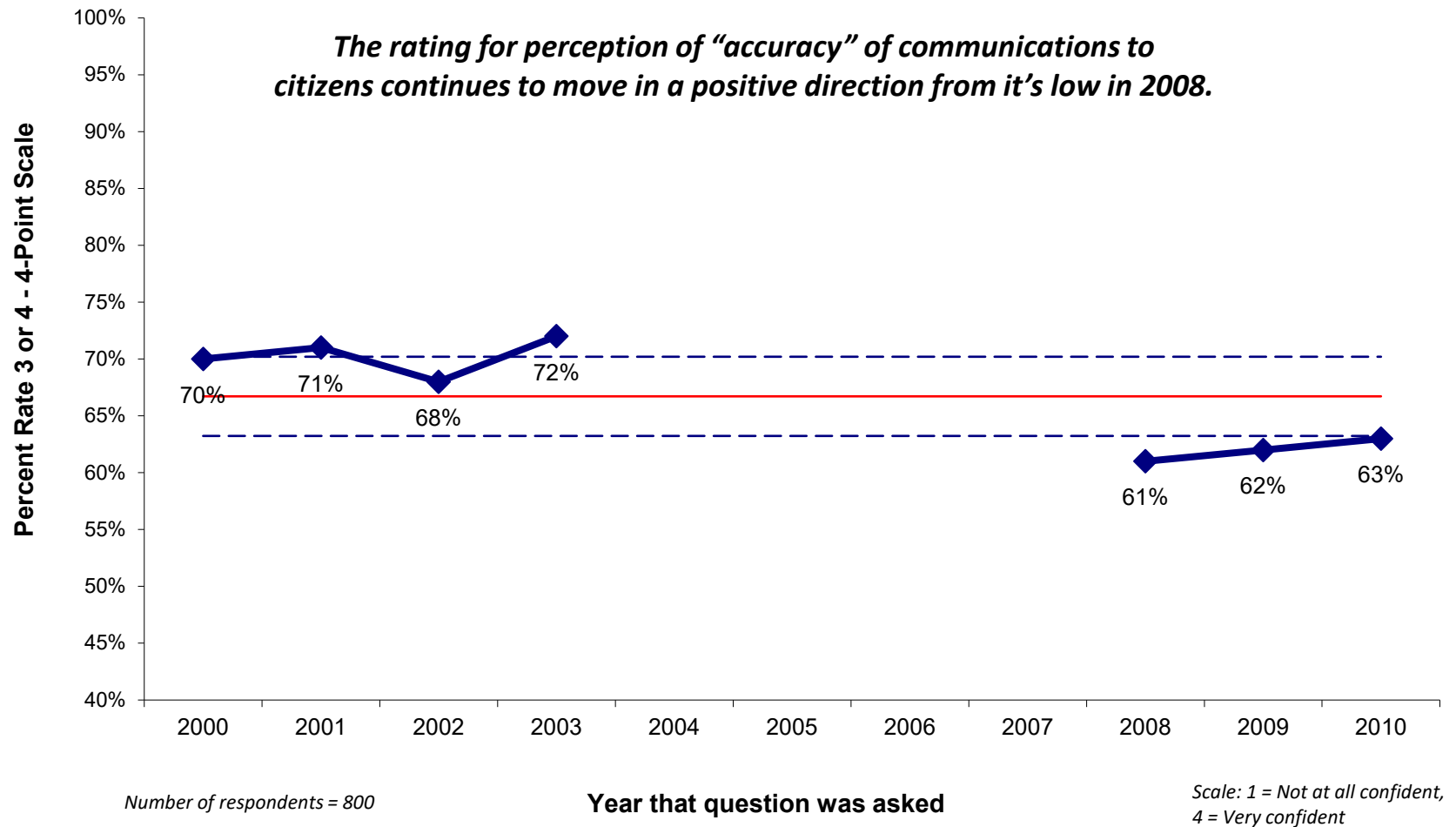
Year that question was asked

Scale: 1 = Not at all confident,  
4 = Very confident

# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

## Communicating Accurate Information to Minnesota Citizens About Their Transportation Plans and Projects

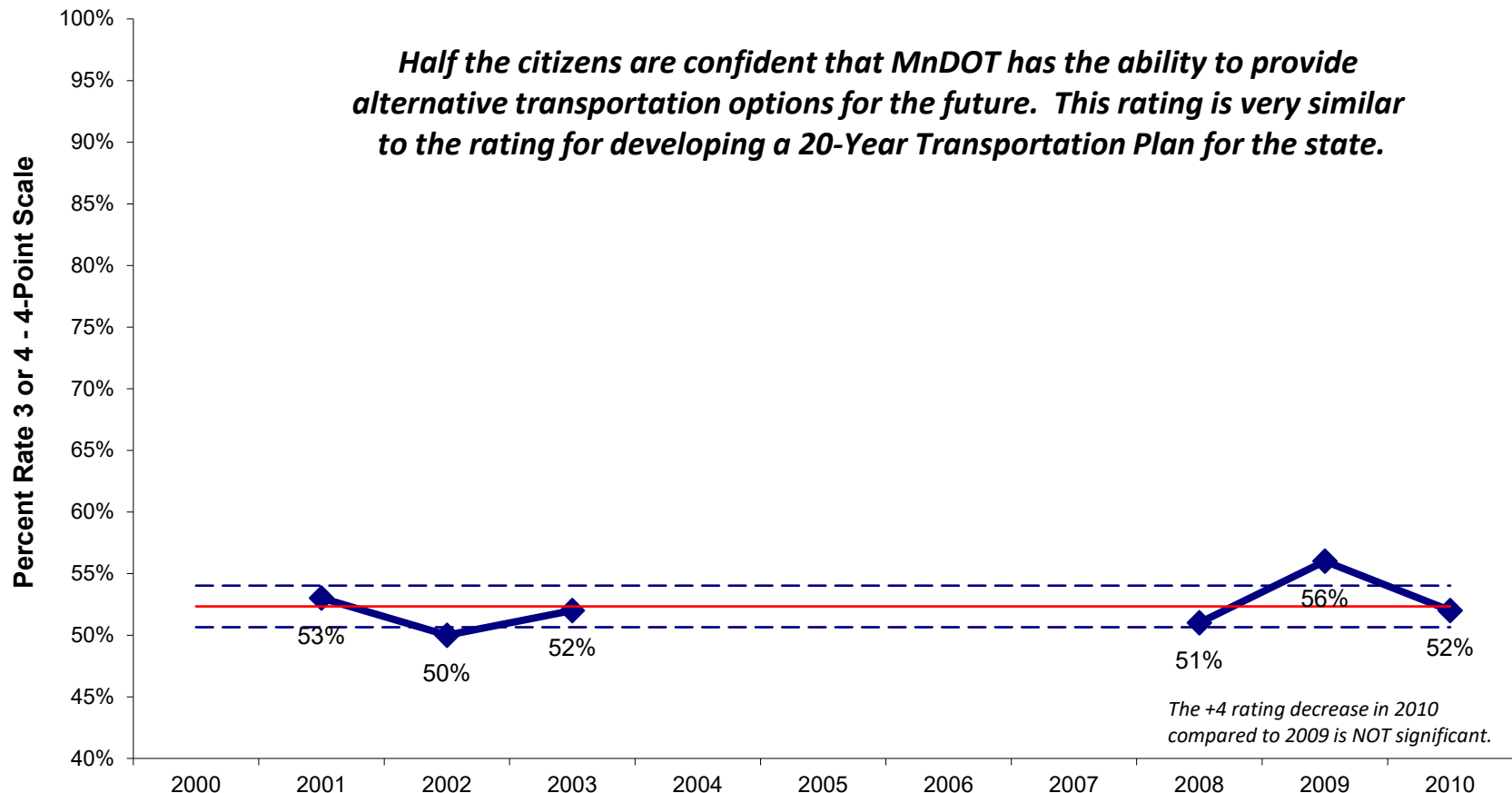




# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

**Providing Alternative Transportation Options for the Future  
such as Commuter Rail, High Speed Rail, Non-stop Coaches and so on**



Number of respondents = 800

Year that question was asked

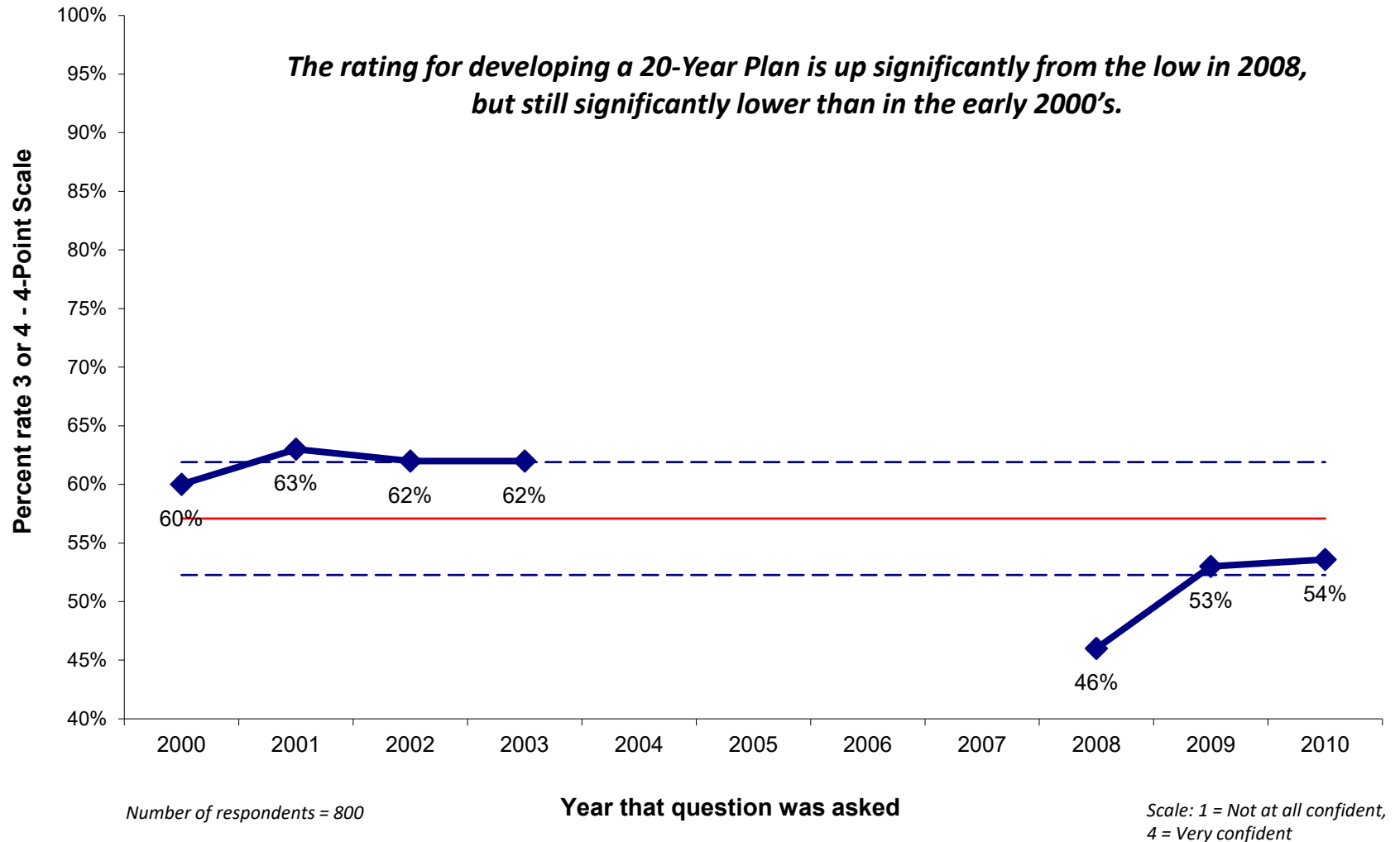
*The +4 rating decrease in 2010 compared to 2009 is NOT significant.*

Scale: 1 = Not at all confident,  
4 = Very confident

# Public Confidence

Q1. How CONFIDENT are you today in MnDOT's ability to do a good job at...?

## Developing a Twenty-Year Plan for Transportation Throughout the State



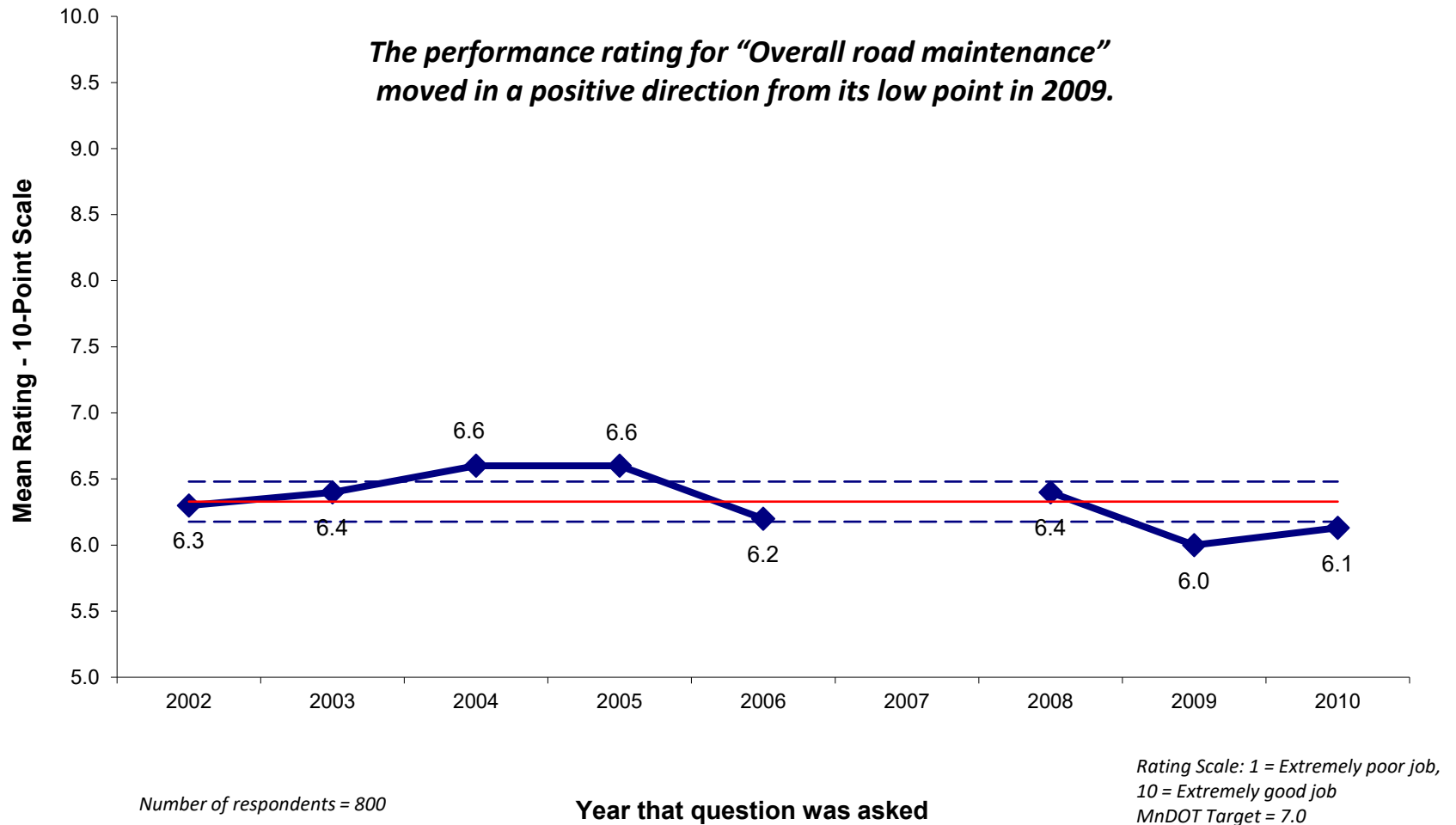
## Maintenance Performance – Key Findings

- Satisfaction ratings with MnDOT’s “Performance” of several services and activities improved in 2010. Statewide ratings for “Removing litter and trash by the roadside” and “Keeping road surfaces smooth and comfortable” – did increase a statistically significant amount when compared to 2009.
- More than 70% of all respondents rate MnDOT’s performance in each of the following services and activities a 7 or higher on a 10-point job performance scale:
  - Making highway signs clearly readable
  - Clearing roads of snow and ice
  - Making road stripes and markings clearly visible
  - Clearing roads of debris

# Maintenance Performance

*My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?*

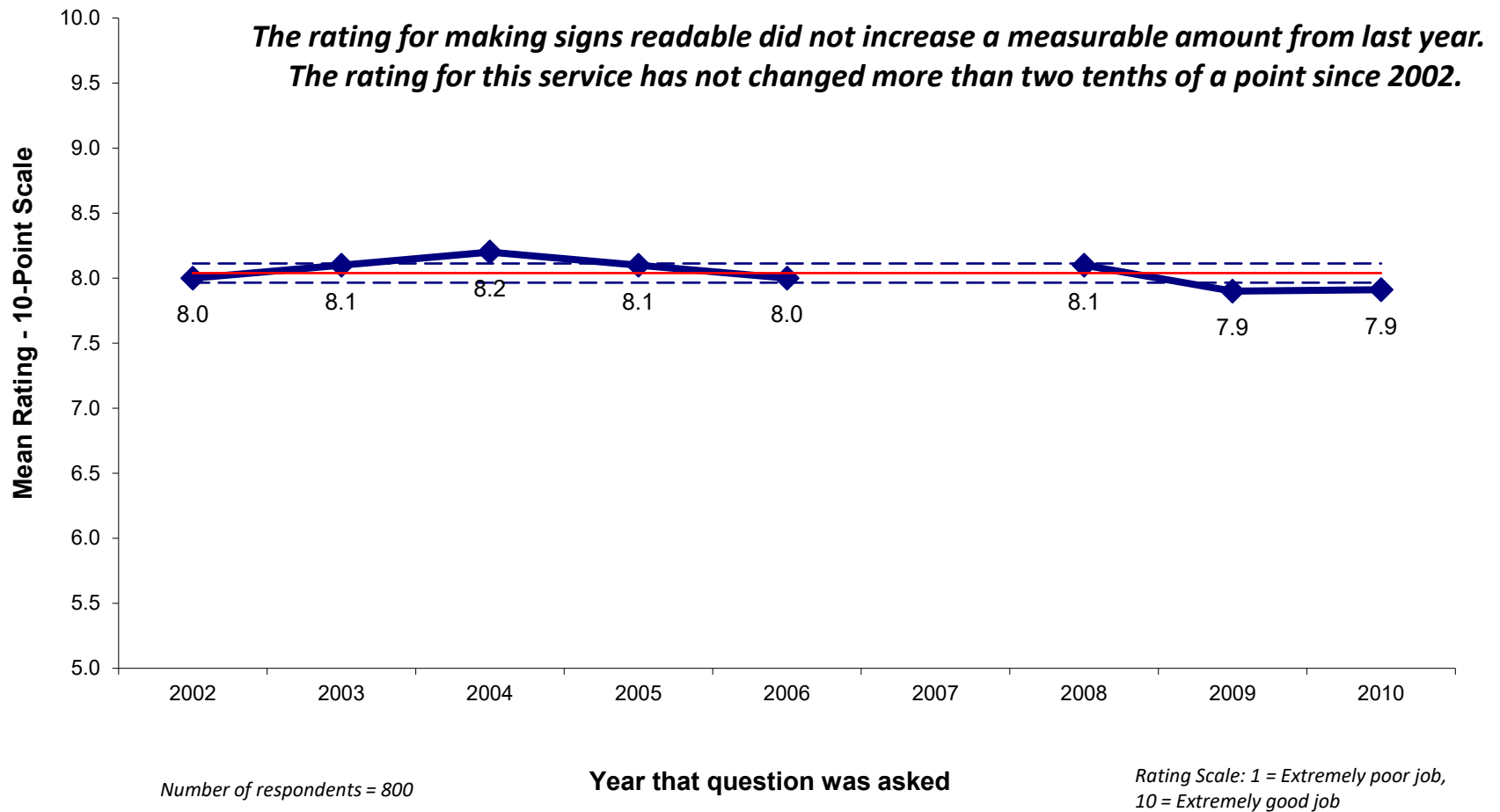
## Overall Road Maintenance



# Maintenance Performance

My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?

