

Calhoun Area Residents Action Group NRP Phase II Survey Results

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Executive Summary

This report presents the results of the Calhoun Area Residents Action Group (CARAG) NRP II neighborhood study. In August 2009, the CARAG neighborhood association surveyed area residents, business owners and absentee owners in order to gather input about neighborhood issues, concerns, and to seek solutions, and develop priorities for how CARAG should spend its \$600,000+ of NRP Phase II funds. Approximately 400 community members responded to the survey.

The survey results indicate that CARAG community members are a diverse group with many relatively new residents as well as a large number of longtime residents. Respondents to the survey ranged in age from 20 to 98 with a median age of 40. Characteristics that describe a typical respondent include: 25 – 44 years old, rents property, and has lived in the community for less than one year.

Most respondents surveyed love their community and enjoy the livability of the neighborhood. However, many remain concerned about crime, lack of affordable housing, and issues related to transportation.

The purpose of this report is to provide the CARAG neighborhood association with interesting and valuable information regarding community member satisfaction with the CARAG neighborhood. Questions about the survey should be addressed to Scott Engel, CARAG Executive Coordinator, 3612 Bryant Av. S., Minneapolis MN 55409, tel. 612.823.2520, email scottengel@carag.org.

Survey Methodology

The Sample

All CARAG residents, business owners, and property owners, were eligible to participate in the survey and no minimum age was set. Survey questionnaires ($n = 4,125$) were mailed to residents ($n = 3,600$), businesses ($n = 253$), and absentee owners ($n = 252$) within the area encompassed by CARAG on August 24, 2009. A single survey was mailed to each eligible address; however, additional questionnaires were made available to any eligible community member who wished to complete one. Participants were told that the purpose of the survey was “to learn more about community members' concerns and ideas for neighborhood improvements—in order to determine how to spend over \$600,000 in Neighborhood Revitalization Program (NRP) funds.”

Originally, it was expected that data collection would be completed within approximately two weeks and participants were requested to return all surveys no later than September 5, 2009. However, that deadline was later extended to September 15 in order to allow attendees at the CARAG annual meeting to complete surveys¹. A total of 411 completed surveys were collected. Two of these were discarded because it was determined that the address provided by the respondent was outside the CARAG boundaries. This resulted in a sample size of 409 which represents an approximately 10% response rate. In terms of sample size and how well the sample represents the community as a whole, this can generally be considered an acceptable response rate (Bartlett, Kotrilik, & Higgins, 2001). Furthermore, a comparison of the sample age distribution with the CARAG age distribution from the 2000 census shows a remarkable consistency (City of Minneapolis, 2000). However, because this is non-random, volunteer sample of community members' opinions, results from this survey may not be representative of the community as a whole and should therefore be used with caution.

Participants were offered a chance to win one of two \$25 gift certificates for their participation and were asked to provide their name and address in order to be eligible. They

¹ Returned surveys were kept by the NRP office until September 17, 2009 and it's possible that some additional survey were received until that date.

were assured that all identifying information would be kept confidential. Prior to data analysis, participants' names were removed from the data file. However, after data collection was completed, it was discovered that the survey instrument delivered to participants failed to ask for participants' gender. Because this was a potentially important variable to consider during data analysis, participants' names were used, to the extent possible, to determine gender. This procedure was carried out by a CARAG representative who then removed the names from the data file prior to turning it over to the researcher conducting the data analysis.

The Survey Questionnaire

The survey questionnaire was designed to obtain basic demographic information about the CARAG community as well as solicit opinions on issues and concerns relevant to community members (See Appendix A). Demographic information requested included resident status (homeowner, renter, business owner, or property owner), length of time living or owning property or a business in the CARAG neighborhood, age, and number of children. As previously noted, gender was inadvertently left off of the questionnaire². Additional demographic information such as marital status, number of individuals in the household, education level, and income level were also not included on the present survey. These variables may be included in neighborhood surveys conducted in the future³.

Issue-related questions asked residents to rate their overall satisfaction level with living in CARAG and to rate a number of issues (e.g. housing and crime) in terms of personal importance. Participants were also given the opportunity to list any specific concerns they might have about living in CARAG, indicate how they would like to see CARAG spend its \$600,000+ in NRP funds, and to make suggestions on how the CARAG neighborhood association might better serve the community.

² An attempt was made to create a gender variable based on respondent names after data collection was completed. Because of the tenuousness of this procedure, gender is used sparingly in the analyses presented in this report.

³ Geographic location variables based on street and block number were also created. Approximately 40% of the sample failed to include address information. Analyses were performed on the available data; however, no useful information could be obtained.

Demographics

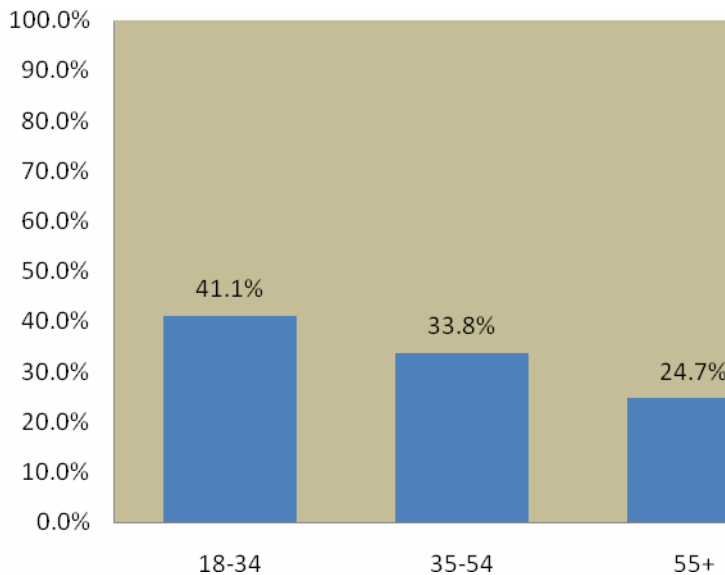
Who are the people of CARAG?

Outlined below are the demographics of the 409 participants who responded to the survey. Although this is not a representative sample, representativeness will be assumed for the purposes of this report.

CARAG is a relatively young community; more than half of the sample (52%, $n = 207$) is between 25 and 44 years old. Ages for the sample ranged from 20 to 98 with a median age of 40 and a mean age of 44. Approximately 11% of the respondents indicated they have between one and three children ages 1 to 18.

Age

CARAG Age Distribution



Base = 396

The following tables present additional demographic information for CARAG residents and business owners.

