

THE FIRST TO KNOW

SCRTD
H.1.

Opinion
Research

Public
Opinion

LIBRARY COPY

DO NOT REMOVE FROM LIBRARY

a PUBLIC OPINION SURVEY

S.C.R.T.D. LIBRARY

SC RTD 1968 .P83 c.1

REFERENCE COPY

by OPINION RESEARCH OF CALIFORNIA

OPINION RESEARCH OF CALIFORNIA

PUBLIC OPINION AND BUSINESS SURVEYS

CORPORATE OFFICES - 1232 BELMONT AVENUE - LONG BEACH, CALIFORNIA - 434-5715

HOME OFFICE - 800 SANTIAGO AVENUE - LONG BEACH, CALIFORNIA - GENEVA 8-5930

PALM SPRINGS 714 - 325-5960

METHODOLOGY

S.C.R.T.D. LIBRARY

This Survey is based on information gathered from one thousand, three hundred and ninety-four "in home" interviews with a representative cross-section of adult residents residing within the Southern California Rapid Transit District, State of California.

The interviews were conducted during the period July 24-28, 1968 by field personnel of OPINION RESEARCH OF CALIFORNIA.

The sample design allowed for the selection of primary sample units (precincts) by probability method, with the systematic selection of the respondents, registered voters, within each primary sample unit.

The interviews were conducted by fifteen OPINION RESEARCH OF CALIFORNIA interviewers. The interviewers were under the direct supervision of five field supervisors and one senior field supervisor. The field supervisors were responsible for the direction of daily

work schedules and verification of interviews. The senior field supervisor reported directly to the Field Director of OPINION RESEARCH OF CALIFORNIA.

Tabulation of the Survey was under the direction of the Chief Tabulator, the Field Director and a Senior Associate of OPINION RESEARCH OF CALIFORNIA. The data was analyzed by the Senior Associate in charge of the project and reviewed by the Chairman of the Board.

All working papers and data deck from this Study are the property of OPINION RESEARCH OF CALIFORNIA and are available for inspection and use by the client at OPINION RESEARCH OF CALIFORNIA offices.

The results of this Study are the property of the client; however, if any information is to be released for publication, OPINION RESEARCH OF CALIFORNIA reserves the right to review the material prior to its release for accuracy, interpretation and liability.

INTRODUCTION

The Southern California Rapid Transit District has been charged by the State Legislature with the responsibility to plan and engineer a modern mass rapid transit system and to bring the total program to the voters of the District for their approval.

A key element of this overall responsibility is the task of informing and educating the voters regarding the project so that they may cast an informed and intelligent vote on the issue when they go to the polls.

Fundamental to an effective public information effort is an agency's need to know the public's attitude toward and its level of current knowledge and understanding of the project in question. Careful consideration also must be given to the identification of the means by which various segments (ethnic, geographic, socioeconomic status, etc.) of the population normally receive information regarding public matters such as the rapid transit issue, i.e., whether via newspapers or radio or TV or public meetings, etc. Such knowledge enables an agency to direct its

information through the appropriate channels to reach particular segments of the community, thereby insuring broadest possible public awareness and participation in the ballot decision.

To meet these needs the Southern California Rapid Transit District called upon OPINION RESEARCH OF CALIFORNIA to conduct this study.

In the interests of clarity and comprehension, the Report is divided into separate sections, each having the following characteristics:

- 1) First, the backgrounds, both demographic and socio-economical, of the respondents in the sample universe are examined.
- 2) Second, information is developed relative to the respondents' present pattern of meeting their transportation needs.
- 3) Third, the attitudes of the public toward public transportation are examined. Both presently established and currently proposed transportation systems are considered.
- 4) Finally, public attitudes toward proposals for financing a rapid transit system in the

Southern California area are examined.

In addition to analyses made on the basis of the response of the entire sample of respondents, particular groups of respondents are examined separately where their responses show a significant variation from those of the respondents as a whole.

Two such groups are dealt with:

- 1) Respondents are grouped geographically, according to the area of their residence.
- 2) Respondents are grouped according to their ethnic/racial character.

THE RESPONDENTS

AREA OF RESIDENCE

Respondents were grouped into ten distinct areas of residence, (see attached map for approximate boundaries of each area) each of which comprised the following proportion of the sample population:

Area I	15%
Area II	6%
Area III	22%
Area IV	8%
Area V	10%
Area VI	10%
Area VII	5%
Area VIII	10%
Area IX	6%
Area X	8%

Each of the Areas have the following ethnic/racial characteristics:

1) Area I respondents were ninety-eight percent Caucasian.

2) Area II respondents were also almost totally Caucasian (96%).

3) Area III respondents were eighty-seven percent Caucasian, eight percent Negro, the remainder scattered among Mexican-Americans (3%) and Oriental respondents (2%).

4) In Area IV Caucasians were again in the heavy majority (96%).

5) The majority of Area V respondents were Negro (53%), an additional thirty-eight percent Caucasian.

6) Area VI respondents were eighty-two percent Caucasian, eighteen percent Mexican-American.

7) Area VII respondents were overwhelmingly Caucasian (97%).

8) Area VIII respondents were ninety percent Caucasian, seven percent Negro, with the balance scattered among Mexican-American and Oriental groups.

9) Area IX was totally Caucasian respondents.

10) Area X respondents were ninety-eight percent Caucasian.

The ethnic/racial makeup of the various Areas is as follows:

1) Six of these Areas (I, II, IV, VII, IX, X) could be characterized as being almost totally Caucasian Areas, (ninety-five percent or more).

2) Of the four remaining Areas (III, V, VI, VIII), are in some significant part non-Caucasian.

ADDITIONAL DEMOGRAPHIC CHARACTERISTICS

The mean age of all Study respondents was forty-six. The largest single group (24%) of respondents were in the age category forty-to-fifty-nine years.

Respondents to this Study were fifty-one percent male, and forty-nine percent female.

The "average" respondent would have completed his high school training and has had a minimum college experience without having received a college degree.

The mean income of Study respondents and their immediate families was \$9,632 annually. Mean income among Area I (\$11,983) and Area II (\$10,766) respondents was substantially higher than that of the total sample. Mean income in Area V (\$7,464) was very substantially lower.

Respondents were asked to indicate their occupation.

Thirty-eight percent, the largest single group, would be in the general category which includes student, housewives and the unemployed. Fourteen percent of the respondents indicated they are retired.

Other frequently mentioned occupations were skilled laborers (10%), professional groups (9%), the service occupations (7%), white collar workers (5%), and less frequently mentioned occupations.

Sixty-four percent of the Study respondents said they have lived in Los Angeles for more than fifteen years. An additional six percent have lived in the county six-to-fifteen years.

Exactly three quarters of the respondents (or a member of respondent's immediate family) said they own their own homes, one quarter renting them.

Owners were particularly frequent in Areas I, II, and X, while renters were more frequent in Areas III and V than among respondents generally.

Caucasian home owners were found at about the same frequency as among respondents as a whole. Among Negroes, sixty-six percent said they own their homes,

while among Mexican-Americans (59%) and among Orientals (53%) indicated they are home owners.

POLITICAL CHARACTERISTICS

Respondents were asked whether they had voted in the Primary Election in June. Eighty-two percent answered that they had voted.

Although there were individual variations in response to this question from Area to Area, in no Area did less than three quarters of the respondents answer positively.

Caucasians and Orientals (according to their responses) voted at about the same rate as did respondents as a whole. Negro respondents said they voted more frequently and Mexican-American respondents less frequently than did respondents generally.

Respondents were asked, "Generally, how interested would you say you are in local political affairs?", with the following results:

Highly interested	34%
Pretty interested	28%
Somewhat interested	23%
Not very interested	15%

Next, respondents were asked to estimate the frequency with which they have voted in the past in elections at the local level (County, City, Special Districts, et cetera).

Sixty-one percent of all respondents answered that they have always voted in local elections, while an additional twenty-four percent said they have voted "most of the time".

Responses to the last two questions were cross-tabulated to characterize respondents as to their general interest-motivation in local politics.

Forty-four percent of the Study respondents could be described as being very highly motivated politically. An additional twenty-five percent were close to the first group in political interest-motivation, so that substantially more than half of all the respondents could be described as being seriously interested and involved in local level politics.

Although there were some variations on this question from group to group, the general characteristic to be noted is a broad homogeneity of interest-motivation in local politics among respondents' groups.

MEMBERSHIP IN CLUBS AND ORGANIZATIONS

OPINION RESEARCH OF CALIFORNIA asked the respondents to what clubs or organizations they belonged. Almost two-thirds (65%) of the respondents were not associated with any type of club or organization.

Among the individuals who do belong to some group, social, civic or fraternal organizations were the most frequently mentioned affiliations (38%).

Fourteen percent of all respondents said they belonged to the Parent-Teachers Association and an additional thirteen percent indicated membership in church organizations.

Other less frequently mentioned groups were Health, Youth and Welfare (6%), Veterans groups (6%), and other miscellaneous groups.

Although there is some variation by Area residence, social, civic or fraternal groups were mentioned first in each Area. Parent-Teachers Association membership varied significantly in each Area, while Church club membership appeared to fluxuate somewhat from Area to Area.

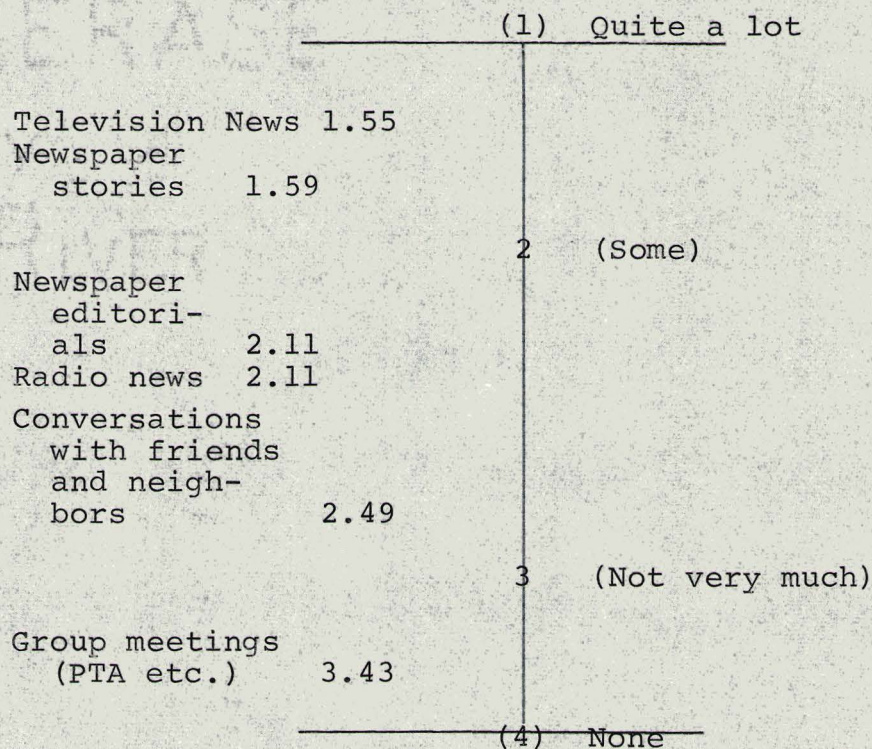
Only in Areas III and V was there any mention of membership in Civil Rights groups like the N.A.A.C.P.

This response was consistent with the ethnic complex of the Areas.

RESPONDENTS AND THE MEDIA

In order to determine how respondents normally obtain information about local affairs, respondents were presented with a list of alternative sources and asked to indicate how much information was received from each source (from "quite a lot" to "none").

The following graph depicts the amount of information respondents indicated they receive from each source of communication. (These results are mean averages. See the section of tables for separate reportings for each information source.)



CURRENT TRANSPORTATION PATTERNS

In this section information is developed relative to current respondent usage of available public transportation and usage of privately owned vehicles.

Respondents were asked how many cars there are in their immediate household, with the following result:

None	10%
One	33%
Two	44%
More than two	13%

The results revealed that respondents in Areas I and II are more frequently members of a multiple car household than respondents in general. Areas III and V (predominantly Negro) have a relatively high number of respondent households in which no cars are presently owned.

Caucasian households resembled the sample as a whole on the matter of cars owned, but Mexican-American and Negro respondents showed a markedly greater tendency for households in which no cars are presently owned.

In a related area, respondents were asked if they

presently possess a driver's license, with the following results:

Yes	83%
No	16%

Although there were individual variations on this question from group to group (notably among Mexican-Americans and Negroes, among whom there was a tendency to answer affirmatively less frequently), in no case did less than three-quarters of any group respond positively.

In order to determine the relative economic importance to each respondent of a privately owned car or the public transportation currently available, OPINION RESEARCH OF CALIFORNIA asked respondents, "How do you usually travel to work?"

An overwhelming number, eighty-five percent, answered that they travel to work in their personal car.

Three percent said they take the bus, three percent indicated they use a car pool, and the balance of responses was divided among other methods of getting to work (4%) and those who did not have to travel to work (5%).

No significant variation was apparent in methods of getting to work based on Area of residence, ethnic/racial group, or political affiliation. All groups surveyed were overwhelmingly dependent on a car to get them to work.

Next, OPINION RESEARCH OF CALIFORNIA turned to an investigation of the general bus-riding habits of all respondents. Respondents were asked, "Do you ride the bus?"

Yes	25%
No	75%

Respondents in Area III were very decidedly more likely, and those in Area V marginally more likely, to answer this question affirmatively, than were respondents as a whole.

Mexican-American, Negro, and Oriental respondents (in that order) were more likely than were respondents generally to be bus riders.

Respondents were asked if, "...any other members of this household ride the bus," with the following results:

Yes	20%
No	80%

Among Negro respondents, "other" members of the respondent's family were likely to be bus riders markedly more frequently than was true among other groups.