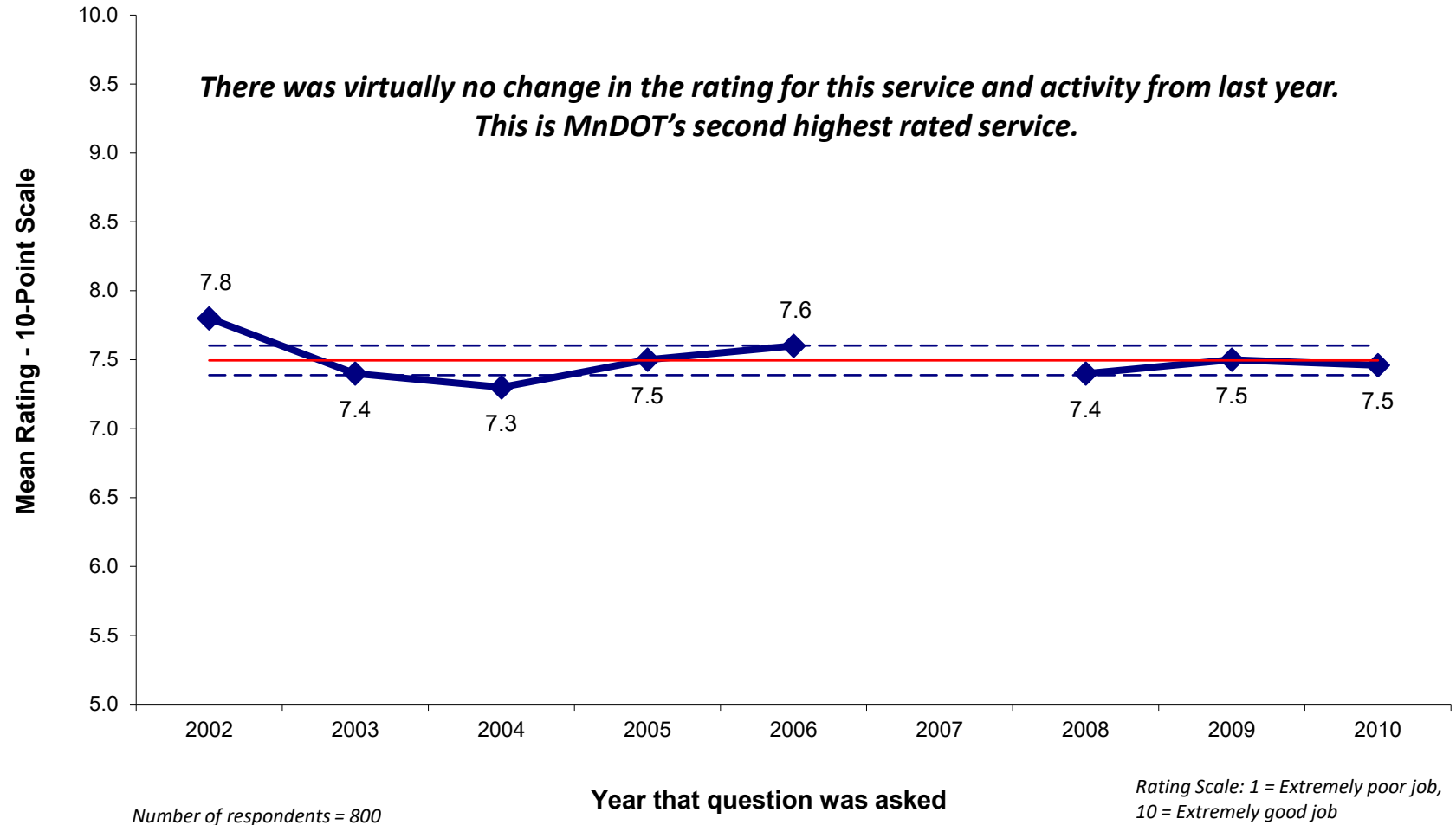
## Making Highway Signs Clearly Readable



# Maintenance Performance

My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?

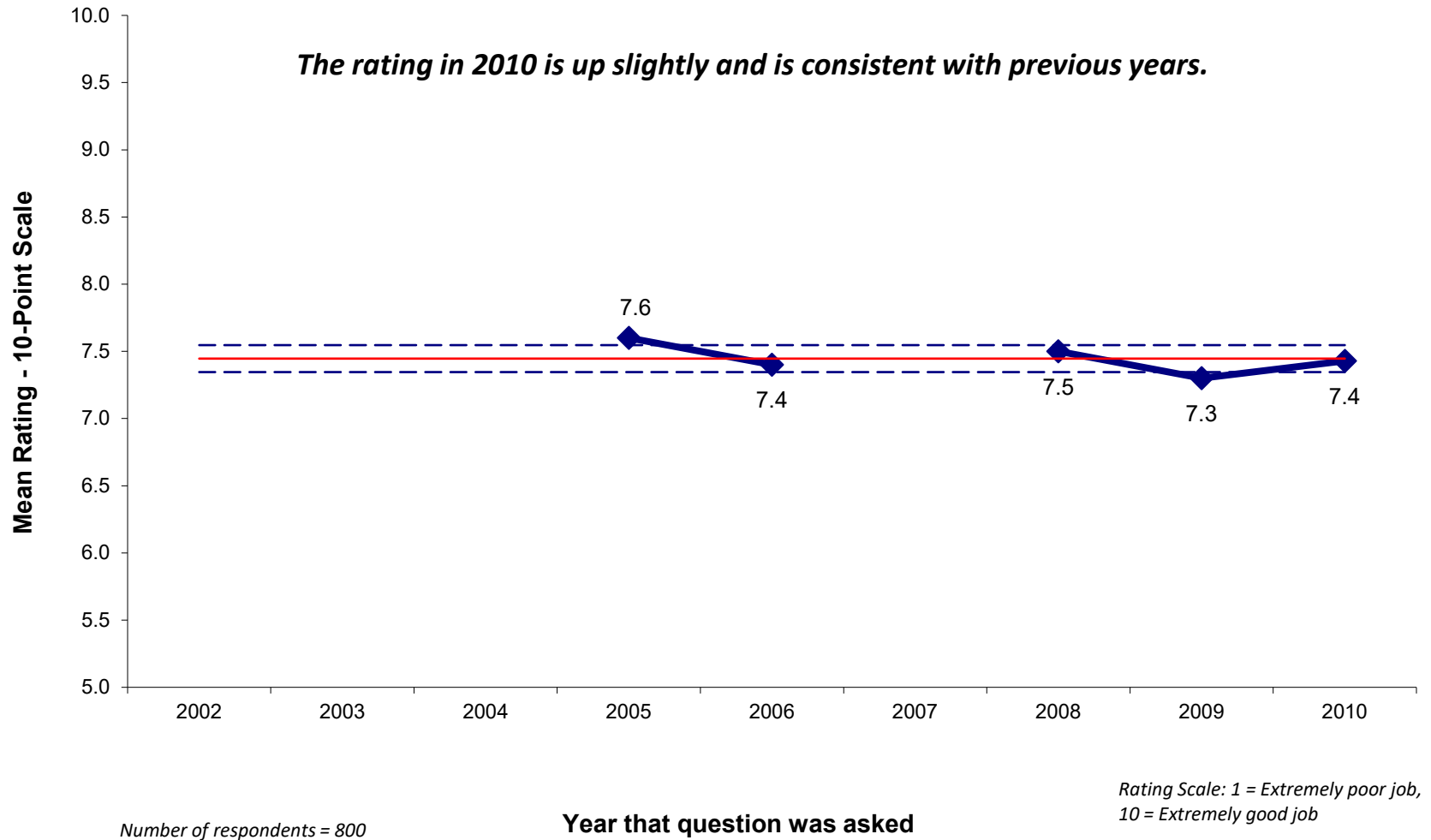
## Clearing Roads of Snow and Ice



# Maintenance Performance

My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?

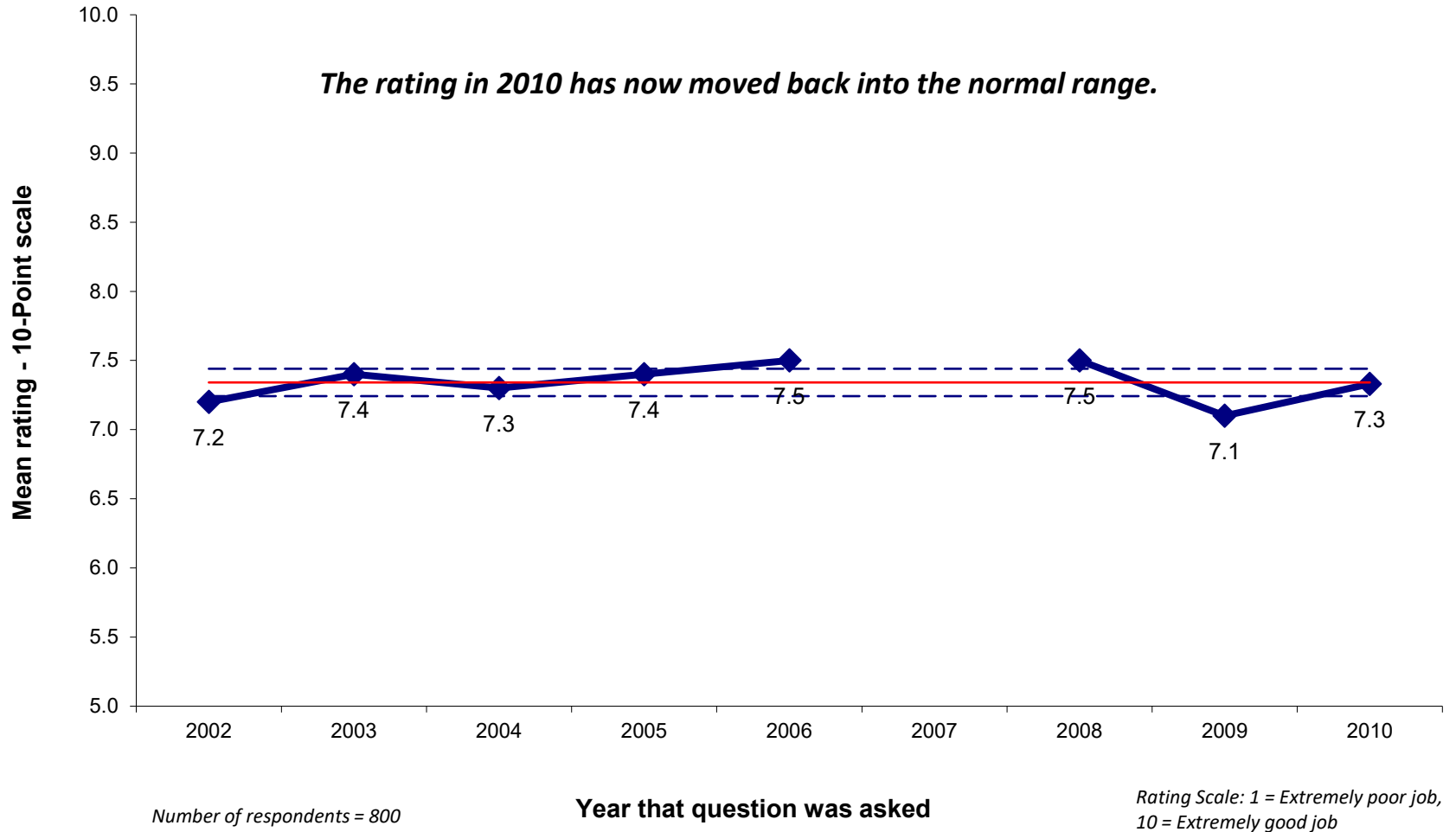
## Clearing Roads of Debris



# Maintenance Performance

*My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?*

## Making Road Stripes and Markings Clearly Visible



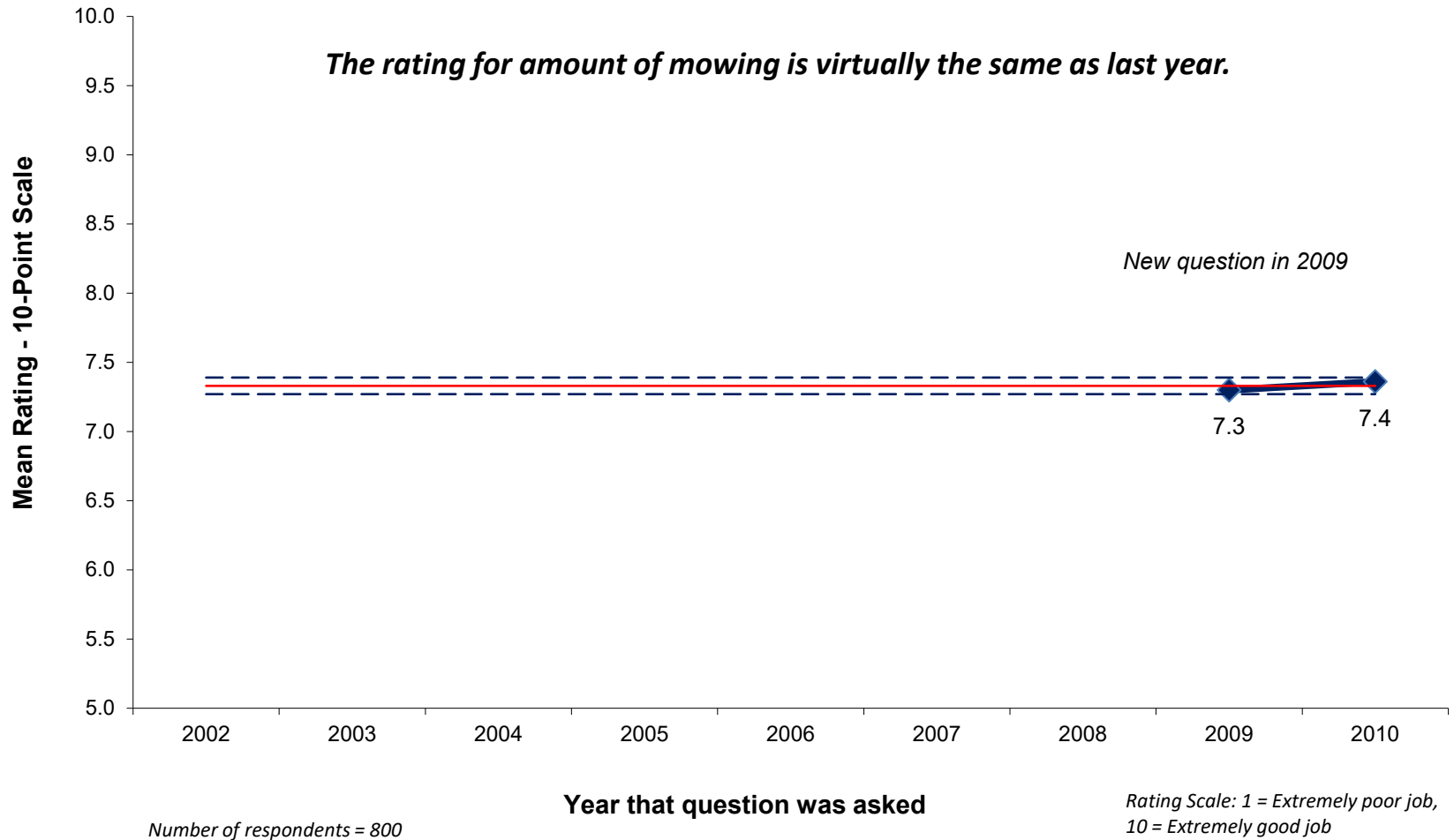


## Maintenance Performance

My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?

