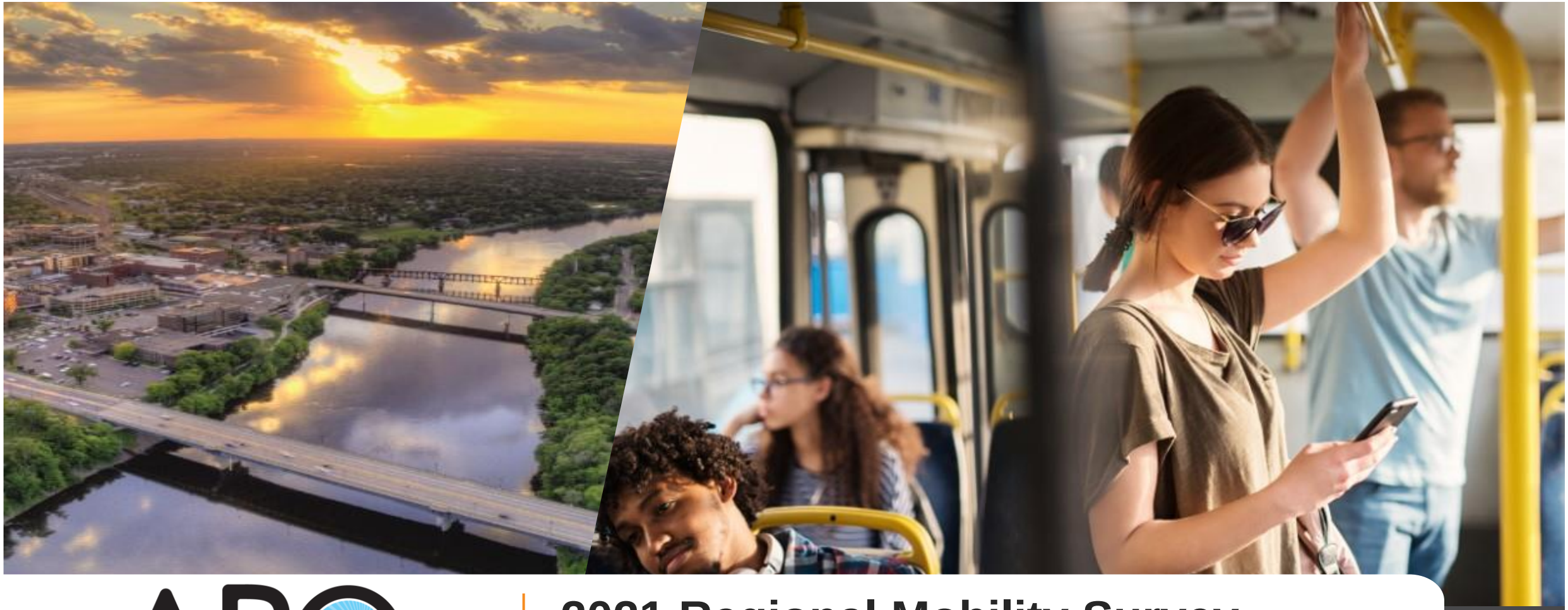


SAINT CLOUD | AREA PLANNING ORGANIZATION

2021 Regional Mobility Survey Results Summary

PREPARED FOR SAINT CLOUD AREA PLANNING ORGANIZATION
SUBMITTED BY RSG
IN COOPERATION WITH SRF & WESTGROUP RESEARCH

Regional Household Travel Survey Objectives

- Obtain high-quality household travel survey data to understand travel behavior in the Saint Cloud region and support travel demand modeling needs.
- Collect travel behavior information for key demographic groups in the region including:
  - *People with low-income*
  - *People with disabilities*
  - *People of color*
  - *People who are recent immigrants and/or new Americans*
  - *People who do not own a personal vehicle*
  - *People aged 65 years and older*
  - *People aged 18 years and younger*
  - *Residents of each city in the survey region*

2021 Survey Overview

SURVEY RECORDS

866	1,638	1,315	6,417	24,158	409,807
HOUSEHOLDS	**PERSONS**	**VEHICLES**	**TRAVEL DAYS**	**TRIPS**	**LOCATIONS**
Unweighted Records	*Unweighted Records*	*Unweighted Records*	*Unweighted Records*	*Unweighted Records*	*Unweighted Records*

- Survey fielded from **October 6, 2021, through November 24, 2021**.
- **Smartphone participants completed a 7-day travel diary**.
- **Online and call center participants completed a 1-day travel diary**.
- All children (under age 18) have a complete 1-day travel diary regardless of participation mode that was proxy reported by an adult member of the household.
- Same questionnaire was used for smartphone, online, and call center participants.
- Survey was available in English, Spanish, and Somali.

Survey Region

Target Completes = 1,000

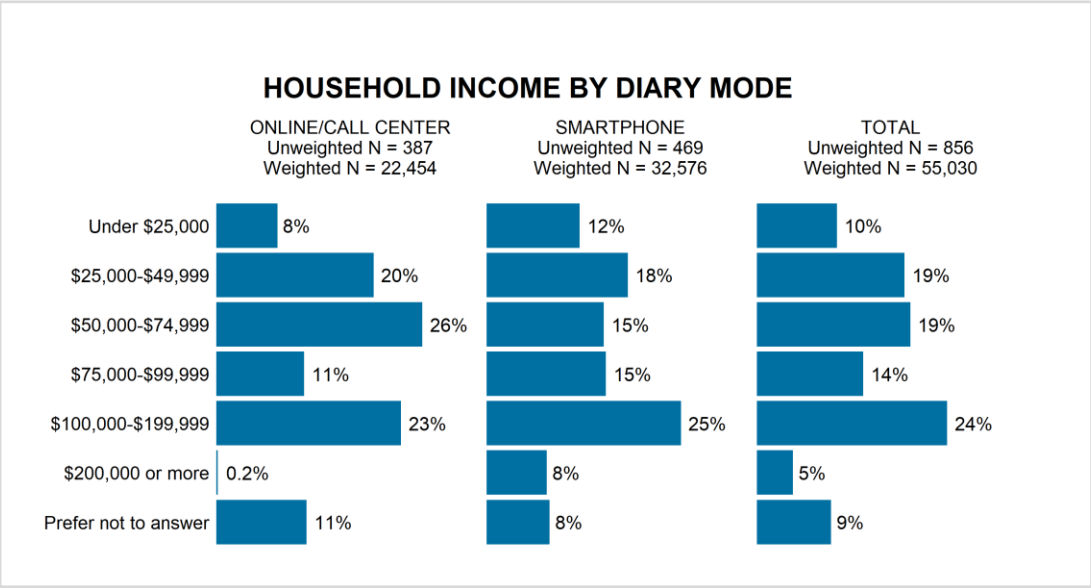
Actual Completes = 866

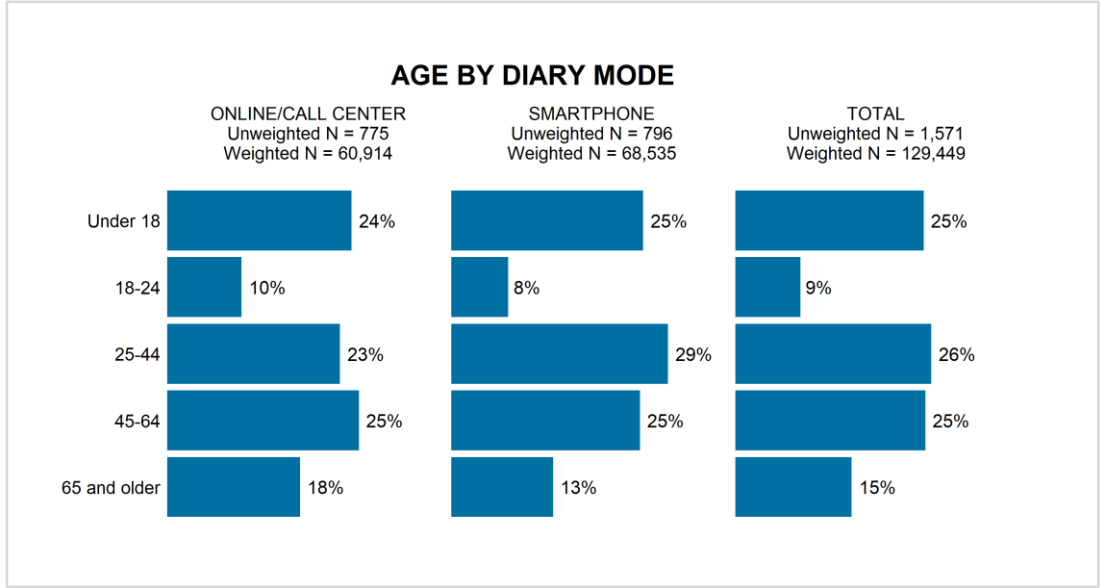
- Response rates varied by city, township, and sample segment.
- Compensatory oversampling, outreach, and differential incentives were used in an effort to increase representation from hard-to-survey geographies and populations.
- However, overall response in the region was relatively low, which was compounded for hard-to-survey groups.

Survey Participation and Mode Profile

Online and call center participants are more likely to decline reporting household income in comparison to smartphone participants.

Age profiles for online and call center participation compared to smartphone participation are relatively similar. This is due to the fact that at the conclusion of the survey all participants were assigned the online/call center diary option (and were not assigned smartphone) to bolster response rates. When the age profile of call center participants alone is compared to online and smartphone the sample tends to include more of the elderly.





**Note these charts represent the weighted shares and thus only include households that were weighted.*

Results Summary Contents

- Sample Profile
- Typical Travel Behavior
- Vehicle Use and Behavior
- Transit Use and Behavior
- Pedestrian and Micromobility Behavior
- Equity Analysis

856	1,571	3,532	12,865
HOUSEHOLDS	**PERSONS**	**TRAVEL DAYS**	**TRIPS**
Weighted Records	*Weighted Records*	*Weighted Records*	*Weighted Records*

– *All figures and charts in this presentation are weighted to represent the population of the study region unless noted otherwise.*

– *Data at the trip and day levels are weighted to represent an average weekday (Mon, Tues, Weds, or Thurs). Trip and day records from incomplete days or weekend days (Fri, Sat, Sun) were not weighted.*

Sample Profile

Household and Person Demographics

Sample Profile Overview

Demographic Breakdown.		Unweighted Sample	Weighted Sample	ACS 5-Year Average (2015-2019)
Age	Under 18	17.5%	24.9%	24.6%
	18 – 24	4.6%	8.6%	11.9%
	25 – 44	21.7%	25.9%	25.6%
	45 – 64	26.9%	25.1%	24.7%
	65 and older	29.3%	15.4%	13.3%
Gender	Female	53.1%	50.4%	49.5%
	Male	46.1%	49.2%	50.5%
	Non-binary/third gender	0.5%	0.3%	-
	Transgender	0.3%	0.1%	-
	Other/prefer to self-describe	0.1%	0.0%	-
Race	American Indian or Alaska Native	0.3%	0.5%	0.3%
	Asian	1.7%	3.9%	1.7%
	Black or African American	1.6%	3.8%	4.8%
	Middle Eastern or North African	0.1%	0.0%	-
	Native Hawaiian or Other Pacific Islander	0.0%	0.0%	0.0%
	White	93.9%	87.4%	89.8%
	Two Races or More	1.9%	3.8%	2.1%
	Other	0.5%	0.6%	1.2%
Ethnicity	Not of Hispanic, Latino, or Spanish Origin	98.1%	95.6%	97.0%
	Hispanic, Latino, or Spanish Origin	1.9%	4.4%	3.0%
Income	Under $25,000	21.8%	11.2%	14.8%
	$25,000-$49,999	28.4%	20.7%	20.7%
	$50,000-$100,000	33.4%	36.4%	33.7%
	$100,000 or more	16.5%	31.7%	30.8%
Employment Status	Employed	51.8%	67.9%	72.2%
	Not employed	48.2%	32.1%	27.8%
Disability	No disability	82.0%	88.2%	89.7%
	Any disability	18.0%	11.8%	10.3%

Note: For variables where "Prefer not the answer" was an option, respondents who selected that answer have been excluded from these calculations.

Survey Response by Jurisdiction

Overall, the unweighted sample was close to population proportional.

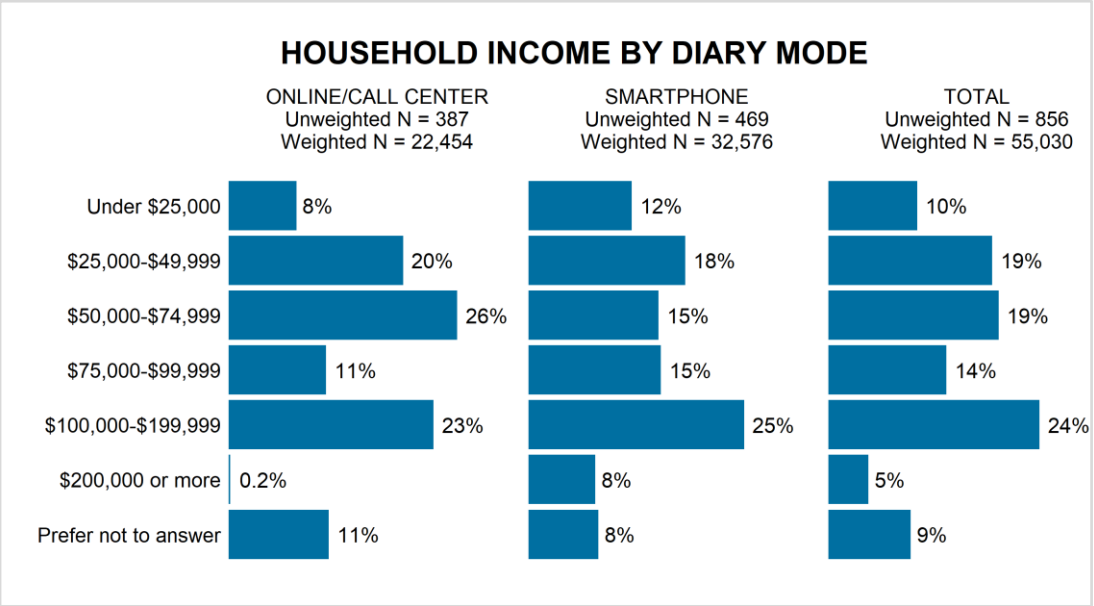
- With slightly higher response from the City of Saint Cloud
- And, with slightly lower response from certain townships of Benton and Stearns County.

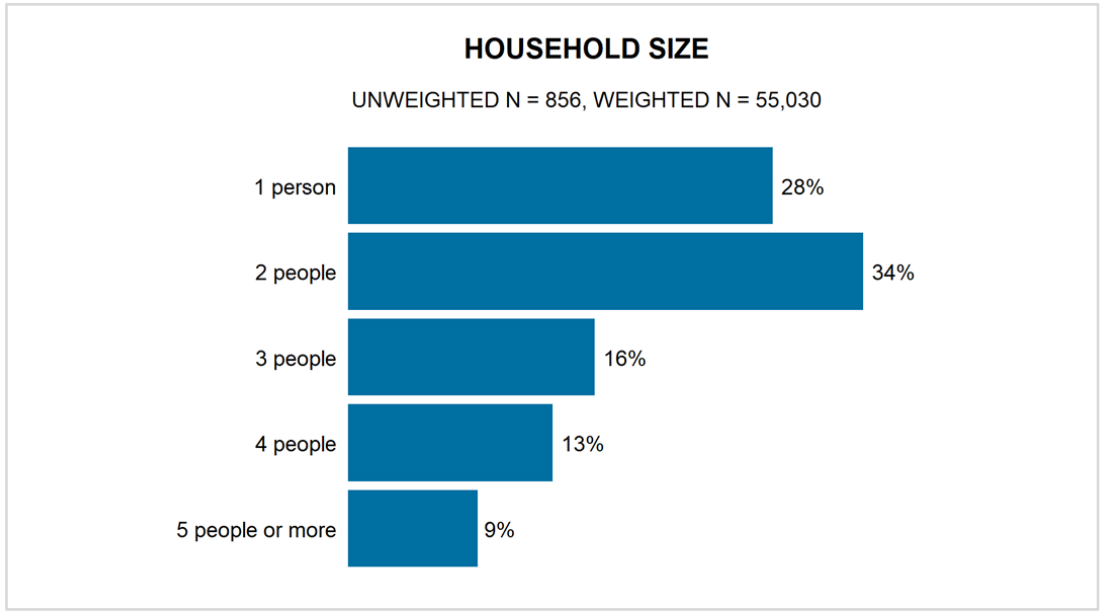
Jurisdiction	Unweighted Sample	Unweighted Share	Weighted Sample	Weighted Share
City of Saint Cloud	441	51%	23,361	43%
City of Saint Joseph	38	4%	2,514	5%
City of Sauk Rapids	85	10%	6,031	11%
City of Waite Park	57	7%	3,735	7%
Haven Township of Sherburne	14	2%	891	2%
City of Sartell	122	14%	8,423	15%
Certain Townships of Stearns County	64	7%	4,968	9%
Certain Townships of Benton County	20	2%	2,942	5%
Outside of Study Region	25	3%	2,165	4%
Total	**866**	**100%**	**55,030**	**100%**

Household Income and Size

Households who participated online or through the call center were more likely to decline providing household income. The survey was successful in oversampling low-income households (less thank $50k annually).

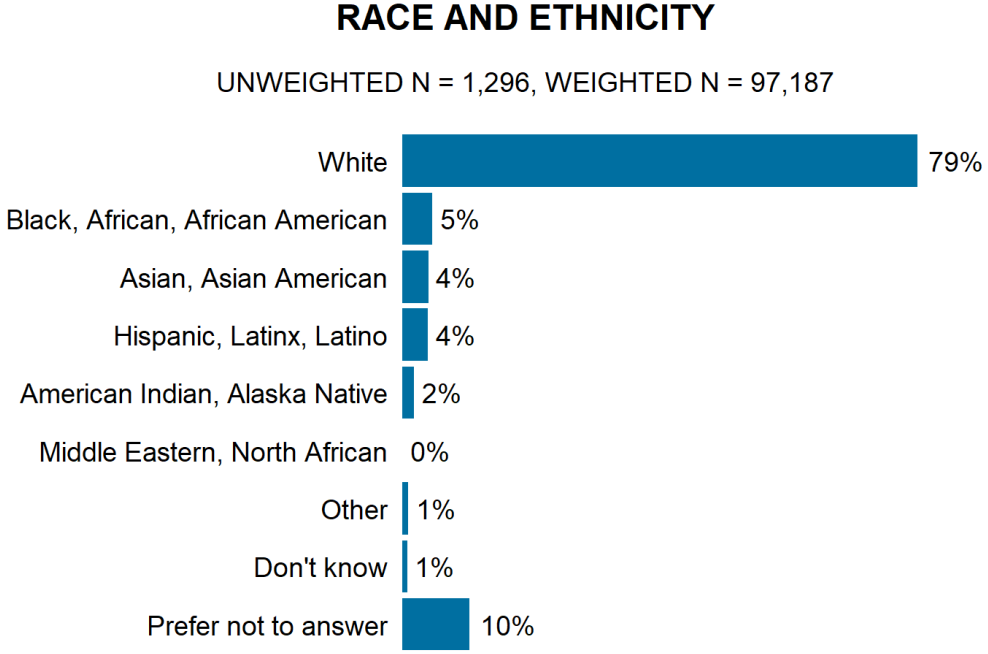
Overall, the survey had a higher share of 1-person households participate, however this able to be handled in weighting.



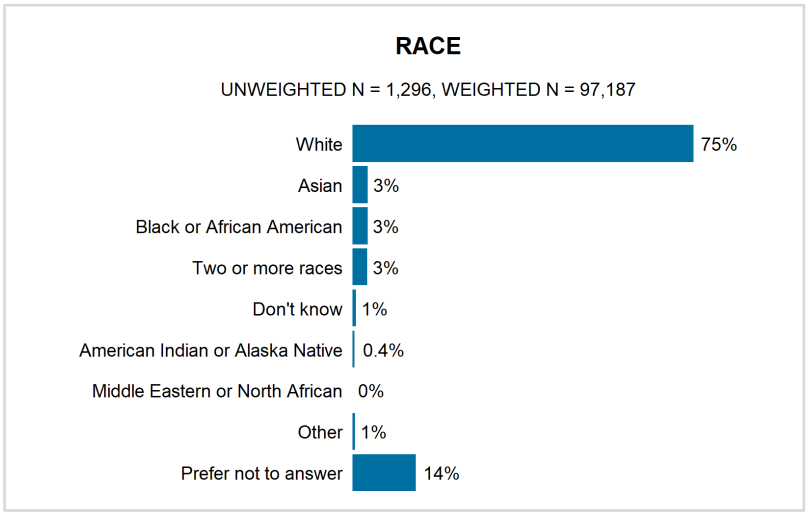


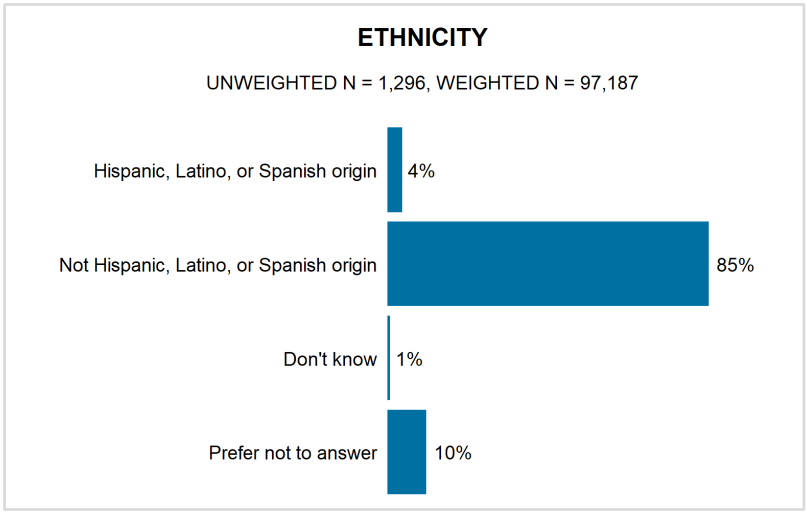
Race and Ethnicity

Race and ethnicity were asked in a combined select all that apply question. Responses have been aggregated in the figures to the right for ease of comparison to the census.



Note: Respondents could select more than one answer to this question.