Resident Status		
	<i>n</i>	%
Homeowner	186	45.5%
Renter	179	43.8%
Absentee Owner	28	6.8%
Business Owner	16	3.9%

Residence Length		
	<i>n</i>	%
< 1 year	54	14.8%
2 - 5 years	149	40.9%
6 - 10 Years	34	9.3%
> 10 Years	127	34.9%

Residence Type		
	<i>n</i>	%
Single Family	121	63.7%
Duplex/Triplex	24	12.6%
Condo/Townhome	39	20.5%
Other	6	3.2%

Absentee Property/Business Length		
	<i>n</i>	%
< 1 year	5	3.3%
2 - 5 years	44	29.1%
6 - 10 Years	20	13.2%
> 10 Years	82	54.3%

Has Children (Y/N)		
	<i>n</i>	%
Yes	45	11.3%
No	354	88.7%

Number of Children		
	<i>n</i>	%
1	19	4.8%
2	21	5.3%
3	5	1.3%

The following table lists the typical CARAG resident/business owners within each of four age groups. For example, the typical 20 – 24 year old rents a condo/townhome, has been a CARAG resident for less than one year, and has no children.

Age Range	Residence Status	Home Type	Residence Length	Property/Business Length	Number of Children
20 - 24	Rent n = 28, 88%	Condo n = 2, 67%	< 1 Year n = 21, 68%	N/A	N/A
25 - 44	Rent n = 109, 53%	SFR n = 47, 55%	2 - 5 Years n = 114, 59%	2 - 5 Years n = 34, 58%	1 or 2 n = 14, 7%
45 - 64	HO n = 67, 61%	SFR n = 51, 75%	> 10 Years n = 66, 75%	> 10 Years n = 44, 75%	2 n = 7, 7%
65-98	HO n = 27, 57%	SFR n = 20, 71%	> 10 Years n = 29, 69%	> 10 Years n = 21, 95.5%	N/A

Note: This table is a cross tabulation of survey respondents by age group and various demographic items. Each cell in the table represents the most frequently occurring response . HO = homeowner, SFR = single-family residence,

In the following sections, detailed analysis of data collected from the survey is provided. It should be noted that the number of responses to each question varies slightly because some individuals did not provide answers to every question.

Neighborhood Satisfaction

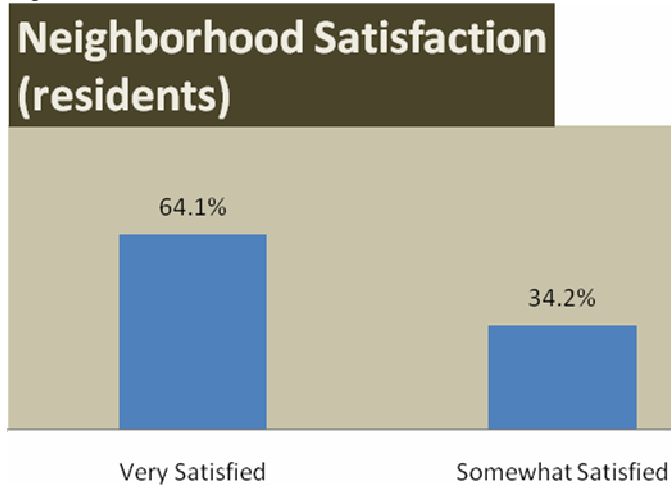
In general, how satisfied are you with living in the CARAG neighborhood?

CARAG community members responding to the survey appear to have a very high level of satisfaction with living in the neighborhood. Nearly all residents (98.5%) indicated that they are very satisfied or somewhat satisfied with living in the CARAG neighborhood (see

Figure 1). This represents an increase in overall satisfaction of approximately 6 percentage points since this question was last asked in 2007(CARAG, 2007).⁴

CARAG residents are very satisfied with the

Figure 1



(n = 360)

Note: Excludes respondents who answered “Neutral”, “Somewhat Dissatisfied” or “Very Dissatisfied.”

Similar results were obtained by examining satisfaction ratings as a function of length of residency, residence status (homeowner vs. renter), and age (see Table 1). In nearly all cases, 90% or more of respondents in each group indicated they were either “very satisfied” or “somewhat satisfied” with living in CARAG. The one exception to this finding is age. Although not statistically significant, the data suggests a trend towards a negative correlation between age and satisfaction with living in CARAG. In other words, the older a resident is, the more likely s/he is to be less satisfied with living in CARAG. While 98.8% of all residents age 18 – 34 indicated that they are either somewhat satisfied or very satisfied with living in CARAG, the percentages for residents age 35 – 54 and residents 55 and older dropped to 93.7% and 91.5%, respectively.

⁴ The current totals exclude responses by absentee owners and business owners as they are not technically residents of CARAG. It is not known whether or not these groups were excluded from the 2007 totals.

Table I

Neighborhood Satisfaction Rating (by residence type, length of residence, and age)

		Very Dissatisfied		Somewhat Dissatisfied		Neutral		Somewhat Satisfied		Very Satisfied		
		n	%	n	%	n	%	n	%	n	%	
Residence Type	Homeowner (n=184)	1	0.3%	5	2.7%	2	1.1%	63	34.2%	113	61.4%	100%
	Renter (n=176)	0	0%	2	1.1%	6	3.4%	60	34.1%	108	61.4%	100%
Length of Residence		360										
	< 1 year (n=53)	0	0%	0	0%	2	3.8%	14	26.4%	37	69.8%	100%
	1 - 5 years (n=146)	0	0%	2	1.4%	6	4.1%	56	38.4%	82	56.2%	100%
	6 - 10 years (n=38)	0	0%	0	0%	0	0%	12	31.6%	26	68.4%	100%
	> 10 Years (n=125)	2	1.6%	4	3.2%	0	0%	39	31.2%	80	64.0%	100%
Age		362										
	18 - 34 (n=159)	0	0%	1	0.6%	1	0.6%	55	34.6%	102	64.2%	100%
	35 - 54 (n=126)	0	0%	2	1.6%	6	4.8%	50	39.7%	68	54.0%	100%
	55+ (n=94)	2	2.1%	3	3.2%	3	3.2%	27	28.7%	59	62.8%	100%
TOTAL CARAG	(n - 409)	2	.5%	7	1.8%	11	2.8%	136	34.9%	234	60%	100%

In terms of gender, slight differences in satisfaction ratings were noted; however, these were not statistically significant. Specifically, women appear to have a somewhat higher satisfaction level than men. 66.9% of female respondents rated their satisfaction level as “very satisfied” compared to 60.3% of men who gave the same rating. The opposite pattern was seen with the “somewhat satisfied” rating where 28.8% of women and 35.9% of men indicated they were somewhat satisfied with living in CARAG. As previously noted, survey findings with

respect to gender must be taken with extreme caution given the unusual method by which gender of respondents was determined.

