

Getting Around in Frogtown

Findings from a 2016 Survey about Transit Use in Frogtown

In 2013, Saint Paul Smart Trips (“Smart Trips”) received funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota through the Active Living for All (ALfA) initiative to engage residents in efforts to assess and address barriers to active transportation in the Frogtown neighborhood of Saint Paul. Through this work, Smart Trips partnered with the Kitty Andersen Youth Science Center at the Science Museum of Minnesota to engage a high school youth crew in designing and implementing the information gathering and outreach campaign. In 2015, Smart Trips hired four of the youth crew members as interns, as well as a project assistant from the crew (collectively called the Smart Trips Youth Initiative), to continue the Frogtown outreach efforts. The Smart Trips Youth Initiative (“the Youth Initiative”) designed a series of engagement activities to hear from young people age 14 through 25 about their transit use, interests, and needs. This summary describes the results from a 2016 survey about transit use in Frogtown administered by the Youth Initiative as part of this work. These efforts will help inform the update to the 10 Year Vision for the Frogtown Neighborhood Association’s Small Area Plan and Metro Transit’s Everyday Equity work through the Metropolitan Council’s Thrive MSP 2040 initiative.

Methods

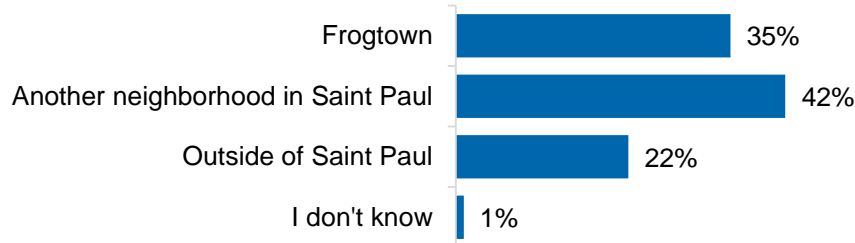
The Youth Initiative used a data collection strategy intended to gather feedback from a diverse, although not necessarily representative, sample of people who use public transportation in the Frogtown neighborhood. Interns administered the surveys at a series of five youth-focused community events (e.g., bike rides, community focus groups) and at bus and transit stops and other places in the community. Because key stakeholders were particularly interested in learning about youth transit use, the results are reported separately for young people (age 25 and younger) and adults (above age 25). Results broken out by geography may show variation in the experiences and perspectives of the respondent group, but because of the small sample sizes for each category, these findings do not necessarily suggest differences across the broader population.

Two versions of the survey were used to gather data. The first version included two open-ended questions, but after finding that many respondents were skipping these questions, the questions were modified to be multiple-choice questions (Figures 9, 10, 13, and 14). Responses to the open-ended questions were later back-coded into the items for the multiple-choice questions. In addition, a question about overall experience using public transportation was added to the second version of the survey (Figures 17 and 18). The sample size varies by question because not all respondents answered each question.

Survey respondents

Of the 177 people who responded to the survey, 35 percent were Frogtown residents, 42 percent lived in Saint Paul (but not in Frogtown), and 22 percent lived outside of Saint Paul (Figure 1). Half of the respondents (50%) were female and about half (49%) were male (Figure 2). About half of the respondents (52%) were over 25 years of age and half (49%) were younger than age 25 (Figure 3). Over half of the respondents (58%) were black or African American and one-quarter (26%) were white or Caucasian (Figure 4).

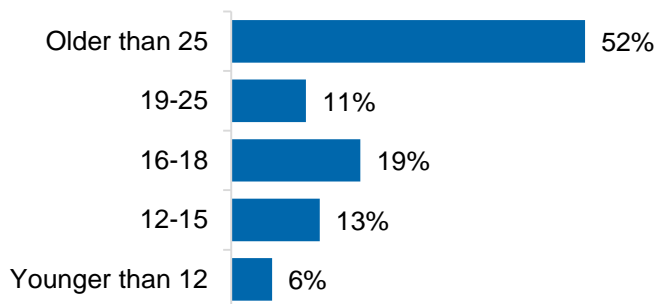
1. Where do you live? (N=177)



2. What is your current gender identity? (N=178)



3. How old are you? (N=182)



Note. Percentages may exceed 100% due to rounding.