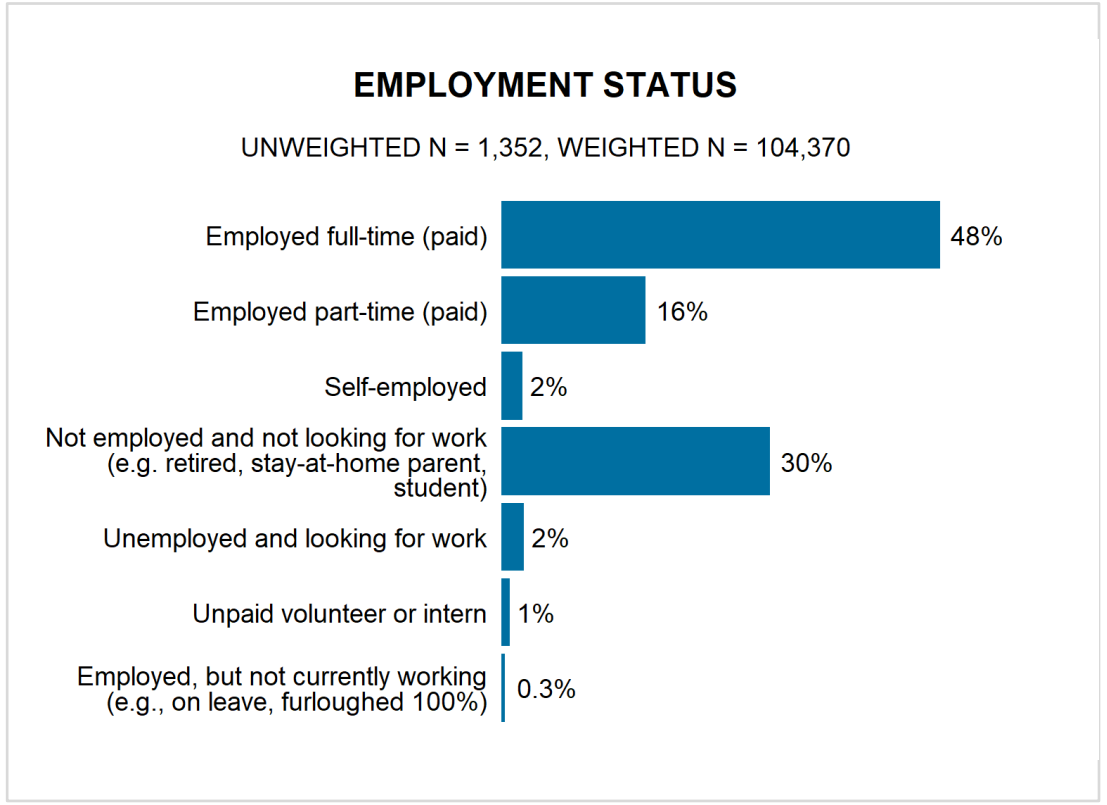




Note: Respondents who only selected "Hispanic, Latino, or Spanish Origin" in this question are excluded from the Race figure.

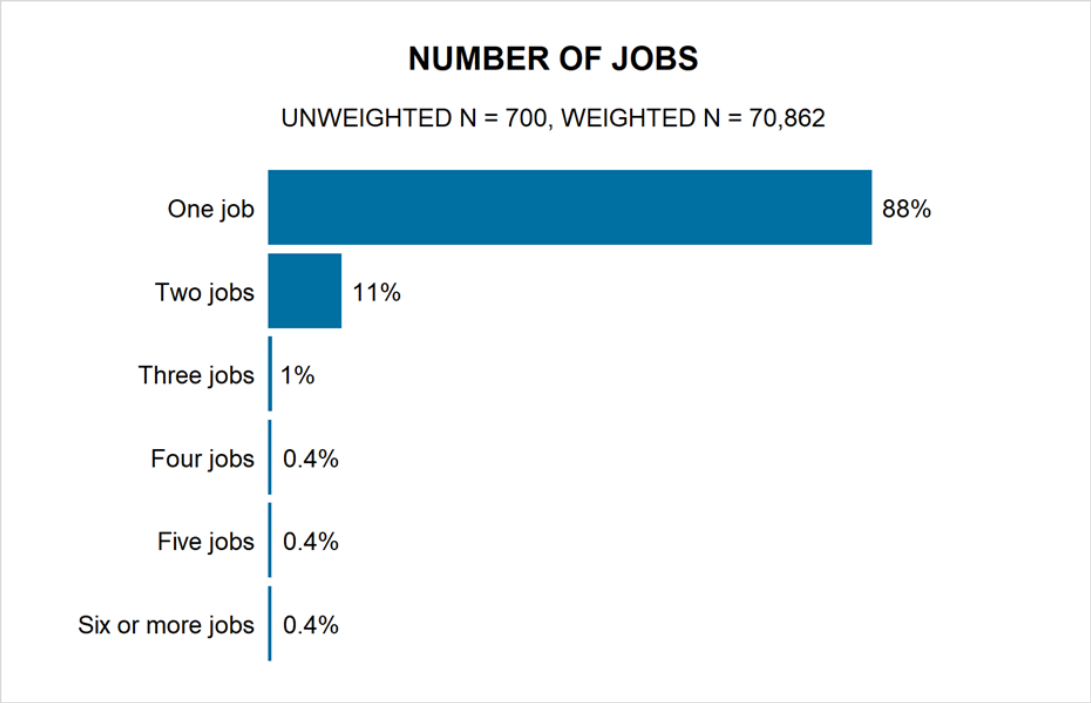
Employment Status

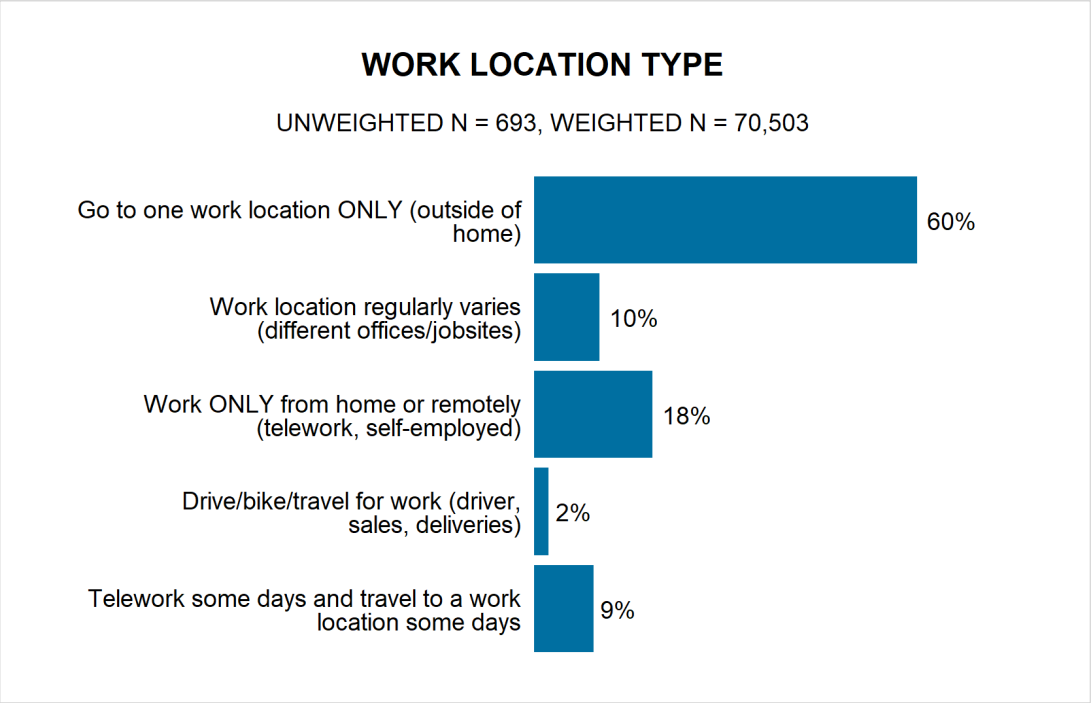
- Employment status was collected for all people aged 15 or older.
- Of this population, 64% are paid (part-time or full-time) employees.
- Only 2.3% of this population is unemployed and looking for work or furloughed.



Employment Information

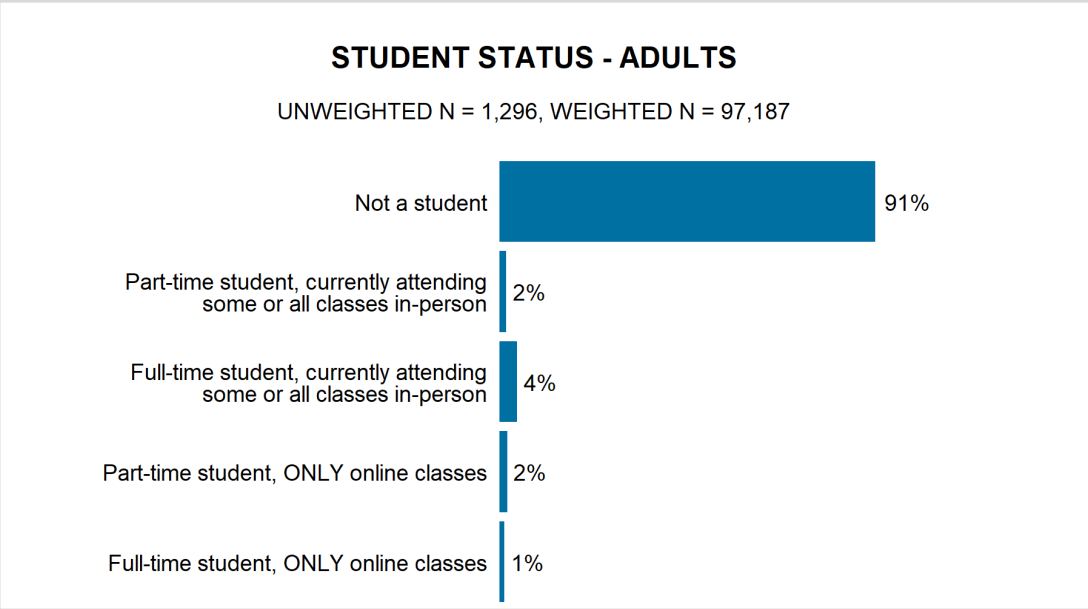
- Of people who are employed or furloughed, 13.2% work two or more jobs.
- 60% of participants go to one work location ONLY outside of their home, while 40% have varying workplaces or telework.

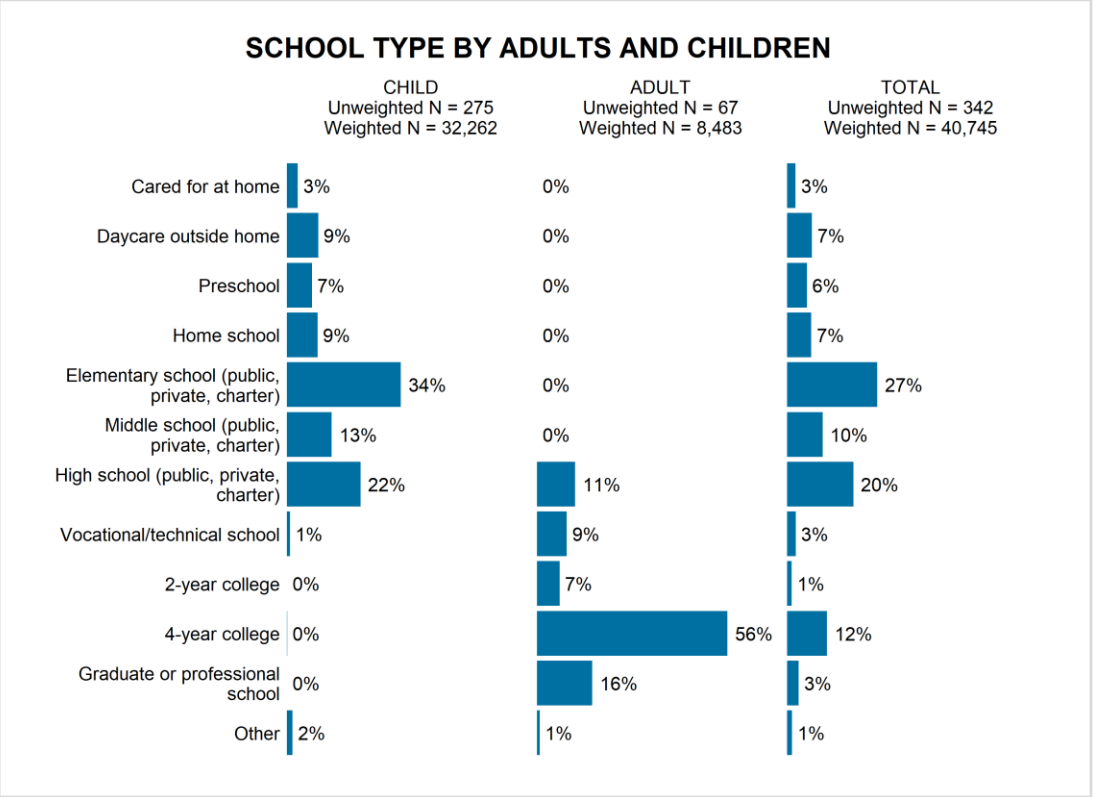




Student Status

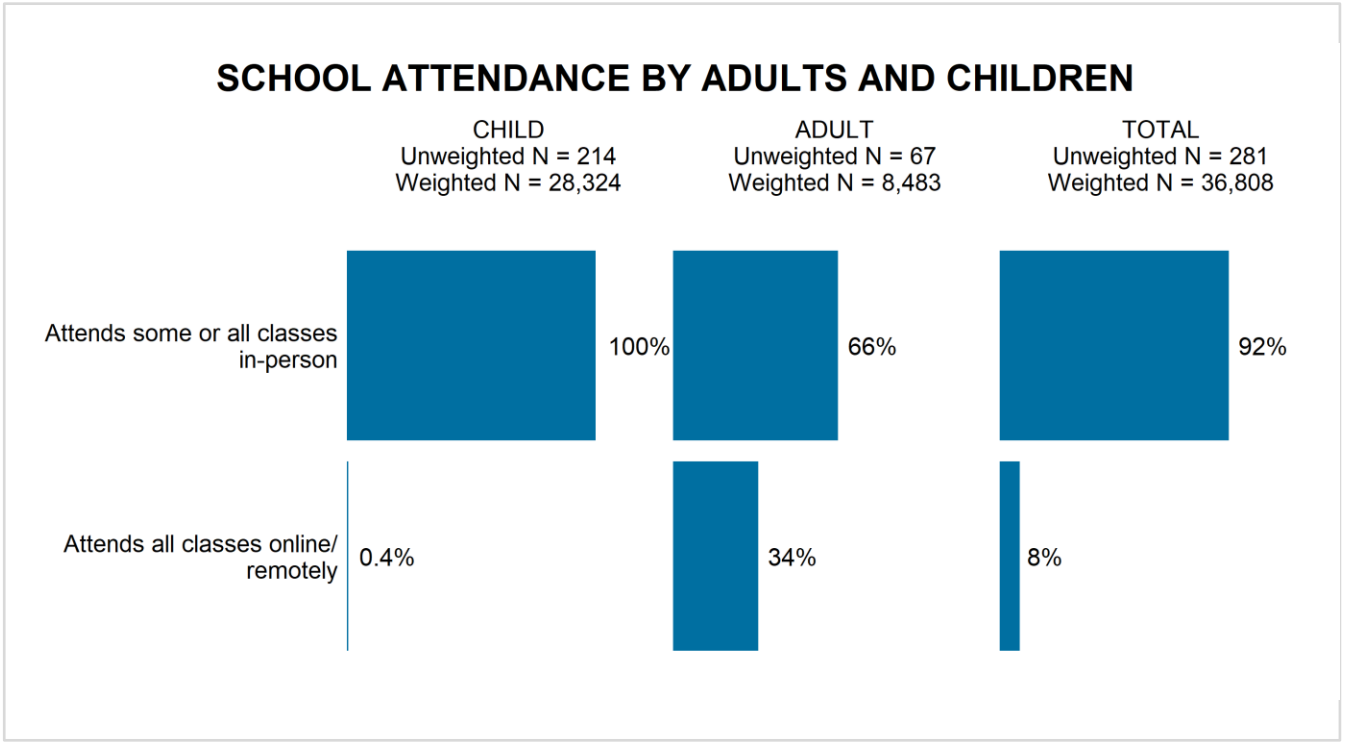
- 9% of adults are students. 31% of residents are students.
- 19% of students are enrolled in a 2-year or 4-year college/university, vocational, or graduate school.





School Attendance

- Nearly all children attend in-person classes for at least part of their school weeks.
- About a third of adult students attend classes remotely.



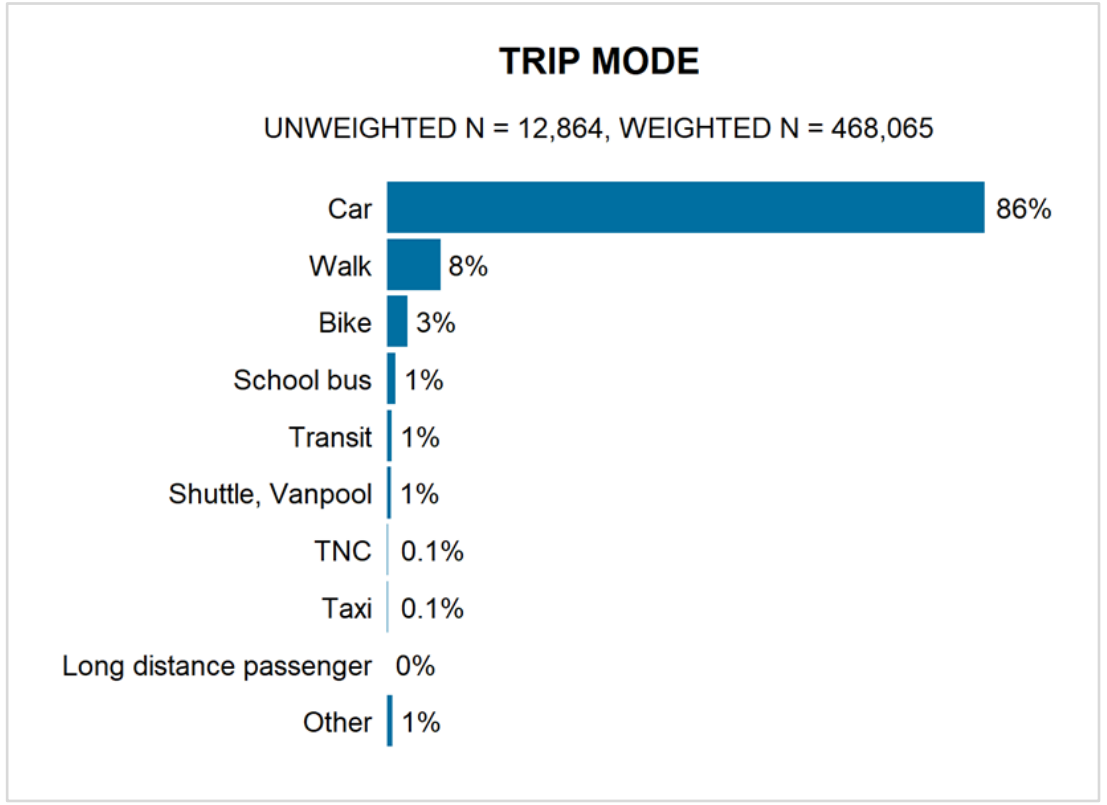
Typical Travel Behavior

Daily Trip Rate and Mode Share

REGIONAL AVERAGE WEEKDAY TRIP RATE

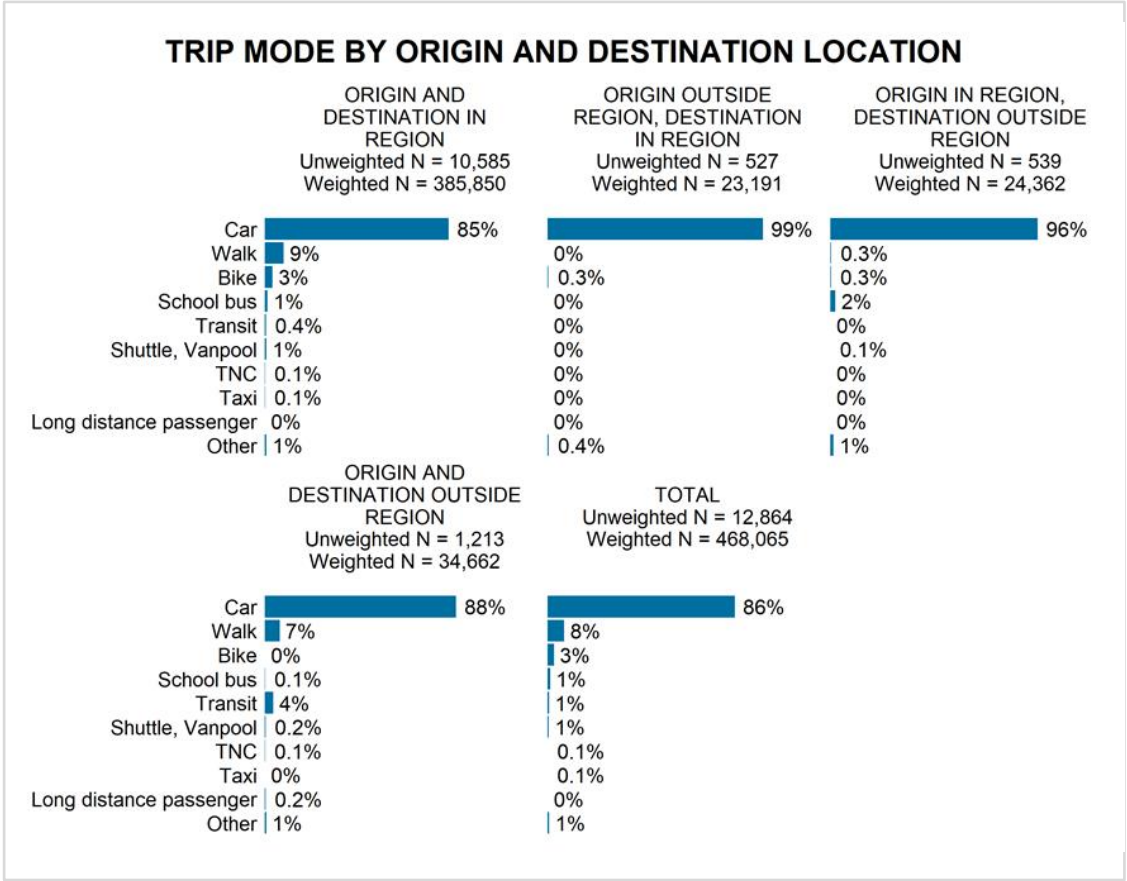
3.6

- Data at the trip and day levels are weighted to represent an average weekday (Mon, Tues, Weds, or Thurs).
- Most trips in the region are made by car with only 14% made by other modes.