(amount of mowing on Interstates 35 – including 35W and 35E; 90 and 94, as well as 394, 494 and 694)

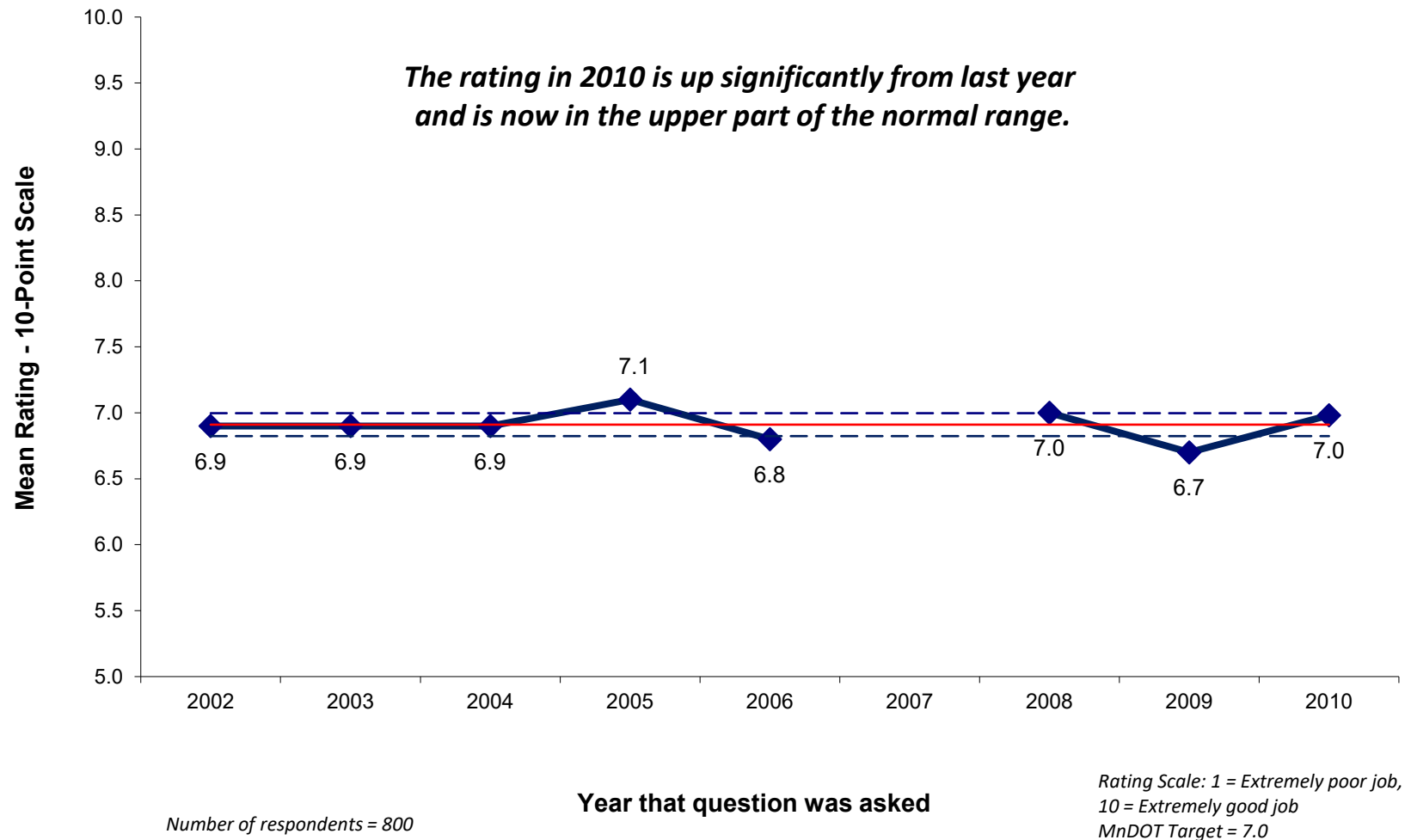
### Amount of Mowing on Interstate Highways



# Maintenance Performance

*My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?*

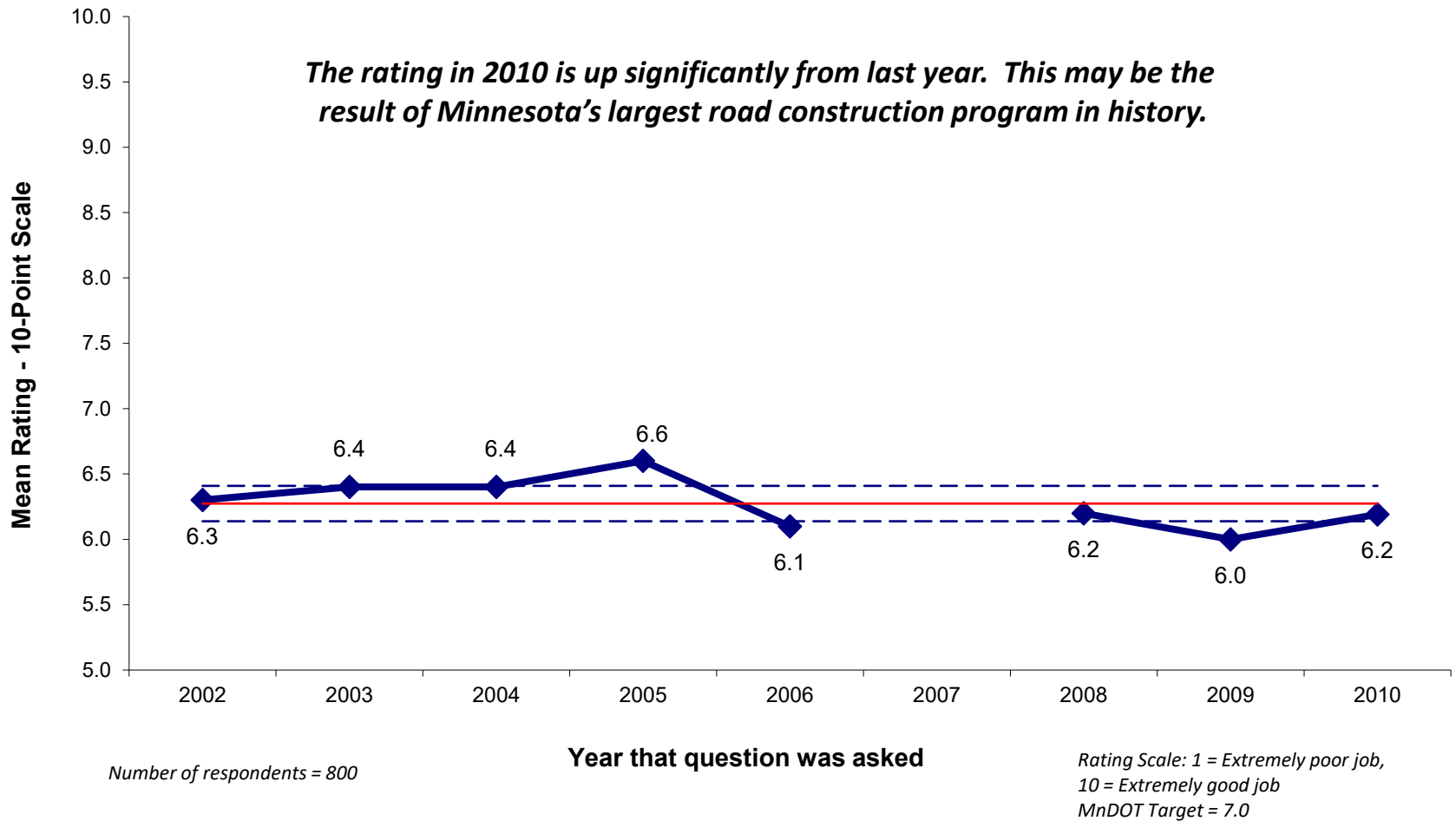
## Removing Litter and Trash by the Roadside



# Maintenance Performance

My next questions are about MnDOT's PERFORMANCE. For each service I read, I want to know HOW WELL you think MnDOT is doing in that area. Overall, how well has MnDOT been doing at...?

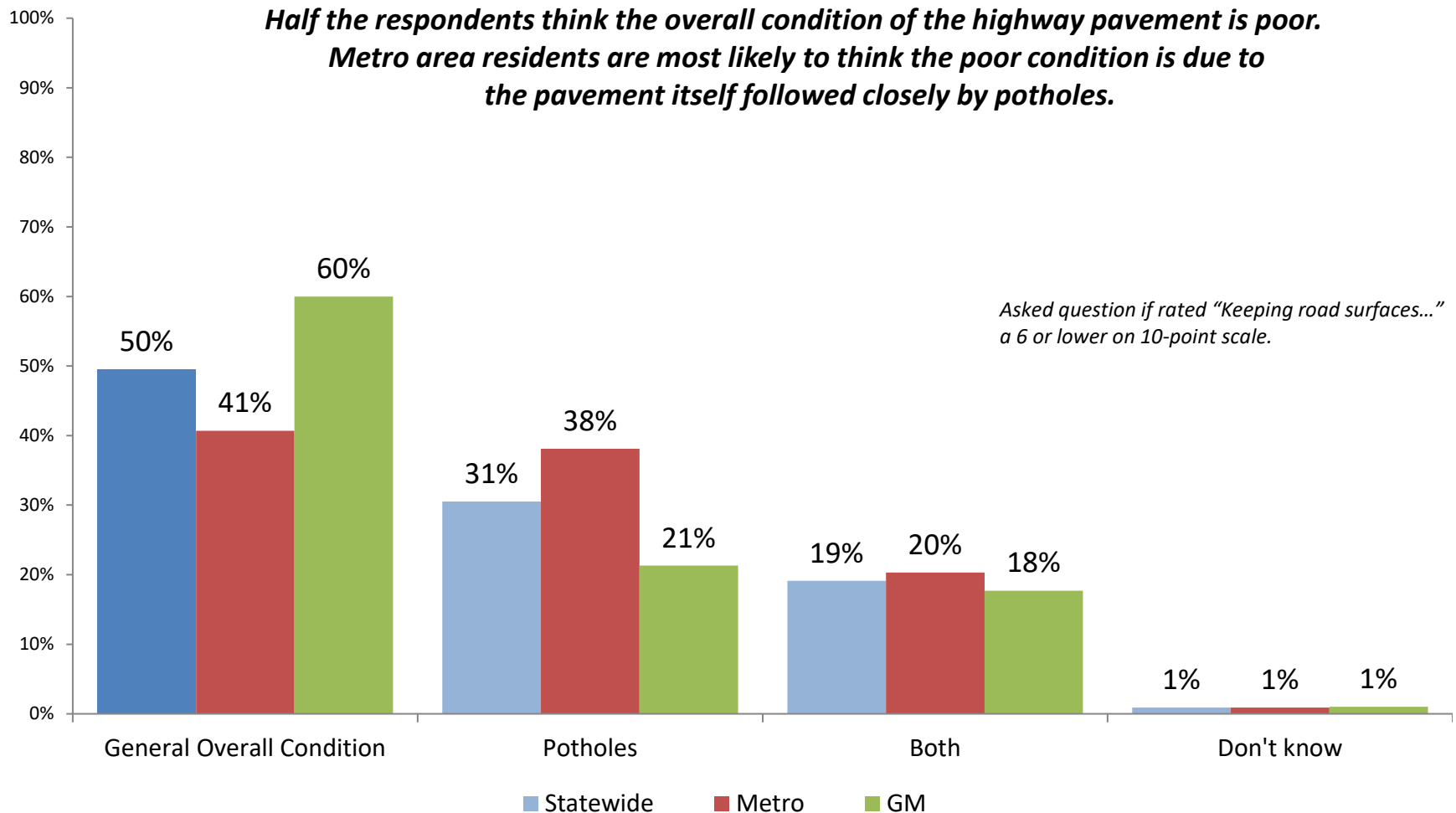
## Keeping Road Surfaces Smooth and Comfortable



Note: Study conducted at the very end of the construction season for 2010.

## Maintenance Performance – Smooth Road Surface Understanding

Q3c. Was your rating for "Keeping road surfaces smooth and comfortable" based on...? the general or "overall" condition of the highway pavement itself? potholes?

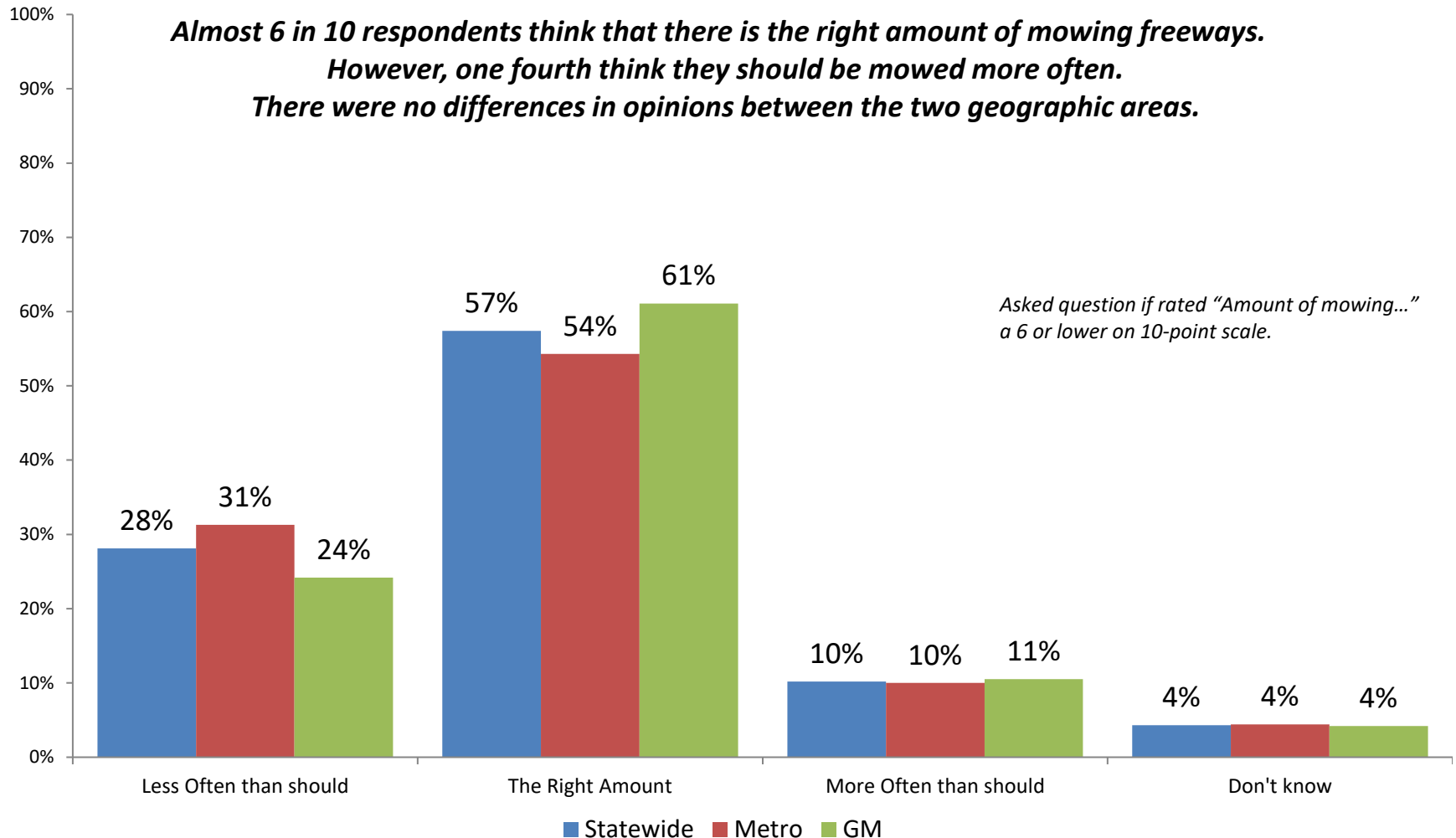


Number of respondents: 426 Statewide, 232 Metro, 194 GM

n = 800 unless otherwise noted

# Maintenance Performance – Highway Mowing Understanding

Q4j. Would you say that MnDOT mows the interstate freeways...? LESS often than they should? MORE often than they should?, or the right amount?



Number of respondents: 210 Statewide, 115 Metro, 95 GM

n = 800 unless otherwise noted

# Maintenance Performance – Clearing Roads of Snow and Ice Understanding

Since your rating for “clearing roads of snow and ice” was 6 or below MnDOT would like to know what it would take for you to rate it higher?

**Respondents who didn’t rate MnDOT’s performance high for clearing roads of snow and ice had many suggestions for improvement; most related to timing which was defined as being out earlier ahead of the storm or at the beginning.**

<i><b>Suggested Improvement</b></i>	<i><b>Statewide</b></i>	<i><b>Metro</b></i>	<i><b>Greater Minnesota</b></i>
Net – Timing of clearing	57%	58%	55%
- Clear during storms not after	14%	15%	12%
- Clear snow fast (unspecified)	12%	13%	10%
- Clear before morning commute (4 a.m. – 6 a.m.)	9%	3%	15%
- Start plowing as soon as it starts snowing	7%	12%	1%
- Clear before snow gets ice-packed/icy	7%	6%	8%
- Make more than one pass on roads	6%	7%	6%
Net – Salt / Sand	22%	25%	18%
- Need additional salt put down/apply more often	11%	11%	10%
Net - Other	20%	14%	27%
- Clear rural roads/less traveled roads	14%	10%	18%
Net – Snow Plows	13%	11%	15%
- Need additional snow plows/Have more plows out at a time	9%	8%	10%
Net – Management (be more organized/hire more employees/keep a better eye on the weather)	13%	18%	8%
<i>Base</i>	<i>185</i>	<i>97</i>	<i>88</i>

# Maintenance Performance – Making Road Stripes and Markings Clearly Visible

*Since your rating for “making road stripes and markings clearly visible” was a 6 or below, MnDOT would like to know what it would take for you to rate it higher?*

***Respondents who rated visibility of road stripes and markings lower are most concerned about their fading or visibility in the dark or inclement weather.***

<b><i>Suggested Improvement</i></b>	<b><i>Statewide</i></b>	<b><i>Metro</i></b>	<b><i>Greater Minnesota</i></b>
Net – Timing of Repainting	42%	31%	53%
- Keep an eye on restriping, repaint when faded	21%	13%	30%
- Paint them more often (unspecified)	10%	7%	12%
- Repaint stripes two or more times a year	6%	3%	8%
Net – Visibility of Striping	37%	37%	37%
- Make stripes more visible in rain /snow	12%	15%	8%
- Make stripes more visible at night	10%	11%	9%
- Better contrast/brighter	9%	9%	9%
- More reflective tape/striping	8%	8%	8%
Net - Other	22%	16%	3%
- Fix construction areas/multiple lines	10	16%	3%
Net - Location	15%	10%	21%
- Focus more on highways/rural roads	6%	2%	10%
<i>Base</i>	219	114	105