A small number of absentee owners (18 out of 28) and business owners (12 out of 16) answered this question. Clearly their satisfaction with the neighborhood, in general, would be interesting to know. Unfortunately, this question specifically asked about “satisfaction with living in CARAG”. As such, the responses by these non-residents are impossible to interpret given the difficulty in knowing how they interpreted this question, and the small rate of response. Raw data for these responses are listed in Appendix B.

Neighborhood Issues and Concerns

When you think about the CARAG neighborhood, how important are each of the following issues to you?

For this question, participants were asked to rate nine items based on the level of importance to them. Possible responses were “extremely important”, “very important”, “somewhat important”, “Not “very important”, and “Not important at all.” The follow-up question asked participants to list the three issues most important to them ordered by level of importance.

Based on responses to these two questions, crime, housing, parks, and transportation appear to be the four issues of concern to the greatest number of survey participants. Crime, housing, and transportation, occupy the top spots for each of the three categories of importance (i.e. first, second, or third). Of these, crime is unquestionably the single most important issue on the minds of CARAG community members. Table 2 provides a breakdown of the ratings for the nine issues ranked by the number of respondents rating each issue as being “extremely important” or “very important.”

Crime is the single most important issue on the minds of CARAG residents as indicated by

Below is a summary of the findings for the four issues (crime, housing, parks, and transportation) of greatest concern to CARAG community members. No noteworthy findings were observed for the remaining five issues so they will not be discussed here. However, ratings and ranking by level of importance for these issues can be seen in Tables 2 and 3.

Crime

Ninety five percent of respondents ($n = 394$) rated crime as being “extremely important” or “very important” with “extremely important” being the modal response. When participants were asked to list the three issues most important to them by level of importance, crime was selected as the number one choice by more than half of all respondents ($n = 202$; See Table 3). Additionally, crime was the issue most often selected as the number two most important (28.4%, $n = 54$) or the number three most important (28.1%, $n = 52$) by all respondents who selected an issue *other than crime* as the number one most important issue.

Table 2

Ratings of Community Issues and Concerns (ranked by the percentage of respondents rating each item “extremely important” or “very important”)											
	Extremely Important		Very Important		Somewhat Important		Not Very Important		Not at all Important		% Extremely/Very Important
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%	
Crime/Safety (404)	306	76%	78	19%	18	5%	2	1%	0	0%	95%
Parks (403)	180	45%	165	41%	53	13%	3	1%	2	1%	86%
Housing (399)	194	49%	141	35%	48	12%	12	3%	4	1%	84%
Transportation (400)	170	43%	132	33%	71	18%	23	6%	4	1%	76%
Beautification (401)	173	43%	130	32%	80	20%	17	4%	1	0%	76%
Energy/Sustain (401)	154	38%	137	34%	89	21%	16	4%	8	2%	73%
Arts/Culture (398)	168	42%	113	28%	88	22%	23	6%	6	2%	71%
Community Events (399)	148	37%	127	32%	69	17%	44	11%	11	3%	69%
Economic Dev (399)	150	38%	124	31%	97	24%	25	6%	3	1%	69%

Seniors (397)	156	39%	87	22%	66	17%	62	16%	26	7%	61%
Schools/ED (400)	121	30%	110	28%	106	27%	46	12%	17	4%	58%

Note: the number in parenthesis indicates the base number of respondents for each issue.

Given the minimal amount of variability in this rating, it is not surprising that no group differences were found with respect to crime. The high level of concern for crime was equally consistent across age, gender, residence status, business owners, and absentee owners.

Survey participants were given the opportunity to provide written comments related to issues or concerns they might have about living in the neighborhood. Again, a large majority of comments were concerned with crime in the neighborhood. A number of residents stated that they did not feel safe in the neighborhood after dark. This concern for nighttime safety was echoed in comments suggesting that the neighborhood needs better lighting. Safety in the alleyways was mentioned quite frequently and a number of residents mentioned incidents of vandalism that they have either witnessed or heard about taking place in alleys. Additionally, a number of residents listed neighborhood apartment complexes as the source of a considerable amount of crime. High turnover rates and lack of upkeep by building owners were cited as contributing factors. Some residents expressed a concern that the level of crime was a particular problem for seniors and families with children and hoped something could be done to curb crime in the area for the protection of these groups. Lastly, a number of comments singled out areas in which local bars are located as particularly troublesome and the source of large amounts of crime. Appendix C includes verbatim comments about crime and other issues of concern mentioned by survey respondents.

Housing

After crime, housing was identified as the issue of most concern to respondents. Fifteen percent (*n* = 60) of respondents listed housing as the issue most important to them. Additionally, housing remained one of the top three choices when respondents identified their second and third most important issues. In each case, 14% of all respondents listed housing as their second or third most important issue. As seen in Table 2, 84% (*n* = 335) of all respondents also rated housing as being either “very important” or “somewhat important.” Again, variability of

responses was low. There were no significant differences found across age, gender, residence status, business owners, or property owners.

Table 3

Respondents' ranking of issues by level of importance						
	1 st		2 nd		3 rd	
	<i>n</i>	%	<i>n</i>	%	<i>n</i>	%
Crime & Safety	202	51%*	54	14%*	52	14%*
Housing	60	15%*	53	14%*	46	12%**
Transportation	29	7%*	63	16%*	37	10%
Neighborhood Beautification	22	6%	57	15%*	35	9%
Economic Development	20	5%	31	8%	29	8%
Energy & Sustainability	19	5%	29	7%	49	13%*
Schools & Education	17	4%	32	8%	19	(5%)
Arts & Culture	10	3%	17	(4%)	32	8%
Parks	9	(2%)	39	10%	56	15%*
Community Events	3	(1%)	4	(1%)	17	(5%)
Seniors	2	(1%)	11	(3%)	10	(3%)
Total (Base)	393		390		382	

Note: Survey participants were presented with 11 issues and were asked to identify three that were most important to them (ranked by level of importance). This table shows the number of times each of the 11 issues was rated 1st, 2nd, or 3rd most important. Starred items were chosen most often. Bracketed items were chosen least often.

Parks

A somewhat contradictory picture emerges when comparing the general feeling about the importance of parks with the number of times respondents indicated Parks was one of the top

three most important issues. Parks was rated “very important” or “somewhat important” by 85% ($n = 345$) of all respondents. Despite this, parks was selected as the number one most important issue by a mere 2% ($n = 9$) of all respondents. Upon closer examination, this apparent discrepancy is not so surprising when one considers the fact that the top three issues (crime, transportation, and housing) account for a full 73% of the sample. Despite the low first choice ranking, the relatively high number of times Parks was chosen as the second or third most important issue suggests that this issue remains important in the minds of community members. Parks was chosen as the second most important issue by 10% of respondents ($n = 39$) ranking it fifth in relation to the other 11 issues. Parks moved to the first position in the ranking of issues listed as third most important. Fifteen percent ($n = 52$) of the respondents chose parks as the third most important issue. Thus, it appears that CARAG community members generally agree that Parks are an important issue within the community but feel their importance in relation to other issues is relatively low.