Those twenty percent of respondents who answered that other members of their family do ride the bus were then asked to indicate which other members, with the following results:

Husband/Wife	46%
Child/Children	37%
Other	9%
Husband, Wife, Children	8%

Respondents were then asked how often other members of their family ride the bus, and they answered as follows:

	<u>Daily</u>	<u>Several Times/ Week</u>	<u>Several Times/ Month</u>	<u>Several Times/ Year</u>
Husband/Wife	15%	22%	38%	25%
Child/Children	37%	29%	19%	15%
Other	35%	38%	17%	10%

Two-thirds of the children who are bus riders and nearly three-quarters of the "others", ride the bus frequently each week. In contrast, relatively few heads of households (husbands or wives) can be described as riding frequently each week.

SUMMARY

The most significant aspect of the responses to the questions asked in this section appears to be the relatively small reliance placed by most respondents on the currently available public transportation.

Most respondent households are in possession of a car, most respondents have a driver's license; consequently, even among minority groups, the use of private cars for transportation at present far outweighs in importance the use of the public bus system.

PUBLIC ATTITUDES TOWARD TRANSPORTATION

In this section OPINION RESEARCH OF CALIFORNIA makes a comprehensive examination of attitudes of respondents relating to public transportation in general and to rapid transit in particular. In addition, respondent knowledge of the present public transportation situation and of proposals for rapid transit are measured.

Initially, OPINION RESEARCH OF CALIFORNIA measured responses to questions about general attitudes toward the Southern California area in order to provide a background against which to evaluate questions dealing specifically with transportation problems.

Respondents were asked, "What would you say you like most about living in Southern California?"

The overwhelming largest single group, sixty-one percent, of all respondents made some mention of the Southern California climate or weather in response to this question. Another seven percent of the residents mentioned climate together with some other concept.

The balance of responses were scattered among such

various subjects as job opportunities (mentioned by three percent), recreational and cultural facilities (2%), the "casual way of living" (2%), and many other scattered responses.

Next, respondents were asked, "What would you say you like least about living in Southern California?"

Smog was the most frequently named problem in this connection. Forty-six percent of all respondents named it as the aspect of the area they liked least and another ten percent of the respondents mentioned smog and some other concept.

Other relatively frequently mentioned criticisms of Southern California include overpopulation (7%), traffic (6%), public transportation (4%), traffic and smog (4%), and a variety of less frequently mentioned criticisms.

It is interesting to note (considering smog to be a transportation-related problem in this connection) that transportation-related problems take precedence over all others in the responses to this question.

Although respondents in all Areas considered smog

to be the aspect of Southern California living they liked least, there was more emphasis placed on this problem in some areas than in others. Residents in Areas II, V, and X were noticeably more concerned over smog than were respondents generally; while respondents in Areas VII, VIII, and IX were less concerned.

Traffic is more frequently mentioned by residents in Areas VII and IX and overpopulation is more frequently mentioned by Area VIII respondents than is true of respondents in the other areas.

Negro respondents indicated less concern over smog than did respondents as a whole, although even among Negroes, smog was by far the most frequently mentioned problem.

ATTITUDES TOWARD PRESENT TRANSPORTATION

OPINION RESEARCH OF CALIFORNIA next examined respondent beliefs about the current transportation situation in Southern California. Respondents were asked, "Generally, would you say that you are satisfied or dissatisfied with transportation in Los Angeles County? That is, your ability to go from one point to another?"

Satisfied	35%
Dissatisfied	54%
Don't Know	11%

Respondents as a whole, it is clear, are decidedly dissatisfied with the present transportation situation.

When respondents are grouped by Area, strong variations appear. Respondents in Areas I through V range from as frequently critical to much more frequently critical of present transportation than were respondents as a whole. Respondents in Areas VI through X, however, were very nearly evenly split in approval and disapproval of present transportation.

Caucasian respondents were critical and supportive

of present transportation in the Southern California area at about the same rate as respondents as a whole. Mexican-Americans by almost five to three, and Orientals at better than two to one, were satisfied with present transportation; Negroes by a ratio approaching three to one, however, indicated that they are dissatisfied.

Those respondents who said they were satisfied in response to the previous question were then asked to give reasons for their attitudes of satisfaction.

Thirty percent, the largest single group of these respondents, evinced general approval of the present transportation situation.

Twenty-five percent said, "With a car one can get anywhere easily."

Seventeen percent commented on what they consider to be the adequate bus service in the area, while eleven percent commended the freeway system in general.

A wide variety of less frequently mentioned reasons for approval of current transportation was also given.

Dissatisfied respondents were then asked to indicate

reasons for their attitudes.

Nineteen percent of these respondents, the largest single group, mentioned congested, crowded traffic situations.

Seventeen percent criticized what they consider to be the inadequate or poor public transportation facilities presently available. An additional twelve percent of these respondents made specific criticisms of public transportation, mentioning infrequent service, long waits, poor schedules, etc.

Collectively, more than half of the respondents voiced criticism of some aspect of public transportation specifically.

Those respondents who were dissatisfied with the present transportation situation were also asked, "Can you think of anything that should be done to improve the (transportation) situation?"

The largest single groups of responses to this question were those involving the idea that a new, faster transit (rapid transit) system is needed (30%).

Nineteen percent of these dissatisfied respondents

reply that they did not know what should be done to improve the situation.

Additional responses included the suggestion for more and better busses (15%), a monorail system (7%), and various suggestions for improved bus service, an improved freeway system, a subway, and other items.

A notable variation in response to this question occurs among Negro respondents. Nearly three times as many of these respondents mentioned the need for more and better busses as is mentioned by respondents as a whole.

Next, OPINION RESEARCH OF CALIFORNIA presented respondents with a series of statements concerning the current transportation situation in Southern California and asked them to indicate the extent of their agreement or disagreement with each.

Respondents were presented with the statement that, "Traffic congestion is sometimes a problem, but generally we can travel pretty well on our streets and freeways."

There was general respondent agreement with this

statement, as follows:

Strongly agree	24%
Tend to agree	46%
Tend to disagree	19%
Strongly disagree	8%
Don't Know	3%

Areas II, IV, and VIII residents were more strongly supportive of the present situation on the streets and freeways than are respondents as a whole. Predominantly Negro Area V respondents were substantially less in agreement than are respondents as a whole.

Respondents were asked for their reactions to the statement that, "Most of our transportation problems here in Los Angeles County can be solved by expanding our freeway system."

Strongly agree	14%
Tend to agree	26%
Tend to disagree	31%
Strongly disagree	23%
Don't Know	6%

Respondents in Areas VI, IX, and X, in contrast to the

response generally, were in the majority in agreement with the statement. Areas II and IV respondents were more strongly in disagreement with the above than are respondents as a whole.

A majority of Mexican-American respondents agreed that our problems can be solved by freeway expansion.

Considering the two previous questions together, what seems to emerge is the disposition on the part of respondents to a feeling of satisfaction with the present situation on our streets and highways. But that feeling is mitigated by the belief that solution of existing and future transportation problems cannot be solved by merely improving on the present (satisfactory) situation.

Consistent with that attitude was the response to the next question: "People and cars are increasing so rapidly that the freeways will completely choke up in ten years -- unless we get Rapid Transit."

Strongly agree	55%
Tend to agree	26%
Tend to disagree	9%
Strongly disagree	4%
Don't Know	6%

There was across-the-board strong agreement from all respondent groups with the above statement.

Respondents were presented with a similar statement, asking judgment on the merits of rapid transit irrespective of the rapid increase in human and auto population.

Respondents were asked to indicate the extent of their agreement or disagreement with the statement that, "The only way to solve our transportation problems is with a Rapid Transit System." Respondents replied as follows:

Strongly agree	35%
Tend to agree	32%
Tend to disagree	16%
Strongly disagree	10%
Don't Know	7%

Again in response to this question, there was strong across-the-board agreement with this statement among all respondent groups.

It can be concluded, from the response to the last three questions, that there is strong feeling among respondents that a rapid transit system is necessary for the solution of Southern California transportation problems in the future.

Respondents were asked if they believe that these problems can be solved alternatively by another means when they were asked to indicate agreement/disagreement with the statement that, "Our public transportation needs can be met by expanding existing bus service."

Strongly agree	14%
Tend to agree	23%
Tend to disagree	29%
Strongly disagree	26%
Don't Know	8%

Except for respondents in Area VI and Mexican-American respondents, in no respondent group did a majority agree with the above statement. And, in general, respondents revealed substantial rejection of the idea that bus service expansion would meet the area's public transportation requirements.

Finally, there is overwhelming agreement with the idea that, "What we need is a balanced transportation system with adequate bus service supplementing a Rapid Transit Line," as follows:

Strongly agree	47%
Tend to agree	36%
Tend to disagree	8%
Strongly disagree	4%
Don't Know	5%

There was across-the-board agreement that what the area needs is a balanced transportation system, one which includes provision for Rapid Transit.

Respondents were asked if they agreed/disagreed with the statement that, "A Rapid Transit system would be good for the community because it would help people in poverty areas to get around."

Strongly agree	49%
Tend to agree	34%
Tend to disagree	8%
Strongly disagree	6%
Don't Know	3%

There was again across-the-board agreement with this statement on the part of all respondent groups (with Negroes almost unanimous in support of the statement). It would appear that one prime motivation for the support

of Rapid Transit on the part of respondents in general is the expectation of the ameliorative effect it would have in minority communities.

Finally, respondents were asked to indicate their agreement/disagreement with the idea that, "A Rapid Transit system is needed in Los Angeles County, but there are other things the community needs a lot more."

Strongly agree	22%
Tend to agree	30%
Tend to disagree	26%
Strongly disagree	16%
Don't Know	6%

Although a majority of respondents indicated there are other necessities for the community which take precedence over the need for Rapid Transit, a very substantial group of respondents (42%) nevertheless indicated that Rapid Transit is the greatest need.

Mexican-American and Negro respondents both were more strongly supportive than were respondents as a whole of the idea that there are other community needs which should take precedence over the need for Rapid Transit.

It can be concluded from the responses to the above series of questions that the general attitude among respondents is the necessity for expanded transportation facilities in the Southern California area, together with a general (if not primary) belief in the necessity for Rapid Transit.

RAPID TRANSIT

OPINION RESEARCH OF CALIFORNIA next developed information relative to respondent attitudes toward rapid transit in general.

Respondents were first asked to indicate how important or unimportant they believe a rapid transit is for Los Angeles County, on a scale ranging from "very important" to "very unimportant."

Fifty-six percent of all respondents replied that rapid transit is very important. Additionally, seventy-seven percent of all respondents indicated that rapid transit is in some degree important. Only twelve percent of all respondents said that rapid transit is unimportant.

These results indicate that there is substantial

support for the idea that rapid transit is important for Los Angeles County from all respondent groups.

Married respondents (who constitute eighty percent of all respondents) were asked to indicate how important/unimportant rapid transit is to their wives/husbands.

Fifty-nine percent of married respondents answered that rapid transit is relatively unimportant to their spouses, twenty-nine percent considered rapid transit relatively important.

Among Negroes to a very marked extent, and among Mexican-Americans to a lesser extent, the importance of rapid transit to wives/husbands was considerably more prevalent.

Finally, all respondents were asked how important/unimportant rapid transit is to respondents and respondent families.

Forty-six percent of all respondents answered that rapid transit is relatively unimportant to themselves or their families; forty-one percent of all respondents answered that rapid transit is relatively important.

Once again, among Mexican-Americans and to a greater extent Negroes rapid transit was seen as being of importance with substantially greater frequency than did respondents as a whole.

Next, OPINION RESEARCH OF CALIFORNIA turned to an examination of respondent opinion in relation to the proposed Rapid Transit System currently before the community.

Respondents were asked, "As you may know, a rapid transit system has been proposed for Los Angeles County. Can you tell me anything about the system?"

The majority of all respondents, fifty-seven percent, replied that they did not know anything about the proposed rapid transit system.

Of those respondents who made some response to this question, eight percent described the proposed system as "monorail with feeder lines"; other responses included those showing general knowledge of the location of main corridors, feeder lines, and stations (7%); those who have "read about it in the newspaper" (4%); those who stated it would be tax supported (4%); those who described it as a "modern

system with electric cars, feeder lines, via subways and overheads" (4%); those who said, "there are too many conflicting plans, rapid transit never gets anywhere" (2%); and a wide variety of other responses receiving less frequent mention.

It can be concisely stated that few residents of Metropolitan Los Angeles have more than cursory knowledge about the proposed Rapid Transit System.

Next, respondents were given information concerning the Rapid Transit System proposed by the Southern California Rapid Transit District. In addition, they were given hand maps with routes, descriptions, and cost information. They were then asked to describe what they like about the proposed system.

Sixteen percent of all respondents voiced general approval of the proposed system. An additional sixteen percent approved of the fact that the system would cover the major areas of the County, serve most of the people.

Other relatively frequently mentioned reasons for approval of the system included approval for the fact that the system is "quicker, safer, goes more directly

to the cities" (5%), that it would eliminate most heavy traffic on the freeways (4%), that the system would serve "basic needs where the trains are needed" (4%), approval of the routes and connections (4%), approval for the fact that the system would provide direct access to the central city area (4%).

Other, less frequently mentioned positive statements included approval of the kinds of trains proposed, for reducing smog and traffic, and a variety of other approving responses.

Twenty percent of all respondents said they did not know what they like about the proposed system, while an additional nine percent answered there is nothing they like about it.

Respondents in Areas VI, VIII, and particularly Area X were more inclined to say there was nothing they like about the system than was true of residents of the other areas. Additionally, respondents in Area VI and Area IV were more inclined to say they did not know what they like about the system.

These results indicate that there is approximately one-fourth of the residents who can not identify any

positive aspect of the proposed system.

Respondents were next asked what they dislike about the proposed Rapid Transit System.

Twenty-eight percent of all respondents said they don't know what they dislike about the proposed system. In addition, fully twenty-four percent of all respondents said there is nothing they dislike about the system.

Twenty-five percent of all respondents mentioned that the system doesn't extend far enough in various outlying areas. Residents of Areas IV, VI, VIII, and X were particularly critical on this point.

Other reasons respondents give in criticism of the system include concern over its cost or method of financing (7%), a belief that there should be more feeder lines to the system (3%), and a variety of less frequently mentioned criticisms.