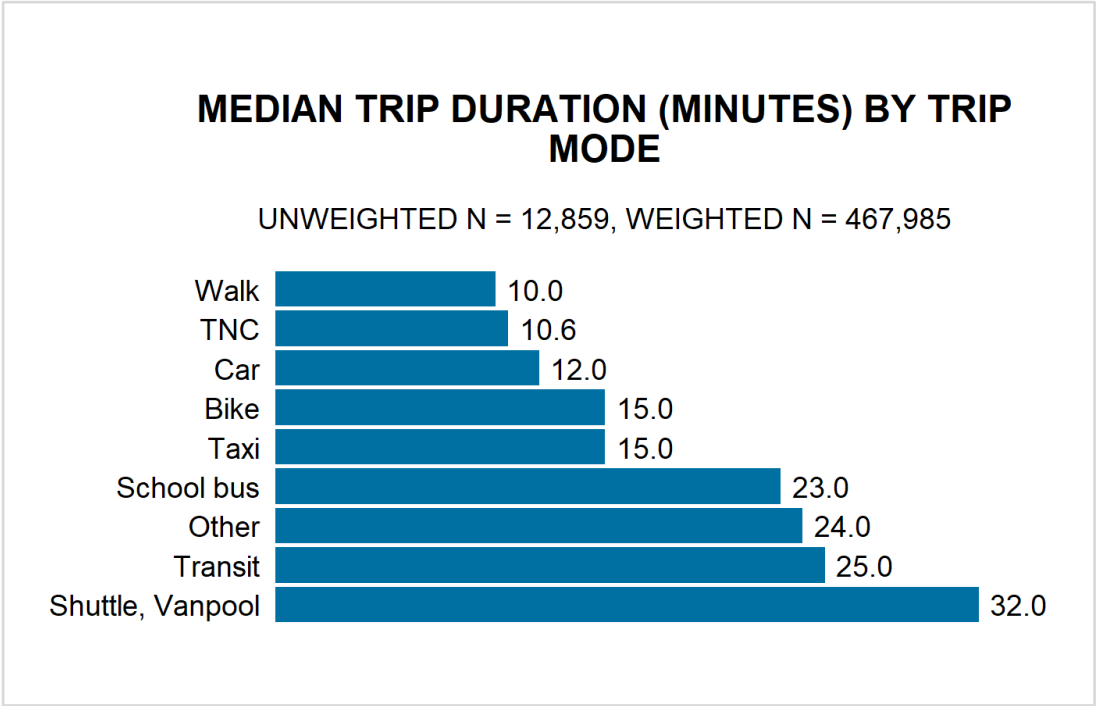
Trip Mode by Trip Location

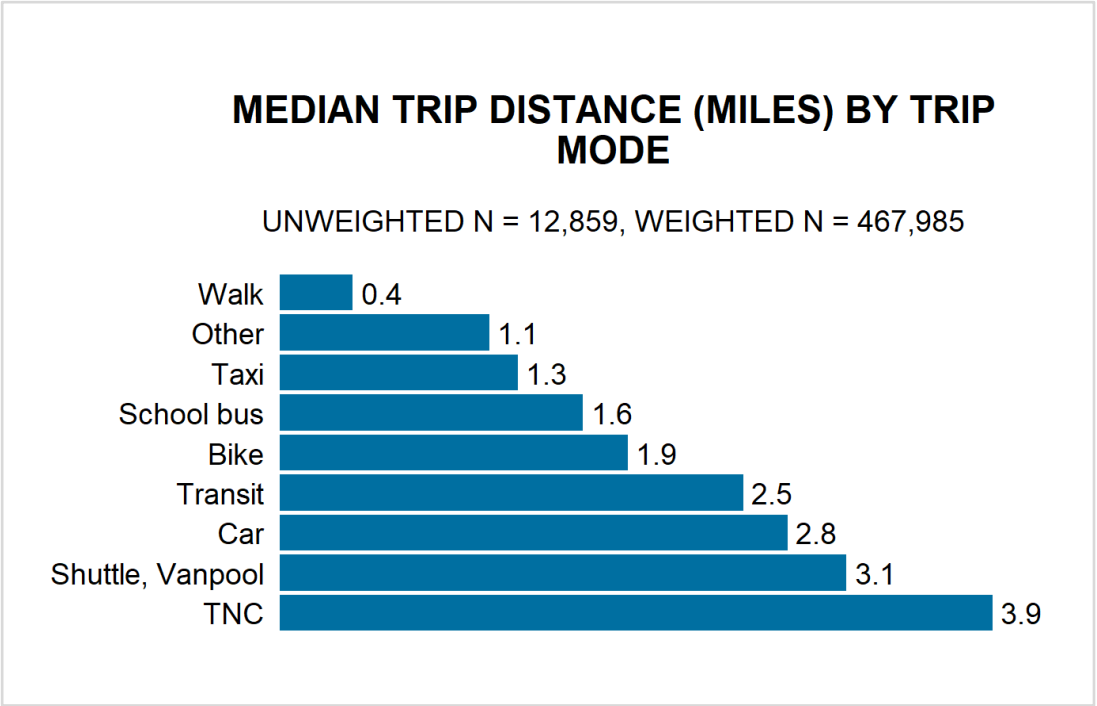
- Almost all trips that begin outside of the study region and end inside the study region are made by car.
- For trips made inside the study region 15% are made by modes other than a car.



Mode Share by Trip Distance and Duration

- Shuttle and vanpool trips have the longest median trip duration and distance.
- Transit trips had the second longest median duration, but only the third longest median trip distance.



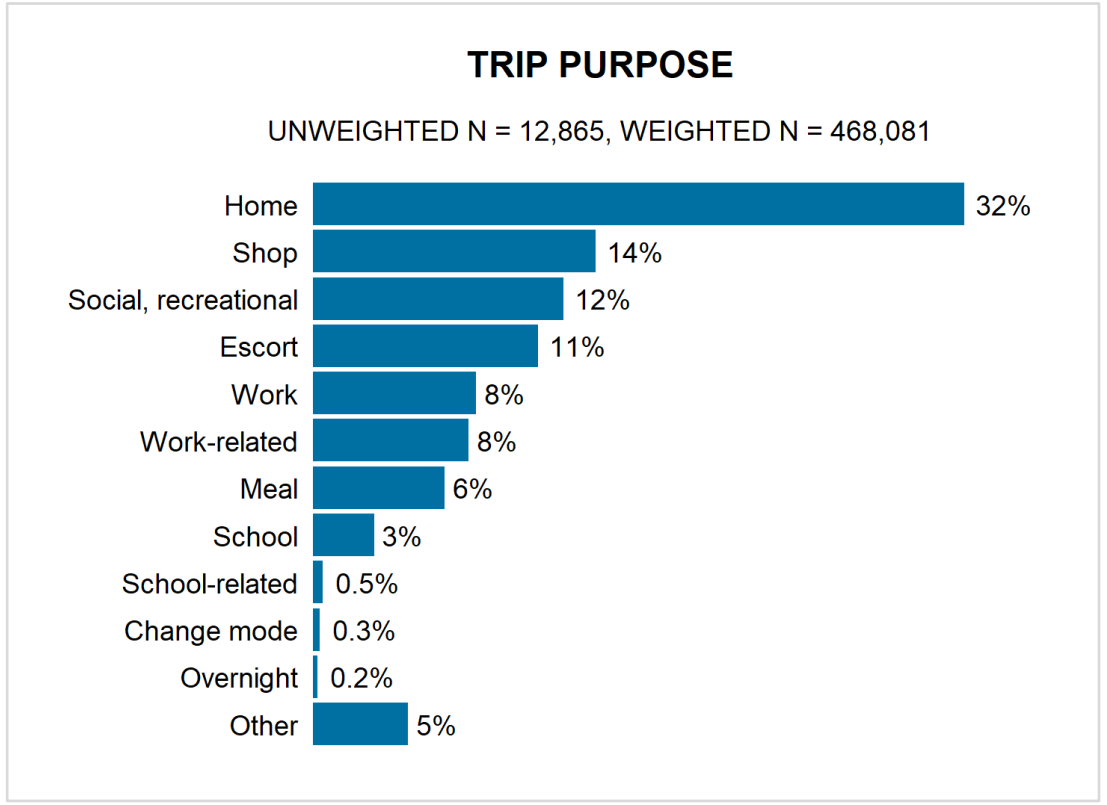


Trip Purpose

Most frequent trip purposes:

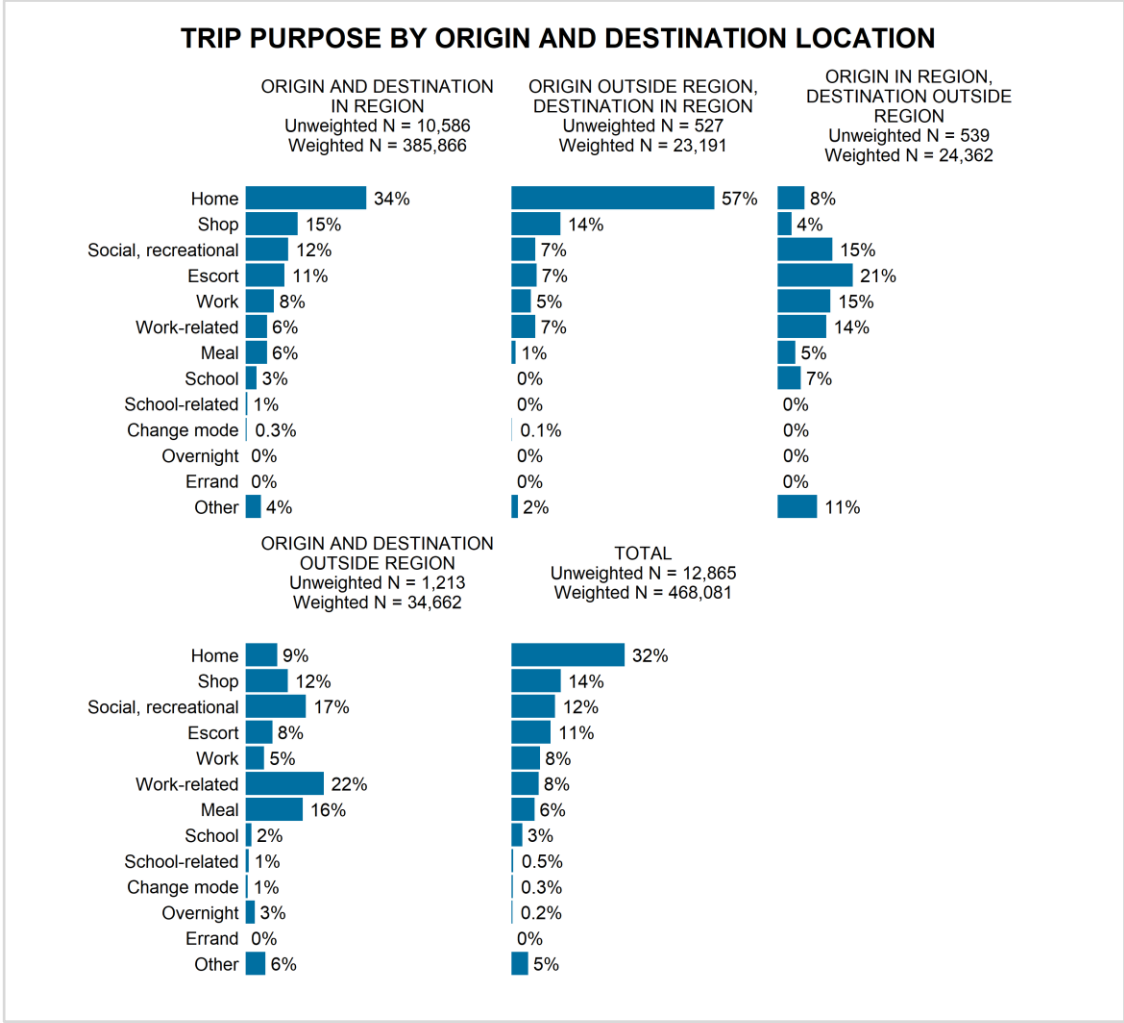
- 32% end at home
- 16% are work or work-related
- 14% are shopping

52% of trips made are home, work, or school-related.



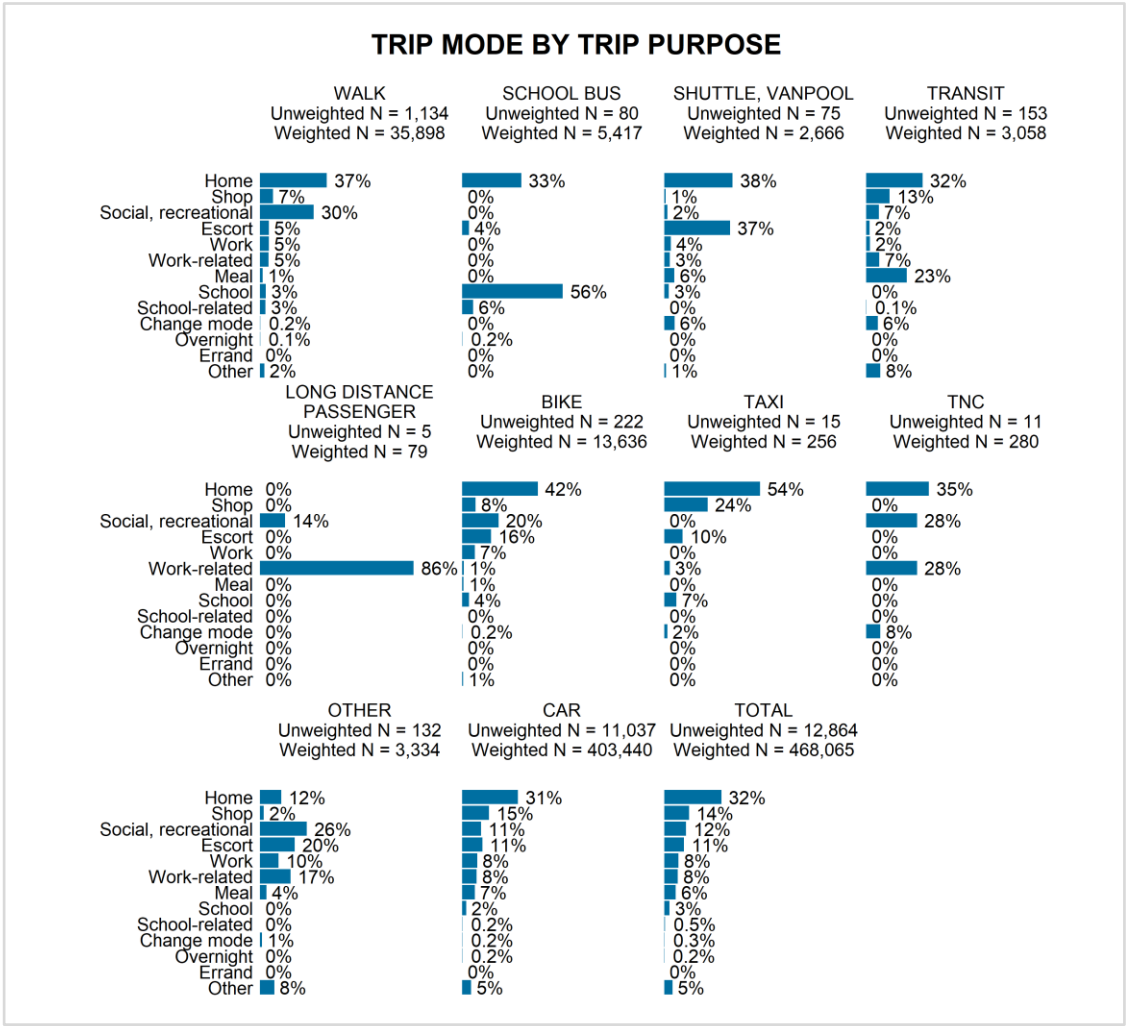
Trip Purpose by Trip Location

- 29% of trips that originate within the region and end outside the region are work or work-related
- Residents' trips that occur entirely outside the region are most often work/work-related, social/recreational, or for a meal.



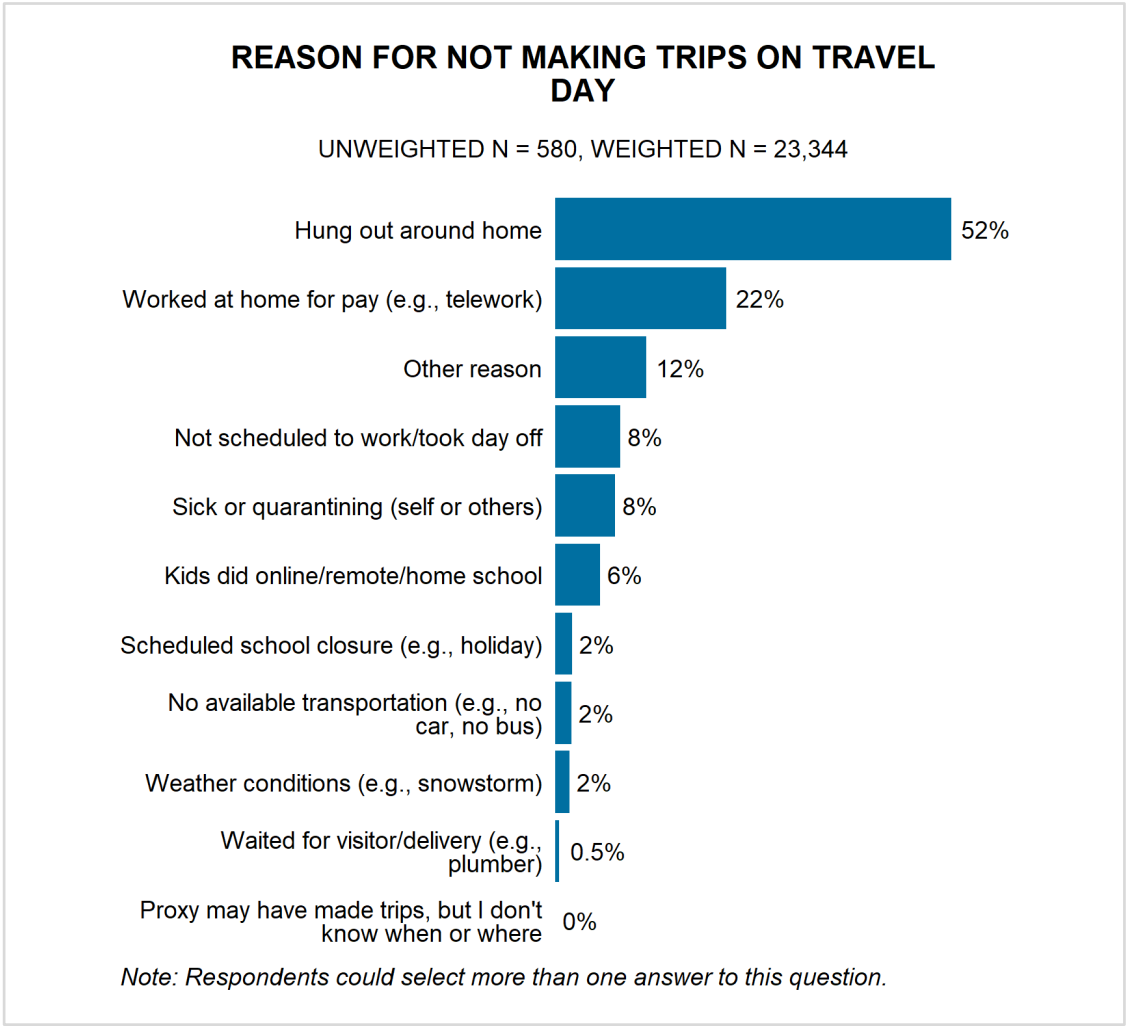
Trip Mode by Trip Purpose

- 30% of walk trips have a social or recreational purpose.
- Transit trips are primarily made to go home, get a meal, or go shopping.
- 86% of long-distance passenger trips are made for work-related purposes



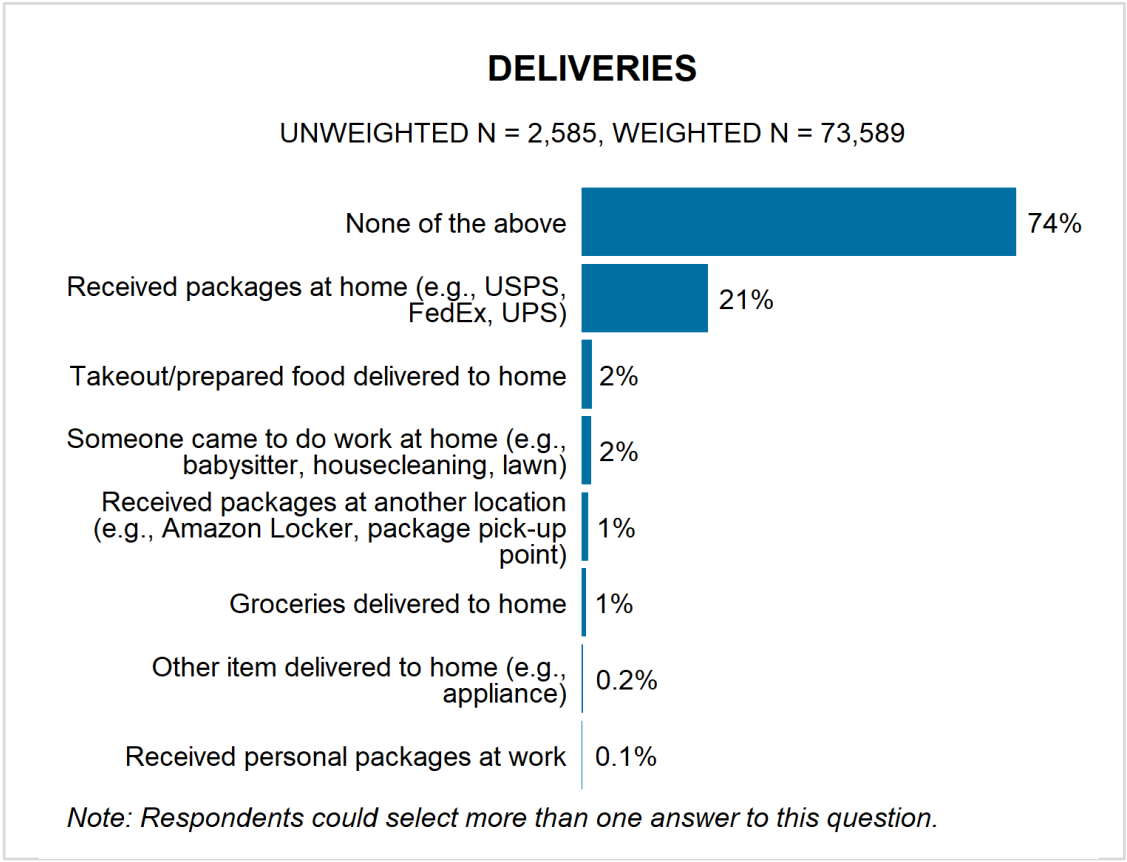
No Travel Days

- 28% of no travel days are due to telework or online/remote/home school for children.
- 52% of no travel days are days spent hanging out around home



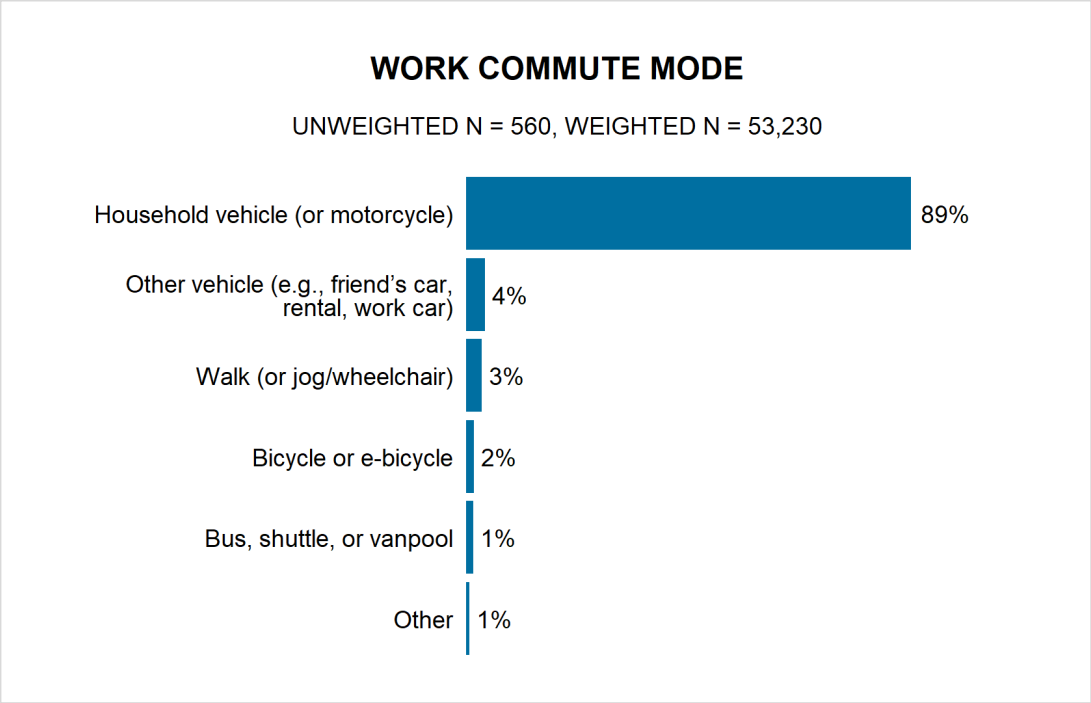
Trip Replacement Behaviors

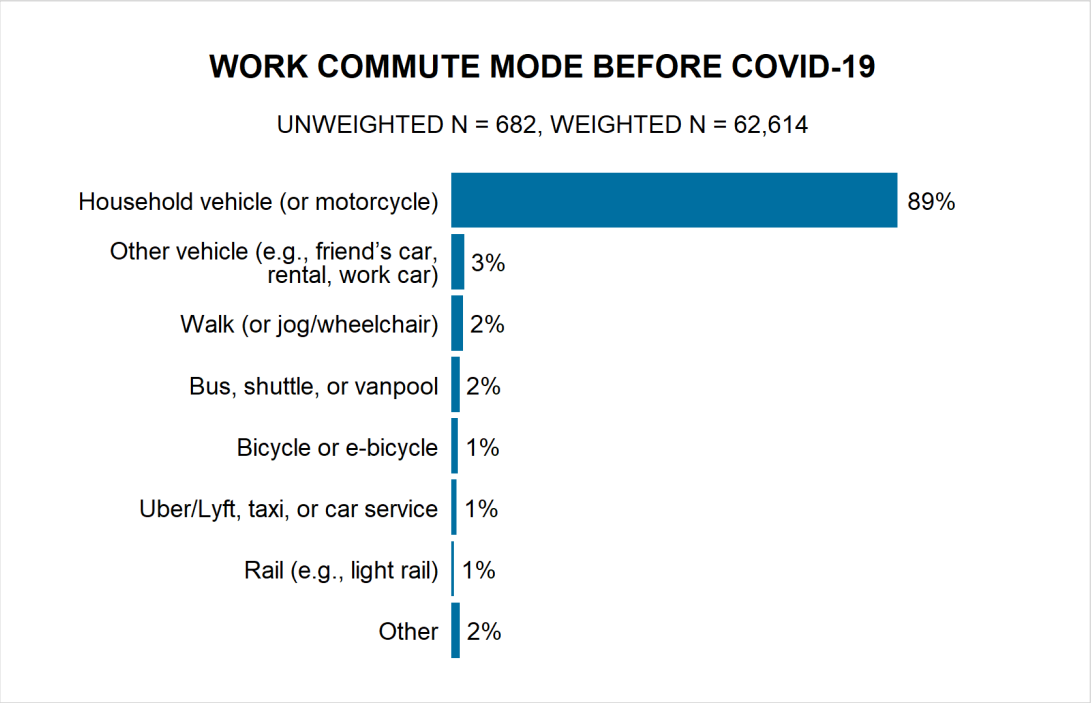
- On an average weekday (Monday through Thursday), 26% of residents have something delivered to them.
- Most deliveries are packages received at home.