4. What of the following describes you? (N=178)

	N	%
Black or African American	104	58%
White or Caucasian	47	26%
Asian, including Southeast Asian	20	11%
American Indian	9	5%
Hispanic or Latino	8	5%
African native, including Oromo, Somali, Ethiopian, etc.	4	2%
Another race or ethnic group (please specify)	7	4%

Note. Respondents were asked to check all that apply. Another race or ethnic group includes Mexican, Native, Human, Creole, Bi-racial, American, and Alien.

Ways to get around

Respondents most commonly walked, took the bus or light rail, or used a car to get around in their neighborhoods. Respondents of all ages were most likely to report walking as a way they got around their neighborhoods (67% of young people and 73% of adult respondents; Figures 5 and 6). Respondents also took the bus or light rail (59% of young people and 61% of adults) or used a car to get around (59% of young people and 57% of adults). Respondents were less likely to get around their neighborhoods by biking (34% of young people and 25% of adults). However, young people who lived outside of Saint Paul were more likely to ride a bike (42%) than take the bus or light rail (32%).

5. In the last month, what were the top three ways you got around in your neighborhood? (respondents age 25 or younger only)

	Frogtown (N=30)		Another neighborhood in Saint Paul (N=30)		Outside of Saint Paul (N=19)		Overall (N=79)	
	N	%	N	%	N	%	N	%
Walking	21	70%	19	63%	13	68%	53	67%
Taking the bus or light rail	20	67%	21	70%	6	32%	47	59%
Driving or riding as a passenger in a car	15	50%	21	70%	11	58%	47	59%
Riding a bike	10	33%	9	30%	8	42%	27	34%
Taking a taxi or other car service (e.g., Uber, Lyft, etc.)	3	10%	4	13%	0	0%	7	9%
Riding a school bus	9	30%	6	20%	3	16%	18	23%
Other (please specify)	1	3%	2	7%	0	0%	3	4%

Note. Respondents could select up to three responses.

**6. In the last month, what were the top three ways you got around in your neighborhood?
(respondents older than age 25 only)**

	Frogtown (N=29)		Another neighborhood in Saint Paul (N=44)		Outside of Saint Paul (N=19)		Overall (N=92)	
	N	%	N	%	N	%	N	%
Walking	24	83%	26	59%	17	90%	67	73%
Taking the bus or light rail	18	62%	26	59%	12	63%	56	61%
Driving or riding as a passenger in a car	20	69%	24	55%	8	42%	52	57%
Riding a bike	5	17%	13	30%	5	26%	23	25%
Taking a taxi or other car service (e.g., Uber, Lyft, etc.)	5	17%	6	14%	4	21%	15	16%
Riding a school bus	1	3%	1	2%	0	0%	2	2%
Other (please specify)	1	3%	3	7%	1	5%	5	5%

Note. Respondents could select up to three responses. Other responses include carpooling.

Frequency of bus and light rail use

Over half of all respondents took the bus or light rail at least three times a week. About two-thirds (61%) of young people took public transit at least three times a week, and 57 percent of younger respondents from Frogtown took bus or light rail at least 5 times a week (Figure 7). Fifty-two percent of adult respondents took the bus or light rail three or more times a week (Figure 8).