In general, in response to the previous two questions concerning like/dislike of the proposed Rapid Transit system, a major variation in response occurred among Negro respondents. Among these respondents

there was noticeably stronger disposition to be approving, a noticeably less strong disposition to be disapproving of rapid transit, than among respondents as a whole.

Next, respondents were asked, "How often do you think you would use a system like the one described?"

Daily (working days)	12%
Several times per week	12%
Several times per month	13%
Several times per year	21%
Never	38%
Don't Know	4%

In response to this question, then, substantially more than half of all respondents indicated they would not make frequent use of a rapid transit system.

Moreover, the largest single group of respondents indicated they would not use the system at all.

In most of the geographic Areas of the Survey, the proportion of those respondents who indicated they would never use the proposed rapid transit system is even higher than it was among respondents as a whole.

It is chiefly among respondents in Areas III and V (where minority groups are in substantial representation) that the proportion of those who said they would never use the system is lower than among respondents as a whole.

There were some distinct variations in response to this question among the various ethnic/racial groups in this Survey.

Caucasian respondents tended to indicate rapid transit system use at about the same frequency as do respondents generally.

Among Mexican-Americans, the proportion of those who would use the system daily is twice as high as among respondents as a whole.

Among Negro respondents, more than twice as many individuals indicated daily use of the system as among respondents generally. There was also a significant increase, among this respondent group, of those who would use the system several times a week. At the other end of the scale, only fourteen percent of Negro respondents indicated they would never use the system, an overwhelmingly lower proportion giving this answer

than among respondents as a whole.

SMOG

OPINION RESEARCH OF CALIFORNIA next examined respondent attitudes toward what they consider to be the major Southern California problem, relating the question of smog to attitudes toward Rapid Transit.

Respondents were first asked to indicate the degree of their agreement/disagreement with the statement that, "The elimination of smog is the number one problem facing Southern California." The results are as follows:

Strongly agree	47%
Tend to agree	26%
Tend to disagree	17%
Strongly disagree	7%
Don't Know	3%

There was substantial and homogeneous support from all respondent groups for this statement (although there are some minor variations in response; Areas IV and X indicated particular concern about smog, Negro

respondents were marginally less concerned than were respondents as a whole).

Respondents were next presented with the statement that, "Air pollution is simply one of the prices we must pay for living in a large urban area like Los Angeles."

Strongly agree	19%
Tend to agree	22%
Tend to disagree	24%
Strongly disagree	32%
Don't Know	3%

It is evident, from the response to this statement, that there was relatively little disposition on the part of the majority of the Southern California community to accept air pollution as the price for urban living.

As in the previous question, a majority in most respondent groups rejected the above statement.

However, among Mexican-American respondents a majority agreed that air pollution is inevitable in a large urban area; Negro respondents were marginally less convinced that air pollution can be dealt with than are respondents as a whole.

Responses to the next question, "If you had to name just one, what do you believe is the chief source of smog in the Los Angeles area?", further indicate that a correlation may be made by respondents between smog reduction and a rapid transit system.

Fifty-six percent of all respondents maintained that cars are the chief source of smog in the area. Twenty-seven percent indicated they believe industry plays that role. There was little significant variation in this response based on the various respondent groupings, among all of whom automobiles were named as the principle culprit, with industry named second most frequently.

It is obvious, then, that since automobiles are generally thought of as the major smog source, any institution -- such as a rapid transit system -- which would serve to reduce automobile use, would potentially appeal to the community as an important attack on smog and air pollution.

MISCELLANEOUS

OPINION RESEARCH OF CALIFORNIA examined past respondent experience with rapid transit systems. All respondents were asked, "Have you ever lived in a city

which has a Rapid Transit system?", with the following results:

Yes	34%
No	65%
Don't Know	1%

Respondents in Areas I, II, and III indicated substantially more experience with rapid transit in another city than respondents as a whole; those in Areas V, VI, and VIII indicated less such experience.

Mexican-American respondents have had overwhelmingly less previous experience with a rapid transit system when compared with respondents generally. Among Mexican-Americans only nine percent said they have lived previously in a city which had a rapid transit system.

Next, those respondents who had had experience with rapid transit in another city were asked to indicate which city, with the following results:

New York City	32%
Chicago	20%
New York & Chicago	4%

Los Angeles (red cars)	4%
Cleveland	4%
San Francisco	4%
Boston	3%
All others	29%

Finally, OPINION RESEARCH OF CALIFORNIA examined the extent to which the Southern California community identifies the Southern California Rapid Transit District as the agency dealing with public transportation.

First, respondents were asked, "Can you tell me the name of the organization which operates the bus system throughout the Los Angeles metropolitan area?"

Southern California Rapid Transit District	42%
Metropolitan Transit Authority	20%
Other	3%
Don't Know	35%

Although there were variations from Area to Area in respondents' ability to correctly identify the Southern California Rapid Transit District as the bus-operating agency, in all Areas more respondents so identified the

District than any alternative agency.

There was little significant variation on this question on the basis of ethnic/racial or political affiliation groupings.

Finally, respondents were informed of the identity of the Rapid Transit District (those respondents who had not previously correctly identified it), and all respondents were asked to rate the District's past performance on a seven-point scale, with the number "one" representing the best performance, the number "seven" the worst. The following scale indicates the mean results of respondent answers.

	(1)	
	2	
	3	
	4	Mexican-Americans 3.57
	5	Orientals 4.16
ALL RESPONDENTS 4.58	6	Negroes 4.58
		Caucasians 4.63
	5	
	6	
	(7)	

This negative attitude perhaps is in direct correlation with the negative attitude respondents have about current transportation generally.

It is evident that at present the rating the District receives was essentially a negative one. Among the various respondent groups questioned, only Mexican-Americans gave the District a rating which rises into the positive area of the scale.

SUMMARY

It can be concluded that existing public transportation generally is not accepted as meeting current transportation needs and that a form of public transportation (preferably rapid transit) is necessary to keep pace with growth.

Also apparent is the fact that, at the present time, a majority of residents do not look upon a rapid transit system for personal usage, but instead identify its importance to the community at large.

RAPID TRANSIT AND FINANCING

GENERAL CONSIDERATIONS

OPINION RESEARCH OF CALIFORNIA first sought to establish some basic respondents' attitudes relating to the general problem area of financing of a rapid transit system.

Respondents were first requested to indicate their attitude in general toward governmental financing. They were asked to indicate the extent of their agreement or disagreement with the statement that, "Generally speaking, government is efficient and as taxpayers we get a lot for our money."

Strongly agree	7%
Tend to agree	25%
Tend to disagree	22%
Strongly disagree	39%
Don't Know	7%

It is evident that a consensus exists among the majority of respondents in disagreement with the above statement. Although there were variations in response to this question from group to group, in all respondent

groups there was a substantial majority which said that government is not efficient.

Respondents were asked if, despite that conclusion, "The community should support with taxes a good public transportation system."

Strongly agree	25%
Tend to agree	34%
Tend to disagree	16%
Strongly disagree	21%
Don't Know	4%

Although on this question, too, variations of response exist (Area X showed respondents only a bare majority in agreement; Oriental respondents on the other hand were overwhelmingly in agreement with the statement), in all respondent groups a majority was in agreement with the idea that there should be tax support for public transportation.

Finally, OPINION RESEARCH OF CALIFORNIA sought to determine the image of the Southern California Rapid Transit District in terms of its position as a tax-supported institution. Respondents were asked, "Is (the) Southern California Rapid Transit District tax

supported or not?"

Yes	29%
No	23%
Other	1%
Don't Know	47%

Those who "don't know" outnumbered any other single group of respondents among all respondent groups. Otherwise, there was a tendency among the various respondent groups for those who believed that the District is tax supported to somewhat outnumber those believed it is not.

Evidently, however, there is at present no strong public attitude toward viewing the Southern California Rapid Transit cistrict as a major tax user.

RAPID TRANSIT AND FINANCING

First, OPINION RESEARCH OF CALIFORNIA examined the attitude of respondents toward rapid transit in general, without its being related to the question of financing.

All respondents were asked, "Generally, would you favor or oppose the construction of a Rapid Transit System in Los Angeles County?"

Respondents were also asked to indicate how strongly they felt about their answer to the question. The answers were then cross-correlated, with the following results:

Favor Rapid Transit Very Strongly	46%
Fairly Strongly	25%
Not Very Strongly	4%
About Equally Favorable and Opposed	13%
Not Very Strongly	1%
Fairly Strongly	2%
Oppose Rapid Transit Very Strongly	6%
Don't Know	3%

It is evident that there is overwhelming support, in general terms, for the construction of a rapid transit system in Southern California.

The idea of a rapid transit system received across-the-board support from all groups of respondents (with especially strong support from Mexican-Americans and Negroes).

Next, **OPINION RESEARCH OF CALIFORNIA** asked respondents,

"It has been estimated that the Rapid Transit System will cost approximately 2-1/2 billion dollars. Would you favor or oppose a 2-1/2 billion dollar bond issue for the construction of a Rapid Transit System?"

Once again, the answer to this question was cross-correlated with respondent indications of the strength of their feeling on this issue, with the following results:

Favor Bond Issue	
Very Strongly	28%
Fairly Strongly	24%
Not Very Strongly	4%
About Equally Favorable	
and Opposed	2%
Not Very Strongly	2%
Fairly Strongly	7%
Oppose Bond Issue	
Very Strongly	19%
Don't Know	14%

Support for passage of the bond issue from all respondents was almost exactly two-to-one. There was a majority in favor of the bond issue among all respondent

groups (with particularly heavy support among Negro respondents).

Those respondents who indicated support for the passage of the bond issue were asked to give their reasons for their position, with the following results:

1) Thirty percent, the largest single group of these respondents, favored the bond issue because of the belief that "the (Rapid Transit) system is needed, it will be advantageous."

2) Fifteen percent favored bond issue passage because they believe such a bond issue is a good way to finance a rapid transit system.

3) Thirteen percent of these respondents expressed general approval.

4) Other, less frequently mentioned reasons for bond issue support included the belief that it will provide for better, improved transportation (9%), it would eliminate traffic congestion (7%), the bond issue is needed to begin construction (of a rapid transit

system) (6%), that such a bond issue would save tax dollars (5%), and a variety of other, less frequent reasons.

Respondents who expressed opposition to the bond issue proposal were asked to give reasons for that opposition.

1) Forty-five percent of these respondents opposed the bond issue, equating it with a tax increase or expressing the idea that financial burdens are already too high.

2) Other reasons for opposition to the bond issue included the belief that there are too many bonds already (12%), opposition because the respondent concerned considers that he would receive no use from a rapid transit system (9%), general disapproval (6%), the belief that property owners would be the ones to pay for the bond issue (5%), the belief that the system should be privately financed and/or owned (5%), that only rapid transit users should pay for the system (5%), and the belief that there is no need

for such a system (5%). There is a wide scattering of other, less frequently mentioned reasons for opposition to the bill.

Next, OPINION RESEARCH OF CALIFORNIA questioned respondents about a proposal for a sales tax increase. Respondents were asked, "It has been suggested that 1/2 of 1% increase in the sales tax in Los Angeles County be used to finance a Rapid Transit System. Would you approve or disapprove of such an increase to finance construction of a Rapid Transit System?"

Once more, answers to this question were correlated with the strength of belief respondents indicated on this issue, with the following results:

Favor Tax Increase Very Strongly	22%
Fairly Strongly	21%
Not Very Strongly	4%
About Equally Favorable and Opposed	2%
Not Very Strongly	2%
Fairly Strongly	11%
Oppose Tax Increase Very Strongly	31%
Don't Know	7%

Respondent opinion in favor of and opposed to a tax increase is almost evenly divided (those in favor have a slight (3%) advantage). Opinion is sufficiently evenly divided on this issue for the movement of a substantial portion of the "don't know" respondents to have a decisive effect on the result of any confrontation between the other two groups.

Examination of the responses from the various respondent groups indicates the following:

- 1) Respondents in Areas I, II, III, V, VI, VII, and IX indicated a favorable response to the tax increase proposal; those in Areas IV, VIII, and X were somewhat unfavorable.
- 2) Caucasians' responses were very similar to that of respondents as a whole. Negro respondents were marginally more favorable to the idea of a tax increase than respondents generally; Mexican-American and Oriental respondents were much more heavily supportive of a tax increase for rapid transit than are respondents as a whole.
- 3) Respondents who favored passage of the

Rapid Transit System Bond Issue also favored a tax increase for rapid transit by better than two-to-one. Those who opposed the bond issue opposed the tax increase at between three and four-to-one.

Respondents who said they "don't know" whether they favor or oppose the bond issue proposal are marginally opposed (40% to 36%) to the tax increase proposal.

Finally, respondents were asked, "If Rapid Transit could be financed only by one of the following means, which one would you choose -- an increase in the sales tax or an increase in property tax?"

Sales tax	65%
Property tax	6%
Neither	24%
Don't Know	5%

There was, obviously, virtually no support for an increase in property tax to finance construction of a rapid transit system. Rejection of such a property tax increase was found as an across-the-board position

among respondents of all groups.

Support for the sales tax increase in response to this question (that is, given the above choice), occurred in a majority of respondents in virtually all respondent groups.

BALLOT

Because some individual's responses show significant changes when asked to make public expression of their opinions, OPINION RESEARCH OF CALIFORNIA examined all responses on the bond issue and tax increase proposals through secret ballot as well as the more ordinary sampling technique.

All respondents were given a sample ballot for the bond election in November on Rapid Transit. They were asked to mark the ballot, fold it, and place it in a ballot box provided for this purpose.

Respondents were asked to vote the following ballot: "To construct a modern rail Rapid Transit System and expanded bus system, shall a bonded indebtedness of \$2.5 billion be incurred supported by

1/2¢ sales tax?"

Yes	58.5%
No	35.3%
(Don't Know -- does not appear on ballot)	6.2%

There was a very substantial variation in response to the sales tax proposal when it was presented on a secret ballot from that when it was presented in the ordinary questioning technique.