## Perceived Trust In MnDOT – Key Findings

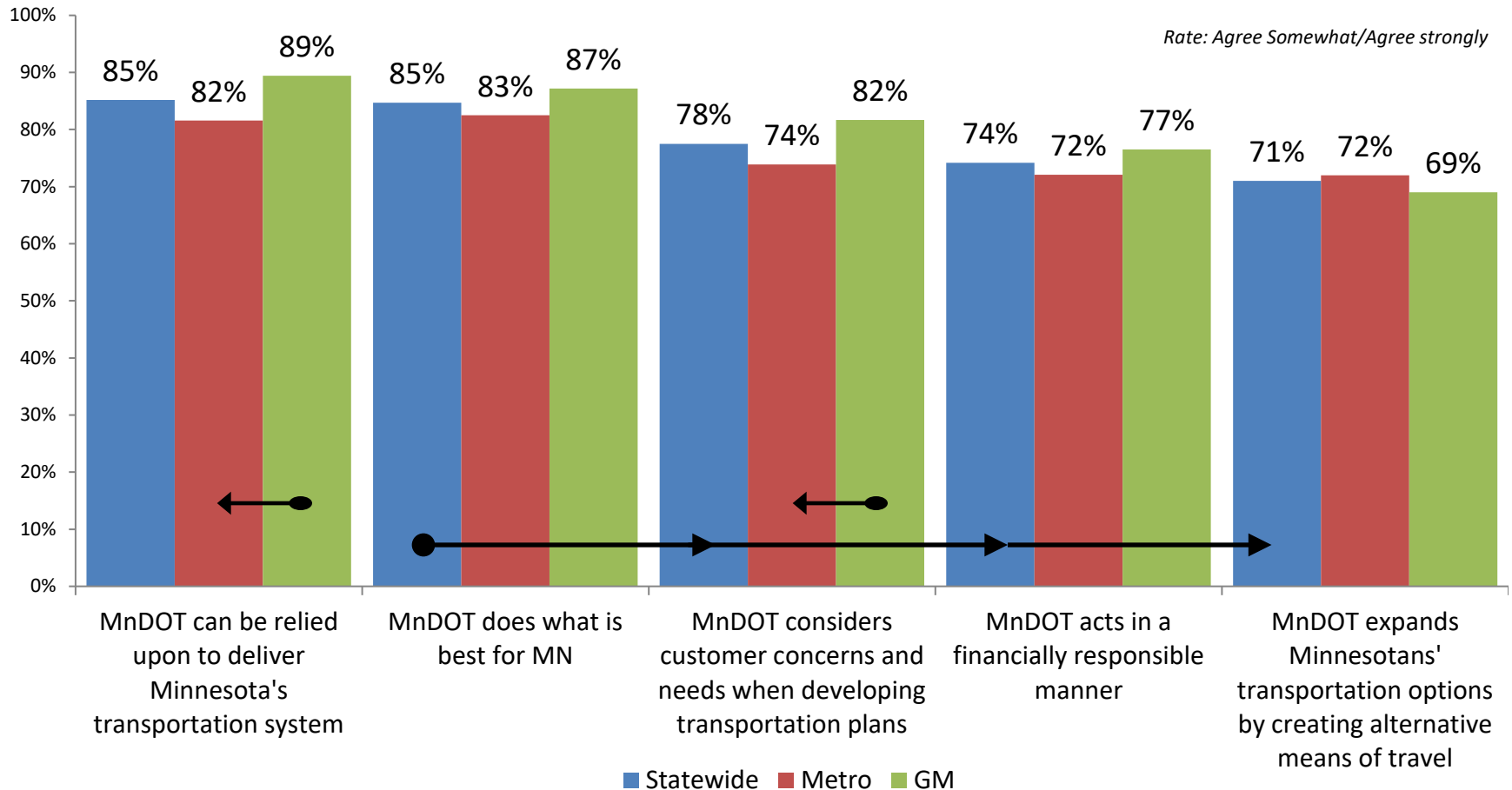
- Seven in 10 or more agreed with each of the statements about MnDOT and its operating culture.
  - Over half of those who agree with each statement say that they “Agree somewhat,” rather than “Agree strongly.”
- Greater Minnesota is more likely to rate MnDOT higher than the Metro area on two statements “MnDOT can be relied upon to deliver Minnesota's transportation system” and “MnDOT considers customer concerns and needs when developing transportation plans.”
  - The youngest age group – 18 to 39 year olds – tend to rate MnDOT higher than the older age groups on each statement. They do rate MnDOT significantly higher on “...delivering Minnesota's transportation system.”
- The rating for the statement “MnDOT acts in a financially responsible manner” is significantly higher than in 2009.



# Perceived Trust In MnDOT

Please tell me how strongly you agree or disagree with each of the following statements.

**Citizens are most likely to have trust in MnDOT's ability to deliver a transportation system for the state and to do what is best for the state.**



Number of respondents: 800 Statewide, 426 Metro, 374 GM

Scale: 1 = Disagree strongly, 4 = Agree strongly

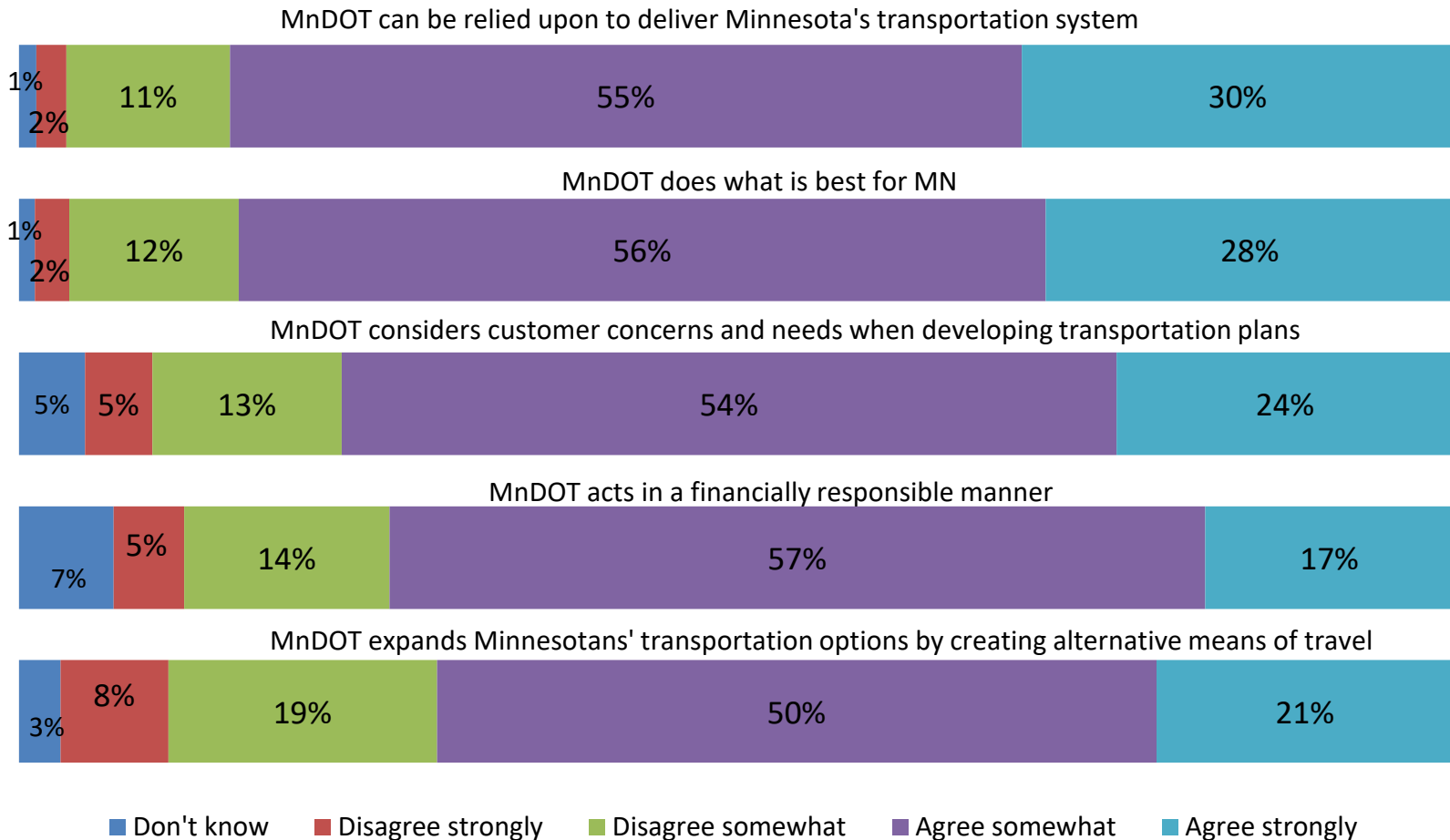
n = 800 unless otherwise noted

2010 MnDOT Omnibus Study  
prepared by Accora Research, Inc.

# Perceived Trust In MnDOT

Please tell me how strongly you agree or disagree with each of the following statements.

**Half of the respondents are likely to “Agree somewhat” with each statement.  
A key question is how to get people to move up on the scale?**



## Perceived Trust In MnDOT

*Please tell me how strongly you agree or disagree with each of the following statements.*

***There are no significant differences in the ratings between this year and last year.***

Perceived Trust in MnDOT		
Statement	2009	2010
MnDOT can be relied upon to deliver Minnesota's transportation system	86%	85%
MnDOT does what is best for Minnesota	84%	85%
MnDOT considers customer concerns and needs when developing transportation plans	79%	78%
MnDOT expands Minnesotans' transportation options by creating alternative means of travel	74%	71%
MnDOT acts in a financially responsible manner	70%	74%
Base	800	800

The youngest age group – 18 to 39 year olds - are most likely to 'Agree strongly' that MnDOT is "...creating alternative means of travel" and "...deliver Minnesota's transportation system" (31% and 40% respectively Agree Strongly).

*Rate: Agree Somewhat/Agree strongly  
Scale: 1 = Disagree strongly, 4 = Agree strongly*

## Satisfaction With Availability of Public Transit – Key Findings

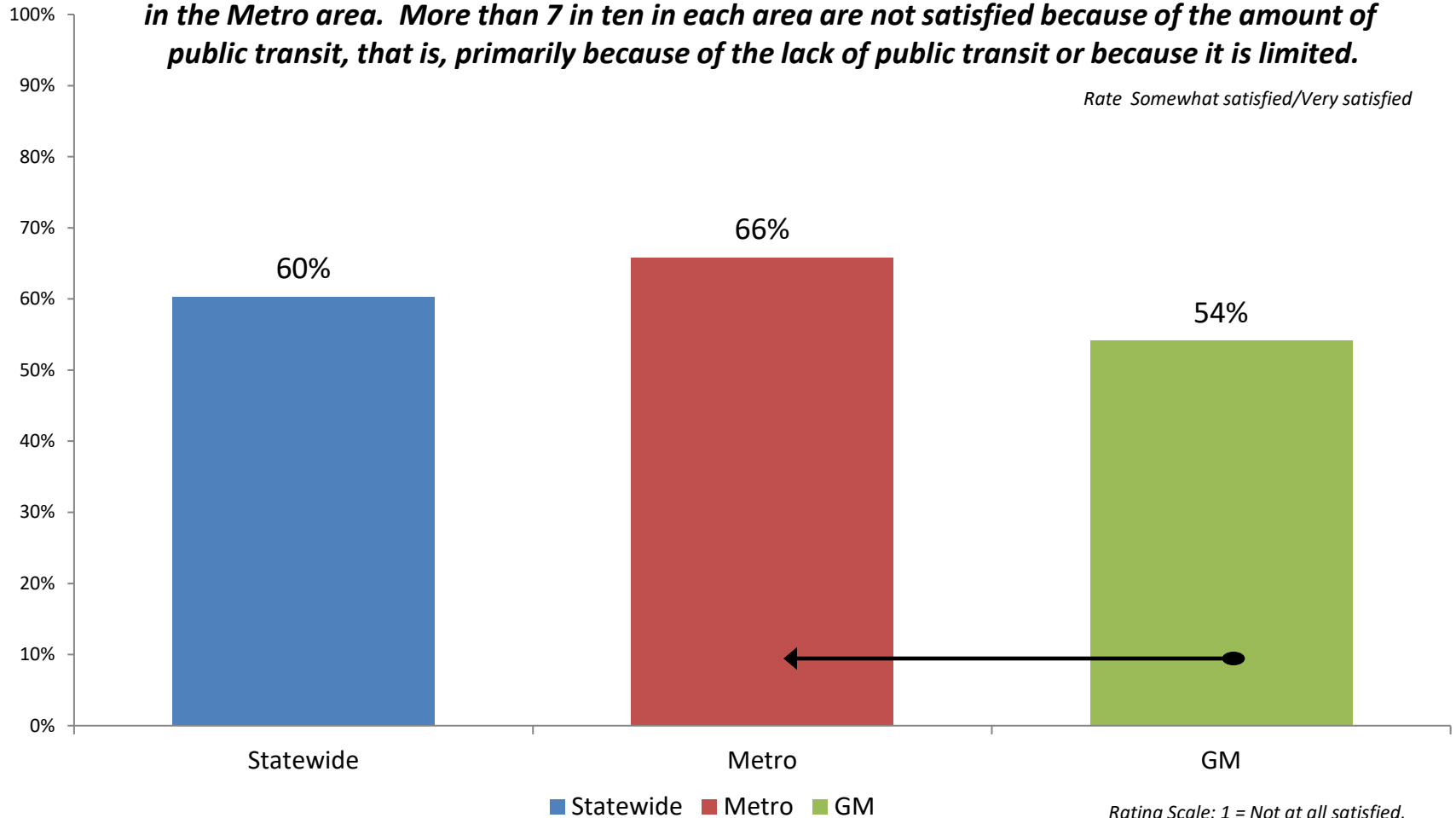
- As may be expected, people in the Metro area are more likely to be satisfied with the availability of public transit in their area than are those who live in Greater Minnesota.
- The reasons mentioned most often for not being satisfied with public transit in their area included: there isn't any public transit in the area/the area is too rural for public transit; public transit is too limited in their area and the routes don't go far enough or frequent enough.

# Satisfaction With Availability of Public Transit

*How satisfied are you with the AVAILABILITY OF PUBLIC TRANSIT in your community?*

**Overall, people in Greater Minnesota are less satisfied with public transit in their area than are those in the Metro area. More than 7 in ten in each area are not satisfied because of the amount of public transit, that is, primarily because of the lack of public transit or because it is limited.**

*Rate Somewhat satisfied/Very satisfied*



*Rating Scale: 1 = Not at all satisfied,  
4 = Very satisfied*

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

## Assistance in Viewing Open-Ended Responses

During the interview several open-ended questions were asked so that respondents would be free to explain in their own words their thoughts and opinions about specific issues related to the topic. This type of question helps to understand the “why” they feel the way they do.

For purposes of analysis, the responses go through a coding process which systematically organizes them by idea.

In the following tables, Nets – reported as unduplicated numbers - show the number of people whose responses were put into the category. The individual codes – reported as actual counts - show the number of responses or times a specific idea was mentioned. All codes less than 5% are not included below a Net; therefore the number of responses may total less than the Net.

# Satisfaction With Availability of Public Transit

How satisfied are you with the AVAILABILITY OF PUBLIC TRANSIT in your community? If not “satisfied,” ask:  
What is it about the availability of public transit that makes you dissatisfied?

***The primary reasons for not being satisfied with public transit are because there is none in the area, service is limited or the routes don’t fit their needs.***

<b><i>Reason Not Satisfied</i></b>	<b><i>Statewide</i></b>	<b><i>Metro</i></b>	<b><i>Greater Minnesota</i></b>
Net: Amount Of Public Transit	83%	75%	90%
- There isn’t any in this area/It’s too rural	59%	46%	71%
- Public transportation is limited in this area	23%	25%	20%
- Would like access to light rail	8%	12%	5%
- Would like access to public transit (unspecified)	6%	4%	7%
Net: Not Satisfied With Routes	24%	37%	12%
- Routes don’t go far enough	9%	14%	4%
- They aren’t frequent enough	9%	14%	4%
Net: Other	13%	19%	8%
- Have to drive too far to access public transit	7%	10%	5%
- It takes too long to get where you’re going	5%	8%	2%
Number of respondents: 244 Statewide, 118 Metro, 126 GM			

# Satisfaction With Availability of Public Transit

*How satisfied are you with the AVAILABILITY OF PUBLIC TRANSIT in your community?*

***Overall, the level of satisfaction with public transit in the community shows some decline in 2010 – fewer people are Very satisfied and more are not satisfied.***

	Satisfaction With Public Transit Trend						
	1996	1999	2001	2004	2006	2008	2010
Very/Somewhat satisfied	53%	46%	57%	63%	59%	63%	60%
Very satisfied			22%	30%	28%	28%	23%
Somewhat satisfied			35%	33%	31%	34%	37%
Not very satisfied			18%	10%	12%	12%	17%
Not at all satisfied			13%	11%	12%	11%	14%
Don't know			10%	16%	17%	14%	9%
Base			800	800	800	800	800
Indicates significant difference at 95% C.L.. +/- 5%							

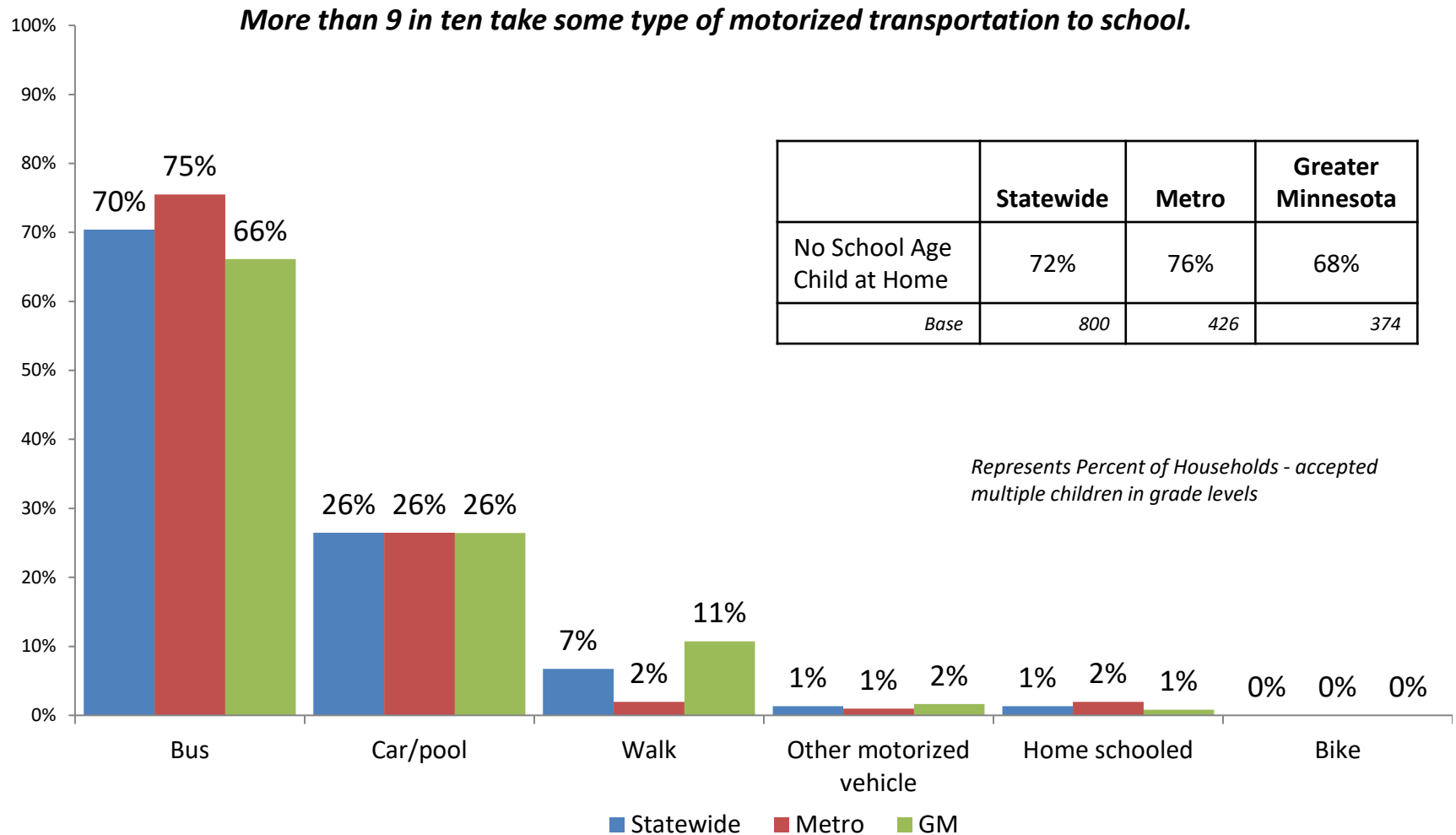


## Safe Routes to School – Key Findings

- Of the households with children that attend Kindergarten through 8<sup>th</sup> grade, 70% ride the bus to school. There are no differences between the Metro area and Greater Minnesota.
- Almost half the children in Kindergarten through Grade 2 get to school by a variety of modes – at times either ride the bus, or ride in a car/car pool, or walk.