Few respondents made specific comments about parks. Those that did, however, mentioned parks in relation to neighborhood crime and a lack of green space within CARAG (See Appendix C).

Transportation

Transportation was rated as being “extremely important” or “somewhat important” by 76% ($n = 202$) of respondents. Additionally, 7% ($n = 29$) of respondents listed transportation as the issue most important to them. Transportation was also a popular choice for second most important issue by 16% ($n = 63$) of respondents.

It’s not entirely clear how respondents interpreted this item. Based on the comments provided, it appears that issue means many things to many people. The three issues most often identified in written comments were the lack of light rail close to the neighborhood, lack of parking – both in residential and commercial areas, and speeding on residential streets. A few comments suggested more traffic calming measures (e.g. speed bumps and stop signs) be put in place.

One final issue that deserves special attention is seniors. Based on ratings alone, concern for seniors appears to be strikingly low. When asked to identify the three issues most important to them, seniors were rated least important or second least for all three categories. Based on ratings of level of importance, seniors were identified as being “extremely important” or “very important” by only 61% ($n = 243$) of respondents. Although this translates to roughly six out of 10 people who feel this is an important issue, this rating places it second to last (just above schools and education) in terms of relative importance.

Upon closer examination it appears that this seemingly low level of concern may be related to the age distribution of the sample (and perhaps the neighborhood as a whole). As previously noted, CARAG residents are relatively young group with a median age of 40. More than half (52.7%, $n = 207$) of all survey respondents are between 25 and 44. At first glance, it would seem that removing this group from the analysis would yield a different pattern of results with respect to concern for seniors; however, this was not the case. Surprisingly, when all respondents younger than 44 were removed, results remained approximately the same. Only 67.6% ($n = 53$ out of 153) age 44 and older rated seniors as being “extremely important” or “very important”. Only when analysis was conducted using responses from respondents age 65 or older did the pattern of results change. As would be expected, 81.1% ($n = 36$ out of 44) of this group rated seniors as being “extremely important” or “very important”. These respondents are typically longtime neighborhood residents (10+ years), living in single family residences. Despite this, only one person in this group identified seniors as the number one most important issue to them. Even within this group, and perhaps understandably, crime was the number one important issue.

An interesting piece of insight into this issue was provided by way of a comment from one respondent who indicated that s/he did not understand what “seniors” related to and wondered if the focus was “handicap accessibility.” The respondent indicated that s/he felt handicap accessibility, in and of itself, was an important issue but since the label was “seniors” s/he marked the item as being unimportant. A check on this indicated that the standard deviation of responses for “seniors” was 1.11. In general, a standard deviation of 1 or higher indicates a

relatively high level of variability in responses. Thus, it is possible that this term was too ambiguous to yield a consistent pattern of results.

As a follow-up, it was found that “Schools/Education”, an item that also rated relatively low in terms of importance, also had a standard deviation of 1.11. Whether or not this is due to some sort of ambiguity or a simple difference in opinions cannot be determined. The standard deviation for transportation was .96. As mentioned above, the comments about transportation seemed to indicate that respondents interpreted this item in a number of ways as well.

Appendix A

**CALHOUN AREA RESIDENTS ACTION GROUP (CARAG)
NRP PHASE II PLANNING SURVEY**

WE NEED YOUR INPUT! CARAG is conducting this survey to learn more about community members' concerns and ideas for neighborhood improvements—in order to determine how to spend over \$600,000 in Neighborhood Revitalization Program (NRP) funds. This is your opportunity to share your vision for our neighborhood. **All individual information will be kept strictly confidential.**

Please complete and return this survey in the enclosed envelope on or before **Saturday, September 5, 2009** to be eligible to win one of two \$25 gift certificates for the CARAG business of your choice. Feel free to attach additional pages, if necessary, for your responses. Please contact CARAG at (612) 823-2520 or at carag@carag.org with questions or to request additional survey copies. **Thank you very much for completing this survey!**

1. Which describes your situation? CARAG boundaries are Lake Street on the north, 36th Street on the south, Hennepin Avenue on the west, and Lyndale Avenue on the east. (Circle all that apply.)
 - a. I am a renter living in CARAG.
 - b. I am a homeowner living in CARAG. (PLEASE INDICATE PROPERTY TYPE)

<input type="checkbox"/> Single family home	<input type="checkbox"/> Duplex/triplex	<input type="checkbox"/>
Condo/Townhome	<input type="checkbox"/> Other	
 - c. I own property in CARAG but do not live in CARAG.
 - d. I own a business located in CARAG.

2. How long have you lived, or owned property or a business, in the CARAG neighborhood? (Circle one answer for each column if appropriate.)

<u>Lived here</u>	<u>Owned property or a business here</u>
1. Less than one year	1. Less than one year
2. One to five years	2. One to five years
3. Six to ten years	3. Six to ten years
4. More than ten years	4. More than ten years

3. What is your age? _____
4. Do you have children under 18 years of age living in your home?

- 1. Yes What are their ages? _____
- 2. No

5. In general, how satisfied are you with living in the CARAG neighborhood?
(Circle one answer.)

- 1. Very satisfied
- 2. Somewhat satisfied
- 3. Neutral
- 4. Somewhat dissatisfied
- 5. Very dissatisfied

6. What are your biggest concerns about CARAG that you wish could be addressed?

7. When you think about the CARAG neighborhood, how important are each of the following issues to you? (Circle one rating for each topic area.)

	Extremel y Importa nt	Very Importa nt	Somewh at Importan t	Not very Importa nt	Not at all Importa nt
A. Housing	5	4	3	2	1
B. Transportation	5	4	3	2	1
C. Economic Development	5	4	3	2	1
D. Crime & Safety	5	4	3	2	1
E. Neighborhood Beautification	5	4	3	2	1
F. Seniors	5	4	3	2	1
G. Arts & Culture	5	4	3	2	1

H. Schools & Education	5	4	3	2	1
I. Energy & Sustainability	5	4	3	2	1
J. Parks	5	4	3	2	1
K. Community Events	5	4	3	2	1

8. What, if any, are your specific concerns about the 11 areas listed above?

9. Using letters, please indicate which three issues in question #7 are MOST important to you (list in order of importance).

#1_____ #2_____ #3_____

10. How would you like to see CARAG spend its \$600,000+ of NRP Phase II funds to improve the neighborhood? Please be as descriptive as possible (EXAMPLE: "Provide money for exterior housing improvements and for making buildings more energy efficient").