By secret ballot, support for the tax proposal increased by more than eleven percent; opposition was reduced by more than nine percent.

Considering only the response by secret ballot, analysis reveals the following:

1) All Areas shown were substantially more supportive of the tax increase than opposed to it (with the exception of Area IV, which supported the tax increase by a bare one and one-half percent; this Area is consistent in its relative lack of enthusiasm for any kind of rapid transit funding).

2) Caucasian respondents were approximately as supportive as respondents as a whole. Negro and Mexican-American respondents supported the tax increase at better than three-to-one (although Mexican-Americans did not support the bond issue).

SUMMARY

What appears to clearly emerge is a generally favorable attitude on the part of respondents toward the concept of a Rapid Transit System.

Overwhelming support is given to the idea of rapid transit when it is not tied to any necessity for considering methods of financing. But equally important, there is a consistent majority of respondents who support rapid transit proposals even when made to consider funding methods.

It must be recognized, however, that there is latent opposition to any proposals which affects the tax dollars and this opposition frequently is voiced at the polls.

The proponents for developing a rapid transit system must concisely state the necessity of such a system to help solve some of the present and future problems of the Metropolitan Los Angeles Area.

I. How long have you lived in Los Angeles County?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Less than 1 year	.5%	1.2%	2.2%	0.0%	0.0%	0.0%
One-five years	13.7%	4.9%	11.3%	11.8%	9.7%	8.0%
Six-fifteen years	33.8%	20.7%	23.1%	19.1%	27.8%	19.7%
More than 15 years	52.0%	73.2%	63.4%	69.1%	62.5%	72.3%
n=	204	82	320	110	144	137
	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>	
Less than 1 year	1.4%	1.4%	2.5%	0.0%	1.0%	
One-five years	8.7%	9.7%	6.3%	9.6%	10.1%	
Six-fifteen years	24.6%	18.1%	28.8%	26.9%	24.5%	
More than 15 years	65.2%	70.8%	62.5%	63.5%	64.3%	
n=	69	144	80	104	1394	

II. Do you own your home or are you renting?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Own	86.8%	87.8%	62.2%	73.6%	62.5%	78.8%
Renting (Leasing)	13.2%	12.2%	37.8%	26.4%	37.5%	21.2%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Own	69.6%	80.6%	81.3%	85.6%	75.0%
Renting (Leasing)	30.4%	19.4%	18.8%	14.4%	25.0%
n=	69	144	80	104	1394

III. How many cars are there in this household?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
None	3.4%	7.3%	15.3%	11.8%	16.0%	8.8%
One	26.5%	28.0%	35.0%	32.7%	36.1%	32.1%
Two	55.9%	56.1%	37.5%	46.4%	38.9%	46.7%
Three or more	14.2%	8.5%	12.2%	9.1%	9.0%	12.4%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
None	10.1%	9.0%	5.0%	8.7%	10.3%
One	31.9%	38.9%	40.0%	32.7%	33.4%
Two	39.1%	41.7%	37.5%	40.4%	43.8%
Three or more	18.8%	10.4%	17.5%	18.3%	12.6%
n=	69	144	80	104	1394

IV. What is your occupation?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Miscellaneous	9.3%	13.4%	11.9%	8.2%	5.6%	3.6%
Retired	1.5%	7.3%	4.4%	4.5%	2.1%	3.6%
Labor skilled	5.4%	11.0%	4.1%	16.4%	11.8%	19.0%
Professional	1.0%	3.7%	.3%	2.7%	5.6%	9.5%
Services	0.0%	2.4%	1.3%	.9%	2.8%	3.6%
Skilled white collar	6.4%	13.4%	16.3%	20.9%	12.5%	13.1%
Clerical - secretarial	2.9%	6.1%	5.0%	0.0%	2.8%	6.6%
Managerial, supervisory	3.4%	8.5%	5.3%	3.6%	6.9%	4.4%
Sales	12.7%	3.7%	4.4%	10.0%	8.3%	2.9%
Labor semi-skilled	1.5%	9.8%	3.4%	4.5%	1.4%	.7%
Labor unskilled	2.9%	4.9%	1.6%	1.8%	2.1%	.7%
Owner, self-employed	52.9%	15.9%	42.2%	26.4%	38.2%	32.1%
n=	204	82	320	110	144	137

IV. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Miscellaneous	10.1%	7.6%	7.5%	11.5%	37.7%
Retired	2.9%	.7%	1.3%	10.6%	13.9%
Labor skilled	5.8%	6.3%	11.3%	15.4%	9.5%
Professional	1.4%	3.5%	2.5%	4.8%	9.0%
Services	1.4%	3.5%	1.3%	3.8%	7.0%
Skilled white collar	13.0%	19.4%	10.0%	13.5%	4.9%
Clerical - secretarial	2.9%	3.5%	6.3%	3.8%	4.0%
Managerial, supervisory	4.3%	4.2%	1.3%	7.7%	3.7%
Sales	4.3%	7.6%	10.0%	5.8%	3.3%
Labor semi-skilled	0.0%	4.2%	5.0%	5.8%	3.1%
Labor unskilled	1.4%	2.1%	0.0%	1.9%	1.9%
Owner, self-employed	52.2%	37.5%	43.8%	15.4%	1.9%
n=	69	144	80	104	1394

V. What would you say you like most about living in Southern California?

	Area <u>I</u>	Area <u>II</u>	Area <u>III</u>	Area <u>IV</u>	Area <u>V</u>	Area <u>VI</u>
Climate	62.3%	59.8%	59.1%	69.1%	55.6%	55.5%
Everything	0.0%	3.7%	6.6%	4.5%	9.7%	8.0%
General approval	2.0%	6.1%	5.3%	.9%	8.3%	2.2%
Job opportunities/ working conditions	1.0%	0.0%	2.5%	3.6%	7.6%	3.6%
Nothing	2.5%	4.9%	2.2%	1.8%	4.2%	3.6%
Climate and recreational access and facilities (cultural)	3.4%	1.2%	2.8%	.9%	.7%	2.2%
Casual way of living, modern tempo	3.4%	0.0%	3.8%	.9%	0.0%	3.6%
Scenery/near beaches, mountains, deserts	5.0%	1.2%	2.2%	1.8%	0.0%	2.2%
Climate and job oppor- tunities/salaries	2.0%	2.4%	1.6%	.9%	2.1%	.7%
Recreational facilities general (cultural)	2.9%	2.4%	2.2%	1.8%	.7%	.7%
Home state	1.5%	2.4%	.6%	0.0%	0.0%	4.4%
Availability of needs (good roads, shopping facilities)	.5%	3.6%	0.0%	0.0%	.7%	2.9%
Climate and people	0.0%	1.2%	2.8%	0.0%	.7%	.7%
Climate and easy living	2.9%	0.0%	1.6%	.9%	0.0%	0.0%
Climate, availability of needs, shopping centers	2.5%	1.2%	.9%	.9%	.7%	0.0%
People (family, friendliness)	.5%	1.2%	1.2%	0.0%	.7%	.7%
Income level, higher wages	1.5%	0.0%	0.0%	0.0%	1.4%	1.5%
Good educational system	.5%	0.0%	.9%	0.0%	0.0%	.7%

V. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Climate	58.0%	68.8%	71.3%	57.7%	61.1%
Everything	1.4%	2.8%	1.3%	6.7%	4.8%
General approval	5.8%	2.8%	5.0%	3.8%	4.2%
Job opportunities/ working conditions	5.8%	3.5%	3.8%	1.0%	3.0%
Nothing	1.4%	3.5%	2.5%	3.8%	2.9%
Climate & recreational access & facilities (cultural)	5.8%	2.1%	1.3%	3.8%	2.4%
Casual way of living, modern tempo	0.0%	0.0%	1.3%	1.0%	1.9%
Scenery/near beaches, mountains, deserts	7.2%	2.1%	2.5%	1.9%	1.8%
Climate & job opportuni- ties/salaries	0.0%	2.8%	0.0%	1.9%	1.7%
Recreational facilities general (cultural)	1.4%	.7%	0.0%	1.9%	1.7%
Home state	2.9%	4.2%	1.3%	0.0%	1.6%
Availability of needs (good roads, shopping facilities)	2.9%	1.4%	2.5%	2.0%	1.2%
Climate & people	1.4%	.7%	1.3%	0.0%	1.1%
Climate and easy living	0.0%	0.0%	0.0%	0.0%	.9%
Climate, availability of needs, shopping centers	0.0%	.7%	0.0%	0.0%	.9%
People (family, friendliness)	.4%	0.0%	2.5%	0.0%	.8%
Income level, higher wages	0.0%	.7%	1.3%	0.0%	.6%
Good educational system	0.0%	0.0%	0.0%	3.8%	.5%

V. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Climate & educational opportunities	0.0%	1.2%	.9%	0.0%	0.0%	0.0%
Nice homes, area	0.0%	0.0%	.3%	0.0%	2.1%	0.0%
Don't know	5.9%	7.3%	2.5%	11.8%	4.9%	6.6%
n=	204	82	320	110	144	137

V. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Climate & educational opportunities	0.0%	0.0%	0.0%	0.0%	.3%
Nice homes, area	0.0%	0.0%	0.0%	0.0%	.3%
Don't know	4.3%	3.5%	2.5%	10.6%	5.5%
n=	69	144	80	104	1394

VI. What would you say you like least about living in Southern California?

	Area <u>I</u>	Area <u>II</u>	Area <u>III</u>	Area <u>IV</u>	Area <u>V</u>	Area <u>VI</u>
Smog	42.6%	58.5%	39.0%	58.2%	37.5%	44.5%
Nothing	3.9%	3.7%	10.6%	5.5%	14.6%	9.5%
Overpopulation	6.9%	6.1%	4.7%	2.7%	5.5%	7.3%
Traffic	3.4%	6.1%	4.4%	2.7%	4.9%	6.6%
Public transportation	8.8%	1.2%	3.1%	1.8%	8.3%	2.9%
Traffic & Smog	6.9%	3.7%	5.3%	5.5%	0.0%	2.9%
Overpopulation & smog	2.0%	1.2%	4.4%	4.5%	0.0%	2.2%
High taxes, increasing taxes	0.0%	3.7%	1.9%	0.0%	1.4%	2.9%
Caliber of people (unfriendly)	2.0%	1.2%	2.2%	1.9%	.7%	1.5%
Smog & transportation (freeways)	4.9%	2.4%	2.2%	0.0%	.7%	0.0%
Urban crisis-lack of planning, overcentral- ization	.5%	0.0%	0.0%	0.0%	.8%	0.0%
Weather (hot, monotonous, lack of rain)	2.0%	1.2%	1.9%	.9%	1.4%	1.5%
Social problems general- racial, demonstrations, riots	0.0%	2.4%	2.2%	1.8%	1.4%	1.5%
Transportation/freeway system (congestion, lack of planning)	.5%	0.0%	1.9%	0.0%	.7%	0.0%
Miscellaneous	1.5%	1.2%	1.9%	0.0%	1.4%	1.7%
Traffic & overpopulation	.5%	1.2%	.7%	0.0%	.7%	0.0%
Vastness of the area/ distance to travel to get anywhere	1.5%	0.0%	1.3%	0.0%	2.8%	0.0%

VI. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Smog	23.2%	33.3%	30.0%	62.5%	46.2%
Nothing	20.3%	11.1%	17.5%	4.8%	10.4%
Overpopulation	8.7%	13.9%	6.3%	8.7%	7.4%
Traffic	8.7%	9.0%	15.0%	3.8%	6.2%
Public transportation	0.0%	2.1%	2.5%	1.9%	4.2%
Traffic & smog	4.3%	0.0%	1.3%	1.9%	3.9%
Overpopulation & smog	4.3%	2.1%	2.5%	3.8%	3.0%
High taxes, increasing taxes	4.3%	6.3%	2.5%	1.0%	3.0%
Caliber of people (unfriendly)	2.9%	2.8%	2.5%	1.0%	1.9%
Smog & transportation (freeways)	1.4%	0.0%	0.0%	1.0%	1.7%
Urban crisis-lack of planning, overcentralization	0.0%	0.0%	0.0%	0.0%	1.4%
Weather (hot, monotonous, lack of rain)	2.9%	0.0%	0.0%	0.0%	1.4%
Social problems general- racial, demonstrations, riots	0.0%	1.7%	2.5%	0.0%	1.4%
Transportation/freeway system (congestion, lack of planning)	0.0%	0.0%	0.0%	0.0%	1.2%
Miscellaneous	0.0%	1.4%	2.5%	0.0%	1.1%
Traffic & overpopulation	4.3%	2.1%	2.5%	1.0%	1.1%
Vastness of the area/ distance to travel to get anywhere	0.0%	.7%	1.3%	0.0%	1.1%

VI. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Dishonest officials/ Governor Reagan	0.0%	1.2%	1.3%	1.8%	.7%	0.0%
Crime/poor police protection	1.0%	0.0%	.9%	1.9%	1.4%	.7%
Taxes & smog	1.0%	0.0%	.9%	.9%	.7%	.7%
Climate general (winds, earthquakes, fog)	0.0%	0.0%	.3%	0.0%	0.0%	0.0%
High cost of living-rent property, etc.	.5%	0.0%	.3%	0.0%	0.0%	0.0%
Don't know	5.4%	3.7%	6.3%	11.8%	12.5%	10.9%
n=	193	79	300	97	126	122

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Dishonest officials/ Governor Reagan	0.0%	1.4%	0.0%	1.0%	.9%
Crime/poor police protection	0.0%	0.0%	1.3%	0.0%	.8%
Taxes & Smog	0.0%	0.0%	0.0%	0.0%	.6%
Climate general (winds, earthquakes, fog)	0.0%	.7%	0.0%	0.0%	.5%
High cost of living-rent property, etc.	1.4%	2.1%	0.0%	0.0%	.5%
Don't know	11.6%	4.2%	17.5%	6.7%	7.7%
n=	61	138	74	97	1287

VII. Generally, would you say that you are satisfied or dissatisfied with transportation in Los Angeles County? That is, your ability to go from one point to another?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Satisfied	24.0%	32.9%	29.7%	33.6%	30.6%	40.1%
Dissatisfied	63.7%	51.2%	59.7%	52.7%	62.5%	43.8%
Don't Know	12.3%	15.9%	10.6%	13.6%	6.9%	16.1%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Satisfied	42.0%	47.2%	46.3%	43.3%	34.9%
Dissatisfied	44.9%	45.8%	43.8%	47.1%	53.9%
Don't Know	13.0%	6.9%	10.0%	9.6%	11.2%
n=	69	144	80	104	1394

VII. (Continued)

(If satisfied, ask:)

a. Why do you feel this way?