# Safe Routes to School

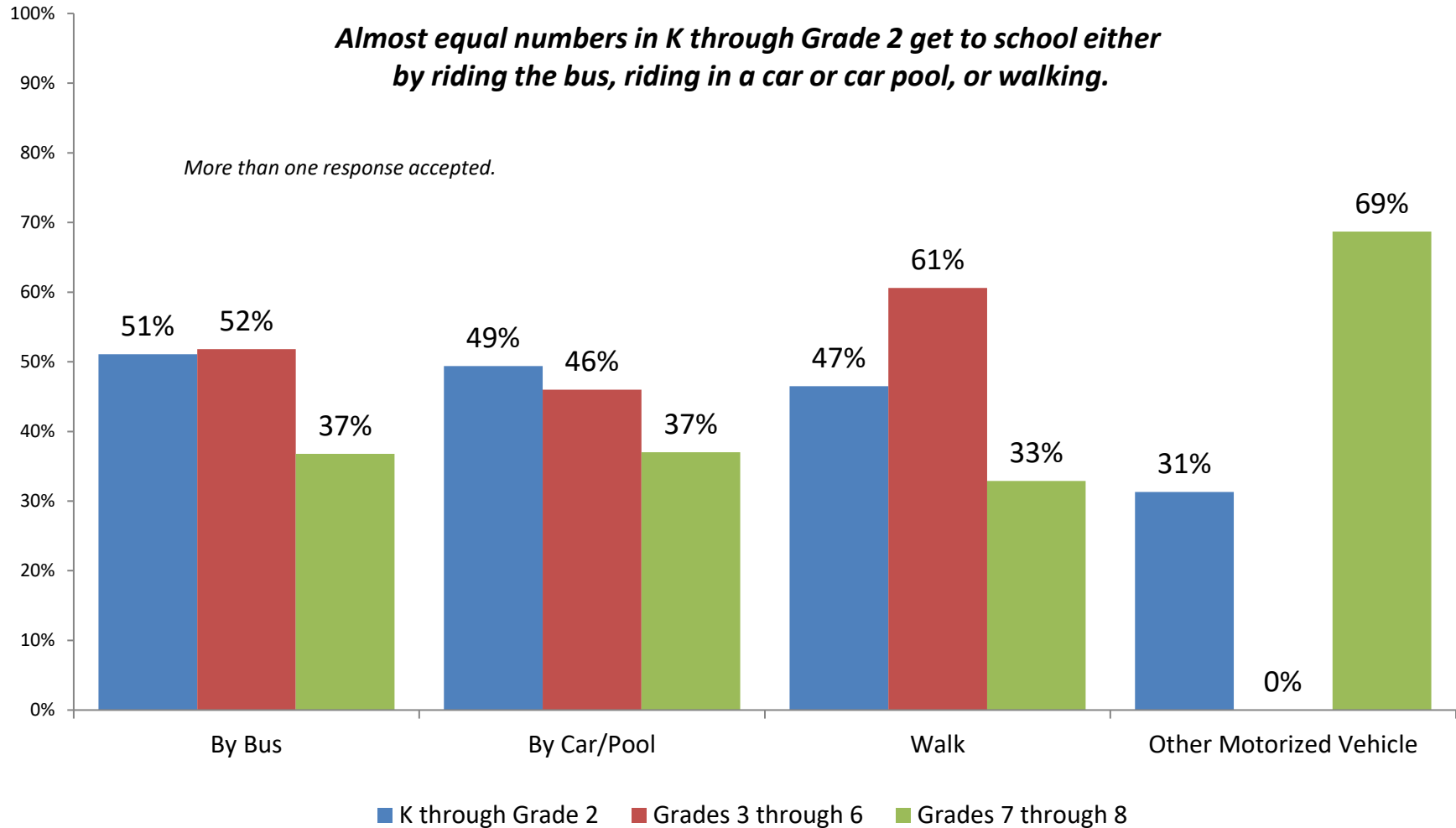
If you currently have school-aged children at home that are grades K-8, how do they usually get to school?



Number of respondents = 223 Statewide, 102 Metro, 121 GM

# Safe Routes to School

*Would those who get to school by [mode] be...?*



*Number of respondents = Statewide - 157 Bus, 59 Car/Pool, 15 Walk, 3 Other motorized vehicle, 0 Bike (Caution – small sample sizes)*

# Safe Routes to School

If you currently have school-aged children at home that are grades K-8, how do they usually get to school?

Would those who get to school by [mode] be...?

***The number of children riding the bus to school Statewide, and especially in the Metro area has increased significantly between 2005 and 2010.***

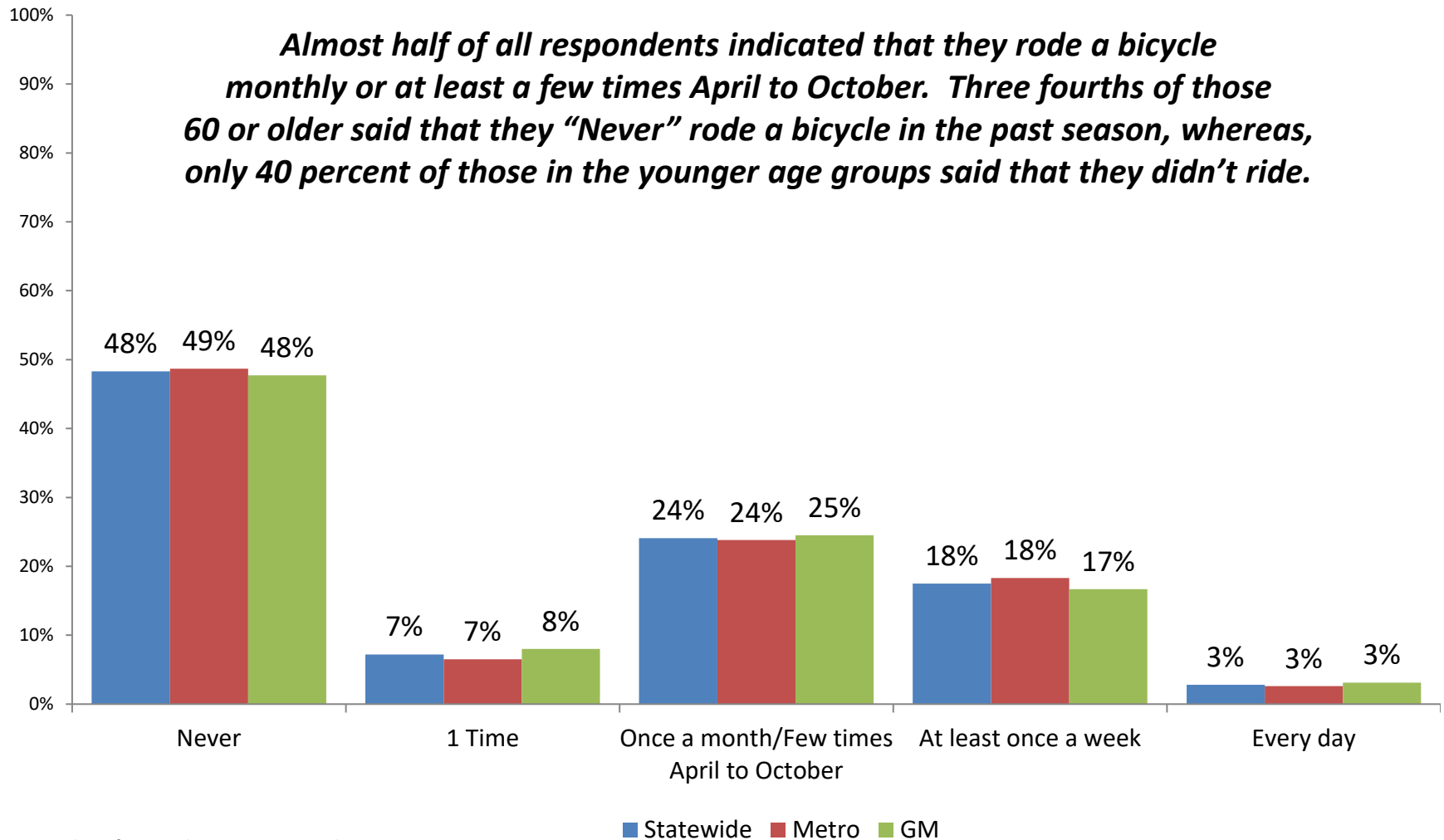
Method of Getting to School	Statewide		Metro		Greater MN			K - 2		3 - 6		7 - 8	
	2005	2010	2005	2010	2005	2010		2005	2010	2005	2010	2005	2010
Bus	60%	70%	59%	75%	61%	66%		52%	51%	60%	52%	61%	37%
Car/Pool	31%	26%	31%	26%	31%	26%		40%	49%	27%	46%	33%	37%
Walk	9%	7%	10%	2%	8%	11%		7%	47%	13%	61%	7%	33%
Other Motorized Vehicle	1%	1%	0%	1%	1%	2%		0%	31%	0%	0%	1%	69%
Bike	0%	0%	0%	0%	0%	0%		0%	0%	0%	0%	0%	0%
Base	203	223	105	102	98	121		88	113	111	112	89	81

## Bicycle Safety / Bicycle Commuter Programs – Key Findings

- Half the respondents (48%) said that they “Never” rode a bicycle during the past biking season for any reason; 3% said that they rode a bicycle “Every day.”
  - Three fourths of the 60 and older age group said “Never.” Only 4 in ten of the younger age groups said “Never.”
- More than 1 in ten reported that they rode a bicycle more often in the past year than they did two years ago. Three in 10 indicated that they think that they will ride more often over the next two years.
- Twenty eight percent of all bicycle riders said that they live close enough to work to commute by bicycle even a few days a year.
- To commute by bicycle, bike riders want separation from vehicle traffic – separate bike paths or bike lanes on roadways. A majority would also like safe storage while at work.
- Virtually all feel most comfortable when riding on a trail separated from traffic.
- The comfort level when riding on marked bicycle lanes has increased significantly since 1999.
- One third of all bicycle riders said that they were “Not at all comfortable” riding their bike in at least one of the outdoor types of situations. Of these, 92% said that they avoid riding their bike on roadways whenever possible.

## Bicycle Safety / Bicycle Commuter Programs

For my next questions please think about bicycles used ONLY for outdoors and NOT stationary bikes used for exercise.  
(Pause) On average, how often did you ride a bicycle in the past biking season, that is April to October, for any reason?



Number of respondents: 800 Statewide, 426 Metro, 374

## Bicycle Safety / Bicycle Commuter Programs

*Over the next 2 years, would you expect how often you ride a bicycle to...?  
Compared to 2 years ago, would you say how often you ride a bicycle has...?*

***Very few current bike riders expect to be riding less often than they do now over the next two years.***

**Frequency of riding changed compared to 2 years ago**



The youngest age group – 18 to 39 year olds – were most likely to say how often they rode compared to 2 years ago has increased.

**Frequency of riding expected to change over the next 2 years**



One third of the youngest age groups expect to increase how often they ride a bicycle in the next 2 years.

*Note: Of the 260 people who initially said "Never" rode their bike or "Stayed the same" for riding their bike; when asked if they ever plan to ride a bicycle in the future, 16% said "Yes." However, three fourths of them in each age group still said "Never."*

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

# Bicycle Safety / Bicycle Commuter Program

*Overall, bicycle ridership has shown some increase over the past three years.*

<b>Bicycle Ridership</b>	<b>Trend</b>			
	<b>2006</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
<b><i>Frequency of riding a bicycle in the past biking season</i></b>				
Never	54%	57%	50%	48%
1 time	6%	4%	6%	7%
Once a month/few times	20%	20%	24%	24%
Once a week	16%	15%	17%	18%
Every day	4%	4%	4%	3%
<b><i>Compared to 2 years ago, would you say how often you ride a bicycle has...?</i></b>				
Increased	13%	13%	15%	13%
Stayed about the same	72%	71%	65%	68%
Decreased	15%	16%	20%	18%
<b><i>Over the next 2 years, would you expect how often you ride a bicycle to...?</i></b>				
Increase	28%	27%	31%	29%
Stay about the same	68%	69%	64%	66%
Decrease	4%	4%	5%	5%
Number of respondents	800	800	800	800
Indicates significant difference at 95% C.L. +/- 5%				



## Bicycle Safety / Bicycle Commuter Programs

*Do you live close enough to your workplace that you would consider commuting to work by bicycle even a few days a year?  
And about how far from home is your work location?*

***Over 1 in four bicycle riders indicated that they live close enough to work to commute on occasion.***

- Twenty eight percent of all bicycle riders said that they live close enough to work to commute by bicycle even a few days a year.
- Distance from home to workplace:
  - 17% less than 1 mile
  - 48% 1 mile to less than 5 miles
  - 24% 5 miles to less than 10 miles
  - 11% more than 10 miles

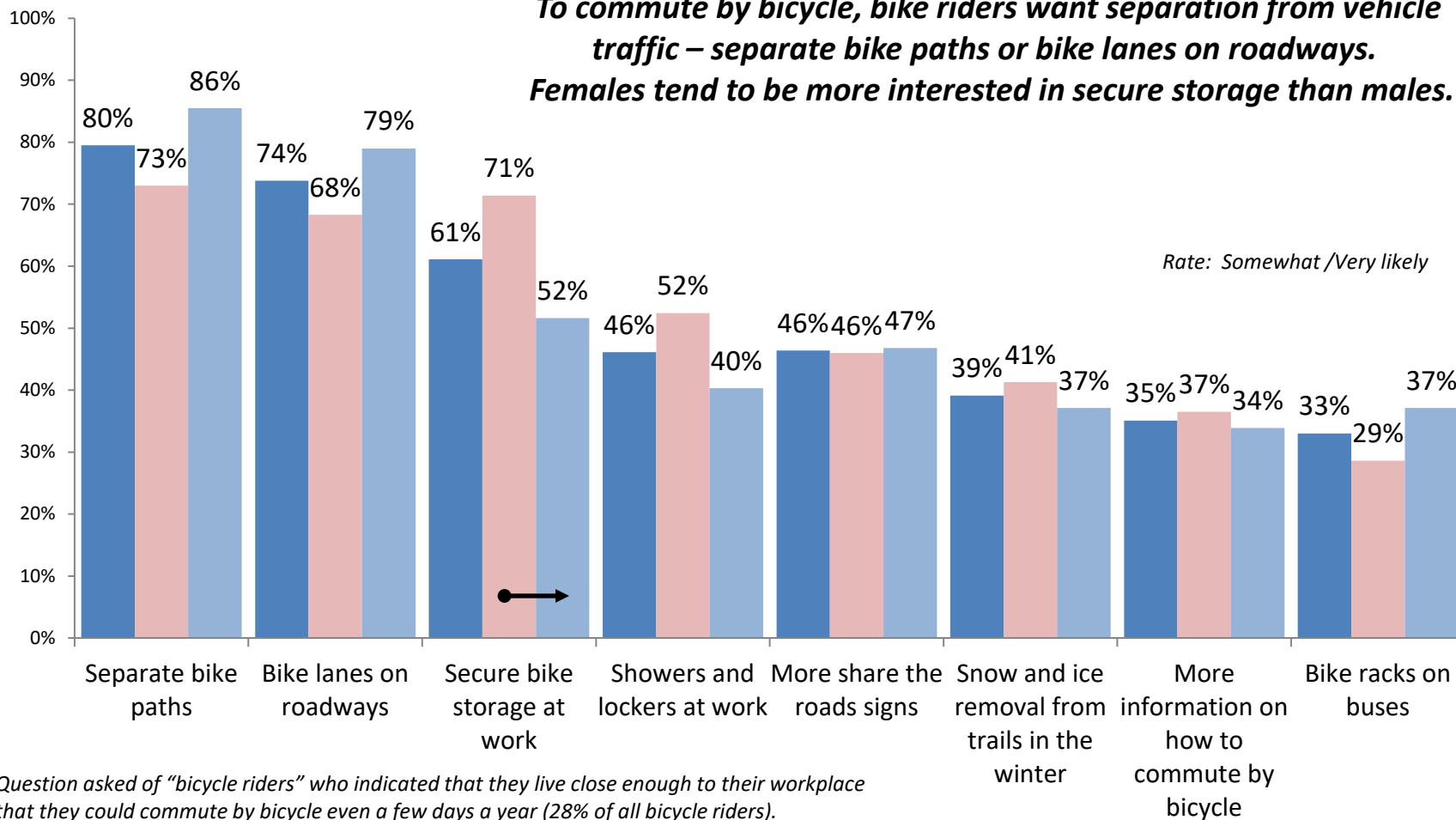
One third of the youngest age group – 18 to 39 year olds – lives close enough to work to commute by bicycle.