Although at least 70 percent must be spent on housing, suggestions might relate to the 11 issues listed above or might relate to issues such as: neighborhood appearance (housing, streets and alleys, public space); noise; absentee landlords or party houses; recreational opportunities and open space; sustainability and green initiatives; parking, traffic, and transit; shopping options/neighborhood businesses; housing and energy options; trees; street lighting; and community building; or any other concern that is important to you.

11. Do you have any suggestions for how the CARAG neighborhood association could better serve the community and meet its needs?

Appendix B

Age - Summary

Age

N	Valid	396
	Missing	13
Mean		42.86
Median		39.00
Mode		27
Range		78
Minimum		20
Maximum		98

Age - by Category

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	20 - 24	32	7.8	8.1	8.1
	25 - 44	207	50.6	52.3	60.4
	45 - 64	110	26.9	27.8	88.1
	65 - 98	47	11.5	11.9	100.0
	Total	396	96.8	100.0	
Missing	System	13	3.2		
Total		409	100.0		

Residence Status

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Homeowner	186	45.5	45.5	45.5
	Renter	179	43.8	43.8	89.2
	Absentee Owner	28	6.8	6.8	96.1
	Business Owner	16	3.9	3.9	100.0
	Total	409	100.0	100.0	

Length of Residence

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	< 1 Year	54	13.2	14.8	14.8
	2 - 5 Years	149	36.4	40.9	55.8
	6 - 10 Years	34	8.3	9.3	65.1
	> 10 Years	127	31.1	34.9	100.0
	Total	364	89.0	100.0	
Missing	System	45	11.0		
Total		409	100.0		

Home Type

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	SFR	121	29.6	63.7	63.7
	Duplex/Triples	24	5.9	12.6	76.3
	Condo/Townhome	39	9.5	20.5	96.8
	Other	6	1.5	3.2	100.0
	Total	190	46.5	100.0	
Missing	System	219	53.5		
Total		409	100.0		

Business/Property Owner Length

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	< 1 Year	5	1.2	3.3	3.3
	2 - 5 Years	44	10.8	29.1	32.5
	6 - 10 Years	20	4.9	13.2	45.7
	> 10 Years	82	20.0	54.3	100.0
	Total	151	36.9	100.0	
Missing	System	258	63.1		
Total		409	100.0		

Number of Children

		No_Children			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	354	86.6	88.7	88.7
	1	19	4.6	4.8	93.5
	2	21	5.1	5.3	98.7
	3	5	1.2	1.3	100.0
	Total	399	97.6	100.0	
Missing	System	10	2.4		
Total		409	100.0		

Q5 In general, how satisfied are you with living in the CARAG neighborhood?

Statistics

Satisfied living in neighborhood

N	Valid	390
	Missing	19
Mean		4.52
Mode		5
Std. Deviation		.690

Satisfied living in neighborhood

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Very Dissatisfied	2	.5	.5	.5
	Somewhat Dissatisfied	7	1.7	1.8	2.3
	Neutral	11	2.7	2.8	5.1
	Somewhat Satisfied	136	33.3	34.9	40.0
	Very Satisfied	234	57.2	60.0	100.0
Total		390	95.4	100.0	
Missing	System	19	4.6		
Total		409	100.0		

Q7 When you think about the neighborhood, how important are each of the following issues to you?

Descriptive Statistics

	N	Minimum	Maximum	Mean	Std. Deviation
A Housing	399	1	5	4.28	.862
B Transportation	400	1	5	4.10	.956
C Econ Dev	399	1	5	3.78	.910
D Crime Safety	404	2	5	4.70	.573
E Beautification Nigh	401	1	5	4.03	.846
F Seniors	397	1	5	3.26	1.111
G Arts Culture	398	1	5	3.78	.908
H Schools Education	400	1	5	3.62	1.129
I Energy Sustainability	401	1	5	4.03	.969
J Parks	403	1	5	4.28	.766
K City Events	399	1	5	3.50	.992
Valid N (listwise)	377				

A Housing

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	4	1.0	1.0	1.0
	Not Very Important	12	2.9	3.0	4.0
	Somewhat Important	48	11.7	12.0	16.0
	Very Important	141	34.5	35.3	51.4
	Extremely Important	194	47.4	48.6	100.0
	Total	399	97.6	100.0	
Missing	System	10	2.4		
Total		409	100.0		

B Transportation

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	4	1.0	1.0	1.0
	Not Very Important	23	5.6	5.8	6.8
	Somewhat Important	71	17.4	17.8	24.5
	Very Important	132	32.3	33.0	57.5
	Extremely Important	170	41.6	42.5	100.0
	Total	400	97.8	100.0	
Missing	System	9	2.2		
Total		409	100.0		

C Econ Dev

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	3	.7	.8	.8
	Not Very Important	25	6.1	6.3	7.0
	Somewhat Important	124	30.3	31.1	38.1
	Very Important	150	36.7	37.6	75.7
	Extremely Important	97	23.7	24.3	100.0
	Total	399	97.6	100.0	
Missing	System	10	2.4		
Total		409	100.0		

D Crime Safety

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not Very Important	2	.5	.5	.5
	Somewhat Important	18	4.4	4.5	5.0
	Very Important	78	19.1	19.3	24.3
	Extremely Important	306	74.8	75.7	100.0
	Total	404	98.8	100.0	
Missing	System	5	1.2		

B Transportation

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	4	1.0	1.0	1.0
	Not Very Important	23	5.6	5.8	6.8
	Somewhat Important	71	17.4	17.8	24.5
	Very Important	132	32.3	33.0	57.5
	Extremely Important	170	41.6	42.5	100.0
	Total	400	97.8	100.0	
Missing	System	9	2.2		
Total		409	100.0		

E Neighborhood Beautification

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	1	.2	.2	.2
	Not Very Important	17	4.2	4.2	4.5
	Somewhat Important	80	19.6	20.0	24.4
	Very Important	173	42.3	43.1	67.6
	Extremely Important	130	31.8	32.4	100.0
	Total	401	98.0	100.0	
Missing	System	8	2.0		
Total		409	100.0		

F Seniors

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	26	6.4	6.5	6.5
	Not Very Important	62	15.2	15.6	22.2
	Somewhat Important	156	38.1	39.3	61.5
	Very Important	87	21.3	21.9	83.4
	Extremely Important	66	16.1	16.6	100.0
	Total	397	97.1	100.0	
Missing	System	12	2.9		

B Transportation

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	4	1.0	1.0	1.0
	Not Very Important	23	5.6	5.8	6.8
	Somewhat Important	71	17.4	17.8	24.5
	Very Important	132	32.3	33.0	57.5
	Extremely Important	170	41.6	42.5	100.0
	Total	400	97.8	100.0	
Missing	System	9	2.2		
Total		409	100.0		