	Area <u>I</u>	Area <u>II</u>	Area <u>III</u>	Area <u>IV</u>	Area <u>V</u>	Area <u>VI</u>
General approval	27.1%	7.4%	28.4%	37.8%	29.5%	34.5%
With car can get anywhere easily/own car	25.0%	18.5%	28.4%	29.7%	27.3	18.2%
Adequate bus service/public transportation	6.3%	22.2%	28.4%	13.5%	25.0%	12.7%
Freeways are good/easy con- tact with the freeways	25.0%	25.9%	6.3%	13.5%	6.8%	12.7%
Streets & Freeways adequate, good	2.1%	0.0%	2.1%	0.0%	2.3%	12.7%
Don't have to use the bus/ hearsay	2.1%	3.7%	3.2%	5.4%	4.5%	1.8%
Travel at non-rush hours	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Not affected by heavily congest areas	4.2%	0.0%	0.0%	0.0%	0.0%	5.5%
Satisfied because don't want more taxes	2.1%	0.0%	0.0%	0.0%	2.3%	1.8%
Personal contact with trans- portation system (employee)	2.1%	0.0%	1.1%	0.0%	0.0%	0.0%
Availability of needs (work, shopping)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Don't know	2.1%	11.1%	2.1%	0.0%	2.3%	0.0%
n=	48	27	95	37	44	55

VII. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
General approval	24.1%	27.9%	54.1%	20.0%	29.5%
With car can get anywhere easily/own car	31.0%	14.7%	27.0%	31.1%	24.7%
Adequate bus service/public transportation	24.1%	16.2%	2.7%	4.4%	16.5%
Freeways are good/easy contact with the freeways	3.4%	5.9%	5.4%	15.6%	11.1%
Streets & freeways adequate, good	0.0%	38.8%	2.7%	0.0%	4.9%
Don't have to use the bus/ hearsay	10.3%	8.8%	5.4%	4.4%	4.7%
Travel at non-rush hours	3.4%	14.7%	2.7%	0.0%	2.5%
Not affected by heavily congested areas	0.0%	1.5%	0.0%	0.0%	1.2%
Satisfied because don't want more taxes	0.0%	0.0%	0.0%	2.2%	.8%
Personal contact with trans- portation system (employee)	0.0%	0.0%	0.0%	0.0%	.4%
Availability of needs (work, shopping)	0.0%	1.5%	0.0%	2.2%	.6%
Don't know	3.4%	0.0%	0.0%	13.3%	2.9%
n=	29	68	37	45	485

VII. (Continued)

(If dissatisfied, ask:)

b. Why do you feel this way?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Traffic too heavy, congestion, too many cars	15.4%	11.9%	12.5%	32.8%	21.1%	11.7%
Overall poor service, poor public transportation	20.8%	0.0%	1.0%	0.0%	11.1%	1.7%
Too infrequent in service/ wait too long/poor schedules	6.2%	11.9%	18.8%	3.4%	14.4%	20.0%
Inadequate transportation in/general	9.2%	7.1%	9.9%	5.2%	5.6%	15.0%
Too slow/takes too much time/ too tiring	6.2%	2.4%	12.6%	5.2%	13.3%	6.7%
Quality of bus service (not enough buses, stops)	7.7%	7.1%	4.1%	15.5%	5.6%	6.7%
Personal transportation only way to get around	10.8%	11.9%	3.7%	6.9%	3.3%	0.0%
Poor routes, can't get anywhere	5.4%	0.0%	1.0%	3.4%	2.2%	10.0%
Poor transfer system, lack of connections	2.3%	4.8%	4.7%	5.2%	2.2%	3.3%
Poor freeway system (lack of planning, congestion)	3.1%	9.5%	2.6%	0.0%	1.1%	1.7%
Too expensive	.8%	2.4%	4.7%	3.4%	2.2%	0.0%
Poor service and too expensive	6.9%	4.8%	.5%	3.4%	3.3%	0.0%
Miscellaneous dissatisfaction with transportation	.8%	2.4%	.5%	1.7%	2.2%	0.0%
Miss the big red cars	0.0%	4.8%	1.0%	1.7%	1.1%	1.7%

VII. b. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Traffic too heavy, congestion, too many cars	29.0%	27.3%	25.7%	22.4%	18.8%
Overall poor service, poor public transportation	3.2%	0.0%	2.9%	2.0%	17.3%
Too infrequent in service/ wait too long/poor schedules	9.7%	13.6%	8.6%	4.1%	12.4%
Inadequate transportation in general	12.9%	9.1%	14.3%	0.0%	8.8%
Too slow/takes too much time/ too tiring	3.2%	3.0%	5.7%	8.2%	8.1%
Quality of bus service (not enough buses, stops)	0.0%	3.0%	11.5%	10.2%	6.7%
Personal transportation only way to get around	0.0%	4.5%	2.9%	2.0%	5.1%
Poor routes, can't get anywhere	12.9	13.6%	11.4%	0.0%	5.0
Poor transfer system, lack of connections	3.2%	3.0%	2.9%	8.2%	3.9%
Poor freeway system (lack of planning, congestion)	9.7%	1.5%	2.9%	12.2%	3.5%
Too expensive	0.0%	3.0%	0.0%	0.0%	2.3%
Poor service and too expensive	0.0%	0.0%	0.0%	0.0%	2.1%
Miscellaneous dissatisfaction with transportation	0.0%	0.0%	2.9%	2.0%	1.2%
Miss the big red cars	0.0%	1.5%	0.0%	0.0%	1.1%

VII. b. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Undependable schedules	2.3%	0.0%	.5%	3.4%	0.0%	1.7%
Use example of other cities' transit system	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%
Poor weekend, holiday, night service	.8%	0.0%	1.5%	0.0%	2.2%	0.0%
Don't know	1.5%	7.1%	1.0%	0.0%	0.0%	1.7%
n=	130	42	191	58	90	60

	<u>Area XII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Undependable schedules	0.0%	1.5%	0.0%	0.0%	1.1%
Use example of other cities' transit system	6.5%	0.0%	2.9%	0.0%	.9%
Poor weekend, holiday, night service	0.0%	0.0%	0.0%	2.0%	.9%
Don't know	0.0%	0.0%	2.9%	0.0%	1.2%
n=	31	66	35	49	752

VII. (Continued)

(If dissatisfied, ask:)

c. Can you think of anything that should be done to improve the situation?

	Area <u>I</u>	Area <u>II</u>	Area <u>III</u>	Area <u>IV</u>	Area <u>V</u>	Area <u>VI</u>
New transit system needed (better, rapid)	25.4%	38.1%	32.5%	39.6%	27.8%	21.7%
More buses needed	12.3%	11.9%	17.8%	12.1%	27.7%	11.7%
Monorail	9.2%	2.4%	4.2%	10.3%	4.4%	8.3%
Need better bus service (holidays and weekends, better organization)	6.9%	2.4%	5.2%	1.7%	6.6%	6.7%
More frequent bus service	6.9%	2.4%	6.3%	1.7%	3.3%	8.3%
Extended bus service (within an area, and to an area)	8.5%	7.2%	1.6%	0.0%	0.0%	5.5%
Improved freeway system - (larger, better, more)	.8%	0.0%	1.6%	1.7%	5.5%	3.4%
Subway (like New York)	1.5%	0.0%	6.3%	1.7%	2.2%	1.7%
Improved transportation system needed - miscellaneous	3.0%	4.8%	1.5%	5.1%	0.0%	1.7%
Less cars	1.6%	2.4%	0.0%	5.2%	0.0%	3.3%
Red cars/street cars back in service	0.0%	2.4%	2.6%	3.4%	1.1%	0.0%
Need better connections	2.5%	0.0%	.5%	0.0%	1.1%	3.3%
Monorail and/or subway, and/or more freeways	0.0%	0.0%	.5%	0.0%	1.1%	3.3%
Improve traffic and road conditions	0.0%	0.0%	.5%	0.0%	3.3%	0.0%

VII. c. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
New transit system needed (better, rapid)	29.0%	28.8%	20.0%	40.8%	30.1%
More buses needed	12.9%	12.1%	0.0%	12.2%	13.8%
Monorail	9.7%	4.5%	11.4%	6.1%	6.5%
Need better bus service (holiday & weekends, better organization)	6.5%	9.1%	8.7%	0.0%	5.5%
More frequent bus service	3.2%	9.1%	2.9%	2.0%	5.3%
Extended bus service (within an area and to an area)	3.2%	3.0%	2.9%	0.0%	3.2%
Improved freeway system (larger, better, more)	9.7%	0.0%	0.0%	16.3%	3.0%
Subway (like New York)	3.2%	0.0%	0.0%	2.0%	2.7%
Improved transportation system needed-misc.	0.0%	4.5%	5.8%	0.0%	2.0%
Less cars	0.0%	6.1%	5.7%	0.0%	1.9%
Red cars/street cars back in service	0.0%	0.0%	2.9%	0.0%	1.3%
Need better connections	3.2%	0.0%	2.9%	0.0%	1.1%
Monorail and/or subway, and/or more freeways	0.0%	0.0%	8.6%	0.0%	.9%
Improve traffic & road conditions	0.0%	1.5%	0.0%	2.0%	.8%

VII. c. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Finance transit system through government aid (federal, state funds)	2.3%	0.0%	1.0%	0.0%	0.0%	0.0%
Stop influx of people into California	0.0%	2.4%	.5%	0.0%	0.0%	0.0%
Reduce cost	0.0%	0.0%	0.0%	0.0%	1.1%	1.7%
Don't know	20.0%	23.8%	17.3%	17.2%	12.2%	21.7%
n=	130	42	191	58	90	60
		<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Finance transit system through government aid (federal, state funds)		0.0%	0.0%	0.0%	0.0%	.7%
Stop influx of people into California		3.2%	1.5%	0.0%	0.0%	.5%
Reduce cost		0.0%	1.5%	0.0%	0.0%	.4%
Don't know		16.1%	18.2%	28.6%	18.4%	18.5%
n=		31	66	35	49	752

VIII. (All respondents)

Can you tell me the name of the organization which operates the bus system throughout the Los Angeles metropolitan area?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Southern California Rapid Transit District	41.7%	62.2%	44.1%	44.5%	36.1%	38.0%
Metropolitan Transit Authority	22.5%	17.1%	23.1%	14.5%	19.4%	22.6%
Other	4.4%	1.2%	5.0%	3.6%	2.8%	.7%
Don't know	31.4%	19.5%	27.8%	37.3%	41.7%	38.7%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Southern California Rapid Transit District	34.8%	29.2%	43.8%	46.2%	41.5%
Metropolitan Transit Authority	17.4%	12.5%	17.5%	24.0%	19.9%
Other	0.0%	4.9%	1.3%	1.9%	3.2%
Don't know	47.8%	53.5%	37.5%	27.9%	35.3%
n=	69	144	80	104	1394

IX. Is Southern California Rapid Transit District tax supported or not?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	34/3%	50.0%	27.8%	31.8%	17.4%	22.6%
No	22.5%	22.0%	26.9%	19.1%	16.7%	24.1%
Other	1.5%	0.0%	.3%	2.7%	2.1%	.7%
Don't know	41.7%	28.0%	45.0%	46.4%	63.9%	52.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	20.3%	22.9%	40.0%	30.8%	28.8%
No	20.3%	23.6%	23.8%	21.2%	22.7%
Other	0.0%	.7%	0.0%	2.9%	1.1%
Don't know	59.4%	52.8%	36.3	45.2%	47.3%
n=	69	144	80	104	1394

X. The Southern California Rapid Transit District operates the major bus system in the Los Angeles area. Using this card, would you give me the number which best describes your attitude regarding the Southern California Rapid Transit District.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
<u>Approve</u>						
1	6.9%	6.1%	7.8%	8.2%	3.5%	8.0%
2	3.4%	9.8%	10.3%	9.1%	11.1%	2.2%
3	4.9%	6.1%	8.8%	7.3%	12.5%	8.0%
4	22.1%	17.1%	17.5%	15.5%	14.6%	25.5%
5	11.3%	9.8%	14.4%	6.4%	11.8%	9.5%
6	15.2%	8.5	11.3%	20.9%	17.4%	9.5%
<u>7</u>	25.5%	24.4%	20.0%	14.5%	18.1%	17.5%
<u>Disapprove</u>						
Don't know	10.8%	18.3%	10.0%	18.2%	11.1%	19.7%
n=	204	82	320	110	144	137

X. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
<u>Approve</u>					
1	7.2%	7.6%	10.0%	8.7%	7.3%
2	7.2%	7.6%	11.3%	6.7%	7.8%
3	5.8%	8.3%	3.8%	4.8%	7.5%
4	18.8%	15.3%	35.0%	17.3%	19.3%
5	15.9%	6.3%	10.0%	10.6%	11.0%
6	11.6%	11.8%	8.8%	9.6%	12.7%
7	17.4%	14.6%	8.8%	26.0%	19.3%
<u>Disapprove</u>					
Don't know	15.9%	28.5%	12.5%	16.3%	15.1%
n=	69	144	80	104	1394