Work Commute Mode

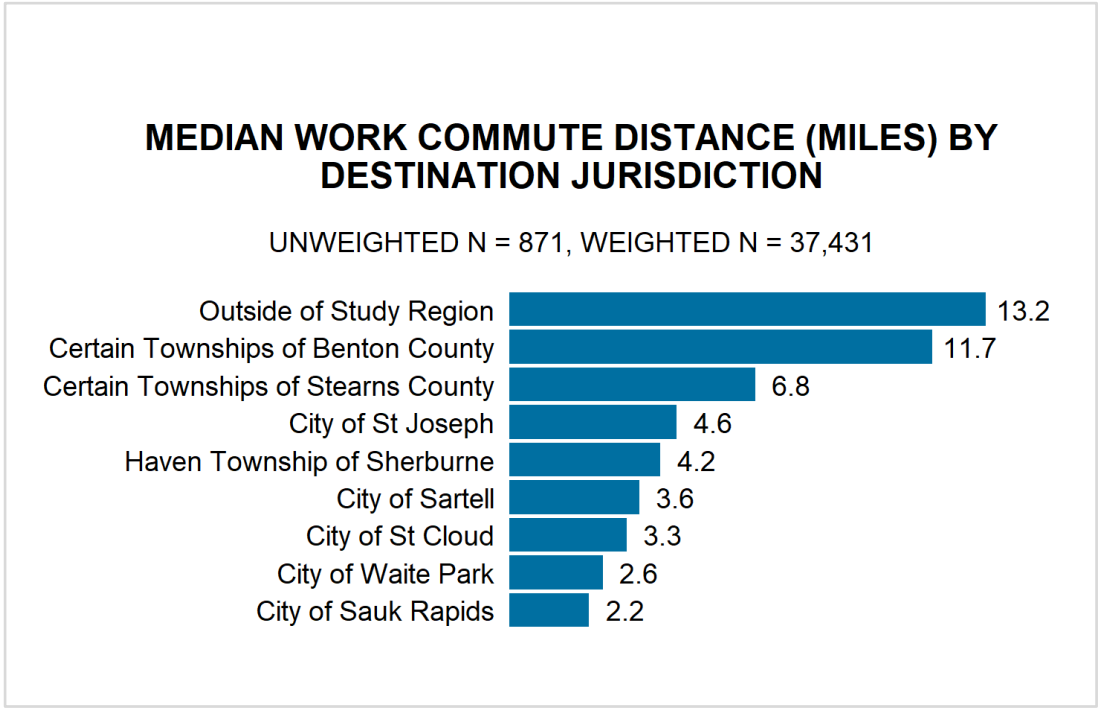
Commute modes to/from work have largely not changed as a result of COVID-19 based on reported work commutes before and after March 2020.

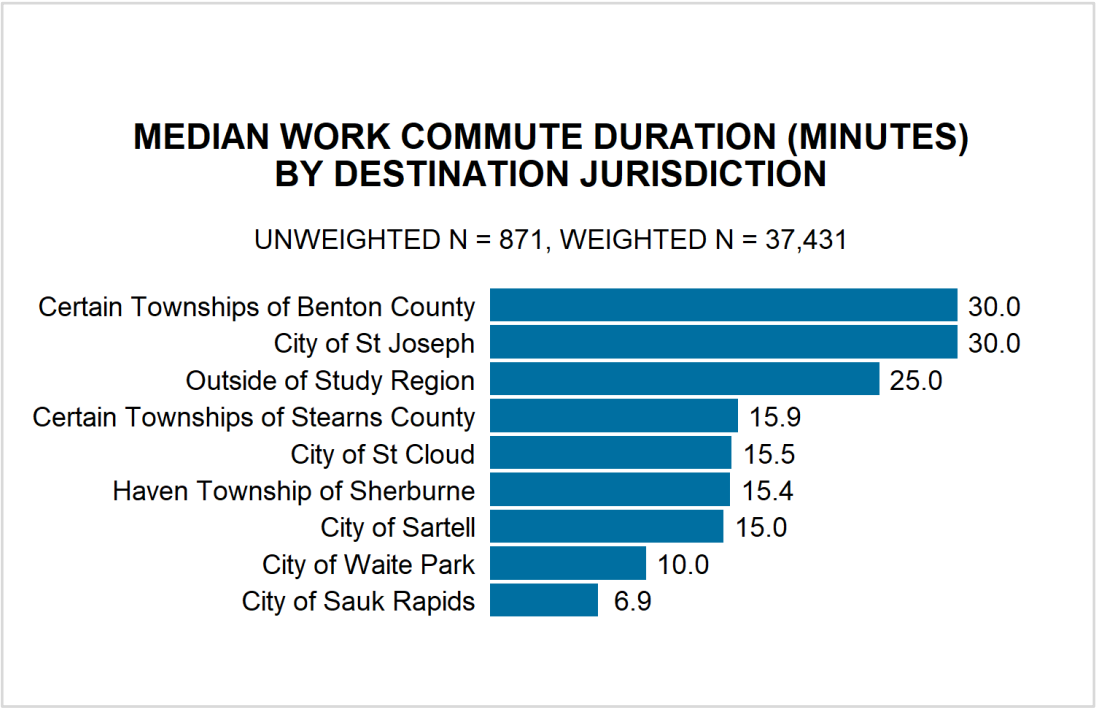




Work Commute Distance and Duration

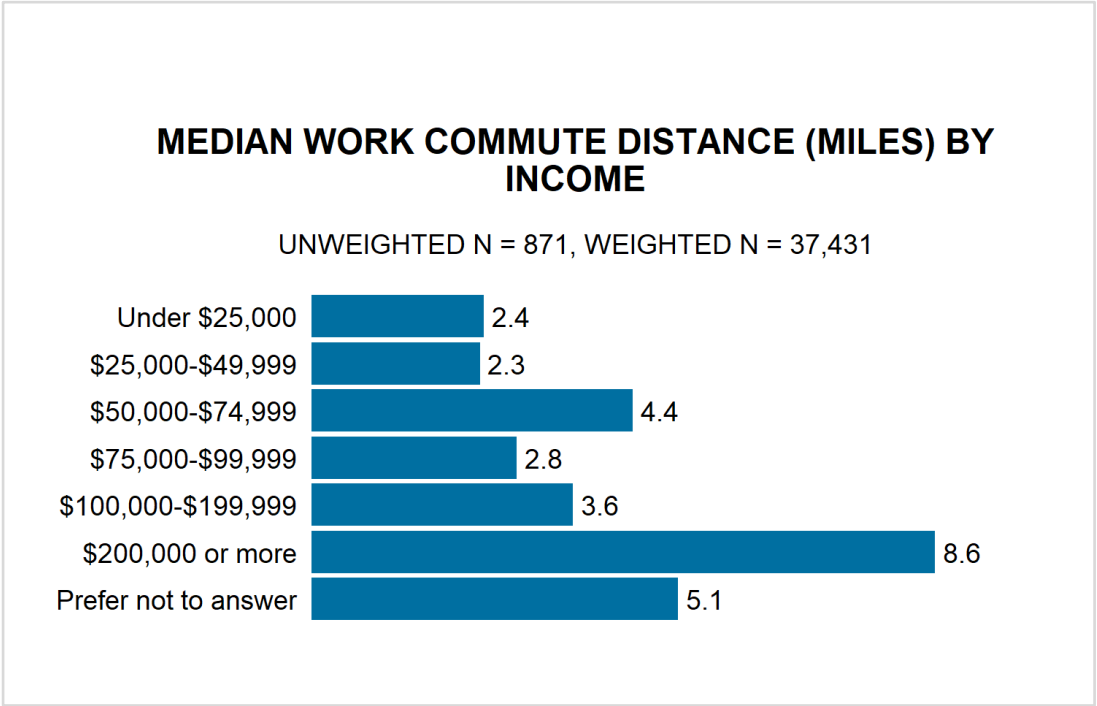
- Workers in the city of Sauk Rapids have shortest median distance and duration work commutes,
- Workers in Saint Joseph have a median commute distance of only 4.6 miles, but the median work commute duration is 30 minutes.

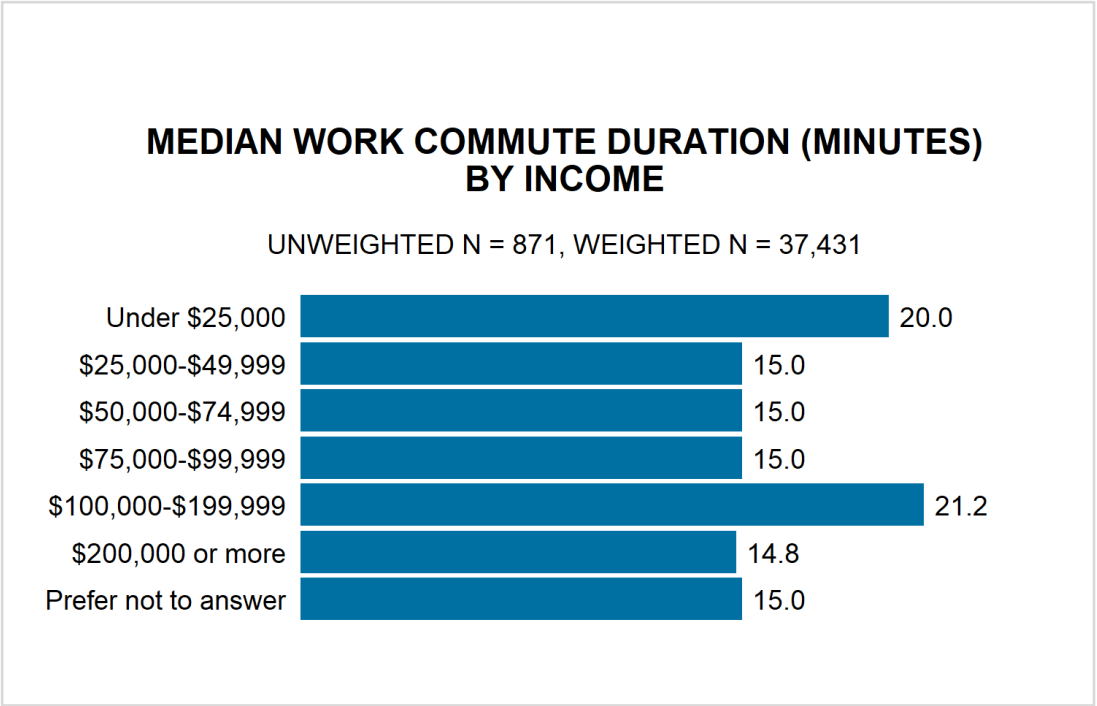




Work Commute – Equity Analysis

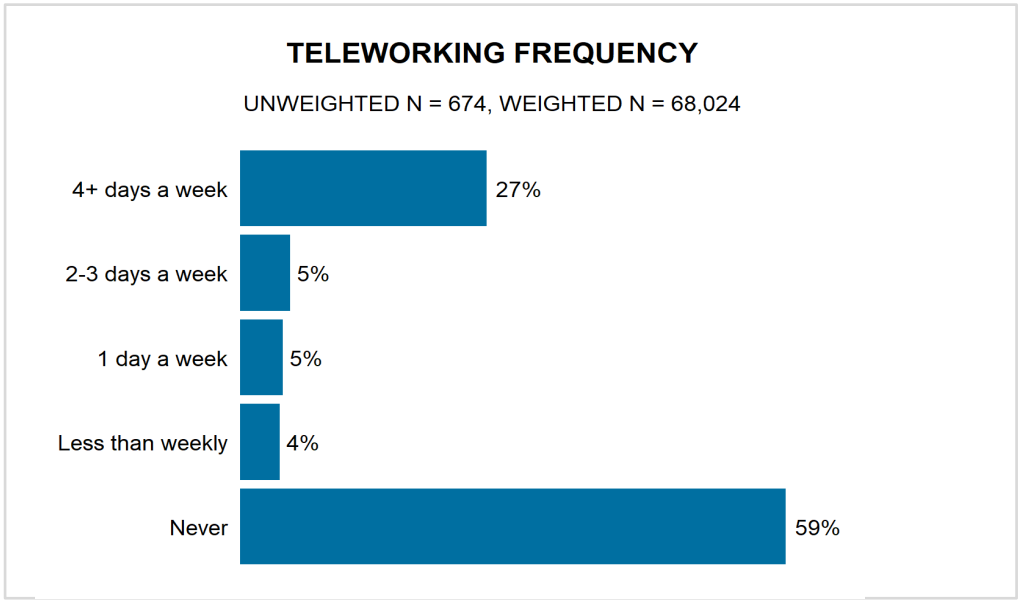
Workers with household incomes under $50,000 have the shortest median work commute distances in the region, but workers with household incomes under $25,000 have the second longest median work commute duration.

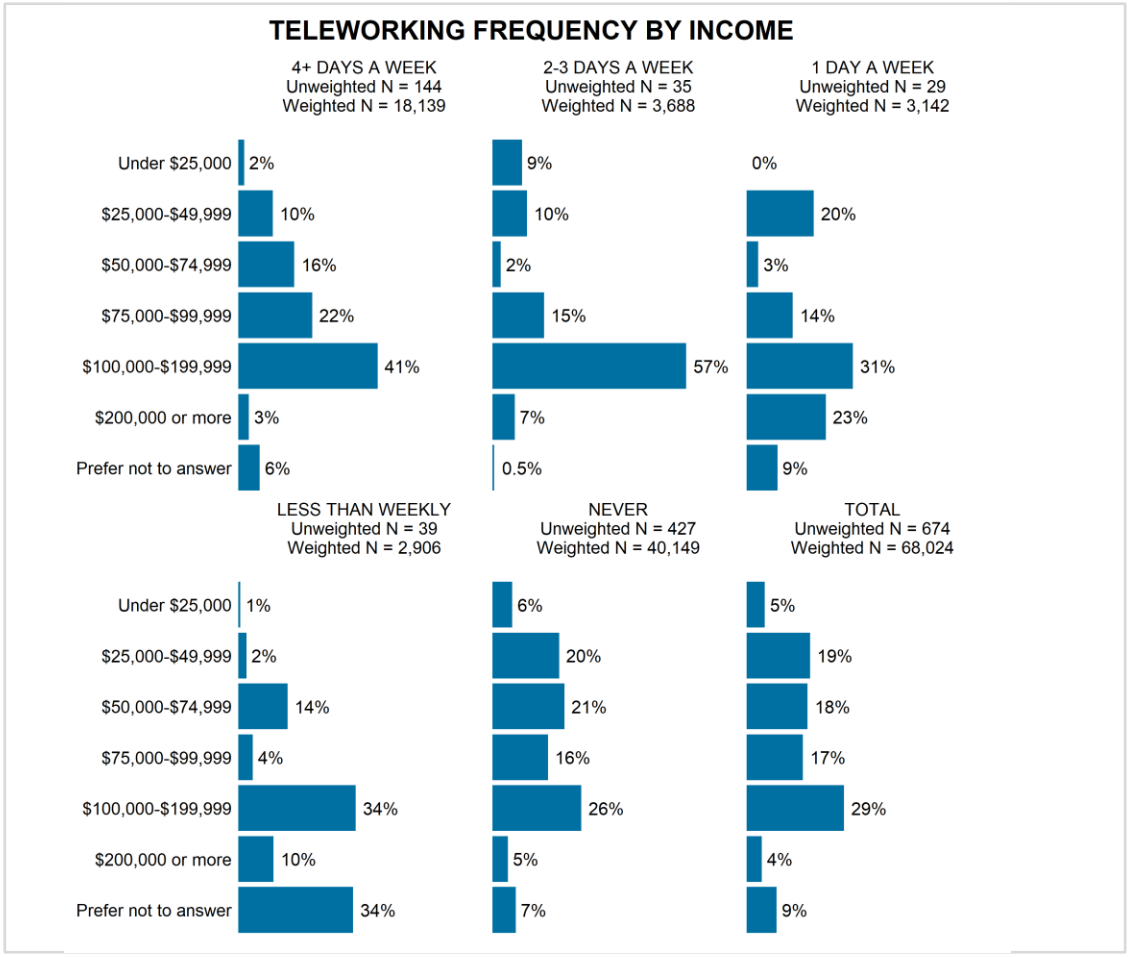




Teleworking Behavior

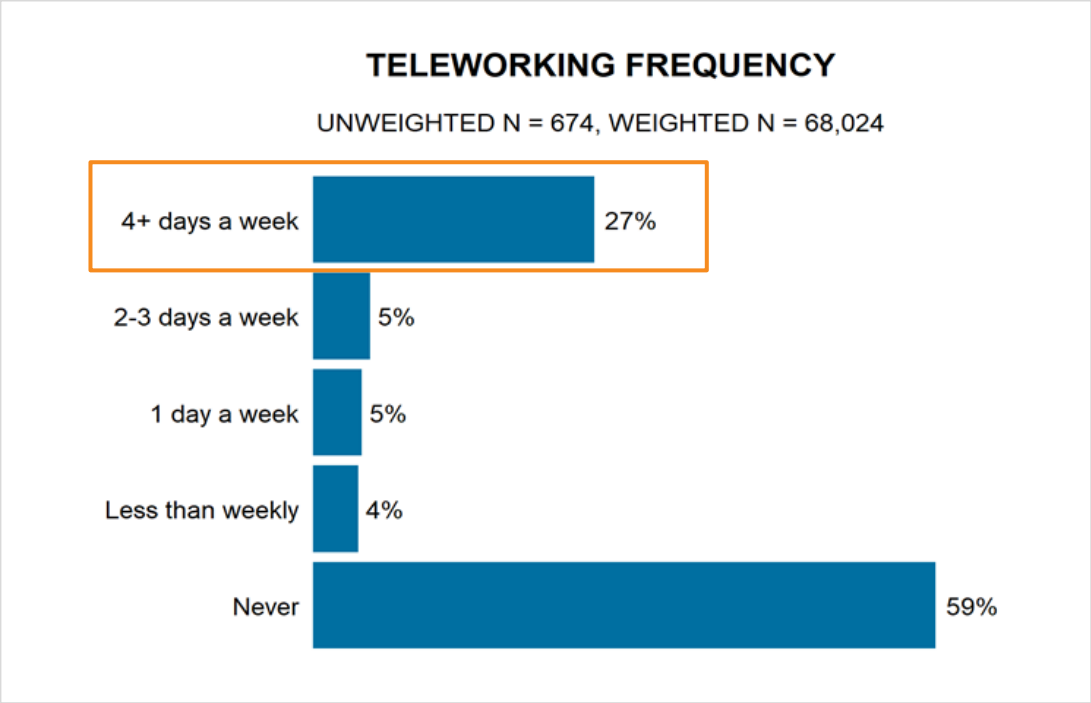
- 41% of workers in the region telework in some capacity, and 27% do so for 4 or more days per week.
- Workers in low-income households are less likely to telework multiple days per week.