G Arts Culture

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	6	1.5	1.5	1.5
	Not Very Important	23	5.6	5.8	7.3
	Somewhat Important	113	27.6	28.4	35.7
	Very Important	168	41.1	42.2	77.9
	Extremely Important	88	21.5	22.1	100.0
	Total	398	97.3	100.0	
Missing	System	11	2.7		
Total		409	100.0		

H Schools Education

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	17	4.2	4.3	4.3
	Not Very Important	46	11.2	11.5	15.8
	Somewhat Important	121	29.6	30.3	46.0
	Very Important	106	25.9	26.5	72.5
	Extremely Important	110	26.9	27.5	100.0
	Total	400	97.8	100.0	
Missing	System	9	2.2		
Total		409	100.0		

I Energy Sustainability

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	8	2.0	2.0	2.0
	Not Very Important	16	3.9	4.0	6.0
	Somewhat Important	86	21.0	21.4	27.4
	Very Important	137	33.5	34.2	61.6
	Extremely Important	154	37.7	38.4	100.0
	Total	401	98.0	100.0	
Missing	System	8	2.0		
Total		409	100.0		

J Parks

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	3	.7	.7	.7
	Not Very Important	2	.5	.5	1.2
	Somewhat Important	53	13.0	13.2	14.4
	Very Important	165	40.3	40.9	55.3
	Extremely Important	180	44.0	44.7	100.0
	Total	403	98.5	100.0	
Missing	System	6	1.5		
Total		409	100.0		

K Community Events

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Not at all Important	11	2.7	2.8	2.8
	Not Very Important	44	10.8	11.0	13.8
	Somewhat Important	148	36.2	37.1	50.9
	Very Important	127	31.1	31.8	82.7
	Extremely Important	69	16.9	17.3	100.0
	Total	399	97.6	100.0	
Missing	System	10	2.4		
Total		409	100.0		

Q9 Please indicate which three issues in question #7 are MOST important to you (list in order of importance).

First

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Housing	60	14.7	15.3	15.3
	Transportation	29	7.1	7.4	22.6
	Economic Development	20	4.9	5.1	27.7
	Crime & Safety	202	49.4	51.4	79.1
	Neighborhood Beautification	22	5.4	5.6	84.7
	Seniors	2	.5	.5	85.2
	Arts & Culture	10	2.4	2.5	87.8
	Schools & Education	17	4.2	4.3	92.1
	Energy & Sustainability	19	4.6	4.8	96.9
	Parks	9	2.2	2.3	99.2
	Community Events	3	.7	.8	100.0
	Total	393	96.1	100.0	
Missing	System	16	3.9		

First

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Housing	60	14.7	15.3	15.3
	Transportation	29	7.1	7.4	22.6
	Economic Development	20	4.9	5.1	27.7
	Crime & Safety	202	49.4	51.4	79.1
	Neighborhood Beautification	22	5.4	5.6	84.7
	Seniors	2	.5	.5	85.2
	Arts & Culture	10	2.4	2.5	87.8
	Schools & Education	17	4.2	4.3	92.1
	Energy & Sustainability	19	4.6	4.8	96.9
	Parks	9	2.2	2.3	99.2
	Community Events	3	.7	.8	100.0
Total	393	96.1	100.0		
Missing	System	16	3.9		
Total		409	100.0		

Second

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Housing	53	13.0	13.6	13.6
	Transportation	63	15.4	16.2	29.7
	Economic Development	31	7.6	7.9	37.7
	Crime & Safety	54	13.2	13.8	51.5
	Neighborhood Beautification	57	13.9	14.6	66.2
	Seniors	11	2.7	2.8	69.0
	Arts & Culture	17	4.2	4.4	73.3
	Schools & Education	32	7.8	8.2	81.5
	Energy & Sustainability	29	7.1	7.4	89.0
	Parks	39	9.5	10.0	99.0

	Community Events	4	1.0	1.0	100.0
	Total	390	95.4	100.0	
Missing	System	19	4.6		
Total		409	100.0		

Third

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Housing	46	11.2	12.0	12.0
	Transportation	37	9.0	9.7	21.7
	Economic Development	29	7.1	7.6	29.3
	Crime & Safety	52	12.7	13.6	42.9
	Neighborhood Beautification	35	8.6	9.2	52.1
	Seniors	10	2.4	2.6	54.7
	Arts & Culture	32	7.8	8.4	63.1
	Schools & Education	19	4.6	5.0	68.1
	Energy & Sustainability	49	12.0	12.8	80.9
	Parks	56	13.7	14.7	95.5
	Community Events	17	4.2	4.5	100.0
	Total	382	93.4	100.0	
Missing	System	27	6.6		
Total		409	100.0		

Survey responses by geographic areas - street, block, and zones

Block

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	3000	17	4.2	4.2	4.2
	3100	48	11.7	11.7	15.9
	3200	48	11.7	11.7	27.6
	3300	44	10.8	10.8	38.4
	3400	43	10.5	10.5	48.9
	3500	59	14.4	14.4	63.3
	8	12	2.9	2.9	66.3
	9	138	33.7	33.7	100.0

Block

	Frequency	Percent	Valid Percent	Cumulative Percent
3000	17	4.2	4.2	4.2
3100	48	11.7	11.7	15.9
3200	48	11.7	11.7	27.6
3300	44	10.8	10.8	38.4
3400	43	10.5	10.5	48.9
3500	59	14.4	14.4	63.3
8	12	2.9	2.9	66.3
9	138	33.7	33.7	100.0
Total	409	100.0	100.0	

Street

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Lyndale	9	2.2	3.5	3.5
Aldrich	18	4.4	6.9	10.4
Bryant	26	6.4	10.0	20.5
Colfax	32	7.8	12.4	32.8
Dupont	39	9.5	15.1	47.9
Emerson	41	10.0	15.8	63.7
Fremont	44	10.8	17.0	80.7
Girard	37	9.0	14.3	95.0
Henepin	13	3.2	5.0	100.0
Total	259	63.3	100.0	
Missing System	150	36.7		
Total	409	100.0		

tri_Streets

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Lyndale - Bryant	53	13.0	20.5	20.5
	Colfax - Emerson	112	27.4	43.2	63.7
	Fairmont - Henepin	94	23.0	36.3	100.0
	Total	259	63.3	100.0	
Missing	System	150	36.7		
Total		409	100.0		

Neighborhood_x_6_comb

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Lyndale - Bryant 3000 - 3300	26	6.4	10.0	10.0
	Colfax - Emerson 3000 - 3300	59	14.4	22.8	32.8
	Fremont - Henepin 3000 - 3300	72	17.6	27.8	60.6
	Lyndale - Bryant 3500 - 3600	27	6.6	10.4	71.0
	Colfax - Emerson 3500 - 3600	53	13.0	20.5	91.5
	Fremont - Henepin 3500 - 3600	22	5.4	8.5	100.0
	Total	259	63.3	100.0	
Missing	System	150	36.7		
Total		409	100.0		

Gender

Gender

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	88	21.5	37.3	37.3
	Female	148	36.2	62.7	100.0
	Total	236	57.7	100.0	
Missing	System	173	42.3		
Total		409	100.0		

Appendix C

Question 8 of the survey asked participants to identify any special issues or concerns related to a list of 11 community-related items. The following are comments about Crime, Housing, and Transportation – the issues respondents to the survey indicated are of greatest importance. (Parks was also identified as an important; however, comments about parks were made in reference to other issues – e.g. crime).