XI. As you may know, a rapid transit system has been proposed for Los Angeles County. Can you tell me anything about the proposed system?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Monorail system (with feeder lines)	8.3%	9.8%	10.9%	4.5%	4.9%	4.4%
General knowledge of location of main corridors, feeder lines, stations	7.0%	12.2%	9.4%	10.8%	4.2%	2.2%
Read about it in newspaper- heard about it	2.5%	1.2%	5.9%	1.8%	3.5%	5.1%
To be tax supported	3.5%	7.3%	4.0%	4.5%	2.8%	2.2%
Modern system (electric cars, feeder lines) via subway, overhead	2.5%	3.6	4.7%	4.5%	3.5%	2.9%
General approval	2.5%	2.4%	3.4%	1.8%	3.5%	4.4%
Too many conflicting plans, too many problems, never gets anywhere	5.9%	3.7%	1.5%	2.7%	0.0%	1.5%
Want a lot of money/it will be expensive	1.5%	1.2%	1.3%	1.8%	1.4%	2.9%
Dispute over method of financing	2.0%	2.4%	.9%	0.0%	1.4%	.7%
General disapproval (poor system)	1.5%	1.2%	1.2%	0.0%	2.8%	2.1%
Acquaintance with bond issue	.5%	2.4%	2.5%	3.6%	.7%	1.5%
Improved bus service	.5%	1.2%	1.8%	.9%	1.4%	.7%
Miscellaneous concepts of transportation (hook-up with freeway system, planes, helicopter)	3.5%	1.2%	0.0%	2.7%	0.0%	0.0%

XI. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Monorail system (with feeder lines)	5.8%	8.3%	8.8%	12.5%	8.2%
General knowledge of location of main corri- dors, feeder lines, stations	5.8%	2.1%	3.8%	7.6%	6.7%
Read about it in newspaper- heard about it	2.8%	2.8%	8.8%	4.8%	4.1%
To be tax supported	4.4%	2.8%	1.3%	5.8%	4.0%
Modern system)electric cars, feeder lines) via subway, overhead	2.9%	6.3%	2.6%	5.8%	3.9%
General approval	2.8%	2.1%	2.6%	1.0%	2.8%
Too many conflicting plans, too many problems, never gets anywhere	2.9%	1.4%	2.5%	2.9%	2.4%
Want a lot of money/it will be expensive	1.4%	4.2%	3.8%	0.0%	1.9%
Dispute over method of financing	0.0%	2.8%	6.3%	1.9%	1.6%
General disapproval (poor system)	4.2%	2.1%	1.3%	1.9%	1.6%
Acquaintance with bond issue	0.0%	.7%	0.0%	0.0%	1.4%
Improved bus service	1.4%	1.4%	0.0%	0.0%	1.1%
Miscellaneous concepts of transportation (hook-up with freeway system, planes, helicopter)	0.0%	0.0%	0.0%	2.9%	1.0%

XI. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Miscellaneous concepts of original plan (private enterprise, experimental pilots)	1.0%	1.2%	.6%	0.0%	0.0%	0.0%
Sales tax financing-1/2 of 1%	1.5%	0.0%	.9%	.9%	0.0%	0.0%
Faster service	0.0%	0.0%	0.0%	.9%	.7%	0.0%
Don't know	56.9%	48.8%	50.3%	57.3%	69.4%	67.2%
n=	204	82	320	110	144	137

XI. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Miscellaneous concepts of original plan (private enterprise, experimental pilots)	4.3%	.7%	0.0%	2.0%	.9%
Sales tax financing-1/2 of 1%	0.0%	0.0%	1.3%	1.0%	.6%
Faster service	2.9%	.7%	0.0%	0.0%	.4%
Don't know	59.4%	61.1%	57.5%	50.0%	57.3%
n=	69	144	80	104	1394

XII. Generally, we would like to know how important or unimportant you feel a Rapid Transit System is for Los Angeles County. Please give me the number on this card which best describes your feelings.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
<u>Important</u>						
1	55.9%	48.8%	58.4%	52.7%	55.6%	51.8%
2	17.2%	12.2%	15.9%	21.8%	23.6%	13.1%
3	5.4%	7.3%	3.4%	4.5%	4.9%	7.3%
4	5.9%	8.5%	5.3%	5.5%	7.6%	8.0%
5	1.0%	4.9%	2.8%	1.8%	1.4%	1.5%
6	2.5%	6.1%	5.0%	4.5%	.7%	3.6%
<u>7</u>	9.3%	7.3%	5.6%	4.5%	2.8%	8.0%
<u>Unimportant</u>						
Don't know	2.9%	4.9%	3.4%	4.5%	3.5%	6.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
<u>Important</u>					
1	59.4%	60.4%	61.3%	48.1%	55.7%
2	10.1%	12.5%	16.3%	13.5%	16.1%
3	7.2%	4.9%	3.8%	7.7%	5.2%
4	7.2%	2.8%	7.5%	5.8%	6.1%
5	0.0%	2.1%	0.0%	2.9%	1.9%
6	1.4%	3.5%	2.5%	1.9%	3.4%
<u>7</u>	7.2%	7.6%	6.3%	9.6%	6.7%
<u>Unimportant</u>					
Don't know	7.2%	6.3%	2.5%	10.6%	4.8%

XII. (Continued)

- a. Now, we would like to know how important or unimportant Rapid Transit is to you and your family. Using the same card, please give me the number which best describes the importance of Rapid Transit to you personally.

	<u>Area</u> <u>I</u>	<u>Area</u> <u>II</u>	<u>Area</u> <u>III</u>	<u>Area</u> <u>IV</u>	<u>Area</u> <u>V</u>	<u>Area</u> <u>VI</u>
<u>Important</u>						
1	28.4%	19.5%	26.3%	18.2%	27.1%	27.0%
2	8.3%	9.8%	12.8%	12.7%	17.4%	8.8%
3	8.8%	12.2%	8.1%	12.7%	6.9%	3.6%
4	9.3%	7.3%	7.5%	11.8%	11.8%	8.8%
5	4.9%	0.0%	5.0%	2.7%	2.1%	4.4%
6	8.3%	8.5%	10.9%	7.3%	13.2%	12.4%
7	29.4%	31.7%	24.7%	30.9%	19.4%	30.7%
<u>Unimportant</u>						
Don't know	2.5%	11.0%	4.7%	3.6%	2.1%	4.4%
n=	204	82	320	110	144	137

XII. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
<u>Important</u>					
1	18.8%	15.3%	20.0%	14.4%	23.0%
2	4.3%	7.6%	8.8%	6.7%	10.4%
3	5.8%	9.0%	3.8%	6.7%	7.9%
4	7.2%	11.1%	15.0%	6.7%	9.4%
5	10.1%	2.1%	7.5%	4.8%	4.2%
6	8.7%	6.3%	5.0%	9.6%	9.5%
7	39.1%	47.2%	37.5%	48.1%	31.9%
<u>Unimportant</u>					
Don't know	5.8%	1.4%	2.5%	2.9%	3.8%
n=	69	144	80	104	1394

XII. (Continued)

b. Are you married?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Married	83.3%	92.7%	69.7%	83.6%	72.2%	83.9%
Single	9.3%	2.4%	14.4%	8.2%	11.1%	5.8%
Divorced	2.9%	1.2%	3.4%	1.8%	4.9%	2.9%
Widowed	4.4%	2.4%	11.9%	5.5%	7.6%	5.8%
Separated	0.0%	1.2%	.6%	.9%	4.2%	1.5%
n=	204	82	320	110	144	137
	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>	
Married	73.9%	84.0%	86.3%	91.3%	80.1%	
Single	10.0	6.9%	2.5%	2.9%	8.8%	
Divorced	2.9%	.7%	2.5%	1.0%	2.7%	
Widowed	10.0%	7.6%	8.8%	4.8%	7.5%	
Separated	2.9%	.7%	0.0%	0.0%	1.1%	
n=	69	144	80	104	1394	

XII. (Continued)

(If married, ask:)

- c. Using the card I gave you, please tell me the number which you think best describes the importance of Rapid Transit to your (husband/wife).

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
<u>Important</u>						
1	18.2%	19.7%	23.3%	8.7%	22.1%	18.3%
2	7.1%	7.9%	12.6%	13.0%	15.4%	7.0%
3	4.7%	2.6%	6.3%	13.0%	5.8%	4.3%
4	9.4%	3.9%	6.7%	13.0%	5.8%	7.0%
5	4.7%	2.6%	3.6%	4.3%	0.0%	4.3%
6	10.0%	6.6%	9.9%	10.9%	19.2%	9.6%
7	44.1%	48.7%	32.3%	35.9%	29.8%	47.8%
<u>Unimportant</u>						
Don't know	1.8%	7.9%	5.4%	1.1%	1.9%	1.7%
n=	170	76	223	92	104	115

XII. c. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
<u>Important</u>					
1	5.9%	9.1%	11.6%	13.7%	16.6%
2	11.8%	6.6%	2.9%	9.5%	9.6%
3	3.9%	13.2%	10.1%	2.1%	6.6%
4	7.8%	10.7%	13.0%	5.3%	8.2%
5	9.8%	1.7%	5.8%	6.3%	3.9%
6	15.7%	7.4%	7.2%	7.4%	10.2%
<u>7</u>	<u>39.2%</u>	<u>49.6%</u>	<u>47.8%</u>	<u>54.7%</u>	<u>41.9%</u>
<u>Unimportant</u>					
Don't know	5.9%	1.7%	1.4%	1.1%	3.0%
n=	51	121	69	95	1116

XIII. (All respondents)

Here is some information concerning a Rapid Transit System proposed by the Southern California Rapid Transit District.

What do you particularly like about the proposed system?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
General approval	7.4%	19.5%	15.6%	14.5%	20.8%	15.3%
Covers major areas, serves most of the county, people	18.7%	11.0%	14.7%	3.6%	23.0%	18.2%
Nothing	5.4%	4.9%	8.1%	10.9%	1.4%	13.1%
Quicker, safer, more direct to cities	3.4%	7.3%	8.1%	2.7%	6.3%	4.4%
Eliminate most heavy traffic, frees traffic on freeways	5.5%	2.4%	4.7%	7.2%	6.3%	2.9%
Basic needs (where trains needed)	3.0%	8.5%	4.6%	4.5%	0.0%	2.9%
Good coverage of my area, work	8.4%	1.2%	4.1%	4.5%	2.8%	1.4%
Routes & connections (easy access)	4.5%	9.7%	2.5%	4.5%	4.2%	2.2%
Direct to central area (downtown)	4.5%	8.5%	3.4%	5.5%	.7%	.7%
Overhead trains-monorails/ underground-subway	2.5%	0.0%	4.8%	1.8%	4.9%	2.2%
Start in right direction	4.4%	0.0%	.9%	2.7%	1.4%	2.2%
Cuts smog & traffic	2.0%	3.7%	3.4%	1.8%	0.0%	.7%
To airport & other specific areas	2.5%	0.0%	1.6%	1.8%	0.0%	0.0%
Easy transportation, comfortable	2.0%	0.0%	2.2%	1.8%	2.8%	0.0%
Covers main busy streets (downtown)	1.5%	3.7%	1.8%	.9%	1.4%	2.2%

XIII. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
General approval	21.7%	22.2%	20.0%	15.4%	16.4%
Covers major areas, serves most of the county, people	8.7%	18.8%	16.3%	17.3%	15.9%
Nothing	8.7%	14.6%	7.5%	21.2%	9.2%
Quicker, safer, more direct to cities	4.3%	3.5%	1.3%	2.0%	4.7%
Eliminate most heavy traffic, frees traffic on freeways	7.2%	2.8%	6.4%	1.0%	4.3%
Basic needs (where trains needed)	1.4%	2.8%	5.0%	6.7%	3.9%
Good coverage of my area, work	0.0%	3.5%	6.3%	0.0%	3.8%
Routes & connections (easy access)	1.4%	3.5%	3.8%	3.0%	3.8%
Direct to central area (downtown)	5.7%	2.1%	5.1%	2.9%	3.6%
Overhead trains-monorails/under- ground-subway	0.0%	4.2%	0.0%	1.9%	2.8%
Start in right direction	4.3%	1.4%	0.0%	6.7%	2.3%
Cuts smog & traffic	1.4%	.7%	1.3%	5.7%	2.1%
To airport & other specific areas	2.9%	1.4%	2.5%	0.0%	1.6%
Easy transportation, comfortable	0.0%	0.0%	0.0%	0.0%	1.2%
Covers main busy streets (downtown)	1.4%	3.5%	1.3%	0.0%	1.0%

XIII. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area IV</u>
Economical-self-supporting/ won't cost tax dollars	1.5%	0.0%	.6%	2.1%	.7%	0.0%
Help older people-non-drivers	0.0%	0.0%	.6%	0.0%	.7%	.7%
Plan to improve bus service	0.0%	0.0%	.3%	0.0%	3.5%	0.0%
Don't know	23.0%	19.5%	16.9%	28.2%	18.1%	29.9%
n=	204	82	320	110	144	137
		<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Economical-self-supporting/ won't cost tax dollars		0.0%	.7%	0.0%	0.0%	1.0%
Help older people-non-drivers		1.4%	.7%	0.0%	1.0%	.5%
Plan to improve bus service		0.0%	0.0%	0.0%	0.0%	.4%
Don't know		24.6%	13.2%	23.8%	13.5%	20.4%
n=		69	144	80	104	1394

XIV. What do you particularly dislike about the proposed system?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Doesn't extend far enough-not close enough to my area	16.7%	24.3%	14.7%	34.6%	9.8%	35.8%
Nothing	17.6%	11.0%	26.6%	15.5%	36.8%	20.4%
Personal inconvenience (too noisy, construction take out homes, have to walk up stairs)	1.0%	0.0%	1.8%	0.0%	2.7%	.7%
Cost/financing by taxes	5.9%	17.1%	7.5%	6.3%	4.2%	2.9%
More feeder lines needed	2.5%	3.7%	4.4%	2.7%	3.5%	1.5%
General disapproval/not adequate	3.0%	2.4%	4.4%	2.7%	3.5%	6.5%
Inconvenience of system/ transportation to corridor	3.0%	2.4%	3.1%	2.7%	3.5%	1.4%
Have to go to Central L.A. to get any place/routes not direct	1.5%	1.2%	2.5%	.9%	.7%	2.2%
No personal use	1.0%	2.4%	.6%	.9%	2.1%	.7%
Not planning far enough ahead	.5%	0.0%	.6%	.9%	0.0%	1.5%
Routes should follow freeways	.5%	2.4%	.6%	.9%	0.0%	0.0%
Impractical/won't be used/ won't be any faster	1.0%	0.0%	.3%	0.0%	1.4%	.7%
Quality of system (monorails, subways unsafe)	0.0%	0.0%	.6%	0.0%	0.0%	0.0%
Should be privately owned	1.0%	1.2%	.3%	0.0%	0.0%	0.0%
Don't know	33.3%	31.7%	30.6%	29.1%	34.0%	29.2%
n=	204	82	320	110	144	137