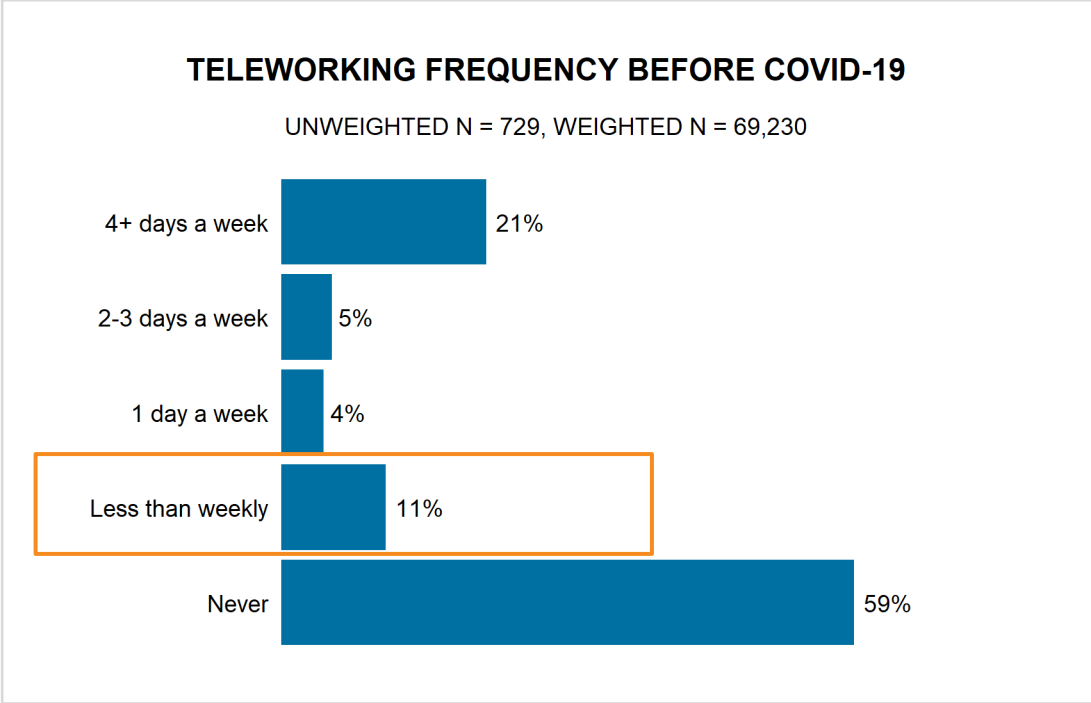




Changes in Teleworking Behavior

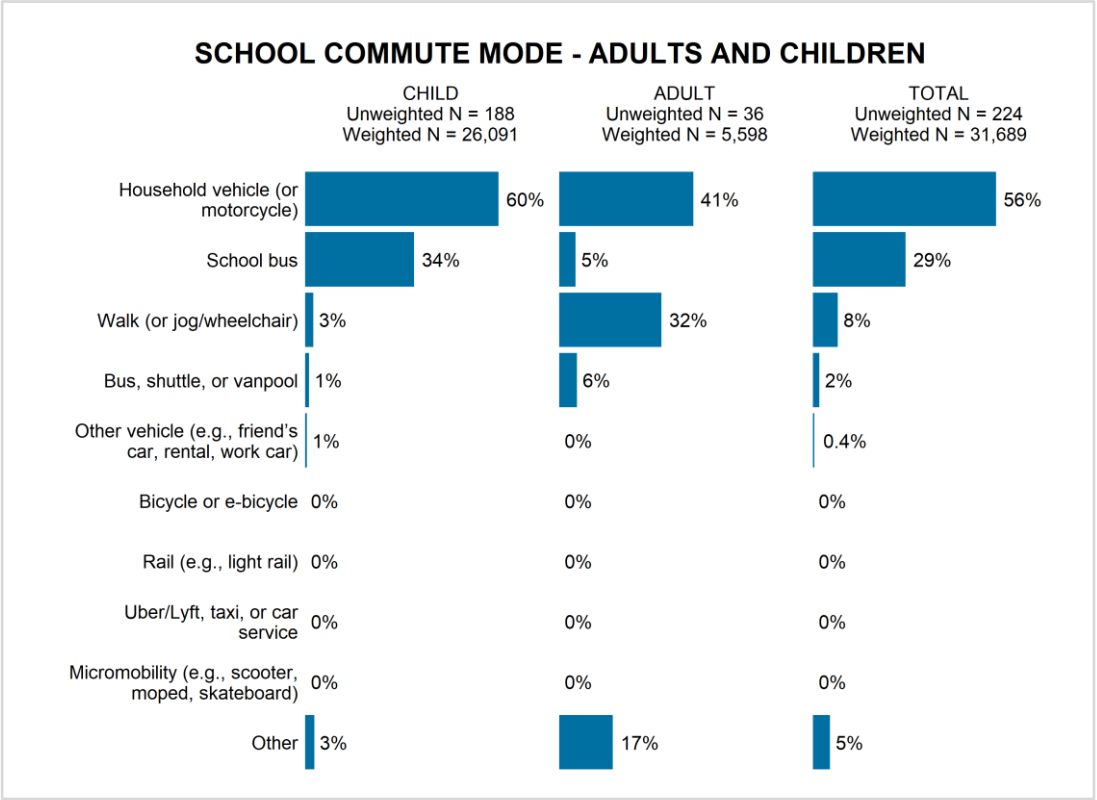
- The population of workers who telework has largely not changed based on respondents' reported behaviors.
- However, for those who do telework there is a higher share of those who telework 4+ days per week now, while prior to covid there was a higher share of those who teleworked less than weekly.





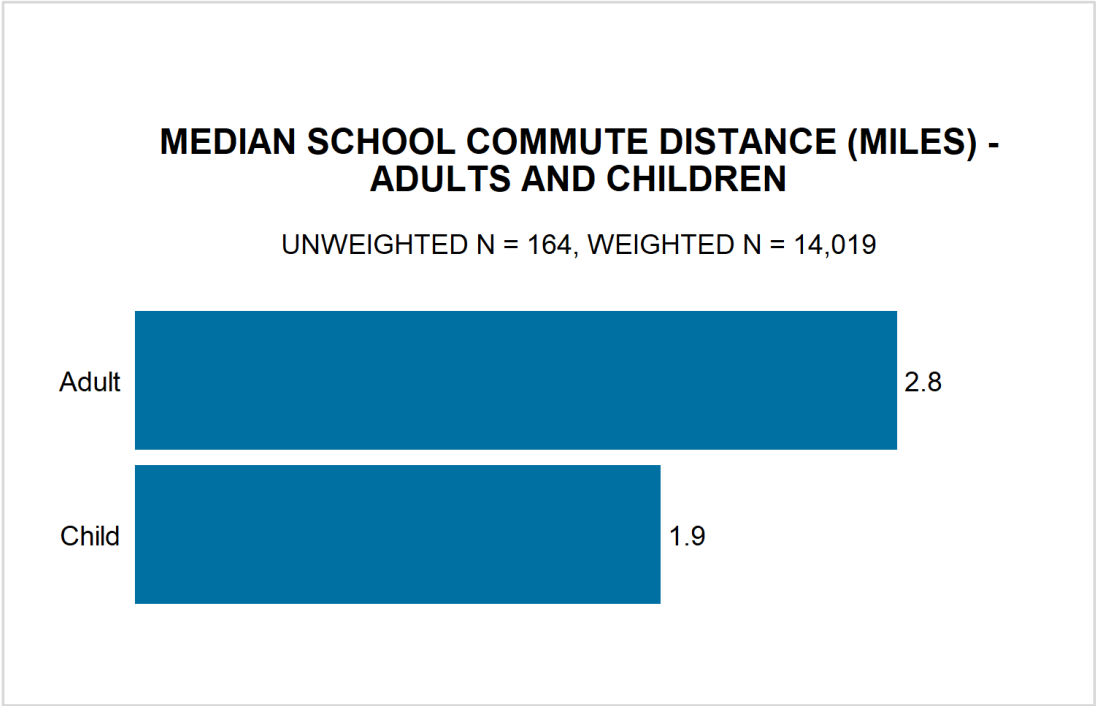
School Commute Mode

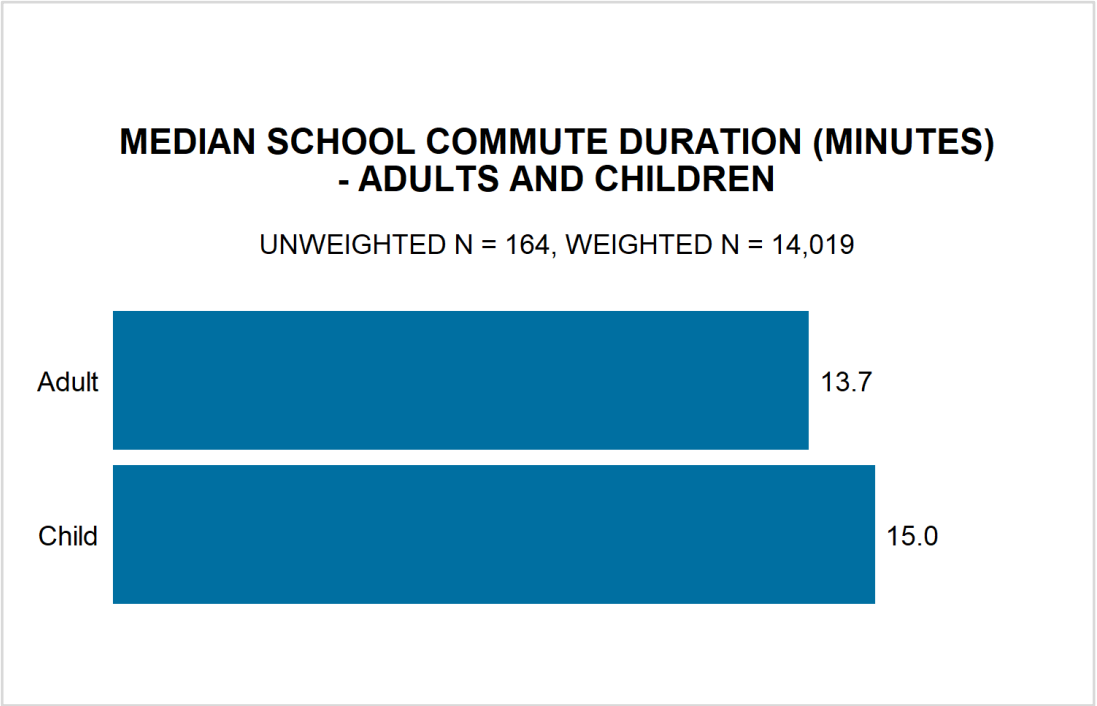
- Students who are children primarily commute to school by household vehicle or school bus.
- Adult students commute to school primarily by household vehicle, walking, or bicycle.



School Commute Distance and Duration by Age

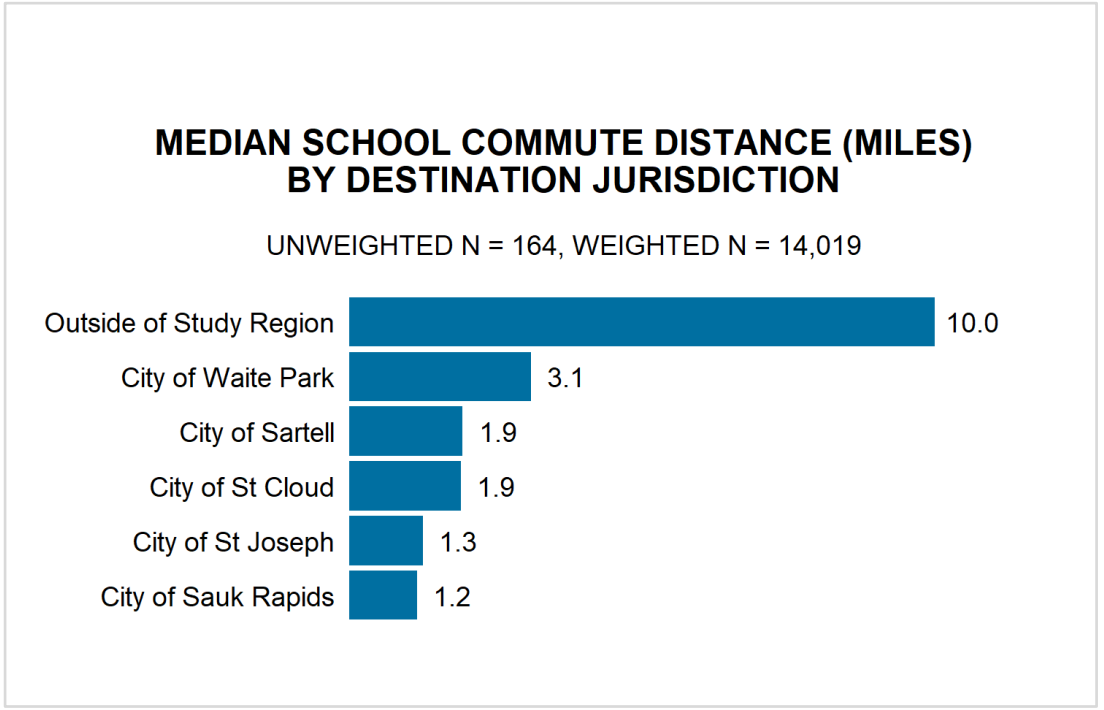
Children do not travel as far as adults to their schools, yet their commutes have a longer median duration.

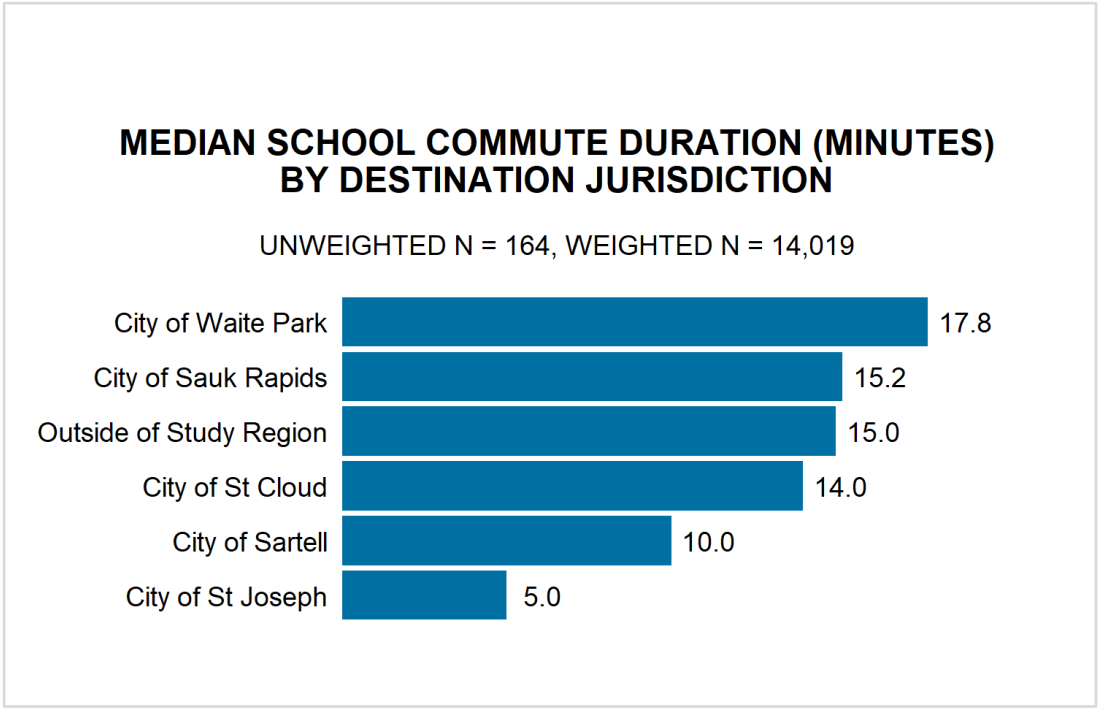




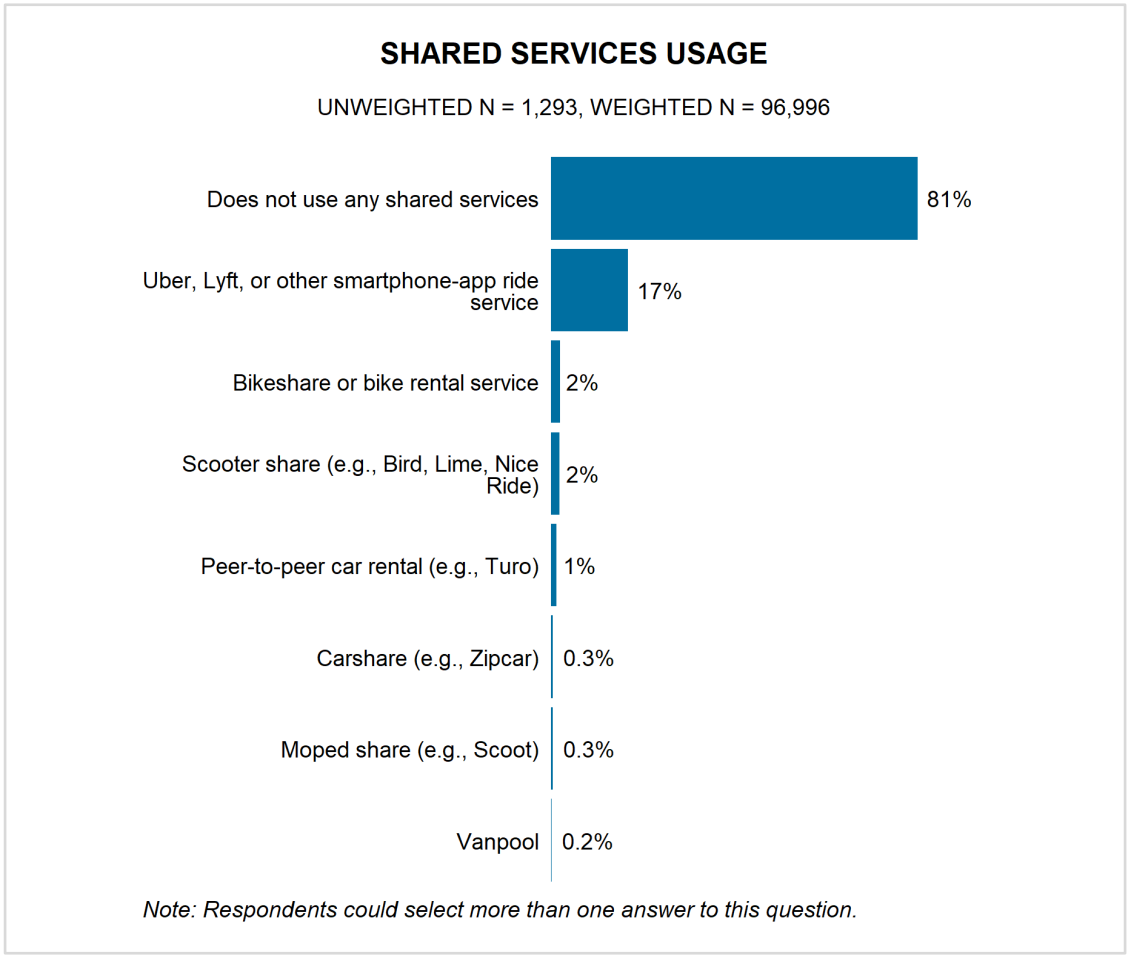
School Commute Distance and Duration by Jurisdiction

Students in the City of Waite Park have the longest median school commute distance and duration.

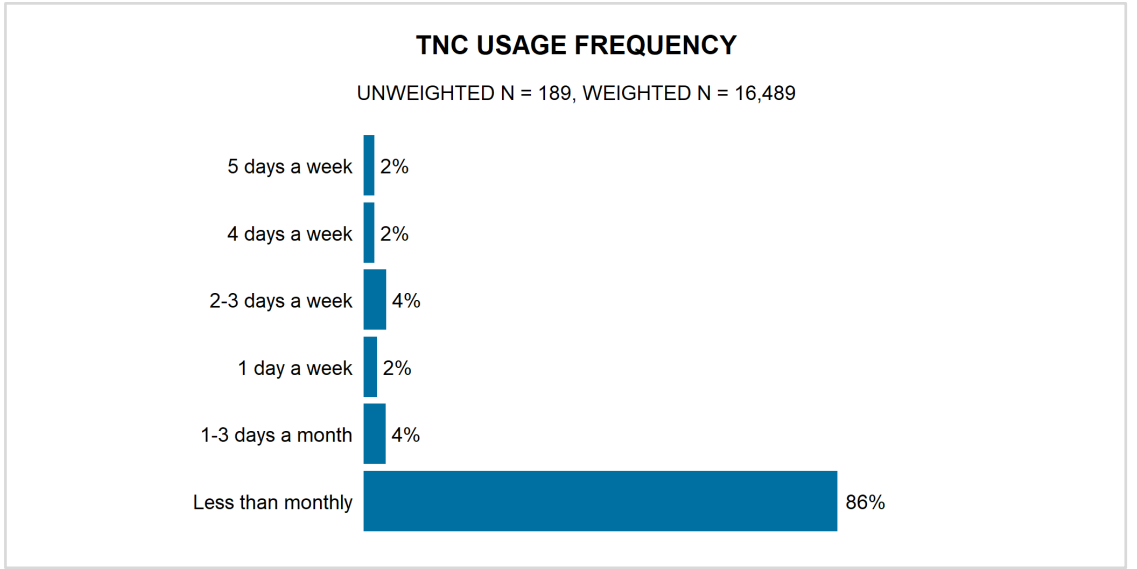




New Mobility Services



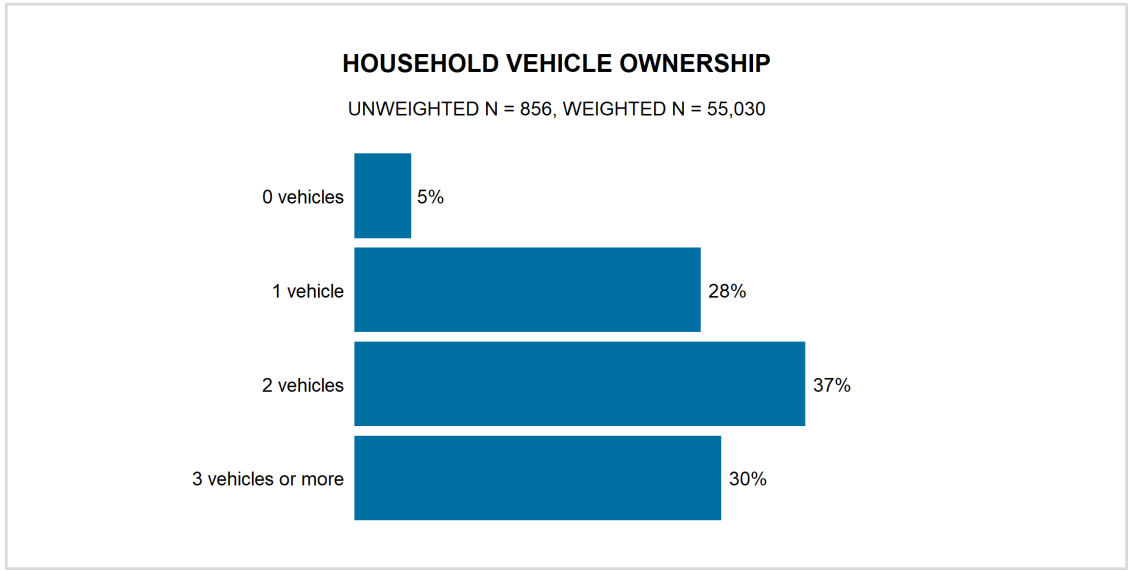
Of the 17% of people that use a smartphone-app ride service, only 14% of them use it on a monthly basis.