**7. In the last month, how often did you take the bus or light rail to get around?
(respondents age 25 or younger only)**

	Frogtown (N=30)		Another neighborhood in Saint Paul (N=30)		Outside of Saint Paul (N=19)		Overall (N=79)	
	N	%	N	%	N	%	N	%
5 or more days a week	17	57%	8	27%	7	37%	32	41%
3 to 5 times a week	1	3%	4	13%	9	47%	14	18%
1 or 2 times a week	6	20%	5	17%	0	0%	11	14%
A few times a month	2	7%	6	20%	2	11%	10	13%
Never	4	13%	7	23%	1	5%	12	15%

Note. Because two survey categories included 5 days as an option, the percentage of residents reporting using the bus/light rail 5 or more times may be slightly higher than what is reported in this table.

**8. In the last month, how often did you take the bus or light rail to get around?
(respondents older than age 25 only)**

	Frogtown (N=29)		Another neighborhood in Saint Paul (N=44)		Outside of Saint Paul (N=19)		Overall (N=92)	
	N	%	N	%	N	%	N	%
5 or more days a week	9	31%	16	36%	7	37%	32	35%
3 to 5 times a week	3	10%	10	23%	3	16%	16	17%
1 or 2 times a week	9	31%	10	23%	4	21%	23	25%
A few times a month	4	14%	5	11%	4	21%	13	14%
Never	4	14%	3	7%	1	5%	8	9%

Most popular bus and light rail routes

Respondents used the Green Line most frequently. Respondents were also asked to identify the bus or light rail routes they took most often in Frogtown. Respondents provided a wide array of responses. Of the specific routes that were reported, the most common responses were the Green Line (32% of all respondents) and route 16 (18%). Other responses include routes that go to downtown Minneapolis and Saint Paul and through the Frogtown neighborhood (Appendix A).

Ease of use

Respondents appreciated the convenience and reliability of the current bus system. About a third of young people reported that bus stops or light rail stations close to home (33%), buses or trains that run frequently (31%) and run on time (31%) made it easy for them to take public transit (Figure 9). Similarly, 41 percent of adult respondents indicated that bus stops or light rail stations that were close by, and buses and trains that run on time made it easy for them to take public transit (Figure 10). Another 33 percent appreciated that buses and trains ran frequently. Among Frogtown residents, 32 percent of adult respondents reported that affordable transit fare made it easy for them to take public transit, compared to only 15 percent of younger respondents. However, affordable transit fare was the most frequently cited factor that made transit use easy among younger respondents outside of Saint Paul (Figure 9). Employment or income levels could also influence affordability; however, the survey did not capture these demographic characteristics.

9. What makes it easy for you to take the bus or light rail? (respondents age 25 or younger only)

	Frogtown (N=27)		Another neighborhood in Saint Paul (N=31)		Outside of Saint Paul (N=17)		Overall (N=75)	
	N	%	N	%	N	%	N	%
Bus stops or light rail stations close to my home	6	22%	15	48%	4	24%	25	33%
Buses or light rail routes that run frequently	8	30%	11	36%	4	24%	23	31%
Buses or light rail routes that run on time	9	33%	8	26%	6	35%	23	31%
Bus stops or light rail routes that take me where I want to go	6	22%	6	19%	4	24%	16	21%
Affordable transit fare	4	15%	4	13%	7	41%	15	20%
Buses or light rail trains that feel safe	4	15%	5	16%	2	12%	11	15%
Bus stops or light rail stations that are clean	3	11%	4	13%	0	0%	7	9%
Not applicable/I do not take public transportation	1	4%	0	0%	4	24%	5	7%
Other (please specify)	12	44%	8	26%	2	12%	22	29%

Note. Respondents were asked to check all that apply. This question was asked differently across the two versions of the survey. In the first version, this question was written as an open-ended question. Responses from that version were back-coded into the response options listed here. Other responses include having a bus schedule and riding without paying.