XIV. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Doesn't extend far enough-not close enough to my area	30.4%	34.1%	26.3%	41.3%	25.4%
Nothing	24.6%	32.6%	25.0%	20.2%	23.9%
Personal inconvenience (too noisy, construction take out homes, have to walk up stairs)	0.0%	0.0%	0.0%	0.0%	8.6%
Cost/financing by taxes	5.8%	6.3%	8.8%	8.6%	6.9%
More feeder lines needed	0.0%	4.2%	2.5%	7.7%	3.4%
General disapproval/not adequate	2.9%	1.3%	2.0%	0.0%	3.3%
Inconvenience of system/ transportation to corridor	2.8%	1.4%	2.6%	4.8%	2.9%
Have to go to Central L.A. to get any place/routes not direct	1.4%	2.1%	3.8%	0.0%	1.7%
No personal use	1.4%	.7%	8.8%	1.9%	1.6%
Not planning far enough ahead	1.4%	0.0%	0.0%	1.0%	.6%
Routes should follow freeways	0.0%	0.0%	0.0%	0.0%	.6%
Impractical/won't be used/ won't be any faster	0.0%	.7%	1.3%	0.0%	.6%
Quality of system (monorails, subways unsafe)	0.0%	0.0%	0.0%	0.0%	.4%
Should be privately owned	0.0%	0.0%	1.3%	0.0%	.4%
Don't know	29.0%	16.0%	18.8%	12.5%	27.5%
n=	69	144	80	104	1394

XV. How often do you think you would use a system like the one described?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Daily	10.8%	18.3%	16.3%	6.4%	17.4%	14.6%
Several times/week	12.7%	4.9%	17.5%	9.1%	18.8%	8.8%
Several times/month	14.7%	6.1%	14.4%	17.3%	13.2%	10.9%
Several times/year	23.5%	23.2%	18.4%	18.2%	20.8%	14.6%
Never use it	35.8%	41.5%	30.0%	40.9%	22.9%	47.4%
Don't know	2.5%	6.1%	3.4%	8.2%	6.9%	3.6%
n=	204	82	320	110	144	137
		<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Daily		2.9%	4.2%	7.5%	13.5%	12.1%
Several times/week		4.3%	9.7%	8.8%	7.7%	12.0
Several times/month		17.4%	13.2%	11.3%	10.6%	13.3%
Several times/year		24.6%	22.9%	26.3%	21.2%	20.7%
Never use it		46.4%	46.5%	43.8%	41.3%	37.5%
Don't know		4.3%	3.5%	2.5%	5.8%	4.4%
n=		69	144	80	104	1394

XVI. Generally, would you favor or oppose the construction of a Rapid Transit System in Los Angeles County?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Favor	78.9%	69.5%	80.3%	73.6%	82.6%	65.0%
Oppose	10.3%	8.5%	9.4%	7.3%	4.2%	10.9%
Conditional response	9.3%	15.9%	7.8%	10.9%	11.8%	15.3%
Don't Know	1.5%	6.1%	2.5%	8.2%	1.4%	8.8%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Favor	72.5%	70.8%	73.8%	66.3%	74.9%
Oppose	2.9%	13.9%	8.8%	7.7%	8.9%
Conditional response	20.3%	12.5%	12.5%	18.3%	12.1%
Don't Know	4.3%	2.8%	5.0%	7.7%	4.2%
n=	69	144	80	104	1394

XVI. (Continued)

a. How strongly do you feel about your answer?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Favor very strongly	49.0%	34.1%	54.4%	44.5%	55.6%	42.3%
Favor fairly strongly	26.0%	32.9%	21.6%	25.5%	25.0%	16.8%
Favor somewhat strongly	3.9%	2.4%	4.4%	2.7%	2.1%	5.1%
Very weak position favor/oppose	9.3%	15.9%	8.4%	11.8%	11.8%	16.1%
Oppose somewhat strongly	1.0%	0.0%	0.0%	0.0%	.7%	2.2%
Oppose fairly strongly	2.5%	0.0%	2.2%	1.8%	1.4%	.7%
Oppose very strongly	6.9%	8.5%	6.6%	5.5%	2.1%	8.0%
Don't Know	1.5%	6.1%	2.5%	8.2%	1.4%	8.8%
n=	204	82	320	110	144	137

XVI. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Favor very strongly	47.8%	38.9%	31.3%	38.5%	46.1%
Favor fairly strongly	20.3%	26.4%	38.8%	23.1%	24.6%
Favor somewhat strongly	2.9%	5.6%	3.8%	3.8%	3.9%
Very weak position favor/oppose	21.7%	12.5%	12.5%	19.2%	12.5%
Oppose somewhat strongly	0.0%	2.1%	0.0%	1.9%	.8%
Oppose fairly strongly	0.0%	4.2%	3.8%	0.0%	1.9%
Oppose very strongly	2.9%	7.6%	5.0%	5.8%	6.1%
Don't Know	4.3%	2.8%	5.0%	7.7%	4.2%
n=	69	144	80	104	1394

XVII. It has been estimated that the Rapid Transit System will cost approximately $2\frac{1}{2}$ billion dollars. Would you favor or oppose a $2\frac{1}{2}$ billion dollar bond issue for the construction of a Rapid Transit System?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Favor	57.8%	57.3%	62.2%	48.2%	59.0%	51.1%
Oppose	30.4%	30.5%	23.8%	37.3%	28.5%	28.5%
Don't Know	11.8%	12.2%	14.1%	14.5%	12.5%	20.4%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Favor	56.5%	54.9%	52.5%	56.7%	56.7%
Oppose	29.0%	27.8%	35.0%	33.7%	29.2%
Don't Know	14.5%	17.4%	12.5%	9.6%	14.1%
n=	69	144	80	104	1394

XVII. (Continued)

(IF "FAVOR" OR "OPPOSE")

a. How strongly do you feel about your answer?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Favor very strongly	28.4%	23.2%	29.4%	25.5%	34.0%	28.5%
Favor fairly strongly	25.0%	25.6%	28.1%	18.2%	22.9%	16.8%
Favor somewhat strongly	3.9%	6.1%	3.4%	3.6%	2.1%	3.6%
Very weak position favor/oppose	1.5%	3.7%	1.3%	1.8%	.7%	4.4%
Oppose somewhat strongly	1.5%	1.2%	1.6%	5.5%	1.4%	2.2%
Oppose fairly strongly	5.9%	6.1%	6.3%	11.8%	10.4%	5.1%
Oppose very strongly	22.1%	22.0%	15.9%	19.1%	16.0%	19.0%
Don't Know	11.8%	12.2%	14.1%	14.5%	12.5%	20.4%
n=	204	82	320	110	144	137

XVII. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Favor very strongly	30.4%	21.5%	15.0%	30.8%	27.5%
Favor fairly strongly	24.6%	22.9%	27.5%	20.2%	23.7%
Favor somewhat strongly	1.4%	9.0%	8.8%	4.8%	4.4%
Very weak position favor/oppose	0.0%	2.1%	1.3%	1.0%	1.7%
Oppose somewhat strongly	2.9%	2.1%	1.3%	2.9%	2.1%
Oppose fairly strongly	5.8%	4.9%	12.5%	7.7%	7.2%
Oppose very strongly	20.3%	20.1%	21.3%	23.1%	19.2%
Don't Know	14.5%	17.4%	12.5%	9.6%	14.1%
n=	69	144	80	104	1394

XVII. (Continued)

(IF "FAVOR")

b. Why would you favor the 2½ billion dollar bond issue?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
System needed, will be advantageous	35.5%	14.9%	29.6%	37.7%	40.0%	32.9%
Good way to finance the system	7.6%	17.0%	14.1%	20.8%	7.1%	20.0%
General approval (only way, if needed)	13.6%	14.9%	13.1%	5.7%	5.9%	7.1%
Better, improved transportation	6.8%	8.5%	14.1%	5.7%	12.9%	10.0%
Eliminate traffic, freeway congestion	5.9%	8.5%	4.5%	11.3%	11.8%	1.4%
Needed to start construction	8.5%	12.8%	6.5%	7.5%	0.0%	7.1%
Would not use tax dollars/cheaper - save taxes	1.7%	2.1%	7.0%	5.7%	4.7%	1.4%
Beneficial to the community/increase property values	2.5%	4.3%	3.5%	0.0%	3.5%	10.0%
Traffic congestion relief and smog	2.5%	4.3%	1.0%	1.9%	1.2%	1.4%
Could become self-supporting-those who use it would pay for it	1.7%	8.5%	.5%	0.0%	1.2%	1.4%
Save people money/car and gas cost	2.5%	0.0%	.5%	0.0%	2.4%	0.0%
Private company can't afford to build/operate/should be government owned	.8%	0.0%	1.0%	0.0%	1.2%	0.0%

XVII. b. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
System needed, will be advantageous	38.5%	27.8%	11.9%	20.3%	30.2%
Good way to finance the system	23.1%	20.3%	9.5%	16.9%	14.5%
General approval (only way, if needed)	10.3%	13.9%	28.6%	16.9%	12.5%
Better, improved transportation	2.6%	5.1%	14.3%	3.4%	9.4%
Eliminate traffic/freeway congestion	10.3%	2.5%	9.5%	8.5%	6.6%
Needed to start construction	2.6%	1.3%	4.8%	6.8%	5.8%
Would not use tax dollars/cheaper - save taxes	0.0%	10.1%	11.9%	6.8%	5.3%
Beneficial to the community/increase property values	5.1%	6.3%	0.0%	3.4%	3.9%
Traffic congestion relief and smog	2.6%	0.0%	4.8%	5.1%	2.0%
Could become self-supporting - those who use it would pay for it	0.0%	0.0%	0.0%	5.1%	1.5%
Save people money/car and gas cost	0.0%	0.0%	0.0%	0.0%	.8%
Private company can't afford to build/operate/should be government owned	0.0%	3.0%	0.0%	0.0%	.8%

XVII. b. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Cut smog	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%
Wouldn't raise property taxes	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%
Quick financing at fixed cost	0.0%	0.0%	0.0%	0.0%	2.4%	2.9%
Safer travel/fewer accidents	1.7%	0.0%	.5%	0.0%	0.0%	0.0%
Voters would have the say	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%
Cut personnel expenses and smog	.8%	0.0%	.5%	0.0%	0.0%	0.0%
Help industry/business	.8%	2.1%	0.0%	0.0%	0.0%	0.0%
Don't Know	4.2%	2.1%	2.5%	3.8%	1.2%	4.3%
n=	118	47	199	53	85	70

XVII. b. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Cut smog	0.0%	0.0%	2.4%	1.7%	.6%
Wouldn't raise property taxes	0.0%	0.0%	2.4%	0.0%	.6%
Quick financing at fixed cost	0.0%	1.3%	0.0%	0.0%	.6%
Safer travel/fewer accidents	0.0%	0.0%	0.0%	0.0%	.4%
Voters would have the say	2.6%	0.0%	0.0%	0.0%	.4%
Cut personnel expenses and smog	0.0%	0.0%	0.0%	0.0%	.3%
Help industry/business	0.0%	0.0%	0.0%	0.0%	.3%
Don't Know	2.6%	7.6%	0.0%	5.1%	3.4%
n=	39	79	42	59	791

XVII. (Continued)

(IF "OPPOSE")

c. Why would you oppose the 2½ billion dollar bond issue?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Tax increase/burden - already too high	43.5%	32.0%	40.8%	36.6%	63.4%	41.0%
Too much money/too many bonds now	14.5%	12.0%	11.8%	14.6%	9.7%	10.3%
No benefit to respondent - would not use it	4.8%	8.0%	10.5%	12.2%	0.0%	12.8%
General disapproval (won't work, find other ways to finance it)	3.2%	8.0%	6.6%	7.3%	4.9%	7.7%
Property owners would foot bill/property tax increase	11.3%	0.0%	7.9%	7.3%	7.3%	0.0%
Users of the system should pay for it - should be self-supporting	1.6%	12.0%	5.3%	2.4%	7.3%	7.7%
Should be built/financed/ privately owned	8.1%	16.0%	3.9%	4.9%	2.4%	0.0%
No need for it/people wouldn't use it	4.8%	4.0%	7.9%	2.4%	4.9%	7.7%
Not economically feasible/ would lose money	4.8%	0.0%	1.3%	7.3%	0.0%	2.6%
Disapproval of proposed system (inadequate)	1.6%	4.0%	2.6%	2.4%	0.0%	7.7%
Should be tax-supported (sales tax)	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%
Should be Federally financed	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%
Don't Know	0.0%	0.0%	1.3%	2.4%	0.0%	3.6%
n=	62	25	76	41	41	39

XVII. c. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Tax increase/burden - already too high	55.0%	45.0%	46.4%	45.7%	44.5%
Too much money/too many bonds now	10.0%	5.0%	21.5%	8.6%	11.7%
No benefit to respondent - would not use it	0.0%	17.5%	10.7%	11.4%	9.1%
General disapproval (won't work, find other ways to finance it)	0.0%	5.0%	10.7%	2.9%	5.6%
Property owners would foot bill/property tax increase	0.0%	2.5%	0.0%	2.9%	5.2%
Users of the system should pay for it - should be self-supporting	5.0%	2.5%	3.6%	5.7%	4.9%
Should be built/financed/ privately owned	10.0%	2.5%	0.0%	8.6%	5.1%
No need for it/people wouldn't use it	0.0%	5.0%	3.6%	5.7%	5.1%
Not economically feasible/ would lose money	0.0%	0.0%	0.0%	2.9%	2.2%
Disapproval of proposed system (inadequate)	5.0%	7.5%	0.0%	0.0%	2.9%
Should be tax-supported (sales tax)	0.0%	2.5%	3.6%	2.9%	.9%
Should be Federally financed	0.0%	0.0%	0.0%	2.9%	.5%
Don't Know	15.0%	5.0%	0.0%	0.0%	1.9%
n=	20	40	28	35	407