*Number of respondents: 449 bicycle riders, 125 close to workplace*

# Bicycle Safety / Bicycle Commuter Programs

Now, I'd like to ask you about different facilities and how they might increase the likelihood you would commute to work by bicycle. Would (ITEM) be Very, Somewhat, Not very or Not at all likely to increase the likelihood you would commute to work by bicycle?

**To commute by bicycle, bike riders want separation from vehicle traffic – separate bike paths or bike lanes on roadways.**  
**Females tend to be more interested in secure storage than males.**



Number of respondents: 125 All Bikers, 60 Females, 65 Males

■ Bikers Close to Workplace ■ Female ■ Male

## Bicycle Safety / Bicycle Commuter Programs

*Do you live close enough to your workplace that you would consider commuting to work by bicycle even a few days a year? Now, I'd like to ask you about different facilities and how they might increase the likelihood you would commute to work by bicycle.*

***Three fourths or more would like separation from traffic with bike paths or bike lanes when commuting to work. Six in ten would also like safe storage at work.***

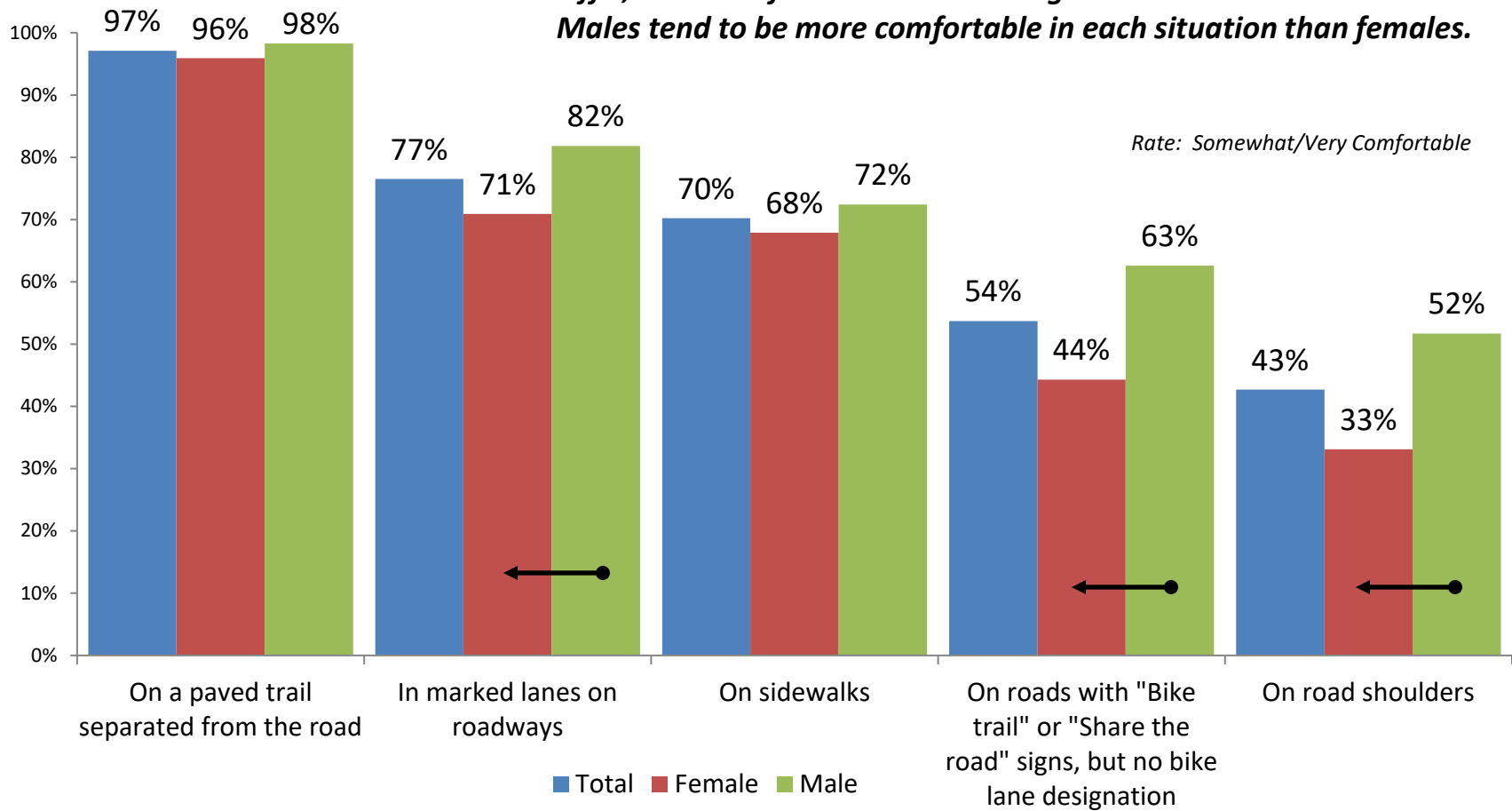
Facilities that may Increase the Likelihood of Commuting to Work		
	2010	Spring 1999
Live close enough to bike to work	28%	22%
Facilities that may increase the likelihood of commuting to work by bicycle		
Separate bike paths	80%	73%
Bike lanes on roadways	74%	79%
Secure bike storage at work	61%	72%
Showers and lockers at work	46%	48%
More share the roads signs	46%	55%
Snow and ice removal from trails in the winter	39%	49%
More information on how to commute by bicycle	35%	40%
Bike racks on buses	33%	29%
Base	125	123

*There are no statistical differences between the two years.*

## Bicycle Safety / Bicycle Commuter Programs

Now I'm going to ask you about riding a bicycle in any type of outdoor situation. For each situation, I'd like you to tell me how comfortable you feel on a 4-point scale of Very, Somewhat, Not very or Not at all comfortable. How comfortable do you feel riding a bike (ITEM)?

***Bicycle riders feel most comfortable when separated from vehicle traffic; least comfortable when having to ride on the road shoulders. Males tend to be more comfortable in each situation than females.***



Number of respondents: 583 All bike riders, 283 Females, 300 Males

*Question asked of anyone who might ever ride a bicycle, or already does ride.*

## Bicycle Safety / Bicycle Commuter Programs

*Now I'm going to ask you about riding a bicycle in any type of outdoor situation. For each situation, I'd like you to tell me how comfortable you feel....*

***Virtually all feel most comfortable when riding on a trail separated from traffic.  
The comfort level when riding on marked bicycle lanes has increased significantly since 1999.***

Bicycle Riding Situation	2010	Spring 1999
On paved trail separated from the road	97%	93%
In marked bicycle lanes on roadways	77%	66%
On sidewalks	70%	67%
On roads with "bike trail" or "share the road" signs, but no bike lane designation	54%	49%
On road shoulders	43%	40%
Base	583	199-212*

*\*Bases changed in 1999 for each situation, bases ranged from 199 to 212.*

*Percent feel Somewhat or Very comfortable*

## Bicycle Safety / Bicycle Commuter Programs

*Now I'm going to ask you about riding a bicycle in any type of outdoor situation. For each situation, I'd like you to tell me how comfortable you feel on a 4-point scale of Very, Somewhat, Not very or Not at all comfortable. How comfortable do you feel riding a bike (ITEM)?*

*(Follow-up question if "Not at all comfortable in any situation) Do you typically avoid riding your bike on roadways whenever possible?*

***Almost one third of the bicycle riders are "Not at all comfortable" when riding in at least one type of the outdoor situations. There was no difference in gender or age.***

One third of all bicycle riders said that they were "Not at all comfortable" riding their bike in at least one of the outdoor types of situations. Of these, 92% said that they avoid riding their bike on roadways whenever possible.

### Outdoor Riding Situations

On a paved trail separated from the road

In marked lanes on roadways

On sidewalks

On roads with "Bike trail" or "Share the road" signs, but no bike lane designation

On road shoulders

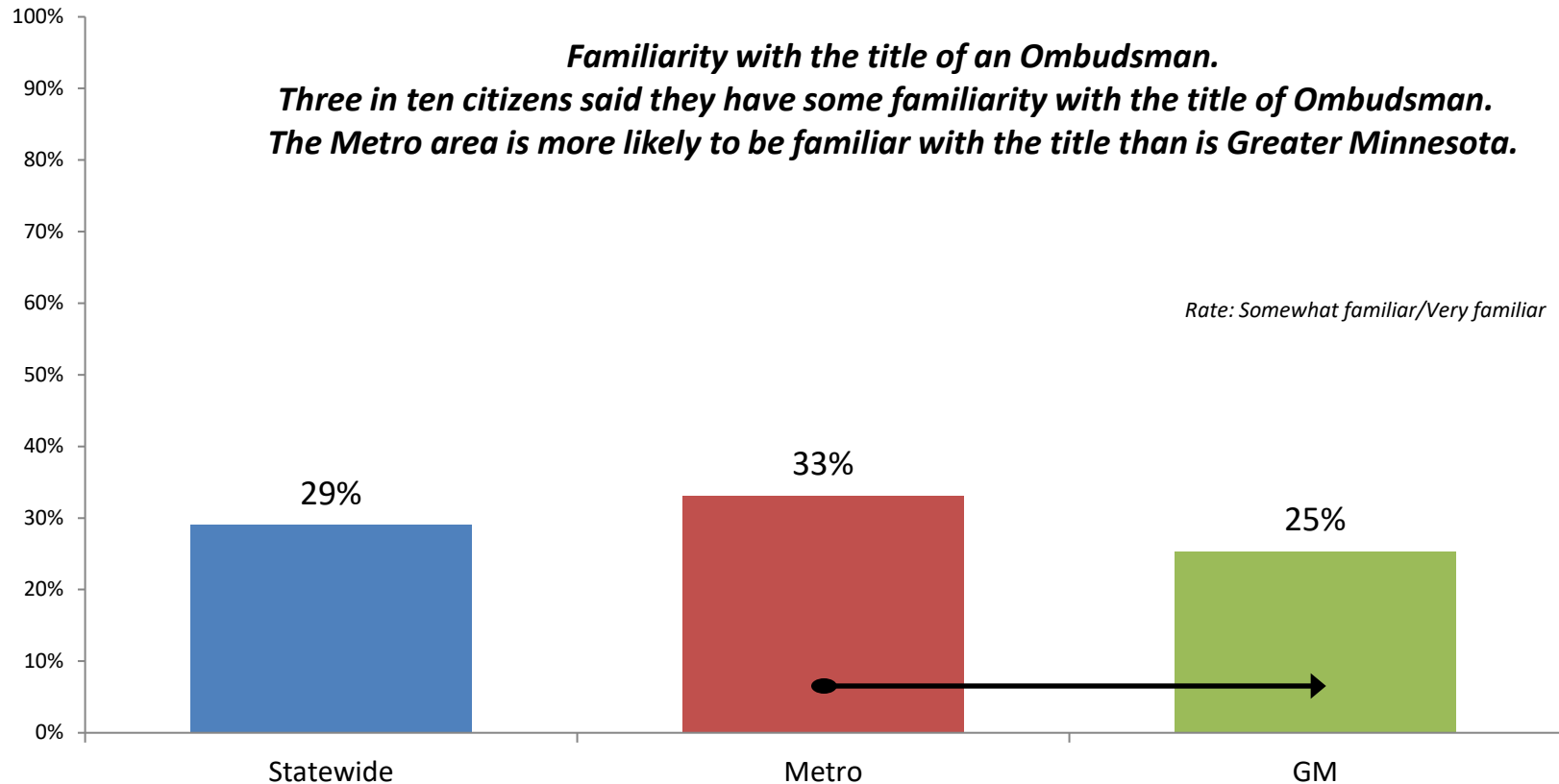
*Number of respondents: 189 Not at all comfortable, 174 Typically avoid*

## Ombudsman Program – Key Findings

- Almost 3 in 10 respondents indicated that they were Somewhat or Very familiar with the title of an Ombudsman (29%). The Metro area was more likely to be familiar than Greater Minnesota (33% compared to 25%).
- Of those familiar with the title of Ombudsman, one fourth (24%) describe the Ombudsman duties as an advocate for the people and one in 5 (19%) indicate that an Ombudsman is a liaison between public agencies and private companies/people.
- Four percent of all respondents indicated that they were aware of MnDOT's Ombudsman Program prior to their interview. There was no difference between the two geographic areas.
  - Of those Very or Somewhat familiar with the title of Ombudsman, 9 percent indicated that they were aware of MnDOT's Ombudsman Program

# Ombudsman Program

*How familiar would you say you are with the title of an Ombudsman, usually associated with someone who has governmental responsibilities?*



The youngest age group was less likely to be familiar with the title Ombudsman than the older age groups.  
Half the respondents (51%) said that they are “Not at all familiar” with the title of Ombudsman.

Number of respondents: 800 Statewide, 426 Metro, 374 GM

Scale: 1 = Not at all familiar, 4 = Very familiar

n = 800 unless otherwise noted

2010 MnDOT Omnibus Study  
prepared by Accora Research, Inc.



# Ombudsman Program

*How familiar would you say you are with the title of an Ombudsman, usually associated with someone who has governmental responsibilities?*

*What would you describe as the duties of an Ombudsman?*

***A majority of those familiar of the title of Ombudsman, indicate that they do have some understanding of the duties of an Ombudsman.***

Duties of Ombudsman			
	Statewide	Metro	Greater Minnesota
An advocate for the people/the public	24%	21%	29%
Liaison between the public and government agencies/companies	19%	20%	17%
Hears peoples' concerns/complaints	11%	13%	9%
Represents a project/a Cause	8%	9%	6%
Educate people about a specific topic/Provide explanations/ Answer questions	6%	7%	5%
To communicate with the public	5%	8%	2%
Responsible for overseeing quality/maintaining standards	5%	6%	3%
Don't know/Don't recall	36%	31%	43%
Number of respondents: 389 Statewide, 224 metro, 164 GM			
Question asked of those Very, Somewhat and Not very familiar with the title of Ombudsman. Question NOT asked of those Not at all familiar with the title or who said Don't know.			

# Ombudsman Program

MnDOT currently has an Ombudsman and I would like to know: Had you heard of the Ombudsman Program at MnDOT before today?

***Almost 4 percent of the public is aware that MnDOT has an Ombudsman Program.  
There was no difference in awareness between geographic areas or gender.***

There is no relationship between being “familiar” with the title of Ombudsman and being “aware” of MnDOT’s Ombudsman program. Of those Very or Somewhat familiar with the title of Ombudsman, 9% later indicated that they were aware of MnDOT’s Ombudsman Program.

*Number of respondents: 800 Statewide, 28 Had heard of MnDOT’s Ombudsman Program.*

*Number of respondents: 800 Statewide, 236 indicated that they were Very or Somewhat familiar with the title of Ombudsman; 21 were aware of MnDOT’s Ombudsman Program.*

# Department Public Safety/MnDOT Partnership – Key Findings

## ***Toward Zero Deaths***

- Twenty three percent of all respondents indicated that they had seen or heard of the “Toward Zero Deaths” program. People in Greater Minnesota are more likely to be aware of the program than are those in the Metro area (29% compared to 18%, respectively). Statewide, awareness is up significantly from 2009.
- Of those aware, 70% reported where they saw information about the program rather than what they knew the program was about. However, one third of those aware indicated that the program was intended to reduce deaths and accidents on the highways.

## ***Graduated Driver’s License***

- Just over half of all respondents were aware that a Graduated Driver’s License included passenger restrictions (52%). Over one third (36%) mentioned night time driving restrictions. There were no noteworthy differences between the two geographic areas.
- 20% of all respondents indicated that they have in their household a teen driver who has gotten, or is about to get, a Graduated Driver’s License.

## ***Law That Sets an Age to Renew Driver’s License***

- Seven in 10 respondents (70%) indicated that they believe there should be a set age at which older drivers must renew their driver’s license every two years. Almost three fourths (73%) said that they would Support somewhat or Support strongly such a law.
- One third (31%) indicate the age should be set at younger than 75 and almost half (46%) think it should be set at 75 years of age.

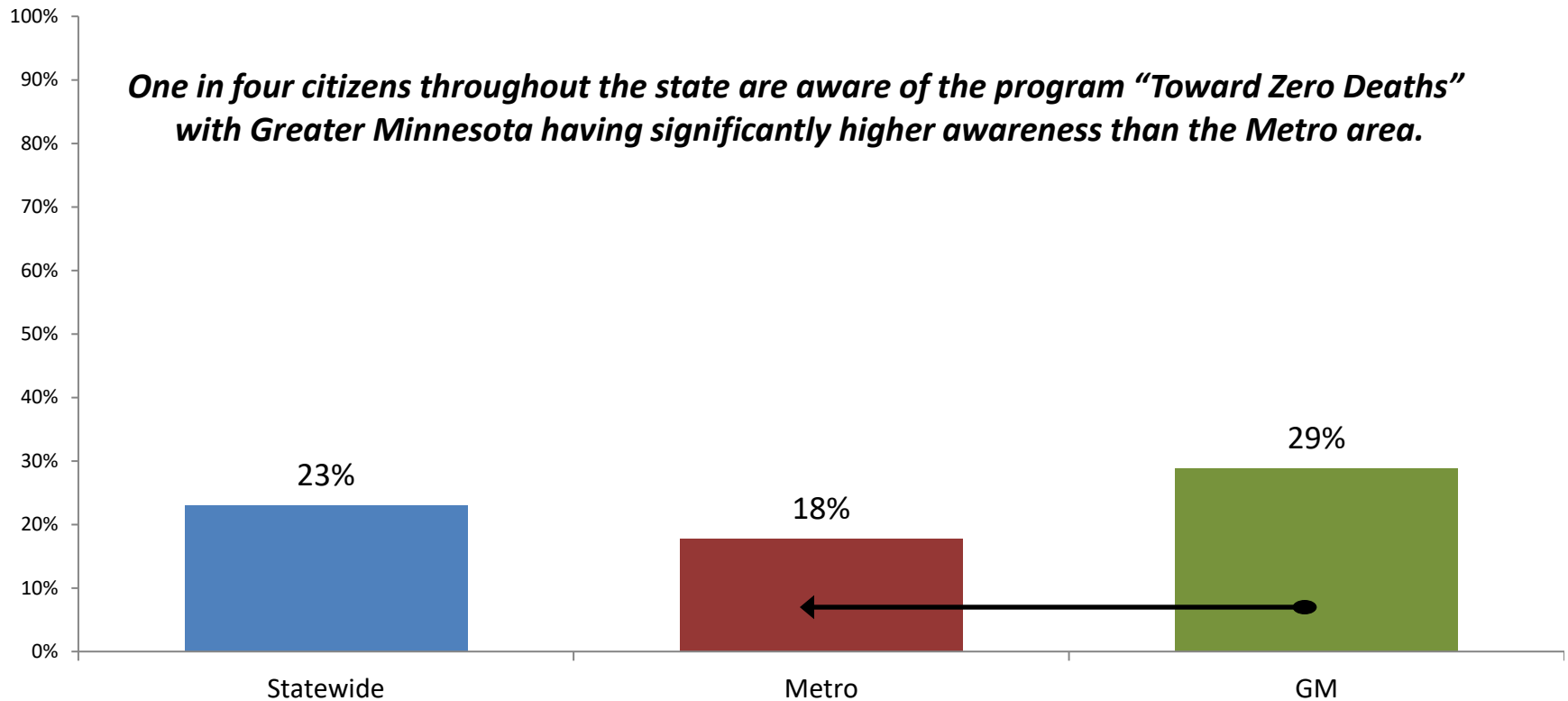
## ***Vehicle Headlights on Law***

- Almost eight in 10 (78%) said that they would Support somewhat or Support strongly a law that requires vehicle headlights to be on at all driving times in order to reduce crashes.