CRIME

- I don't want to lose our seniors or our young families because of high costs of housing or lack of safety and neighborliness.
- Reduce street crime, noise and traffic issues, also graffiti.
- The increased density may lead to crime issues and transportation issues which may cause long time residents to relocate.
- People from outside the area, like to rob area residents.
- Crime between 31 – 35th Girard during after bar close hours. 2) Loss of local businesses in new Calhoun Square development (eateries, coffee houses, gathering spots).
- Affordability of housing & renting costs. Having a compost system for the neighborhood. Having a neighborhood network to know about happenings in the area – whether crime or gatherings. The parks in the area have a lot of dirt instead of grass.
- Crime – continue to minimize the crime in the community
- Not as safe. Neighborhoods look run down & old.
- I own rental property, so crime & safety are a major issue when renting units. I like to make sure CARAG is as safe as it can be – more lighting, neighborhood watches, police presence, etc. I also would like our neighborhood to be clean – free of litter, graffiti, etc. Plenty of trash bins for public use.
- There are way too many petty crimes in the neighborhood & the main reason I would want to leave.
- Making sure our neighborhood stays safe & crime free. Taking care of our environment.
- Crime & safety – there are quite a few areas where the street lights do not work. I work nights and walking home I am sometimes a little uncomfortable and nervous at areas. I think it's important to keep the streets well-lit.
- Safety. Theft – my car got broken into in the alley behind my place. Also events Safety – robberies, burglaries, shooting behind my house a couple years ago; burglary of my home. Graffiti.
- Crime is high.
- Crime & safety has become an issue. There needs to be more lighting.
- Keep crime low, as it has been for the past 2 years, police presence, and home and rent rates stable.
- Safety – I would like to continue to feel safe when I return home late at night. Transportation – I ride a bus every day & it is incredibly convenient for me – I home the same continues!

- Too much crime, not enough of a police presence. Gang graffiti everywhere
- Crime patrols & increased prevention. Funds for home improvement would be a plus.
- Since I live closer to 36th, I don't see or hear a lot of crime. I feel safer living farther away from the bars, but still close enough to walk to.
- Crime & safety is # 1 since that area has a high turnover due to rental properties. Senior community activities & organizations would be nice.
- I myself have been a victim of crime since living in the neighborhood, and have heard several stories similar to my own. No one wants to live somewhere they don't feel safe.
- Crime/theft. Litter. . Parks – Bryant is nice & we have lots of parks available in the community, so I think upkeep, safety & maintenance is key for what we already have. A. Housing – similar sentiments as comment on parks. Also, I'm not sure if anything exists, but we have seniors living in single family homes. I would offer to shovel snow, mow, etc. if there were a program – do they get Meals on Wheels here? Are they able to get to their clinics & shopping? Is there a neighborhood service for them?
- Crime & safety. As a woman, I sometimes feel very unsafe at night and/or walking to/from car/garage.
- To prevent crime, some streets could have better lighting. There is inadequate snow removal at certain bus stops.
- The two areas I think need most improvement are 1) crime & safety and 2) neighborhood beautification.
- Crime & safety is my # 1 concern. I'm also concerned that housing does not deteriorate but is maintained adequately. Another concern is my energy costs. Because I live in an old building, I need to update, but it is costly and one of my best options, air exchanger, is a problem because the buildings are so close together.
- There's only 1 park. It's not safe to walk alone at night.
- Crime & safety, too much redevelopment in Uptown (Hennepin Lake). it's sad that staples of Uptown are gone, being redeveloped or potentially knocked down to build more condos or apartments, yet most can't afford them & there are many vacant condos.
- Home, car and apartment break-ins. Car theft & theft of car parts.
- Good housing – no crime. no "affordable" housing. I'm fed up w/ the crime
- Transportation – we need better public transit Uptown (LRT). Crime & safety – poor police response time/speed traps – violence on/around Hennepin. Energy & sustainability – more garbages for recycling on Hennepin/Lake/Lyndale – each one should have three parts – one for glass./plastic/aluminum, one for paper, one for garbage – the Toronto model.
- Crime: too many car/home break-ins.
- Housing. Transportation. Crime & safety. Seniors. Energy & sustainability. Schools & education. Economic development.
- D. Police patrol, especially when bars close. F. Consideration for seniors on fixed incomes when property taxes are calculated. Motorcycles should have some restrictions on how loud they can be. We have a neighbor whose motorcycle shakes the windows when he starts it up.

- I want to make sure that when my 2-1/2 year old son is staying with me he is safe and has many intellectually stimulating opportunities in which we can partake.
- Ongoing livability crimes & occasional, but still too frequent, frequent crimes. E. Aging infrastructure & conversely, what is new is huge & not respectful of the original character of the neighborhood.
- I think the landlords of some apt. bldgs. (mine) don't take adequate care of the bldgs. they own and the health & safety of the tenants suffer. As well as crime becoming more prevalent. I see my neighbors drunk in the streets – every weekend – cars broken into, etc. There are numerous bars in the neighborhood and people pee, pass out, etc. in flower beds, gardens & bus benches. That & garbage strewn about makes for an unattractive area, in an otherwise lovely area I've lived in for 21 years.
- Crime and resident safety in alleys.
- Crime & safety are always concerns when there is so much outside activity – especially from visitors coming into the area.
- Crime & safety = rise of graffiti is a concern for me in the CARAG neighborhood. Parks = I love Bryant Square Park and glad it is part of our neighborhood.
- Crime & safety – we need neighborhood watchers. When school starts at this one on Lake St. I noticed drug activity going on. Also the owner of the corner store on Bryant & 32nd is selling cigarettes to minors on lunch break when they walk to the store.
- Want to keep crime rate low. Continue investment in our parks/trails,.
- Crime: I feel safe, but I'm always dismayed by the crime maps. Housing: Maintaining affordable housing – both rental & ownership. Transportation: All efforts that support a reduction in use of passenger vehicles – bike support, public transit, etc. Energy: Related especially to transportation. Also recycling, composting, locally produced products/consumables.
- Traffic problems. Bad renters. Break-ins. Events that bring outsiders in – but not to spend money. Businesses are leaving. I worry about my property with all the negative changes.
- Well-lit streets to walk down at dusk. More awareness for community events, schools
- The Super America on Lake at Aldrich is a cause for concern. Myself and friends actively avoid the station past dark and actually drive elsewhere for gas. Many people loiter here.
- People here and elsewhere should be safe from murder, rape & theft.
- It just does not seem to be safe walking around in the Uptown area at night. One is almost forced to drive or take some other type of transportation.
- The amount of theft in the Uptown neighborhood from cars and garages. Revitalization of the Uptown area, including a new library and southwest light rail. Maintaining and improving Hennepin and 36th Avenue. Improvements on Lake Street.
- Home, car and apartment break-ins. Car theft & theft of car parts
- Safety – we've had one break-in & one altercation w/ drunks who lost their car
- Cops say there are 3 groups who do most of the burglaries. How about cameras to I.D. the known group members.
- have seen drug deals on our streets