10. What makes it easy for you to take the bus or light rail? (respondents older than age 25 only)

	Frogtown (N=25)		Another neighborhood in Saint Paul (N=50)		Outside of Saint Paul (N=15)		Overall (N=90)	
	N	%	N	%	N	%	N	%
Bus stops or light rail stations close to my home	10	40%	21	42%	6	40%	37	41%
Buses or light rail routes that run on time	12	48%	19	38%	6	40%	37	41%
Buses or light rail routes that run frequently	7	28%	14	28%	9	60%	30	33%
Affordable transit fare	8	32%	8	16%	5	33%	21	23%
Buses or light rail trains that feel safe	4	16%	8	16%	7	47%	19	21%
Bus stops or light rail routes that take me where I want to go	6	24%	7	14%	3	20%	16	18%
Bus stops or light rail stations that are clean	3	12%	6	12%	2	13%	11	12%
Not applicable/I do not take public transportation	1	4%	4	8%	0	0%	5	6%
Other (please specify)	9	36%	7	14%	2	13%	18	20%

Note. Respondents were asked to check all that apply. This question was asked differently across the two versions of the survey. In the first version, this question was written as an open-ended question. Responses from that version were back-coded into the response options listed here. Other responses include having knowledge of and information about schedules and routes, specific amenities, and connectivity.

Barriers to use

The main barriers that prevented respondents from taking the bus or light rail were time constraints and crime and safety concerns. For young people, time constraints (37%), crime and safety concerns (23%), the cost (23%), and the bus or light rail not coming often enough or on schedule (23%) were the most commonly cited barriers (Figure 11). Likewise, the main barriers that prevented adult respondents from taking the bus or light rail were time constraints (32%) and crime and safety concerns (21%; Figure 12). Among Frogtown residents, young people were more likely than adults to report cost as a barrier (40%, compared to 13% of adult respondents from Frogtown). For residents outside of Saint Paul, time constraints (33% of young people and 44% of adults) and buses or light rail trains that do not come frequently enough (39% for both age groups) were the most commonly cited barriers.

11. Which of the following barriers prevent you from taking the bus or light rail to get around as much as you would like? (respondents age 25 or younger only)

	Frogtown (N=25)		Another neighborhood in Saint Paul (N=28)		Outside of Saint Paul (N=18)		Overall (N=71)	
	N	%	N	%	N	%	N	%
Lack of time/it takes too long to get to the places I want to go	8	32%	12	43%	6	33%	26	37%
Crime/concerns about safety or harassment from other passengers	7	28%	6	21%	3	17%	16	23%
It's too expensive	10	40%	5	18%	1	6%	16	23%
The bus or light rail do not come frequently enough or on schedule	5	20%	4	14%	7	39%	16	23%
There is not a bus or light rail line stop near my house	2	8%	3	11%	4	22%	9	13%
The bus or light rail routes do not go to the places where I want to go	2	8%	3	11%	1	6%	6	8%
Lack of experience/comfort with taking the bus or light rail	2	8%	2	7%	1	6%	5	7%
The fare card machines do not always work	0	0%	4	14%	0	0%	4	6%
Concerns about police harassment	1	4%	4	14%	0	0%	5	7%
The bus stops or light rail stations are dirty or not well-maintained	0	0%	2	7%	1	6%	3	4%
I don't want to take the bus or light rail	1	4%	0	0%	0	0%	1	1%
Other (please specify)	4	16%	8	29%	5	28%	17	24%

Note. Respondents were asked to check all that apply. Other responses include the use and availability of other forms of transportation (i.e., driven by parents).

12. Which of the following barriers prevent you from taking the bus or light rail to get around as much as you would like? (respondents older than age 25 only)