# Department Public Safety/MnDOT Partnership - Toward Zero Deaths

*Several state agencies are working together in an attempt to raise awareness about traffic safety.*

*In the past year, have you seen or heard the name of this program, which is called "Toward Zero Deaths"?*



**Percent Have Heard of the Program "Toward Zero Deaths"**

Males were twice as likely to be aware as females (30% and 16%, respectively). The oldest age group – 60 and older – had the lowest awareness (16%), significantly lower than the other age groups.

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

n = 800 unless otherwise noted

2010 MnDOT Omnibus Study  
prepared by Accora Research, Inc.

## Department Public Safety/MnDOT Partnership - Toward Zero Deaths

*Several state agencies are working together in an attempt to raise awareness about traffic safety.*

*In the past year, have you seen or heard the name of this program, which is called "Toward Zero Deaths"?*

*What have you seen or heard about this program?*

***A majority of respondents aware of the program mentioned where they first saw it rather than what its about. The partners may consider adding strategies that broaden awareness of the programs and events they sponsor which are designed to change attitudes towards highway safety.***

<b><i>What Seen or Heard About Toward Zero Deaths</i></b>			
	<b>Statewide</b>	<b>Metro</b>	<b>Greater Minnesota</b>
<b><i>Net: Place Instead of Content</i></b>	<b><i>70%</i></b>	<b><i>69%</i></b>	<b><i>70%</i></b>
- Road signs	39%	38%	39%
- Television news	12%	14%	11%
- Newspaper	8%	8%	10%
- Advertising ( <i>unspecified</i> )	5%	5%	6%
<b><i>Net: Specific Messages/Goals</i></b>	<b><i>31%</i></b>	<b><i>30%</i></b>	<b><i>32%</i></b>
- "Toward Zero Deaths"	9%	8%	10%
- Reducing number of accidents	7%	7%	8%
- Increasing bicycle/Pedestrian safety	6%	4%	7%
<b><i>Net: Other</i></b>	<b><i>8%</i></b>	<b><i>4%</i></b>	<b><i>11%</i></b>
Have only heard about it	8%	11%	7%
<i>Number of respondents: 184 Statewide, 76 Metro, 108 GM</i>			

## Department Public Safety/MnDOT Partnership - Toward Zero Deaths

*Several state agencies are working together in an attempt to raise awareness about traffic safety.*

*In the past year, have you seen or heard the name of this program, which is called “Toward Zero Deaths”?*

***Name awareness of the program increased significantly in 2010  
and is now back to the highest levels seen in 2007 and 2008.***

	2004	2005	2006	2007	2008	2009	2010
Percent who have seen or heard name of the program	5%	8%	18%	23%	22%	15%	23%
Base	803	793	794	800	795	788	800

*Past measurement of TZD awareness has been done by the U of M. For comparable, detailed information, please contact Susie Palmer or Hal Campbell at DPS.*

# Department Public Safety/MnDOT Partnership – Graduated Driver’s License

*To reduce teen crashes, injuries, and deaths, recently enacted laws require teenage drivers to have certain restrictions on their new licenses, for safety. These restrictions may apply for the first 6 or 12 months, or until they reach age 18 and are called Graduated Driver’s Licenses.*

*Please tell me what you may have seen, read or heard about the specific restrictions on these Graduated Driver’s Licenses: That is, what do you think new teen drivers may or may not do? Do you currently have, in your household, any teen drivers who have gotten or are about to get a Graduated Driver’s License?*

***Overall, responses from a vast majority of citizens indicate that they understand that a “Graduated Driver’s License” places restrictions on a young driver that promote safety on the roadway for the teen driver and other roadway users.***

Restrictions on Graduated Driver’s License			
	Statewide	Metro	Greater Minnesota
<b>Net: Passenger Restrictions</b>	<b>52%</b>	<b>54%</b>	<b>49%</b>
- Subnet – Number of Passengers	38%	42%	34%
-- Limited number of passengers allowed in the car	20%	23%	17%
- Subnet – Adults	16%	15%	18%
-- Limited number of young passengers/minors in the car (non-specific)	6%	5%	8%
-- No driving with more than one passenger	11%	10%	12%
<b>Net: Night Time Driving</b>	<b>36%</b>	<b>38%</b>	<b>33%</b>
- Curfew/ Time Restrictions (non-specific)	18%	21%	15%
- No driving after dark	10%	10%	10%
Number of respondents: 800 Statewide, 426 Metro, 374 GM			

## Department Public Safety/MnDOT Partnership – Graduated Driver’s License

*To reduce teen crashes, injuries, and deaths, recently enacted laws require teenage drivers to have certain restrictions on their new licenses, for safety. These restrictions may apply for the first 6 or 12 months, or until they reach age 18 and are called Graduated Driver’s Licenses.*

*Please tell me what you may have seen, read or heard about the specific restrictions on these Graduated Driver’s Licenses: That is, what do you think new teen drivers may or may not do?*

*Do you currently have, in your household, any teen drivers who have gotten or are about to get a Graduated Driver’s License?*

<b>Continued</b>	<b>Statewide</b>	<b>Metro</b>	<b>Greater Minnesota</b>
Net: No Distractions	31%	32%	30%
- Subnet – Talking on the cell phone	26%	25%	26%
-- No cell phones under 18	26%	25%	26%
-- No texting for teens only	16%	15%	16%
Net: Other	8%	5%	10%
Net: Graduated License	7%	6%	7%
Would like to see restrictions/It’s a good idea	6%	5%	7%
Not aware of any specifics/Never heard of it	24%	22%	26%
Number of respondents: 800 Statewide, 426 Metro, 374 GM			

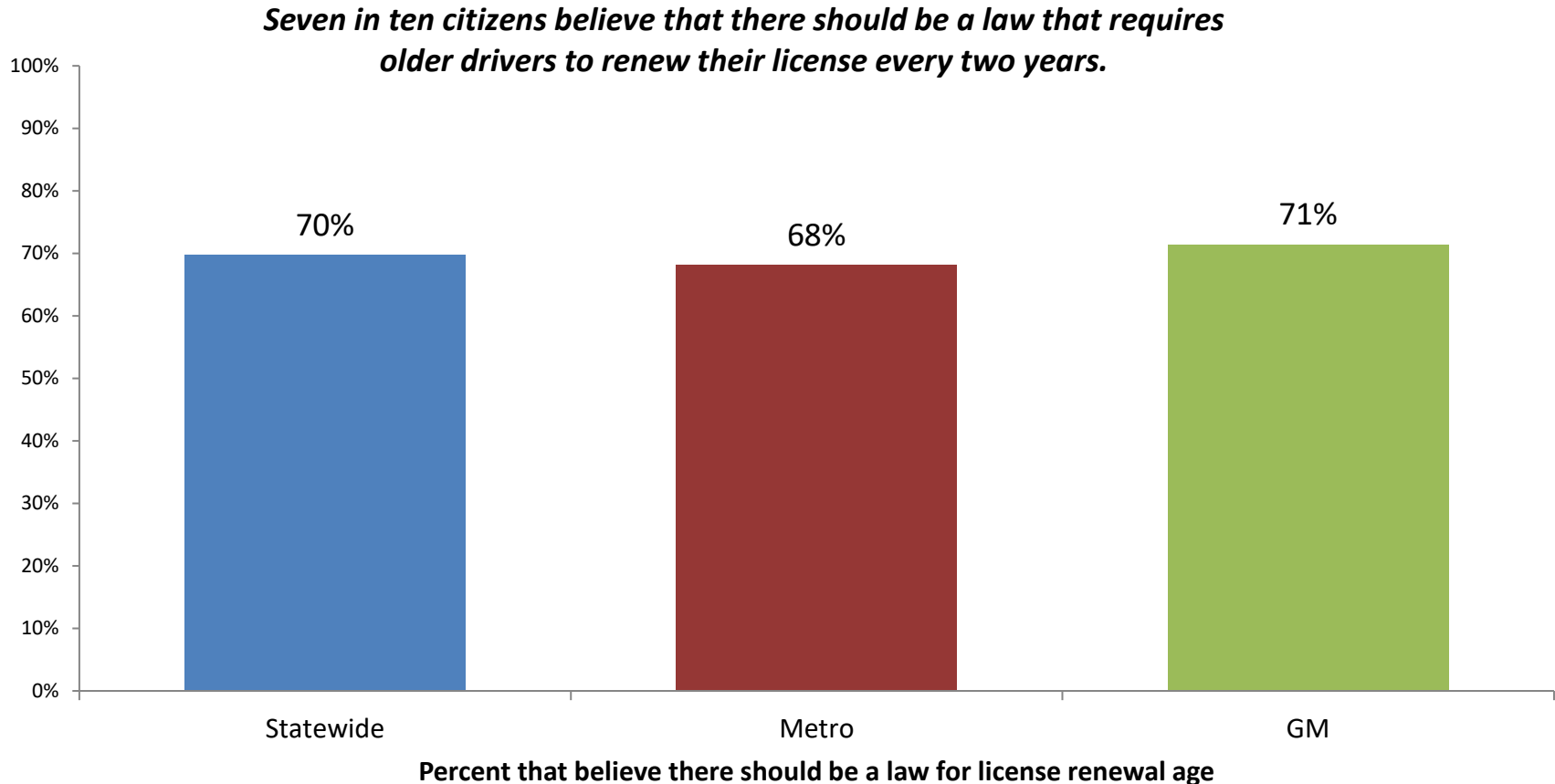
Twenty percent of the households with school-age children living in the household have a teen driver who has gotten or about to get a Graduated Drivers' License. Of those with a head of household between 40 to 59 years old, one third have a teen with a GDL. Sixty percent of this age group are aware of restrictions on a GDL license.

Thirty percent of respondents in the youngest and oldest age groups indicated that they are not aware of any restrictions or had never heard of a Graduated Driver’s License.



# Department Public Safety/MnDOT Partnership – Driver’s License Age Renewal Law

*Do you believe there should be a law that sets an age at which older drivers must renew their driver’s licenses every 2 years?*



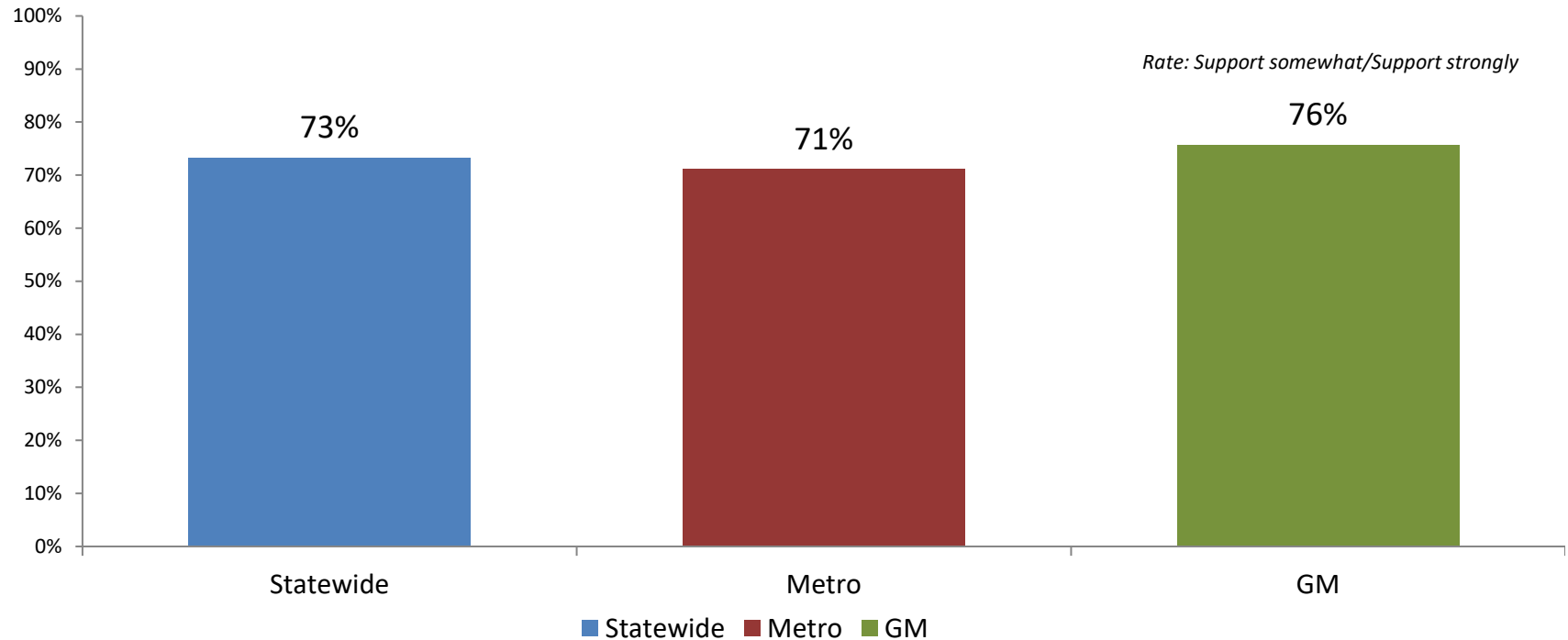
*A majority of respondents on both ends of the age spectrum believe that there should be a set age for renewal – 76% of the 18 to 39 age group and 63% of those age 60 and older.*

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

# Department Public Safety/MnDOT Partnership – Driver’s License Age Renewal Law

*How much would you support or oppose a law that sets an age at which older drivers must renew their driver’s license every 2 years?*

***Three fourths of all citizens indicate that they would be likely to support an age renewal law if it were proposed.***

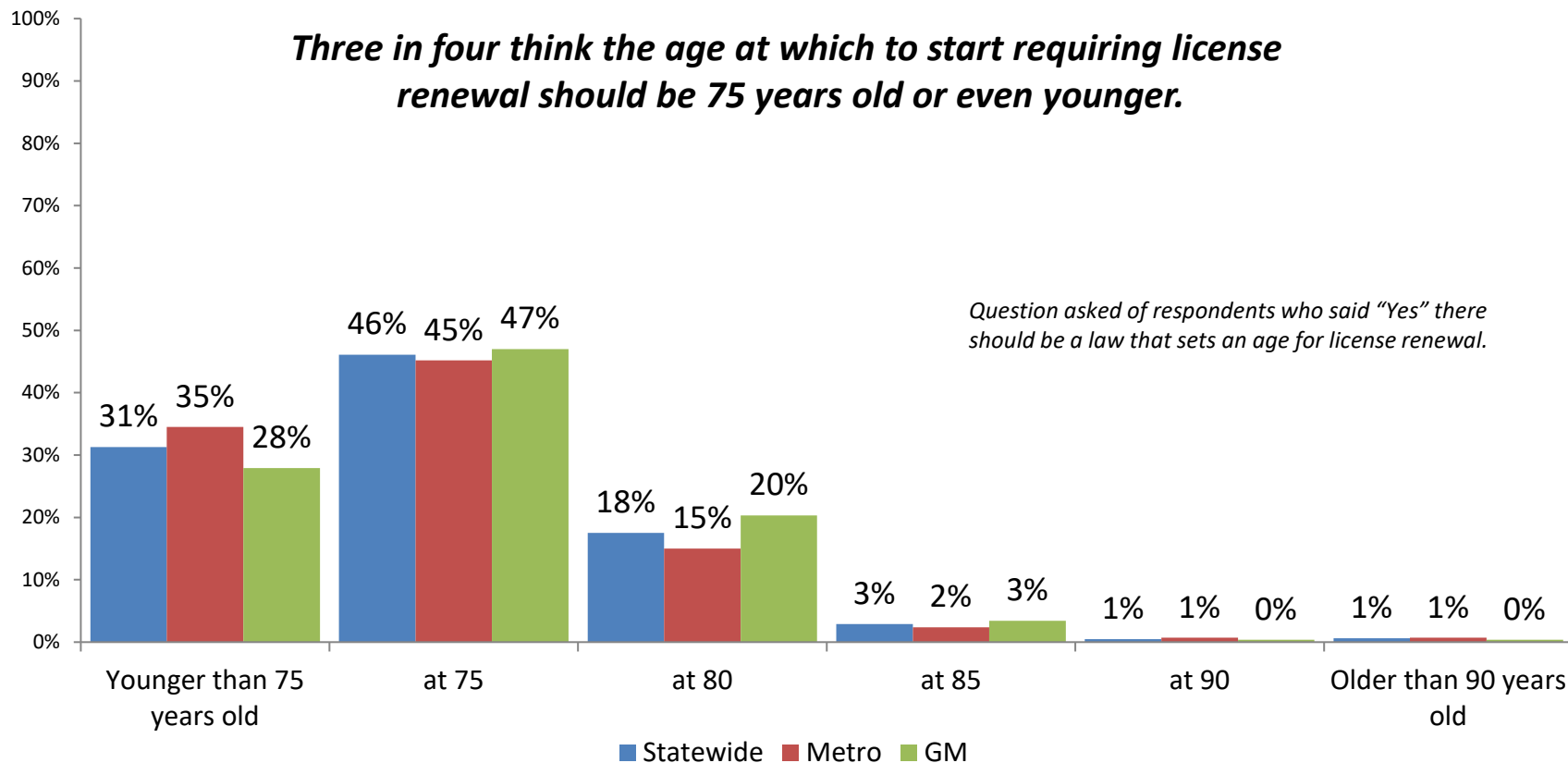


Overall, 80% of those in the youngest age group are likely to support a renewal age law and 66% of those 60 and older said they would also support it. However, half of those in the youngest age group indicate that they would “Strongly support” such a law, whereas, only one fourth in the oldest age group said that they “Strongly support” it.