- Streets do not appear patrolled. Too much crime, drug deals, people lurking in alley ways. My building has been broken into twice in 2 years. Drug dealers always on Emerson & Lake corner.
- Crime. We've had several events including a house break-in and a stolen car. Neighbors on both sides of us have had break-ins or attempts within the last 6 months.
- Strangers going through alleys & digging through garbage dumpsters.
- Safety in the alleys.
- Crime looms – any more serious incidents and we're outta here.
- More police roaming Calhoun Sq. & Lake Calhoun at night.
- Police patrol, especially when bars close
- Additional crime prevention.

Housing

- Affordability of housing & renting costs. Having a compost system for the neighborhood. Having a neighborhood network to know about happenings in the area – whether crime or gatherings. The parks in the area have a lot of dirt instead of grass.
- Housing – keeping homes/buildings “up,” painted, repairs done, yards kept up. Transportation – having light rail close by. Crime – continue to minimize the crime in the community. Seniors – more services available – supports for seniors to stay in their homes. Energy – always look for new/better/more ways to go green.
- I own rental property, so crime & safety are a major issue when renting units. Plus, neighborhood beautification is important as we have invested a lot into our landscaping, etc. Housing is important as the real estate market changes.
- Housing stock – single family houses – are not being built. New housing is multi-units. Especially mix-unit developments.
- E. Getting bad landlords to clean up their property. Staying on top of bad tenants.
- Maintaining home value. Public school boundary issue – proposed changes. Street parking – need for ordinance.
- No more high rise condos, please. Keep the scale of the neighborhood under control.
- A. Quality housing defines a neighborhood – there are many properties in the neighborhood that are neglected. B. Need better bike lanes – Bryant Ave. lane is not safe & is always full of cars. D. More houses need exterior lighting. I. Rain gardens on boulevards could help! J. More teen programming at Bryant Square Park is needed.
- Housing, safety, schools & parks are “very important”. Community events don't do anything towards making the area livable.
- Again, the mixed housing. This is a nice area. Close to the lakes. You can tell, just by looking, who or what buildings accept assisted living/Section 8 and it ruins our peaceful existence. Sorry to be harsh, but it really stinks. I've been a building

manager around here for years and had to deal with my tenants' fear of neighbors.

- Affordable housing for low income families – incorporated, not separated by “invisible” boundaries.
- Housing could be a little more affordable during these economic times. Crime & safety - people need to feel safe in their own neighborhood as so do businesses. Community events which are free or at low cost for everyone to enjoy.
- Housing is not affordable. We pay lots & get little. Public transportation could be much better. We still can't get to many areas of the metro conveniently.
- Keeping rental prices affordable. Keeping the lakes as beautiful as they are now. Keeping crime low, keeping all the Sat. night party people who come here from causing problems.
- Too many rental units being built. Buildings too tall now. Too much density. Utter disregard for home owners.
- Housing diversity, affordability, maintenance/appearance.
- Housing out to be a bit denser in this neighborhood. If it were easier to legally divide larger houses into smaller apartments, this may happen.

Transportation

- Public transportation to and from my apartment is very important.
- The increased density may lead to crime issues and transportation issues which may cause long time residents to relocate.
- Housing – keeping homes/buildings “up,” painted, repairs done, yards kept up. Transportation – having light rail close by. Crime – continue to minimize the crime in the community. Seniors – more services available – supports for seniors to stay in their homes. Energy – always look for new/better/more ways to go green Want more public transportation in Mpls. in general – light rail thru the central corridor. Do public events that support local businesses. I live here because it's close to the lakes, parks, and there's a nice walkable business area. Don't like homeless/druggie kids & vagrants.
- Transportation – light rail, we need it here!
- Safety – I would like to continue to feel safe when I return home late at night. Transportation – I ride a bus every day & it is incredibly convenient for me – I home the same continues!
- It just does not seem to be safe walking around in the Uptown area at night. One is almost forced to drive or take some other type of transportation.
- Housing is not affordable. We pay lots & get little. Public transportation could be much better. We still can't get to many areas of the metro conveniently.
- Additional mass transportation. Additional crime prevention. Transportation – advocating for light rail to go through the Uptown area. Housing – the dilapidated state of houses that some landlords allow to occur – if landlords don't live on-site they don't seem to care much about home/yard upkeep.
- Transportation – we need better public transit Uptown (LRT). Crime & safety – poor police response time/speed traps – violence on/around Hennepin. Energy & sustainability – more garbages for recycling on Hennepin/Lake/Lyndale – each one should have three parts – one for glass./plastic/aluminum, one for paper, one for garbage – the Toronto model.

- Safety from speeding vehicles in neighborhood. Transportation – would love to see light rail come to Uptown.
- Housing. Transportation. Crime & safety. Seniors. Energy & sustainability. Schools & education. Economic development.
- Safe parks & transportation Transportation: In addition to above comments, “No Parking” signs on residential streets are often unclear to visitors or patrons of local businesses. Customers regularly park illegally because the information on the signs is somewhat confusing. So not only are residents ticketed despite having permits, we also have to contend with non-residents parking in front of our houses, leaving us without spaces to park.
- Problem properties. Transportation – light rail?? Good/bad – Uptown or not?
- Would like to increase density & transportation while keeping our great green spaces.
- Parking for residents.
- Automobiles are intrusive. I would like to see their impact minimized
Transportation – better biking access to downtown. Light rail to Uptown would be great!
- Increase the amount of free public parking available.
- Because I work & don’t want to drive, I really appreciate mass transit. Housing should always be a priority, but without sacrificing the area’s look. NO HIGH RISES!
- Would like permit parking on 3100 block of Girard. Better street lighting for pedestrians. Homes – vacant due to foreclosure.
- Need light rail or greenway. Need REAL bike lane on Bryant Ave. or other street.

References

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