	Frogtown (N=24)		Another neighborhood in Saint Paul (N=43)		Outside of Saint Paul (N=18)		Overall (N=85)	
	N	%	N	%	N	%	N	%
Lack of time/it takes too long to get to the places I want to go	9	38%	10	23%	8	44%	27	32%
Crime/concerns about safety or harassment from other passengers	9	38%	7	16%	2	11%	18	21%
It's too expensive	3	13%	5	12%	3	17%	11	13%
The bus or light rail do not come frequently enough or on schedule	4	17%	5	12%	1	6%	10	12%
There is not a bus or light rail line stop near my house	1	4%	4	9%	7	39%	12	14%
The bus or light rail routes do not go to the places where I want to go	5	21%	7	16%	2	11%	14	16%
Lack of experience/comfort with taking the bus or light rail	1	4%	4	9%	3	17%	8	9%
The fare card machines do not always work	2	8%	3	7%	4	22%	9	11%
Concerns about police harassment	2	8%	4	9%	1	6%	7	8%
The bus stops or light rail stations are dirty or not well-maintained	2	8%	2	5%	0	0%	4	5%
I don't want to take the bus or light rail	1	4%	0	0%	0	0%	1	1%
Other (please specify)	6	25%	14	33%	2	11%	22	26%

Note. Respondents were asked to check all that apply. Other responses include the use and availability of other forms of transportation, general inconvenience, poor facilities, and other issues related to access.

Changes to make transit use easier

Having transit options that run more frequently and have increased security would make it easier to take the bus or light rail, according to respondents. Over one-third of young people (40%) and adults (34%) indicated that increased frequency of bus or light rail routes would make it easier for them to use transit (Figures 13 and 14). Thirty-six percent of adult respondents and 29 percent of young people said it would be easier to take the bus or light rail if there was added security and police presence, and more security is of particular importance for adults in Frogtown (54%). Increased frequency of routes is particularly important to younger respondents from other neighborhoods in Saint Paul (60%).

13. What is the most important change that could be made to make it easier for you to take the bus or light rail? (respondents age 25 or younger only)

	Frogtown (N=24)		Another neighborhood in Saint Paul (N=30)		Outside of Saint Paul (N=18)		Overall (N=72)	
	N	%	N	%	N	%	N	%
Buses or light rail routes that run more frequently	7	29%	18	60%	4	22%	29	40%
More security/police presence	9	38%	5	17%	7	39%	21	29%
Bus or light rail routes that connect to more places I want to go	6	25%	4	13%	7	39%	17	24%
Buses or light rail trains that run on time	4	17%	6	20%	2	11%	12	17%
Bus stops or light rail stations closer to my home	5	21%	6	20%	1	6%	12	17%
Cleaner bus and light rail stations	3	13%	7	23%	2	11%	12	17%
More affordable transit fare	1	4%	3	10%	4	22%	8	11%
A positive police presence	3	13%	3	10%	1	6%	7	10%
Other (please specify)	3	13%	1	3%	1	6%	5	7%

Note. Respondents were asked to check all that apply. This question was asked differently across the two versions of the survey. In the first version, this question was written as an open-ended question. Responses from that version were back-coded into the response options listed here. Other responses include better lighting and faster routes.

14. What is the most important change that could be made to make it easier for you to take the bus or light rail? (respondents older than age 25 only)

	Frogtown (N=24)		Another neighborhood in Saint Paul (N=52)		Outside of Saint Paul (N=19)		Overall (N=95)	
	N	%	N	%	N	%	N	%
More security/police presence	13	54%	17	33%	4	21%	34	36%
Buses or light rail routes that run more frequently	10	42%	17	33%	5	26%	32	34%
Bus or light rail routes that connect to more places I want to go	7	29%	8	15%	4	21%	19	20%
Buses or light rail trains that run on time	4	17%	9	17%	5	26%	18	19%
More affordable transit fare	1	4%	7	14%	3	16%	11	12%
Bus stops or light rail stations closer to my home	4	17%	6	12%	6	32%	16	17%
Cleaner bus and light rail stations	3	13%	4	8%	1	5%	8	8%
A positive police presence	3	13%	1	2%	2	11%	6	6%
Other (please specify)	3	13%	2	4%	1	5%	6	6%

Note. Respondents were asked to check all that apply. Other responses include amenities at stops or on buses and light rails, better lighting, and more trains, faster routes, and better connectivity.