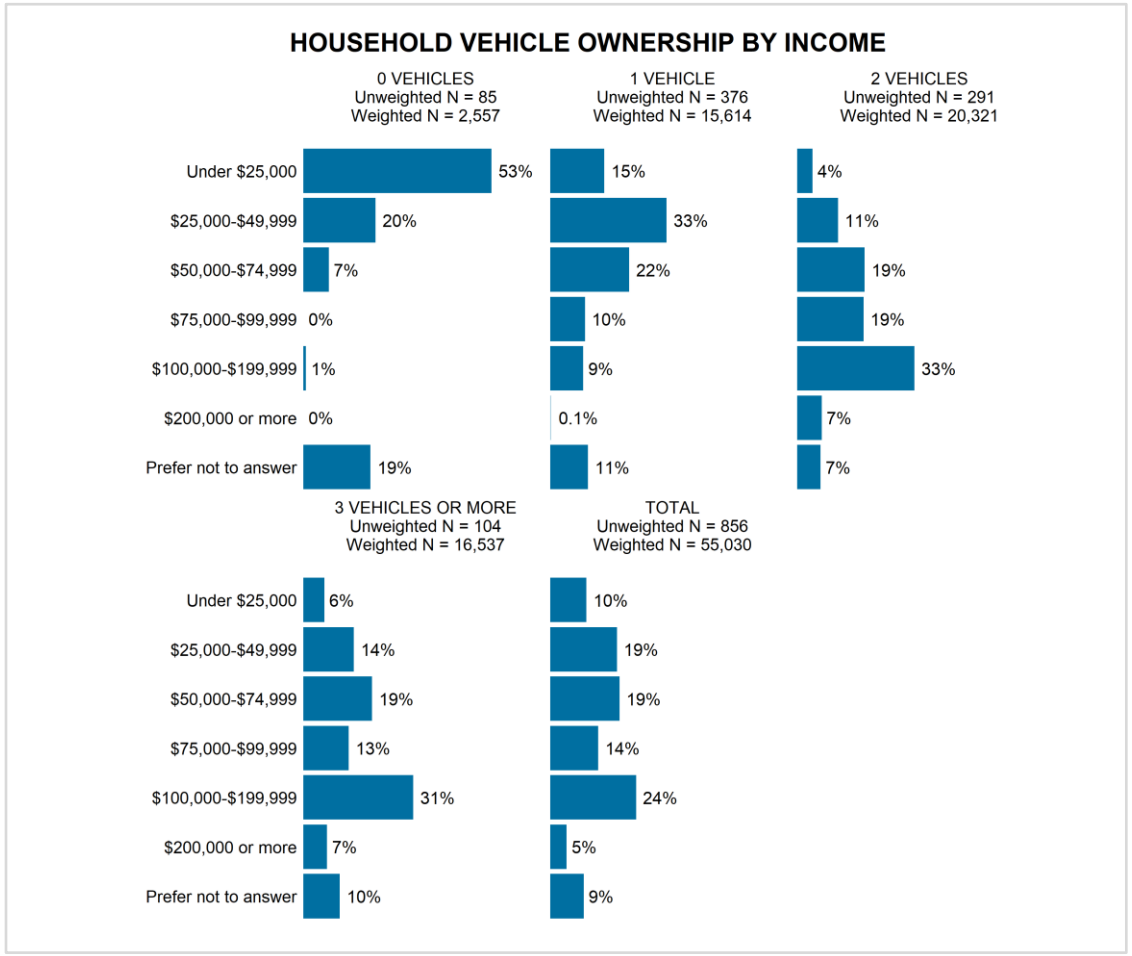


Vehicle Use and Behavior

Vehicle Ownership

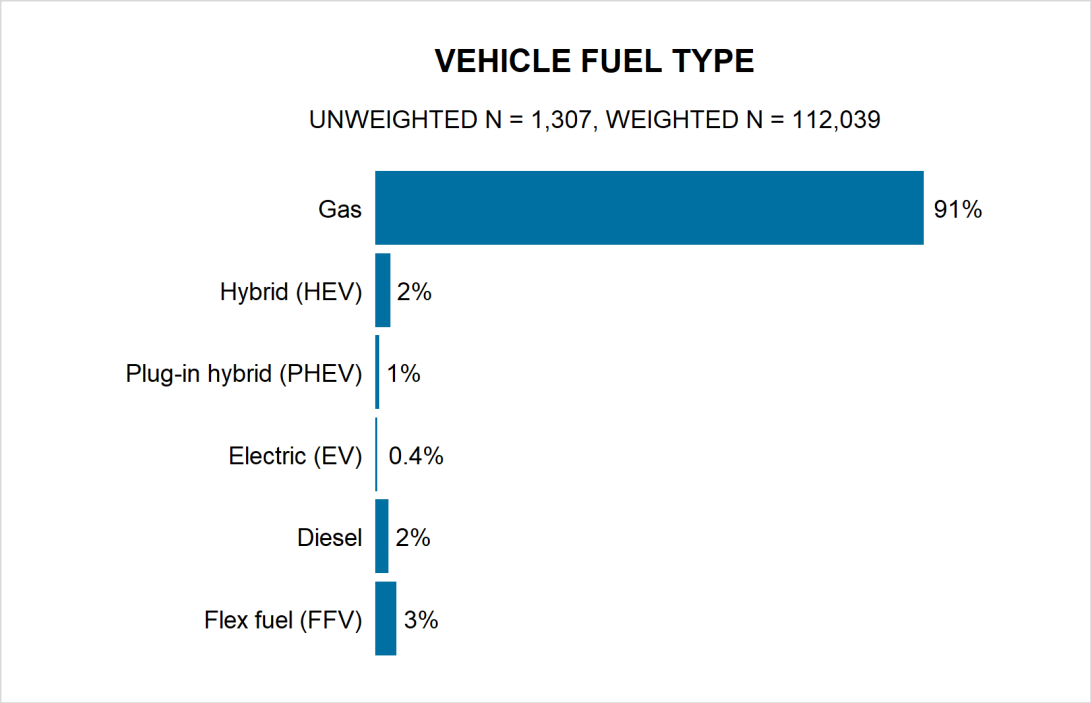
- 5% of households in the region do not own a vehicle.
- 73% of those zero-vehicle households have an income under $50,000.

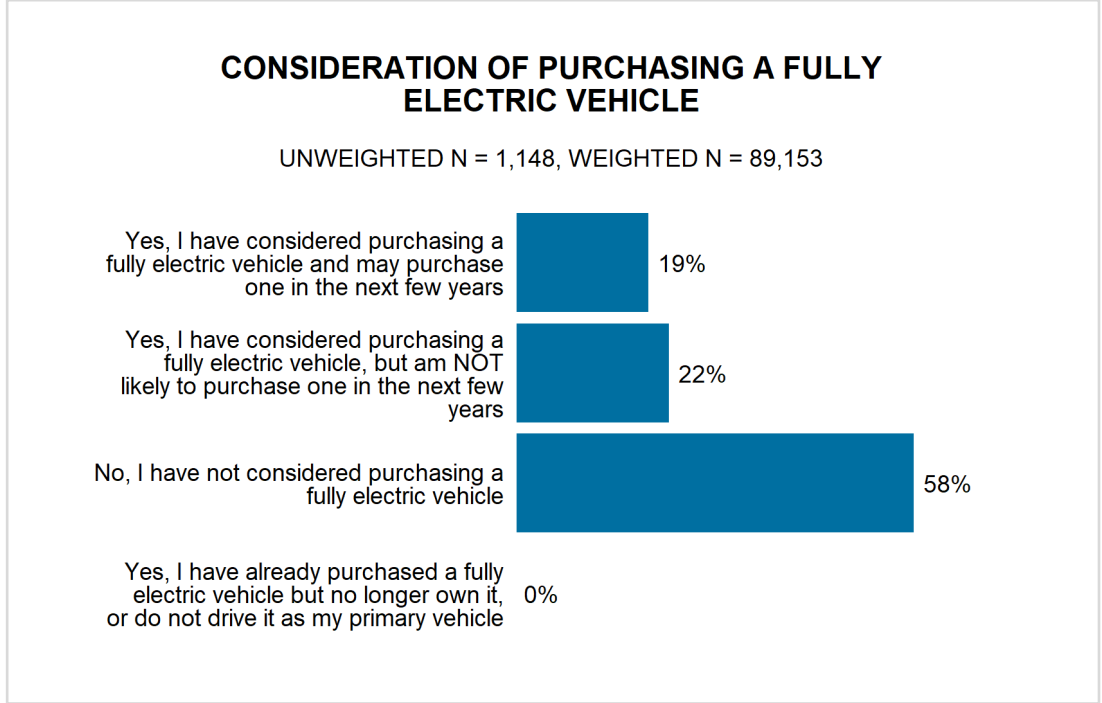




Vehicle Type

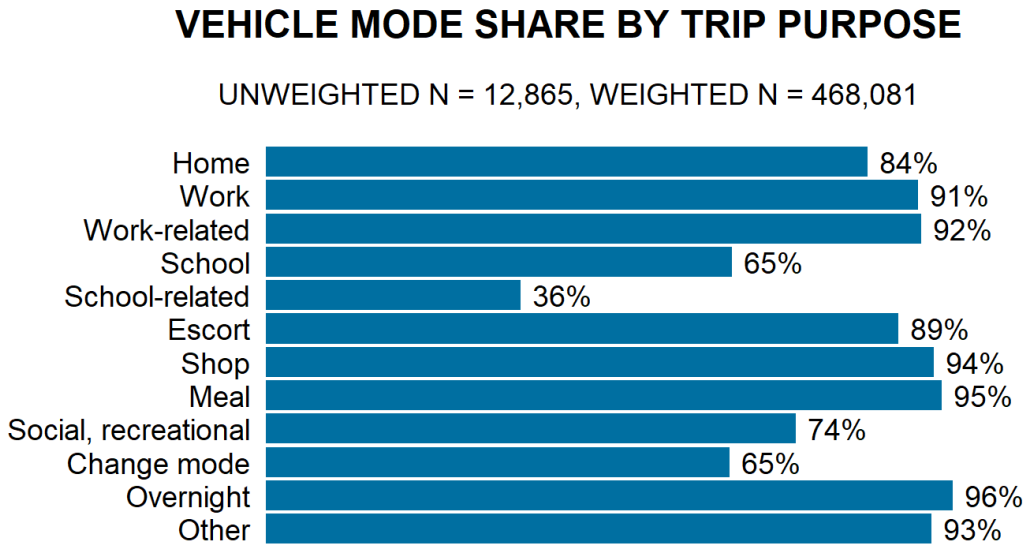
- 9% of household vehicles in the region are not fueled or not solely fueled by gas.
- 41% of those who do not already own a fully electric vehicle have considered purchasing one.





Vehicle Travel Behavior

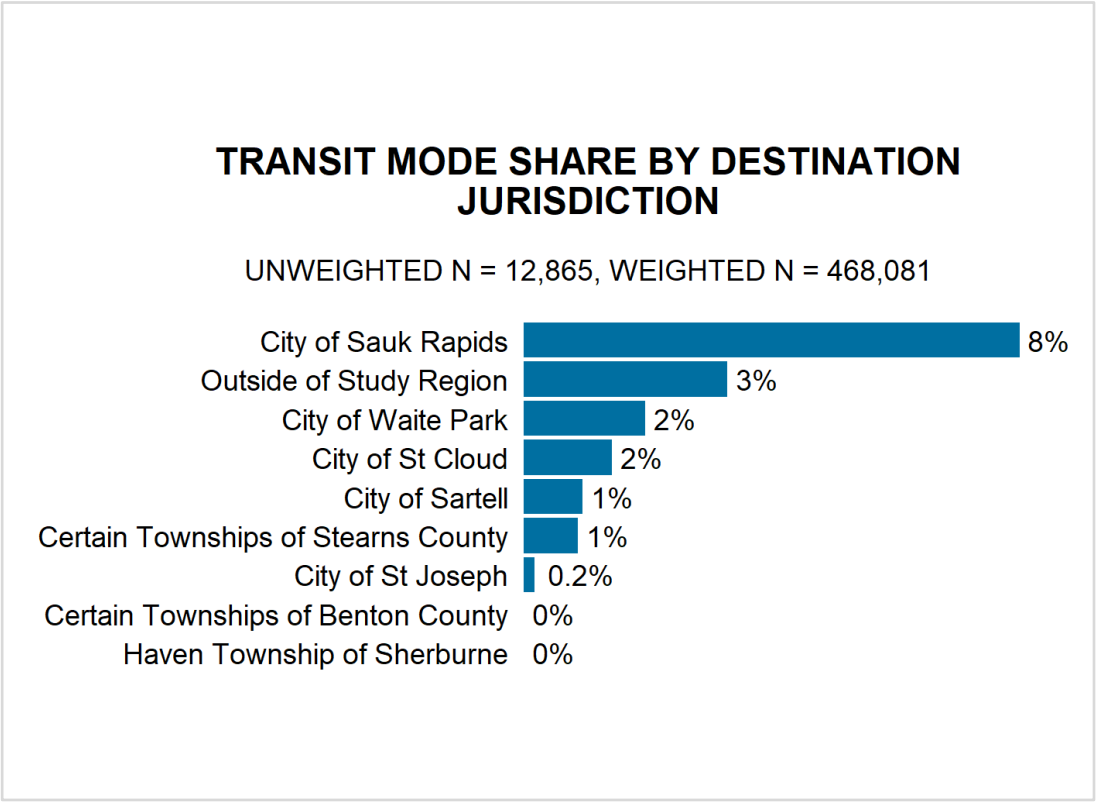
- Overall, the majority of trips made in the region are made by vehicle.
- However, trips made for the following purposes were the least likely to be made by vehicle:
  - School-related
  - School
  - Changing modes
  - Social, recreational



Transit Use and Behavior

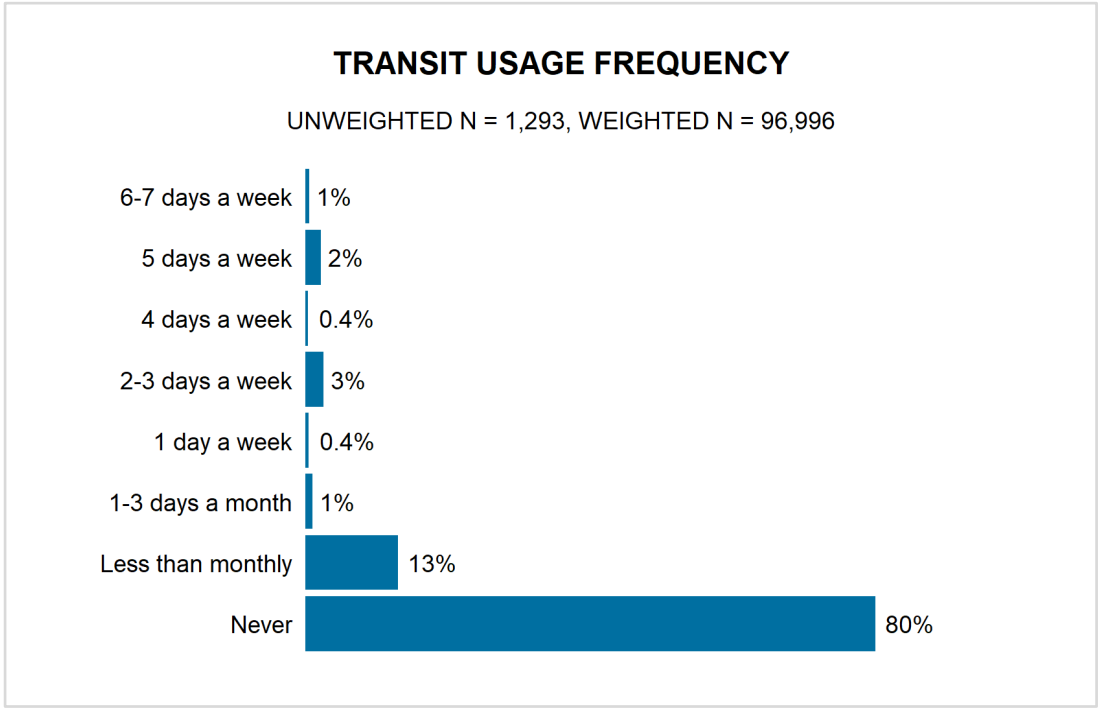
Transit Trips by Jurisdiction

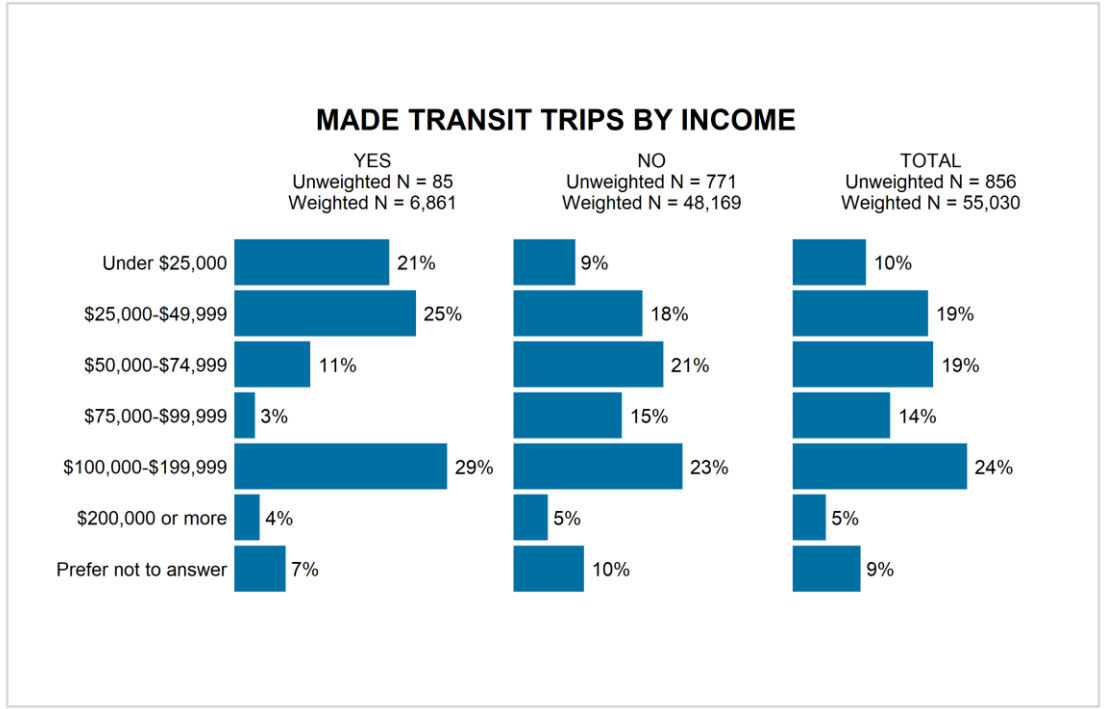
- The City of Sauk Rapids has the highest share of trips made by transit (8%).
- Certain townships in Benton County and the Haven Township of Sherburne County have the lowest – with no transit trips being made.



Transit Usage

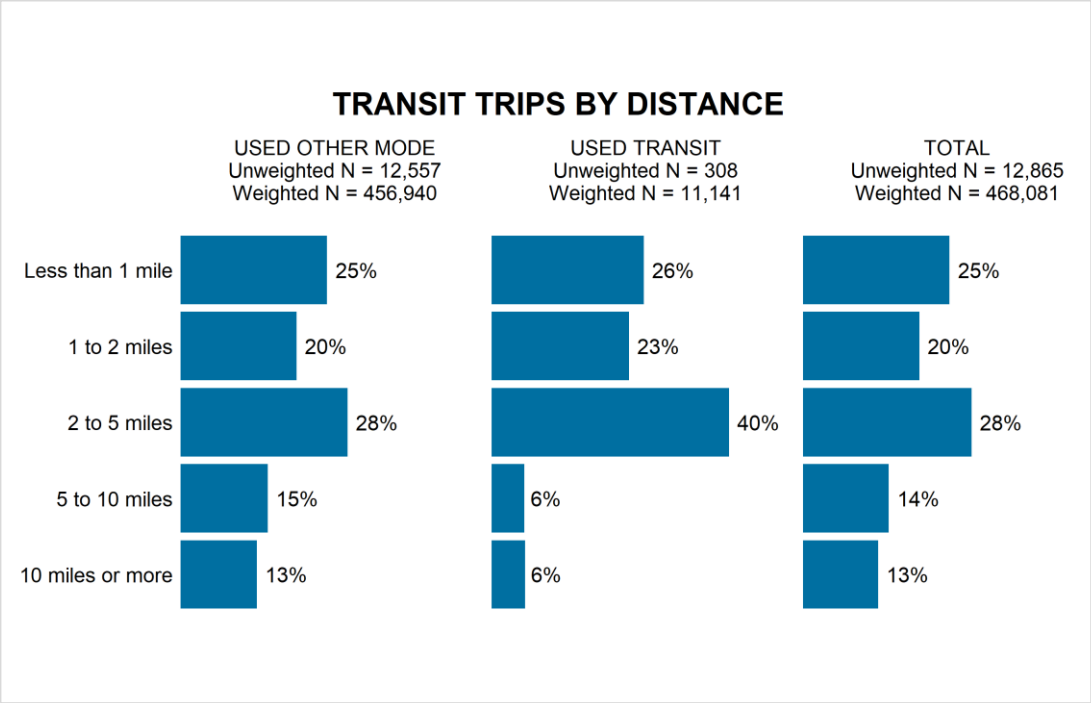
- 20% of residents use transit, and 6% of residents use transit at least once a week.
- 46% of those who made transit trips have a household income under $50,000.

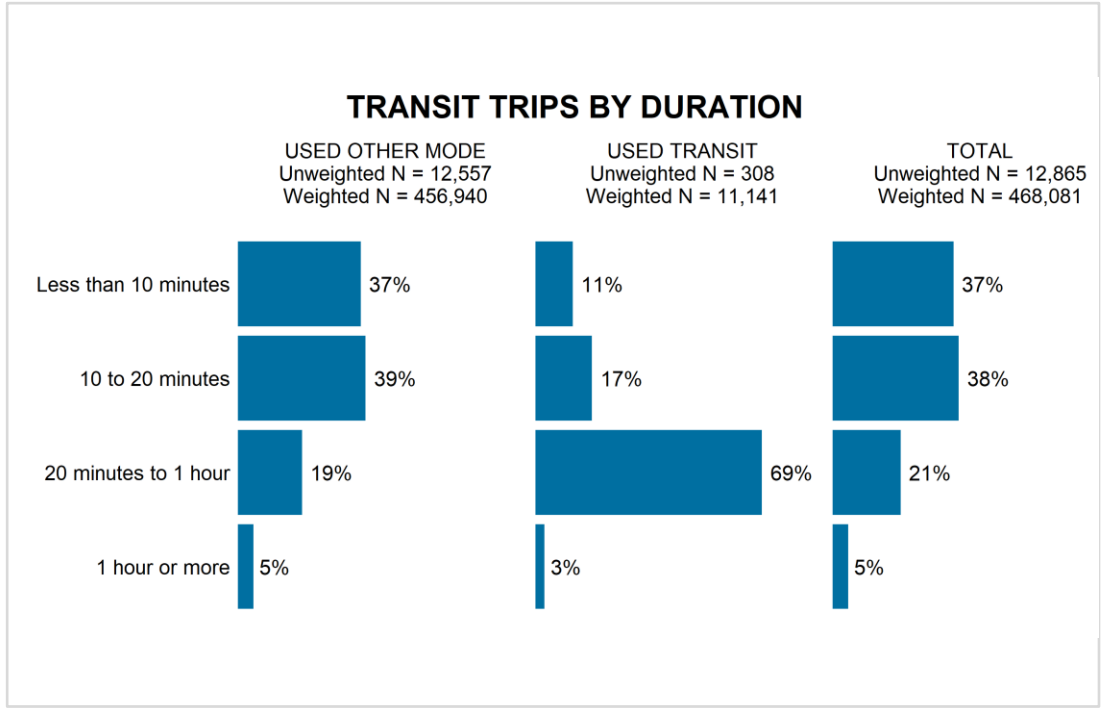




Transit Trip Characteristics

- 89% of transit trips are under 5 miles
- 72% of transit trips are 20 minutes or longer, while 76% of trips made using other modes are under 20 minutes.