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

# Department Public Safety/MnDOT Partnership – Driver’s License Age Renewal Law

*At what age do you believe they should be required to renew their license every 2 years?*



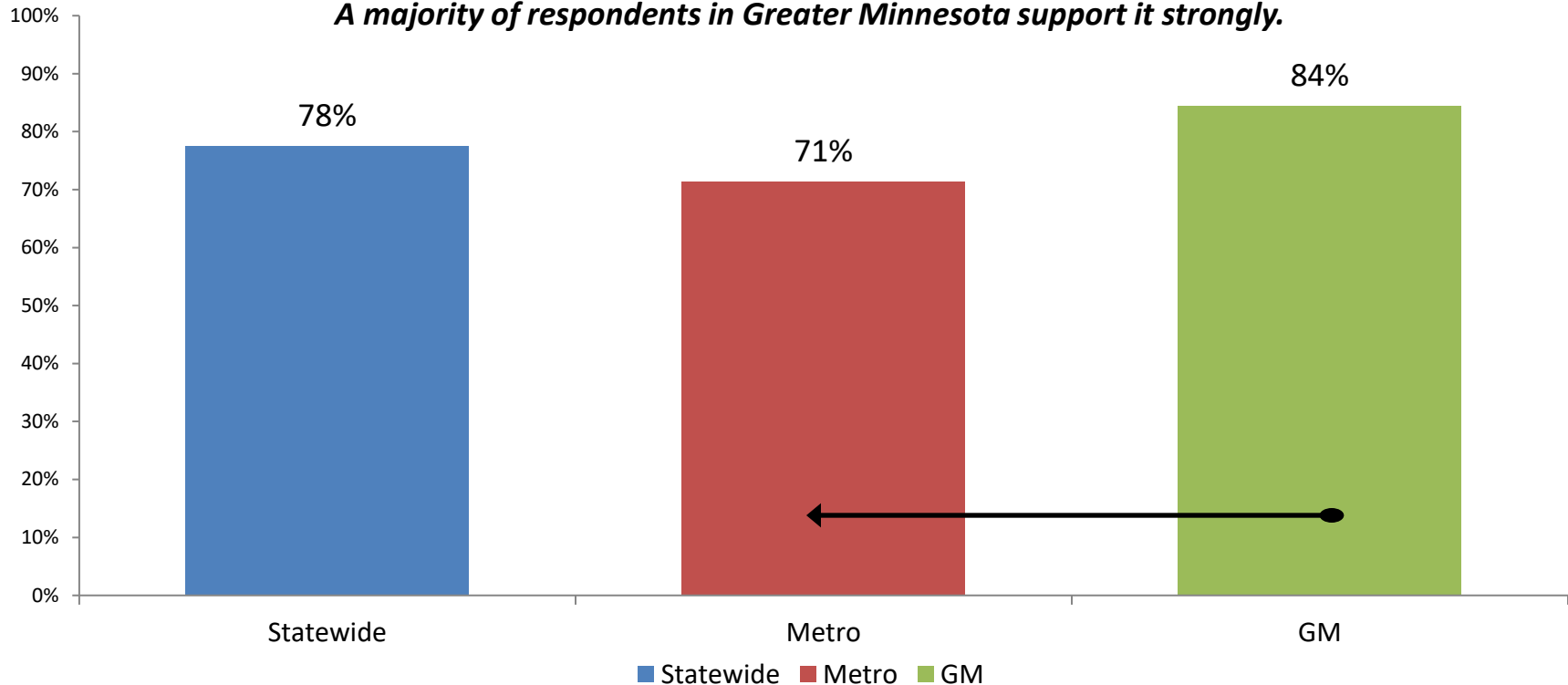
41% of those in the youngest age group think the license renewal age should be younger than 75, but only 21% of those ages 60 and older believe it should be that low. Just over one fourth of those in the older age group believe the license renewal age should be 80 years old.

*Number of respondents: 557 Statewide, 290 Metro, 267 GM*

## Department Public Safety/MnDOT Partnership– Headlights On For Safety Law

*On a new topic, some states are considering a law to require vehicle headlights to be on at all driving times in order to help reduce crashes. How much would you support or oppose a law such as this?*

***Almost 8 in ten would support a law requiring that people drive with their headlights on at all times to improve safety on the roadways.  
A majority of respondents in Greater Minnesota support it strongly.***



Females are more likely to support a lights on law than are males (83% compared to 71% respectively).

*Number of respondents: 800 Statewide, 426 Metro, 374 GM*

*Rate: Support somewhat/Support strongly*

## Telecommuting – Key Findings

- Eight percent of all respondents who had a paying job last week indicated that they telecommute. That is, there are days that they work at places other than their normal workplace.
- A new question was added this year to identify respondents whose job, or job function, does not allow them to telecommute. This identified the number of people eligible to telecommute; that is, people who had paying jobs last week and worked at a job that doesn't require them to be at their normal workplace in order to perform the functions of the job.

*Of all respondents "who had paying jobs last week," 8% telecommute.*

*Of all respondents who had paying jobs last week and their job function did not require them to be at their normal workplace 40 of 58 said that they telecommute.*

*Caution small sample. The 40 of 58 eligible telecommuters were identified from an ending sample of 800 respondents drawn at random from the general population; not from a sample of job classifications and positions that may be appropriate for telecommuting and determining employee eligibility. Caution should be used when drawing conclusions about this group.*

# Telecommuting

A new question was asked this year to screen out people who had a paying job last week, but their job, or job function is such that they could not telecommute. The screening questions to identify eligible telecommuters are shown below.

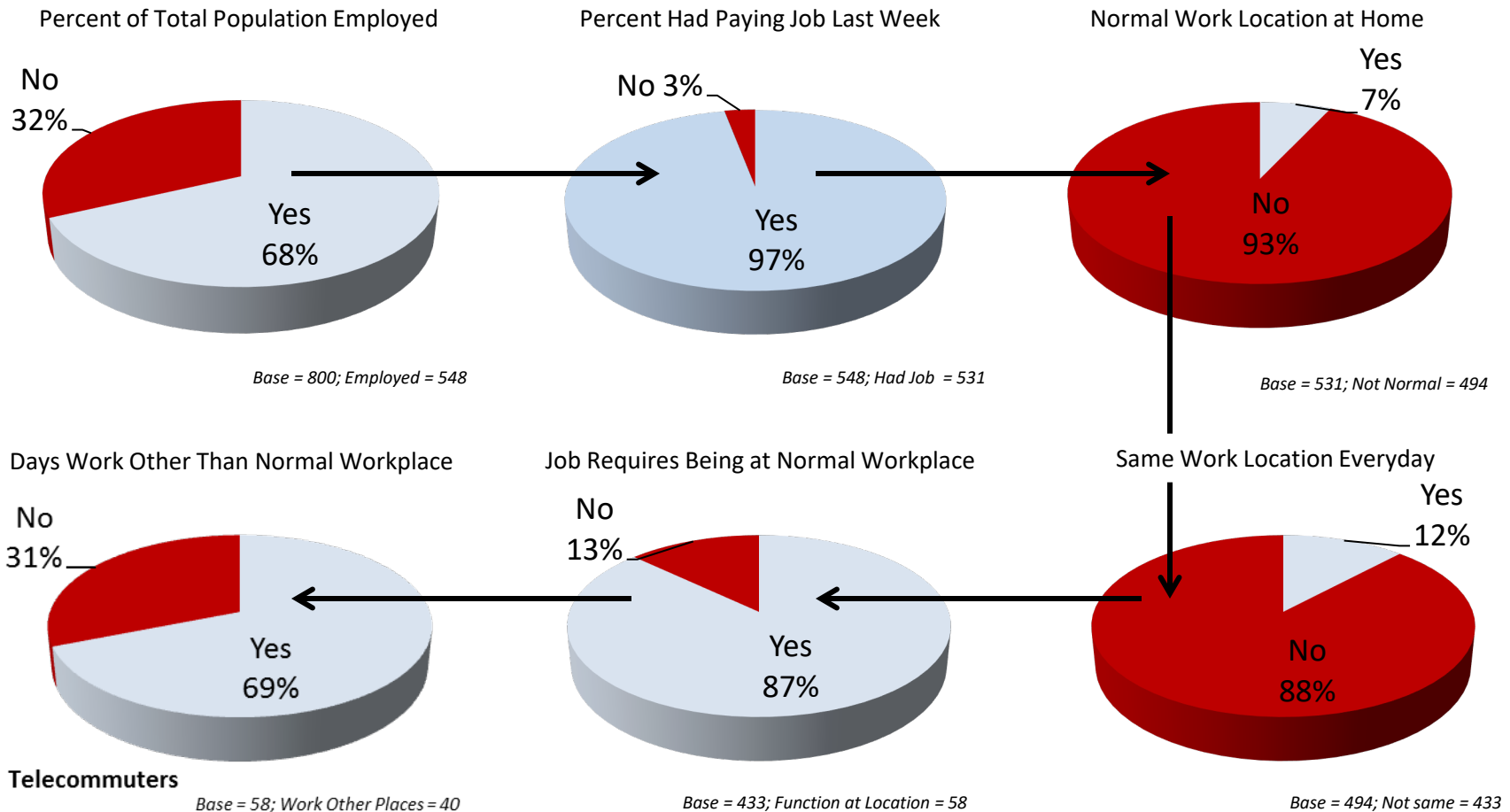
- Did you have a paying job last week?
- Is your normal work location at home?
  - *(The normal work location for 93% of the people who had a paying job last week is not at home.)*
- Do you have a job that doesn't have the same work location every day, that is, a job such as delivery or trucking services or service delivery and repair?
  - *(82% of those with a paying job last week have a job where they go to the same work location every day.)*

## **New question**

- Do you have a job that is located in a company or agency such as school, hospital, or factory – meaning your job requires you to be at the workplace in order to perform the functions of your job?
  - *(71% of those with a paying job last week said they have the type of job that requires them to be at their normal workplace.)*
- Are there days you work at places other than your normal workplace, such as your home or a coffee shop?
  - *(8% of those with a paying job last week said that they sometimes work at a place other than their normal workplace.)*

# Telecommuters

***The number of telecommuters represent 8% of those with a paying job last week.  
40 of 58 telecommuters indicated that they sometimes work at other places than their normal workplace.***



*Caution small sample. The 40 of 58 eligible telecommuters were identified from an ending sample of 800 respondents drawn at random from the general population; not from a sample of job classifications and positions that may be appropriate for telecommuting and determining employee eligibility.*

*Caution should be used when drawing conclusions about this group*

## Telecommuting

In general, about how many days do you work at other places instead of your normal workplace each month?  
When you do work other places than your normal workplace, are you able to avoid rush hour or peak period either in the morning or in the afternoon?

***Almost half of those who telecommute indicate that they do so about one or two days a week.***

Telecommuters			
Screening Factor	Statewide	Metro	Greater Minnesota
<b><i>Number days Telecommute each month</i></b>			
1 day	10%	11%	8%
2 – 3 days	20%	22%	16%
4 – 5 days	28%	28%	26%
6 – 10 days	20%	22%	17%
More than 10 days	18%	11%	33%
<b><i>Able to avoid 'rush hour' or peak period</i></b>			
▪ Avoid morning rush	69%	78%	49%
▪ Avoid afternoon rush	77%	86%	57%
▪ Avoid neither peak period	20%	11%	43%
Base	40	28	12

*Caution small sample. The 40 of 58 eligible telecommuters were identified from an ending sample of 800 respondents drawn at random from the general population; not from a sample of job classifications and positions that may be appropriate for telecommuting and determining employee eligibility.  
Caution should be used when drawing conclusions about this group*



## Demographic / Classification Section

*Which mode of transportation do you USUALLY use when commuting to work or school?*

*What other modes of transportation have you USED in the past year when commuting to work or school?*

***Almost 7 in ten commuters use only their car or truck to commute to work, only 10% ever use public transportation.***

	2010					
	Usually Use			Other Modes Used		
<i>Mode of Transportation When Commuting to Work or School</i>	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>
Car or truck	95%	94%	96%	4%	4%	4%
City bus or other public transportation	3%	5%	1%	7%	10%	3%
Car pool / Van pool	1%	0%	1%	5%	7%	2%
Taxi	0%	0%	0%	1%	1%	0%
Motorcycle	0%	0%	0%	4%	5%	4%
Bicycle	1%	1%	1%	10%	13%	7%
Other	1%	0%	2%	6%	5%	7%
None				68%	62%	75%
Base	433	227	206	433	227	206

The modes of transportation used when commuting to work or school are virtually unchanged since 2005.

## Demographic / Classification Section

### **Commuters**

*Do you commute either to work or school during the week on a regular basis?*

*Do you regularly commute in the mornings between 5:30 and 9 a.m.?*

*Do you regularly commute in the afternoons between 2:00 and 7:00 pm?*

***Just over 6 in 10 respondents indicated that they regularly commute to work or school.  
This is consistent with previous years.***

	2010		
<b>Commuters</b>	<b>Total</b>	<b>Metro</b>	<b>Greater MN</b>
Percent Commute to Work or School	61%	60%	61%
Base	800	426	374
<b>Regular AM and PM Commuters</b>			
Percent are regular morning commuters between the hours of 5:30 and 7:30 a.m.	55%	54%	57%
Percent are regular morning commuters between the hours of 7:30 and 9:00 a.m.	42%	44%	39%
Percent are regular afternoon commuters between the hours of 2:00 and 4:00 p.m.	35%	36%	33%
Percent are regular afternoon commuters between the hours of 4:00 and 7:00 p.m.	63%	60%	66%
Base	486	257	229

# Demographic / Classification Section

## Commuters

As part of your WORK or SCHOOL trip routes, do you TYPICALLY use a major highway or freeway?

Which Minnesota freeways or state highways do you TYPICALLY use as part of your commute? Again, I mean 2 lane or divided state highways and freeways, and not county roads.

Major Highway or Freeway Usage	Total	Metro	Greater MN
Percent of commuters who typically use a highway or freeway as part of commute	68%	74%	61%
Base	433	227	206
<b>Major highways or freeways typically used as part of commute (5% or more)</b>			
Highway 94	18%	20%	16%
Highway 494	12%	19%	2%
Highway 35W	13%	21%	2%
Highway 694	7%	12%	1%
Highway 35	4%	4%	4%
Highway 10	9%	9%	8%
Highway 394	6%	9%	2%
Highway 100	6%	11%	0%
Highway 169	10%	12%	6%
Highway 35E	7%	11%	2%
Highway 55	5%	5%	4%
Highway 36	3%	6%	0%
Highway 62 / Cross-town	5%	8%	0%
Highway 52	6%	2%	11%
Base	294	169	125

# Demographic / Classification Section

*How many licensed drivers currently live in your household?*

*How many motor vehicles are owned AND USED by members of your household?*

*Would you say you travel State highways and Freeways more often or Local and County roads more?*

	2010		
	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>
<b>Number of Licensed Drivers</b>			
Mean number of licensed drivers	2.19	2.18	2.20
None			
1 - 2	75%	75%	76%
3 - 5	23%	24%	22%
6 or more	1%	0%	1%
Base	800	426	374
<b>Number of Motor Vehicles</b>			
Mean number of vehicles	2.51	2.41	2.63
None			
1 - 2			
3 - 5			
6 or more			
Base	800	426	374
<b>Roads Traveled Most Often</b>			
State Highways and Freeways more often	46%	54%	37%
Local and County roads more often	54%	46%	63%
Base	800	426	374

## Demographic / Classification Section

*Could you please tell me in what year were you born?*

	2010			
<b>Age</b>	<b>Total</b>	<b>Metro</b>	<b>Greater MN</b>	<b>Minnesota Census</b>
Target Audience				
18 – 39 years old	26%	25%	27%	-
40 – 59 years old	48%	50%	46%	-
60 years old or over	26%	25%	27%	-
Refused	0%	0%	0%	-
All Respondents				
18 - 24 years old	6%	5%	6%	13%
25 - 34 years old	13%	12%	15%	18%
35 - 44 years old	15%	16%	14%	18%
45 - 54 years old	25%	26%	25%	20%
55 - 64 years old	21%	24%	18%	15%
65 - 74 years old	10%	9%	12%	8%
75 years old or over	9%	8%	11%	8%
Base	800	426	374	

# Demographic / Classification Section

*Are you employed...?*

	2010		
<i>Employment Status</i>	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>
Full time	54%	54%	55%
Part time	13%	12%	15%
Not employed outside home	10%	12%	8%
Retired	21%	21%	22%
Refused	0%	0%	0%
Base	800	426	374

## Demographic / Classification Section

*What is the last grade or level of education that you completed?*

	2010		
<i>Education Level</i>	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>
High School or less	19%	16%	22%
Technical or Vocational School	14%	10%	18%
Some College	19%	19%	19%
College Graduate	31%	34%	27%
Post Graduate	17%	20%	14%
Refused	0%	0%	0%
Base	800	426	374

## Demographic / Classification Section

*Can you tell me into what range I read next, your 2009 total household income before taxes was?*

	2010		
<b>Household Income</b>	<b>Total</b>	<b>Metro</b>	<b>Greater MN</b>
Under \$20,000	5%	5%	5%
\$20,000 to \$34,999	8%	7%	9%
\$35,000 to \$49,999	11%	7%	15%
\$50,000 to \$64,999	12%	12%	14%
NET - \$65,000 or more	46%	50%	42%
\$65,000 to \$74,999	8%	8%	9%
\$75,000 to \$99,999	17%	16%	18%
\$100,000 or more	21%	26%	15%
Refused	18%	19%	16%
Mean - 2009 Omnibus Study	\$68,640		
Median Household Income in 2008	\$57,318		
Base	800	426	374



## Demographic / Classification Section

*Are you Spanish/Hispanic/Latino?*  
*Do you consider yourself to be...?*

	2010		
<b><i>Ethnicity &amp; Racial Origin</i></b>	<b><i>Total</i></b>	<b><i>Metro</i></b>	<b><i>Greater MN</i></b>
Spanish/Hispanic/Latino	1%	0%	1%
<b><i>Racial Origin</i></b>			
White	93%	90%	97%
Black or African American	2%	3%	1%
American Indian or Alaskan Native	0%	1%	0%
Asian, Native Hawaiian or other Pacific Islander	2%	2%	1%
Some other race	1%	1%	1%
Refused	3%	4%	1%
Base	800	426	374

## Demographic / Classification Section

*Record gender*

	2010		
<i>Gender</i>	<i>Total</i>	<i>Metro</i>	<i>Greater MN</i>
Female	50%	48%	53%
Male	50%	52%	47%
Base	800	426	374