Priorities to consider for upgrading bus and light rail stops

Respondents felt that Metro Transit should consider key nodes in the community when upgrading bus stops. Sixty-one percent of younger respondents feel that when upgrading bus stops, Metro Transit should give priority to bus stops near jobs, businesses, or schools (Figure 15). Adult respondents felt that Metro Transit should give priority to bus stops in places where many people rely on transit (36%), where there is not shelter within two or three blocks along the bus route (33%), and near jobs, businesses, or schools (32%; Figure 16).

15. Which three types of places should Metro Transit give priority to when upgrading bus stops? Locations where: (respondents age 25 or younger only)

	Frogtown (N=29)		Another neighborhood in Saint Paul (N=29)		Outside of Saint Paul (N=18)		Overall (N=76)	
	N	%	N	%	N	%	N	%
Near jobs, businesses, or schools	13	45%	15	52%	8	44%	46	61%
Many people rely on transit and don't have access to cars	5	17%	15	52%	8	44%	28	37%
Buses come infrequently and people have to wait longer	8	28%	11	38%	4	22%	23	30%
Where there is no shelter within 2-3 blocks along the bus route	7	24%	8	28%	5	28%	20	26%

**15. Which three types of places should Metro Transit give priority to when upgrading bus stops?
Locations where: (respondents age 25 or younger only) (continued)**

	Frogtown (N=29)		Another neighborhood in Saint Paul (N=29)		Outside of Saint Paul (N=18)		Overall (N=76)	
	N	%	N	%	N	%	N	%
There are many people waiting for the bus	7	24%	11	38%	4	22%	22	29%
Bus stops in communities that have no or few shelters	9	31%	5	17%	1	6%	15	20%
Near hospitals, clinics, social service centers, senior housing	3	10%	6	21%	2	11%	11	14%
At stops where lighting is poor and/or there are concerns about personal safety	5	17%	2	7%	1	6%	8	11%
At stops on busy roads with high speed traffic	4	14%	4	14%	2	11%	10	13%
Other (please specify)	2	7%	1	3%	1	6%	4	5%

Note. Respondents could select up to three responses.

**16. Which three types of places should Metro Transit give priority to when upgrading bus stops?
Locations where: (respondents older than age 25 only)**

	Frogtown (N=25)		Another neighborhood in Saint Paul (N=41)		Outside of Saint Paul (N=19)		Overall (N=85)	
	N	%	N	%	N	%	N	%
Many people rely on transit and don't have access to cars	9	36%	14	34%	8	42%	31	36%
Where there is no shelter within 2-3 blocks along the bus route	7	28%	16	39%	5	26%	28	33%
Near jobs, businesses, or schools	8	32%	9	22%	10	53%	27	32%
Buses come infrequently and people have to wait longer	4	16%	16	39%	5	26%	25	29%
At stops where lighting is poor and/or there are concerns about personal safety	9	36%	9	22%	4	21%	22	26%
Bus stops in communities that have no or few shelters	1	4%	12	29%	8	42%	21	25%
There are many people waiting for the bus	4	16%	9	22%	8	42%	21	25%
Near hospitals, clinics, social service centers, senior housing	6	24%	7	17%	6	32%	19	22%
At stops on busy roads with high speed traffic	3	12%	4	10%	1	5%	8	9%
Other (please specify)	5	20%	1	2%	1	5%	7	8%

Note. Respondents could select up to three responses. Other responses include specific routes and types of facilities needed.

Overall experience taking the bus or light rail

The majority of respondents rated their experience taking the bus or light rail as “excellent” or “good.” Eighty-nine percent of younger respondents and 80 percent of adult respondents rated their experience as “excellent” or “good” (Figures 17 and 18). Young people in Frogtown were particularly satisfied with their experiences, with all of the respondents selecting “excellent” or “good.” When asked in an open-ended question why they rated their experience as they did, younger respondents had generally positive remarks but noted concerns related to safety and policing. Adult respondents described similar reasons for their responses, and noted the need for faster or more frequent buses and light rail trains, and concerns about buses and light rail lines not going to locations of interest.