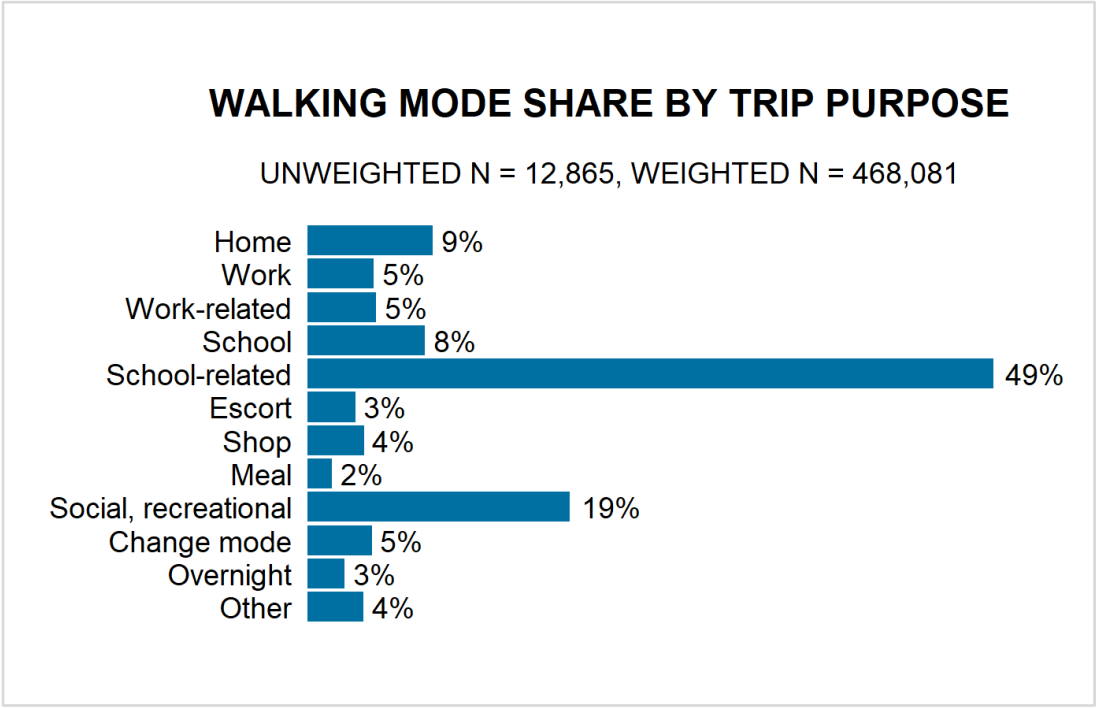


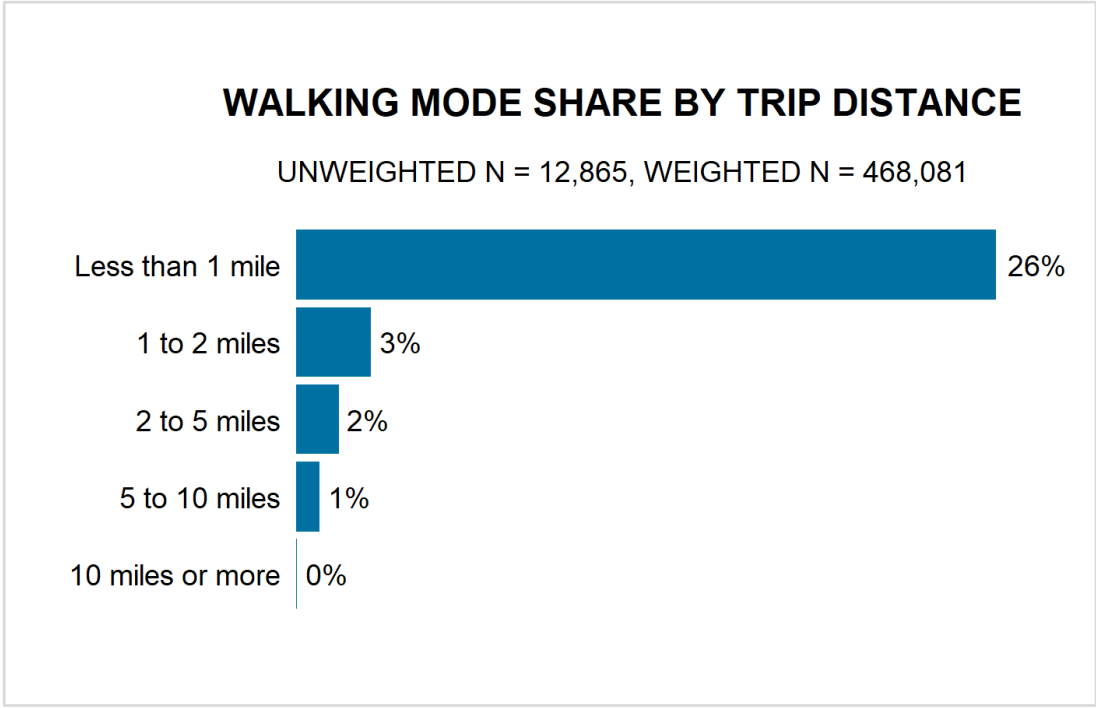


Pedestrian and Micromobility Behavior

Pedestrian Behavior

- A high share of school and school-related trips (57%) as well as social or recreation trips (19%) are made by walking.
- 26% of trips that are less than 1 mile, were walking trips.



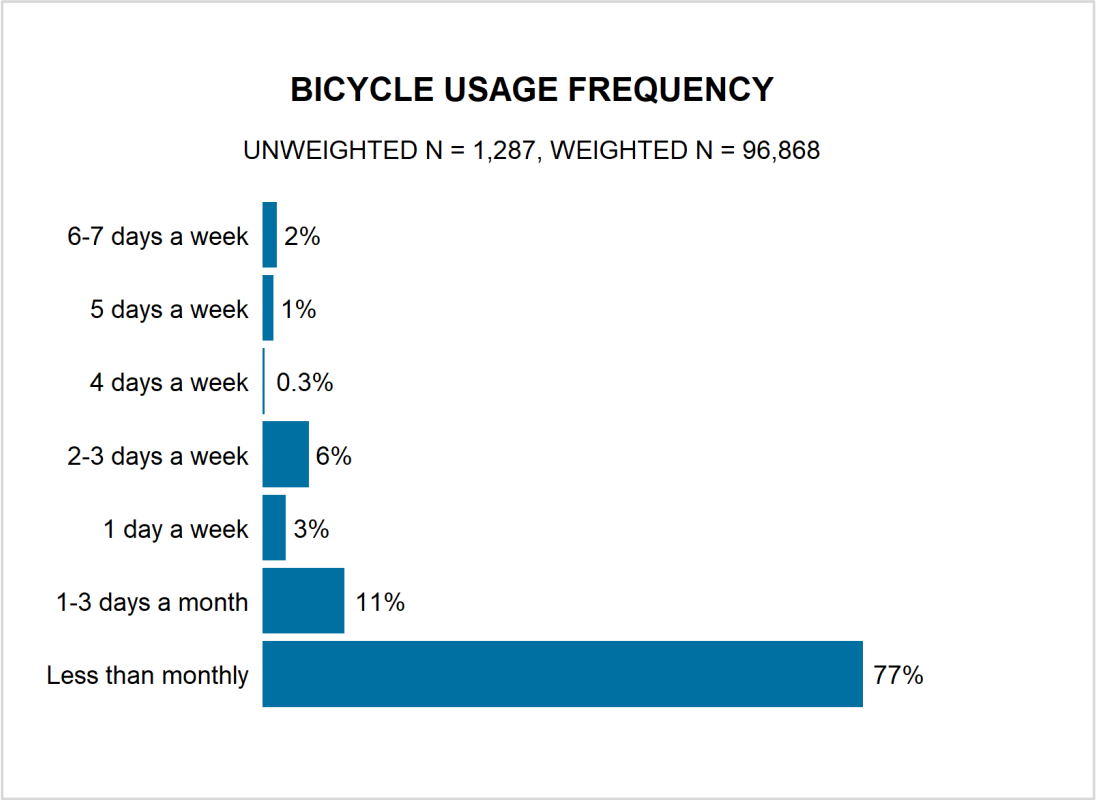


Bicycle Usage

Participants were asked the following question regarding bicycle use:

How often do you use a bicycle?

- 23% of residents in the region use a bicycle at least once a month.
- 12% of residents use a bicycle at least once a week.

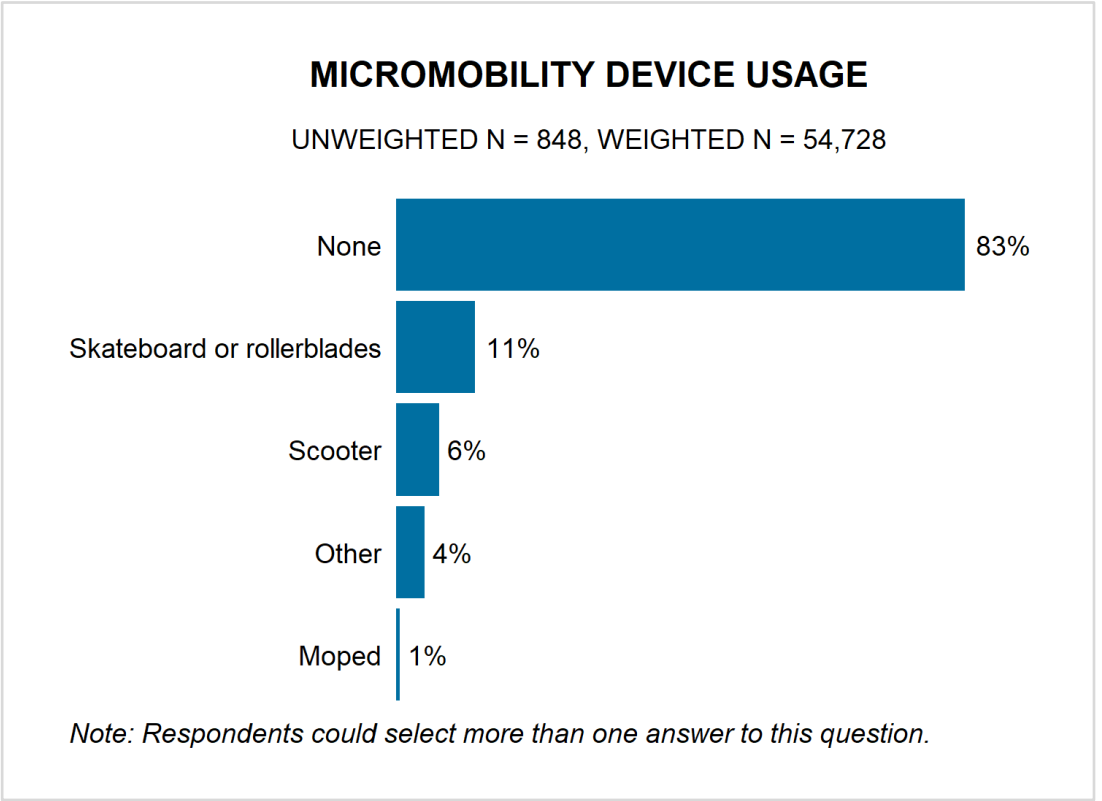


Micromobility Mode Use

Participants were asked the following question regarding micromobility mode use:

Which of the following do you and your household members use?

17% of residents in the region use some form of micromobility device.



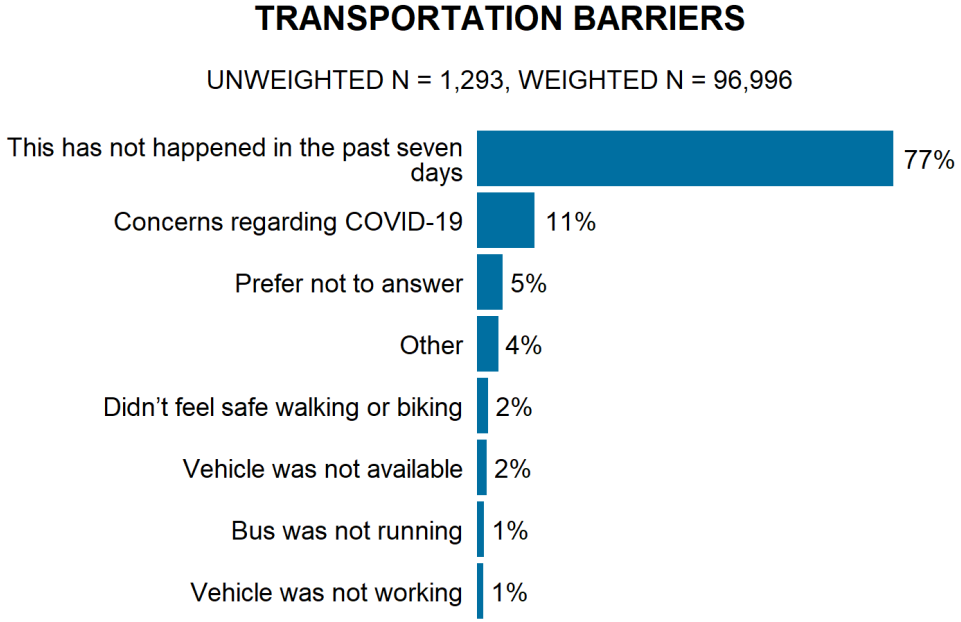
Equity Analysis

Transportation Barriers

Participants were asked the following question regarding barriers they may or may not face in their transportation options:

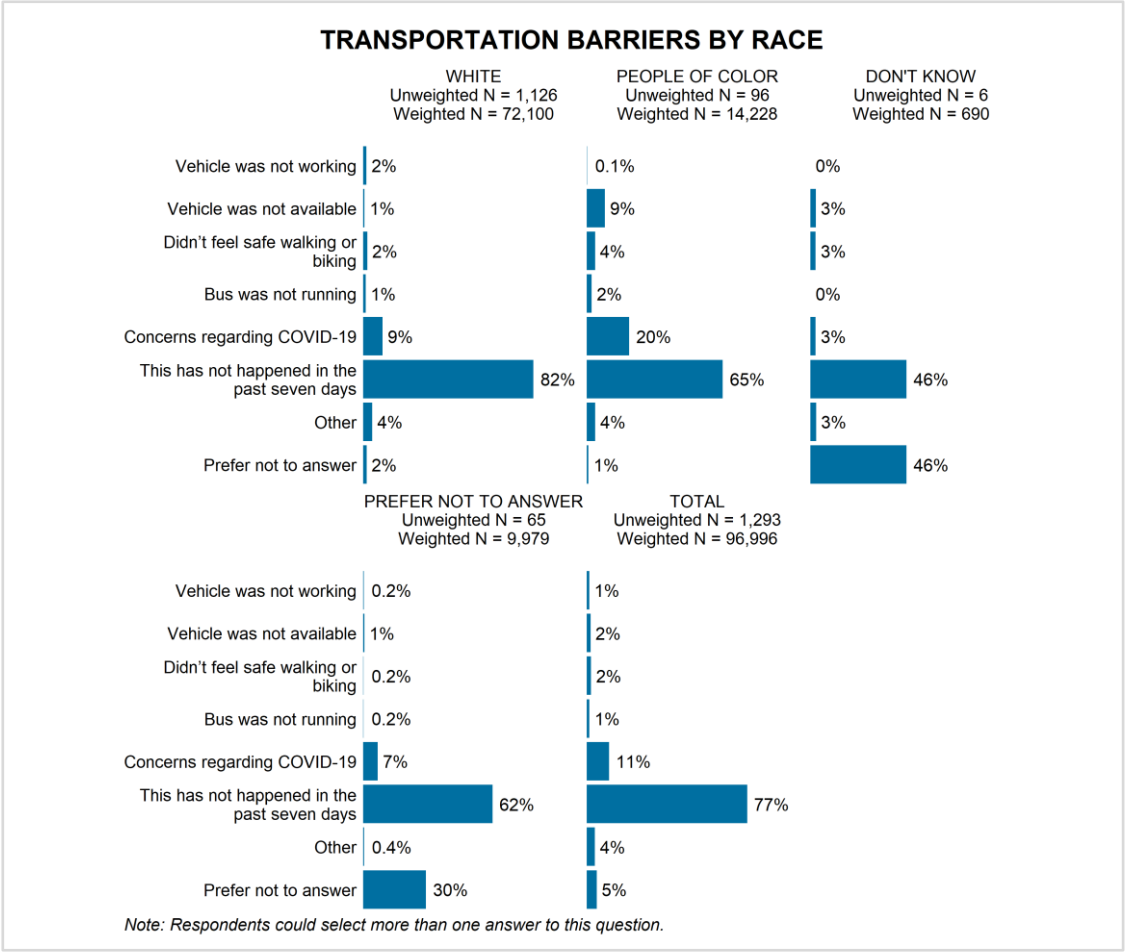
Which of the following prevented you from making a trip you wanted to make in the past seven days?

- 77% of residents were not prevented from making any trips during the last seven days.
- 11% of residents didn't make a trip due to concerns about COVID-19



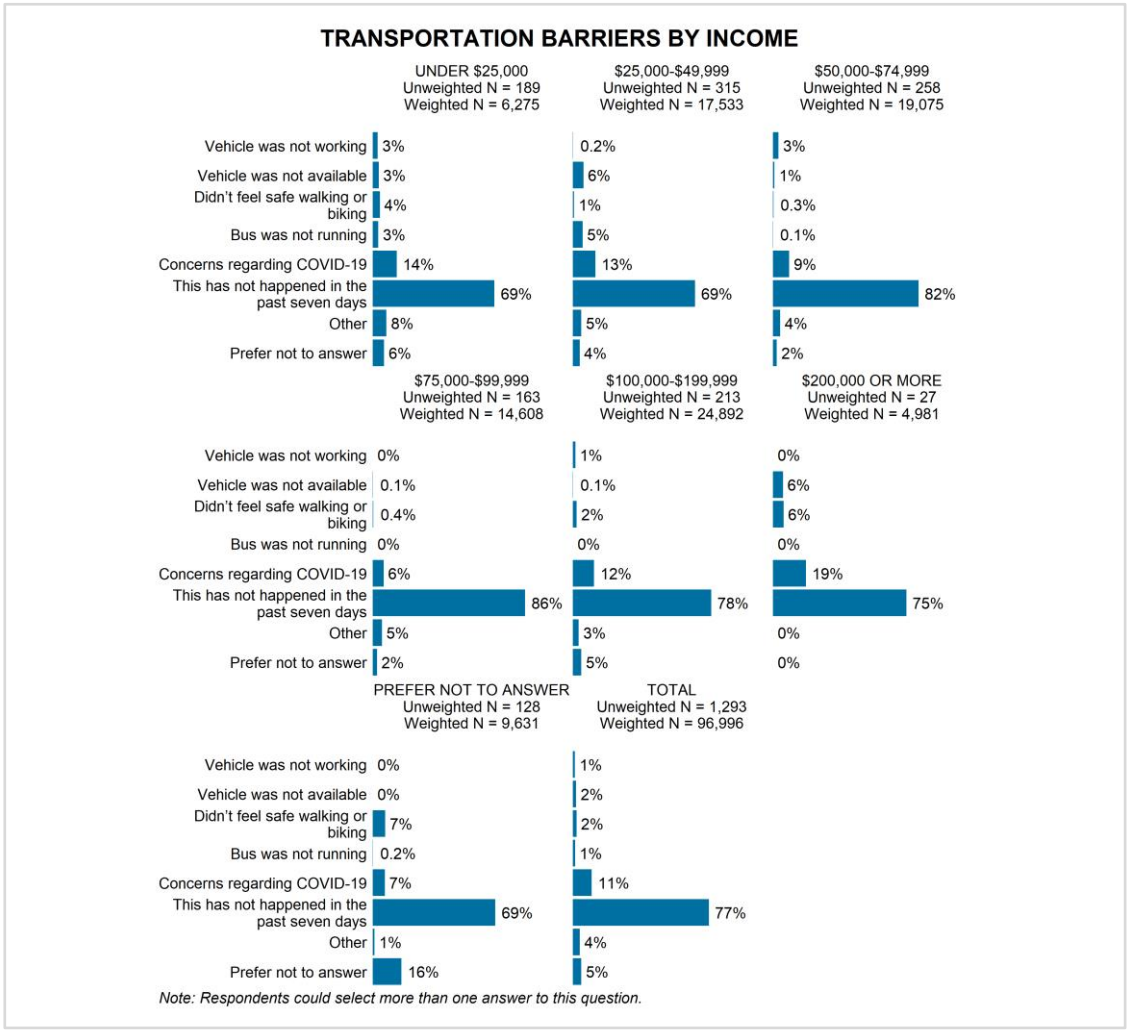
Transportation Barriers by Race

- People who reported their race as white were less likely to have experienced barriers to transportation in the past seven days.
- A higher share of people of color reported concerns regarding COVID-19 as a barrier to their transportation options.



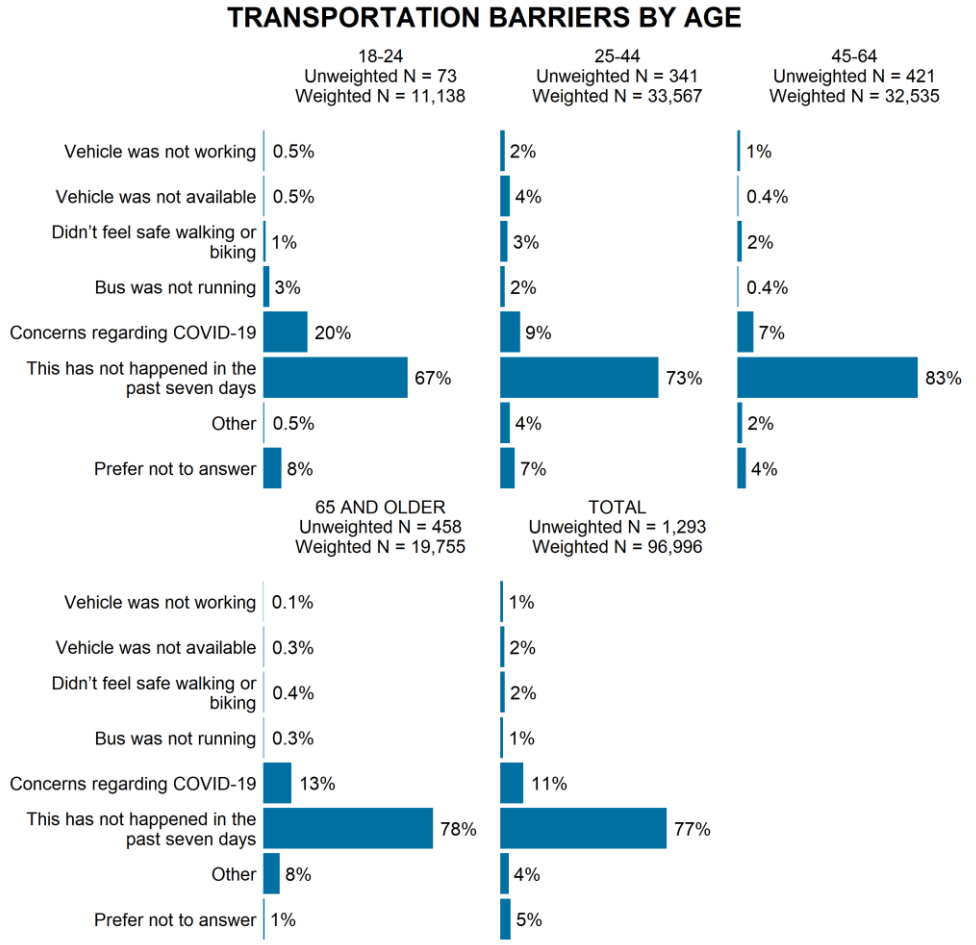
Transportation Barriers by Income

- People who reported an annual household income under $50,000 were more likely to have experienced barriers to transportation in the past seven days.
- Regardless of income, concerns regarding COVID-19 was the most common barrier.



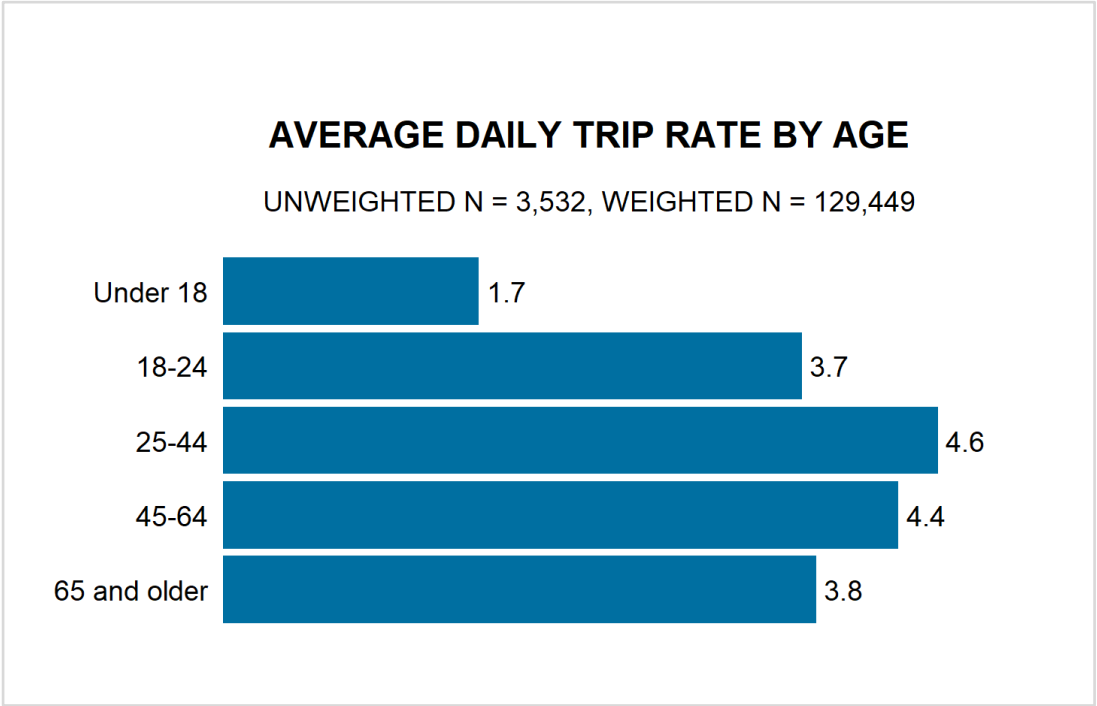
Transportation Barriers by Age

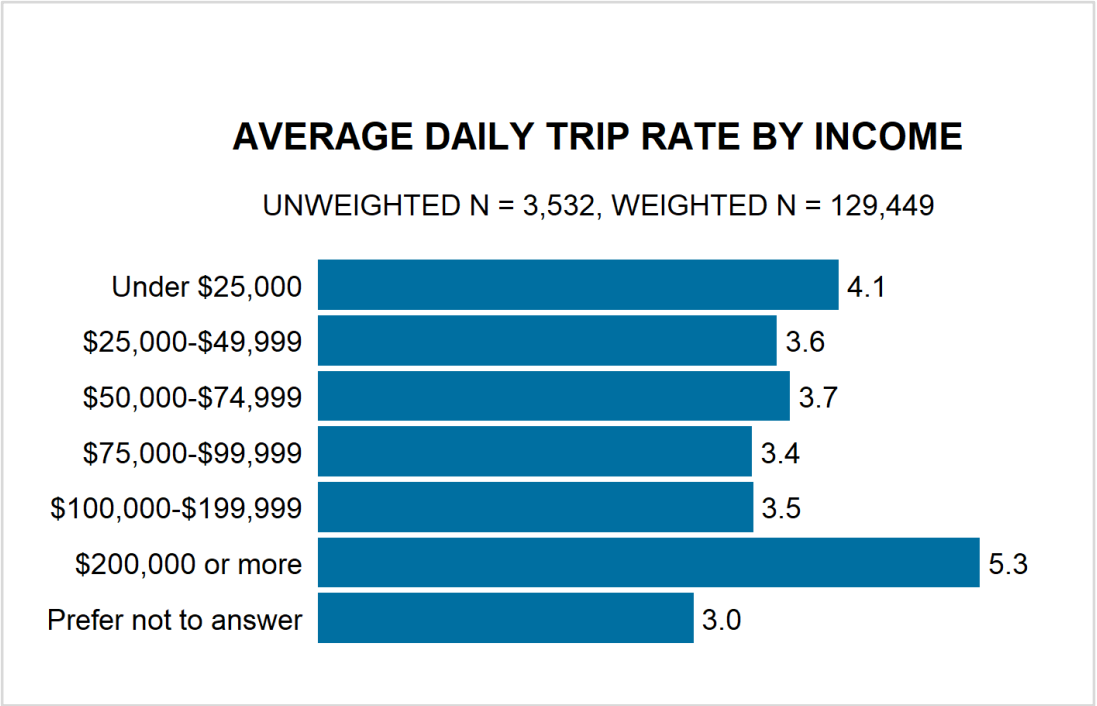
- People aged 18-24 were the most likely to have experienced barriers to transportation in the past seven days followed by people aged 25-44.
- Regardless of age, concerns regarding COVID-19 was the most common barrier.



Trip Rates

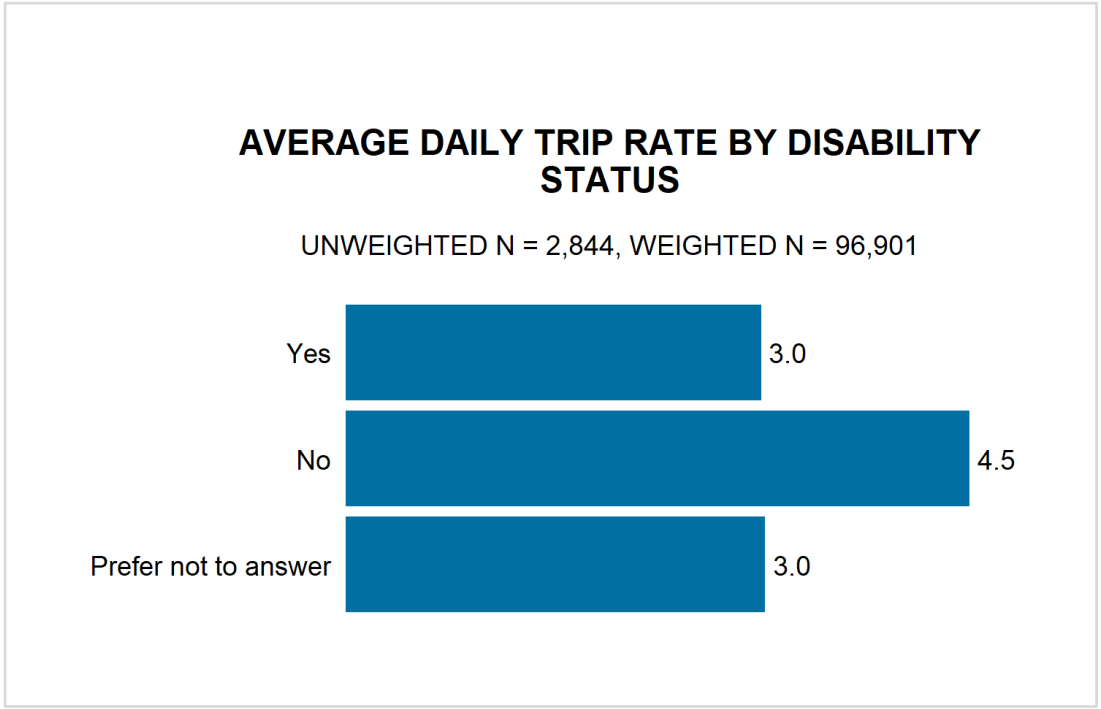
- People aged 25-44 had the highest daily trip rate and those under 18 had the lowest.
- People who reported a household income over $200,000 had the highest daily trip rate and those who reported an income under $25,000 had the second highest.

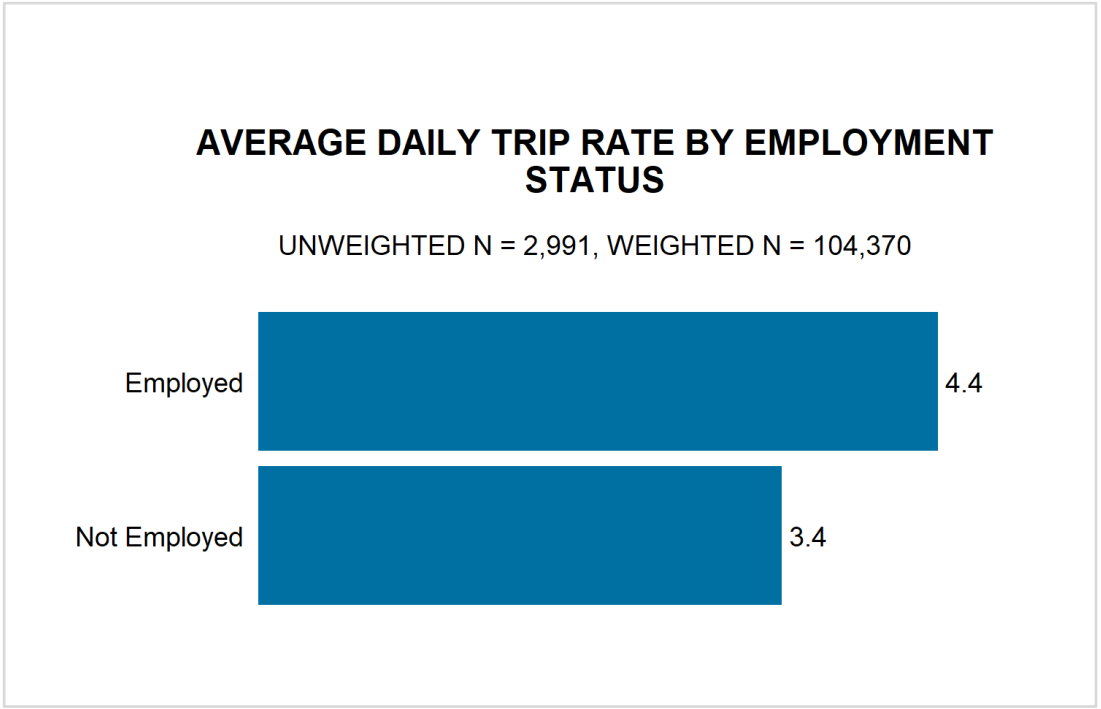




Trip Rates

- People who reported a disability on average make 1.5 less trips per day versus those who did not report a disability.
- People who are employed on average make 1 more trip per day versus those who are not employed.

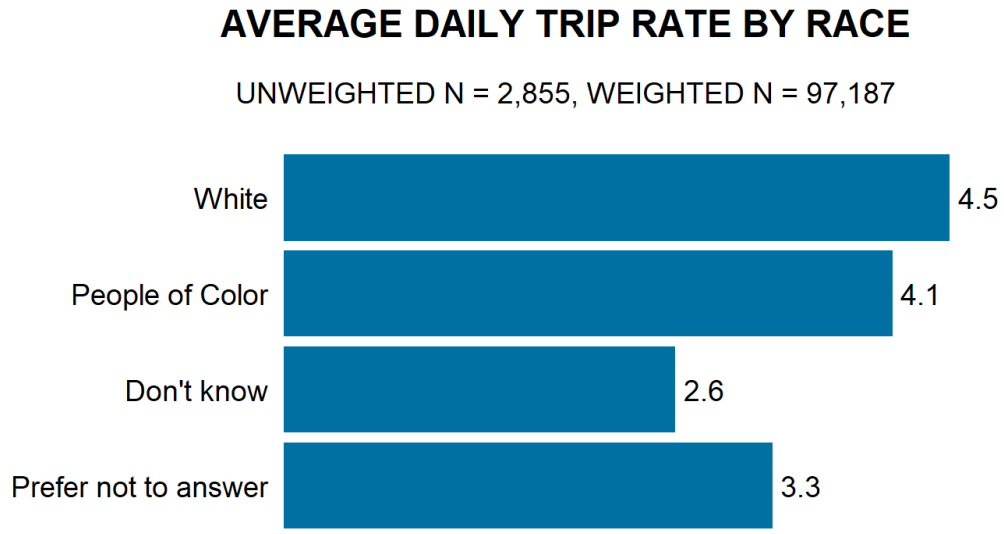




Trip Rates

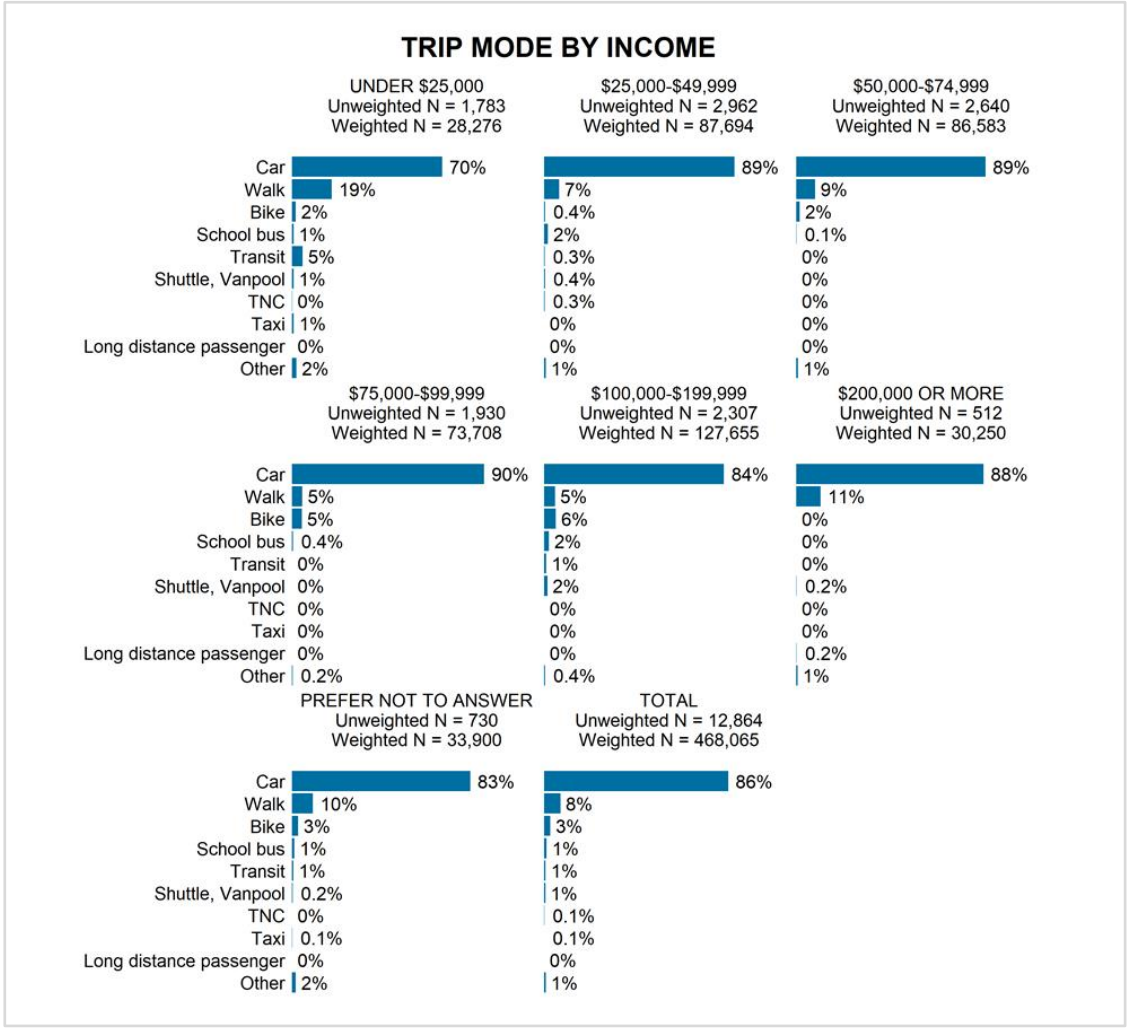
People who responded “Prefer not to answer” or “Don’t know” when asked their race have lower daily trip rates. Note: this is likely due to the demographic profile of those who typically decline to report race or income.

Race was only asked of adult participants and therefore these trip rates are higher than the average given that adults’ trip rates are higher than children’s trip rates.



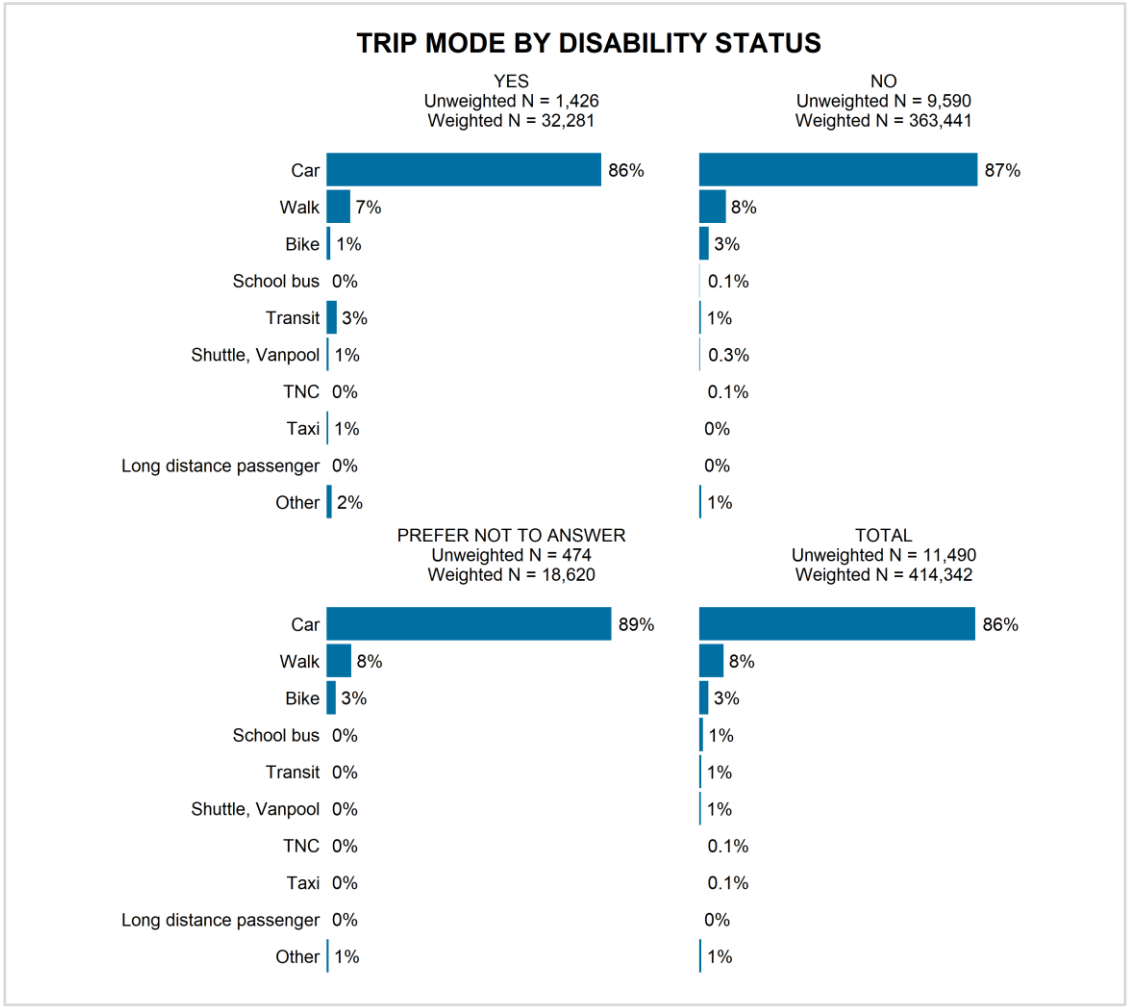
Trip Mode Share by Income

- People who reported a household income under $25,000 make a lower share of trips by car in comparison to those with higher reported incomes.
- This is reasonable given that 53% of households who reported an income under $25,000 do not own a household vehicle.



Trip Mode Share by Disability Status

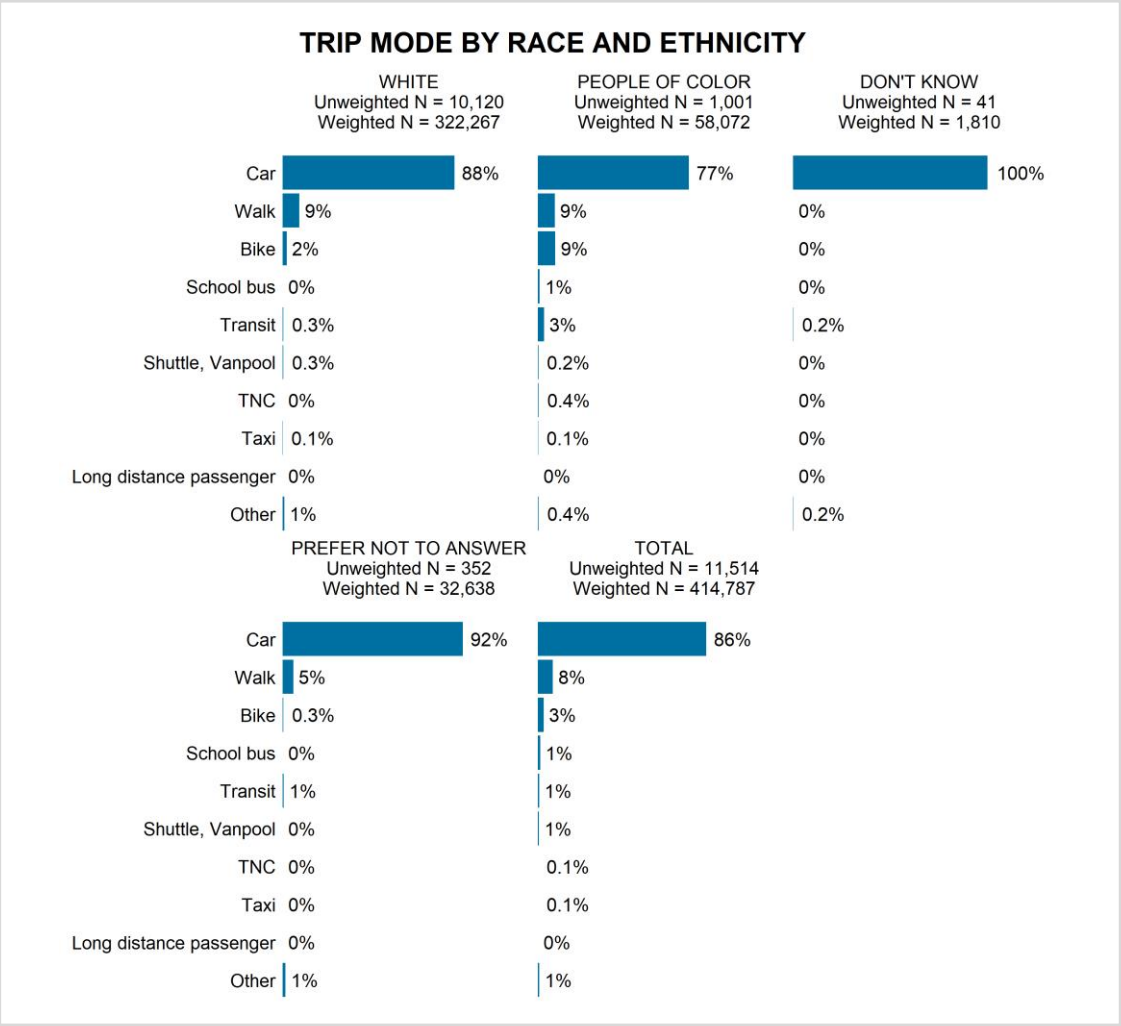
- People who reported having a disability did not use substantially different modes.
- However, those with a disability did use transit for 3% of trips.
- Those who did not report a disability used transit for only 1% of trips.



Trip Mode Share by Race/Ethnicity

People of color make:

- A smaller share of trips by car.
- A higher share of transit and bicycle trips overall.



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