17. Overall, how would you rate your experience taking the bus or light rail? (respondents age 25 or younger only)

	Frogtown (N=10)		Another neighborhood in Saint Paul (N=8)		Outside of Saint Paul (N=10)		Overall (N=28)	
	N	%	N	%	N	%	N	%
Excellent	1	10%	1	13%	0	0%	2	7%
Good	9	90%	6	75%	8	80%	23	82%
Fair	0	0%	1	13%	2	20%	3	11%
Poor	0	0%	0	0%	0	0%	0	0%

Note. This question was only asked on the second version of the survey.

18. Overall, how would you rate your experience taking the bus or light rail? (respondents older than age 25 only)

	Frogtown (N=14)		Another neighborhood in Saint Paul (N=23)		Outside of Saint Paul (N=9)		Overall (N=46)	
	N	%	N	%	N	%	N	%
Excellent	2	14%	8	35%	1	11%	11	24%
Good	8	57%	11	48%	7	78%	26	57%
Fair	3	21%	3	13%	1	11%	7	15%
Poor	1	7%	1	4%	0	0%	2	4%
Total	14	100%	23	100%	9	100%	46	100%

Note. This question was only asked on the second version of the survey.

Recommendations

Overall, the young people and adults surveyed regularly relied on transit to get around their communities, and were generally satisfied with their experiences taking transit. In particular, young people and adults alike appreciated that there were stops close to their homes, and that the buses and light rail trains ran frequently and on time. Respondents of all ages felt that time constraints, crime and safety, and cost prevented them from taking transit as much as they would like, and provided suggestions for improving the transit system. As a pilot study, findings from this survey provide some insight into key issues and concerns that influence residents' transit use. Additional research is needed to more fully understand residents' interests and identify priorities for transit planning moving forward. Smart Trips and other organizations may consider the following areas for future study:

- Identifying areas with the most demand for increased bus or light rail access and residents' preferences for improvements.
- Exploring how the cost of transit fares influences young people's transportation decisions, and identifying ways to reduce the costs for riders.
- Understanding residents' perceptions and experiences of crime and security on public transit and exploring ways to address potential misperceptions or improve public safety on buses and light rail trains.

Appendix A: Most frequent routes taken

A1. What are the top three bus or light rail routes that you take most often in Frogtown? (N=158)

	N	%
Green Line	51	32%
16	28	18%
21	19	12%
65	17	11%
67	14	9%
Frogtown	9	6%
Downtown Minneapolis and Saint Paul	7	4%
62	6	4%
Light rail, general	6	4%
64	5	3%
Bus, general	5	3%
Union Park/Midway	5	3%
Blue line	4	3%
3	4	3%
3A	4	3%
63	4	3%
A Line	3	2%
10	3	2%
74	3	2%
Eastside	3	2%
3B	2	1%
84	2	1%
5	1	1%
20	1	1%
22	1	1%
31	1	1%
50	1	1%
59	1	1%
60	1	1%
70	1	1%

Note. Other responses included to get to work, to school, run errands, or for leisure activities; walking; or taking the bus late at night

**A1. What are the top three bus or light rail routes that you take most often in Frogtown? (N=158)
(continued)**

	N	%
71	1	1%
75	1	1%
83	1	1%
85	1	1%
63B	1	1%
63K	1	1%
71K	1	1%
854	1	1%
854H	1	1%
Do not take public transportation	5	3%
Other	28	18%
N/A	4	3%
I don't know	1	1%

Note. Other responses included to get to work, to school, run errands, or for leisure activities; walking; or taking the bus late at night.

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For more information

For more information about this report, contact
Amanda Hane at Wilder Research, 651-280-2661.
Authors: Anna Bartholomay, Amanda Hane, and Thao Vang
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