ALL RESPONDENTS

XVIII. It has been suggested that a $\frac{1}{2}$ of 1% increase in the sales tax in Los Angeles County be used to finance a Rapid Transit System. Would you approve or disapprove of such an increase to finance construction of a Rapid Transit System?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Approve	47.1%	48.8%	48.8%	42.7%	49.3%	48.2%
Disapprove	43.6%	46.3%	41.3%	49.1%	41.0%	43.8%
Don't Know	9.3%	4.9%	10.0%	8.2%	9.7%	8.0%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Approve	47.8%	43.8%	51.3%	45.2%	47.3%
Disapprove	42.0%	50.0%	45.0%	49.0%	44.5%
Don't Know	10.1%	6.3%	3.8%	5.8%	8.2%
n=	69	144	80	104	1394

XVIII. (Continued)

(IF "APPROVE" OR "DISAPPROVE")

a. How strongly do you feel about your answer?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Favor very strongly	23.5%	23.2%	25.9%	18.2%	23.6%	27.7%
Favor fairly strongly	19.1%	22.0%	18.4%	21.8%	25.0%	14.6%
Favor somewhat strongly	3.4%	3.7%	3.1%	1.8%	.7%	4.4%
Very weak position favor/oppose	1.5%	3.7%	1.9%	.9%	2.1%	1.5%
Oppose somewhat strongly	2.0%	2.4%	1.9%	1.8%	.7%	3.6%
Oppose fairly strongly	9.3%	4.9%	11.3%	17.3%	9.7%	11.7%
Oppose very strongly	31.9%	35.4%	27.5%	30.0%	28.5%	28.5%
Don't Know	9.3%	4.9%	10.0%	8.2%	9.7%	8.0%
n=	204	82	320	110	144	137

XVIII. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Favor very strongly	17.4%	17.4%	15.0%	19.2%	22.3%
Favor fairly strongly	29.0%	18.1%	30.0%	21.2%	20.7%
Favor somewhat strongly	1.4%	7.6%	5.0%	3.8%	3.5%
Very weak position favor/oppose	0.0%	1.4%	1.3%	1.9%	1.6%
Oppose somewhat strongly	2.9%	2.1%	1.3%	2.9%	2.1%
Oppose fairly strongly	7.2%	13.9%	18.8%	4.8%	11.0%
Oppose very strongly	31.9%	33.3%	25.0%	40.4%	30.6%
Don't Know	10.1%	6.3%	3.8%	5.8%	8.2%
n=	69	144	80	104	1394

(ALL RESPONDENTS)

XIX. If Rapid Transit could be financed only by one of the following means, which one would you choose - an increase in the sales tax or an increase in property tax?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Sales tax	66.2%	65.9%	63.4%	63.6%	61.8%	63.5%
Property tax	7.8%	4.9%	6.9%	5.5%	6.9%	5.8%
Neither	22.1%	23.2%	24.4%	26.4%	27.1%	26.3%
Don't Know	3.9%	6.1%	5.3%	4.5%	4.2%	4.4%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Sales tax	59.4%	62.5%	76.3%	75.0%	65.1%
Property tax	7.2%	5.6%	1.3%	1.9%	5.9%
Neither	26.1%	25.0%	20.0%	18.3%	24.0%
Don't Know	7.2%	6.9%	2.5%	4.8%	4.9%
n=	69	144	80	104	1394

XX. Do you ride the bus?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	21.1%	19.5%	40.6%	24.5%	28.5%	16.8%
No	78.9%	80.5%	59.4%	75.5%	71.5%	83.2%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	17.4%	18.8%	13.8%	14.4%	24.7%
No	82.6%	81.3%	86.3%	85.6%	75.3%
n=	69	144	80	104	1394

XX. (Continued)

a. Do any other members of this household ride the bus?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	17.6%	15.9%	27.8%	23.6%	26.4%	11.7%
No	82.4%	84.1%	72.2%	76.4%	73.6%	88.3%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	11.6%	20.1%	11.3%	19.2%	20.4%
No	88.4%	79.9%	88.8%	80.8%	79.6%
n=	69	144	80	104	1394

XX. (Continued)

(IF "YES")

b. Who?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Husband/wife	27.8%	46.2%	42.7%	46.2%	39.5%	62.5%
Child/children	52.8%	38.5%	36.0%	26.9%	47.4%	18.8%
Other	5.6%	15.4%	12.4%	11.5%	7.9%	0.0%
Husband/wife/ other	13.9%	0.0%	9.0%	11.5%	2.6%	12.5%
Husband/wife/ other	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%
Children and other	0.0%	0.0%	0.0%	3.8%	0.0%	6.3%
n=	36	13	89	26	38	16

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Husband/wife	87.5%	44.8%	33.3%	60.0%	44.4%
Child/children	0.0%	41.4%	44.4%	30.0%	37.3%
Other	12.5%	6.9%	11.1%	5.0%	9.2%
Husband/wife/ children	0.0%	6.9%	11.1%	5.0%	8.1%
Husband/wife/ other	0.0%	0.0%	0.0%	0.0%	.4%
Children and other	0.0%	0.0%	0.0%	0.0%	.7%
n=	8	29	9	20	284

XX. (Continued)

(IF HUSBAND OR WIFE)

c. How often does your husband/wife ride the bus?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Daily (work days)	6.7%	0.0%	21.7%	6.7%	29.4%	25.0%
Several times/week	13.3%	16.7%	26.1%	26.7%	35.3%	8.3%
Several times/month	46.7%	50.0%	28.3%	53.3%	23.5%	33.3%
Several times/year	33.3%	33.3%	23.9%	13.3%	11.8%	33.3%
n=	15	6	46	15	17	12

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Daily (work days)	14.3%	6.7%	0.0%	7.7%	15.3%
Several times/week	28.6%	20.0%	0.0%	15.4%	22.0%
Several times/month	28.6%	60.0%	50.0%	38.5%	38.0%
Several times/year	28.6%	13.3%	50.0%	38.5%	24.7%
n=	7	15	4	13	150

XX. (Continued)

(IF CHILDREN)

d. How often do your children ride the bus, other than the school bus?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Daily (work days)	41.7%	60.0%	30.0%	36.4%	57.9%	33.3%
Several times/week	16.7%	20.0%	35.0%	45.5%	26.3%	33.3%
Several times/month	12.5%	20.0%	22.5%	18.2%	15.8%	16.7%
Several times/year	29.2%	0.0%	12.5%	0.0%	0.0%	16.7%
n=	24	5	40	11	19	6

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Daily (work days)	0.0%	21.4%	40.0%	14.3%	36.6%
Several times/week	0.0%	35.7%	0.0%	28.6%	29.0%
Several times/month	0.0%	28.6%	20.0%	14.3%	19.1%
Several times/year	0.0%	14.3%	40.0%	42.9%	15.3%
n=	10	14	5	137	131

XX. (Continued)

(IF "OTHER")

e. How often do others in your household ride the bus?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Daily (work days)	100.0%	50.0%	27.3%	50.0%	25.0%	0.0%
Several times/week	0.0%	0.0%	63.6%	25.0%	25.0%	0.0%
Several times/month	0.0%	50.0%	0.0%	0.0%	25.0%	100.0%
Several times/year	0.0%	0.0%	9.1%	25.0%	25.0%	0.0%
n=	2	2	11	4	4	1

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Daily (work days)	0.0%	0.0%	100.0%	0.0%	34.5%
Several times/week	0.0%	100.0%	0.0%	0.0%	37.9%
Several times/month	100.0%	0.0%	0.0%	100.0%	17.2%
Several times/year	0.0%	0.0%	0.0%	0.0%	10.3%
n=	1	2	1	1	29

(ALL RESPONDENTS)

XXI. Now, I am going to read a series of statements and I would like to have you tell me how much you agree or disagree with each statement by using the alternatives on this card. (Hand card)

Here is first statement.

A. Most of our transportation problems here in Los Angeles County can be solved by expanding our freeway system. Do you strongly agree, tend to agree, tend to disagree or strongly disagree?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	12.3%	19.5%	11.3%	7.3%	10.4%	20.4%
Tend to agree	30.4%	14.6%	22.5%	20.9%	27.8%	27.7%
Tend to disagree	29.4%	35.4%	29.7%	30.0%	34.0%	29.9%
Strongly disagree	24.5%	29.3%	28.4%	34.5%	21.5%	15.3%
Don't Know	3.4%	1.2%	8.1%	7.3%	6.3%	6.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	15.9%	14.6%	16.3%	16.3%	13.6%
Tend to agree	29.0%	20.1%	33.8%	32.7%	25.6%
Tend to disagree	27.5%	41.7%	25.0%	30.8%	31.4%
Strongly disagree	23.2%	18.1%	20.0%	10.6%	23.2%
Don't Know	4.3%	5.6%	5.0%	9.6%	6.1%
n=	69	144	80	104	1394

XXI. (Continued)

B. A Rapid Transit System is needed in Los Angeles County,
but there are other things which the community needs a
lot more.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	18.6%	29.3%	24.1%	14.5%	25.7%	24.8%
Tend to agree	25.0%	34.1%	27.5%	40.0%	36.8%	31.4%
Tend to disagree	25.5%	20.7%	23.1%	22.7%	22.2%	24.8%
Strongly disagree	22.1%	14.6%	20.6%	17.3%	11.8%	10.9%
Don't Know	8.8%	1.2%	4.7%	5.5%	3.5%	8.0%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	14.5%	23.6%	17.5%	21.2%	22.0%
Tend to agree	33.3%	27.1%	28.8%	25.0%	30.0%
Tend to disagree	31.9%	29.2%	38.8%	33.7%	26.1%
Strongly disagree	10.1%	11.8%	11.3%	11.5%	15.7%
Don't Know	10.1%	8.3%	3.8%	8.7%	6.2%
n=	69	144	80	104	1394

XXI. (Continued)

C. Air pollution is simply one of the prices we must pay for living in a large urban area like Los Angeles.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	16.7%	24.4%	19.7%	15.5%	18.8%	23.4%
Tend to agree	17.2%	17.1%	21.9%	23.6%	22.9%	24.8%
Tend to disagree	17.2%	24.4%	22.5%	26.4%	29.9%	27.7%
Strongly disagree	45.1%	30.5%	33.8%	33.6%	24.3%	21.9%
Don't Know	3.9%	3.7%	2.2%	.9%	4.2%	2.2%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	17.4%	18.1%	18.8%	21.2%	19.2%
Tend to agree	21.7%	29.2%	16.3%	19.2%	21.7%
Tend to disagree	10.1%	23.6%	26.3%	32.7%	23.9%
Strongly disagree	47.8%	25.7%	37.5%	21.2%	32.2%
Don't Know	2.9%	3.5%	1.3%	5.8%	3.0%
n=	69	144	80	104	1394

XXI. (Continued)

D. The only way to solve our transportation problems is with a Rapid Transit System.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	35.3%	37.8%	40.6%	34.5%	42.4%	28.5%
Tend to agree	32.8%	22.0%	32.2%	33.6%	28.5%	32.1%
Tend to disagree	14.7%	13.4%	11.9%	16.4%	16.7%	20.4%
Strongly disagree	11.8%	22.0%	8.8%	10.0%	2.8%	12.4%
Don't Know	5.4%	4.9%	6.6%	5.5%	9.7%	6.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	31.9%	29.9%	28.8%	32.7%	35.4%
Tend to agree	36.2%	36.8%	36.3%	28.8%	32.1%
Tend to disagree	13.0%	16.7%	25.0%	22.1%	16.1%
Strongly disagree	8.7%	11.1%	7.5%	9.6%	10.0%
Don't Know	10.1%	5.6%	2.5%	6.7%	6.4%
n=	69	144	80	104	1394

XXI. (Continued)

E. People and cars are increasing so rapidly that the freeways will completely choke up in ten years -- unless we get Rapid Transit.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	58.3%	65.9%	56.9%	53.6%	61.1%	48.2%
Tend to agree	25.0%	24.4%	26.6%	23.6%	22.9%	29.2%
Tend to disagree	8.3%	7.3%	7.5%	10.9%	6.9%	12.4%
Strongly disagree	5.4%	1.2%	2.5%	7.3%	2.1%	5.1%
Don't Know	2.9%	1.2%	6.6%	4.5%	6.9%	5.1%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	59.4%	50.0%	46.3%	45.2%	54.9%
Tend to agree	29.0%	27.1%	26.3%	30.8%	26.3%
Tend to disagree	1.4%	11.1%	15.0%	13.5%	9.3%
Strongly disagree	2.9%	4.9%	5.0%	3.8%	3.9%
Don't Know	7.2%	6.9%	7.5%	6.7%	5.6%
n=	69	144	80	104	1394

XXI. (Continued)

F. A Rapid Transit System would be good for the community
because it would help people in poverty areas to get around.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	50.5%	41.5%	56.9%	36.4%	62.5%	41.6%
Tend to agree	32.4%	36.6%	32.8%	42.7%	28.5%	35.0%
Tend to disagree	8.3%	11.0%	3.8%	10.9%	2.1%	10.2%
Strongly disagree	5.4%	8.5%	1.6%	4.5%	5.6%	10.2%
Don't Know	3.4%	2.4%	5.0%	5.5%	1.4%	2.9%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	60.9%	41.7%	41.3%	41.3%	49.1%
Tend to agree	26.1%	36.8%	33.8%	32.7%	33.6%
Tend to disagree	2.9%	9.0%	11.3%	13.5%	7.5%
Strongly disagree	4.3%	4.9%	8.8%	8.7%	5.5%
Don't Know	5.8%	7.6%	5.0%	3.8%	4.3%
n=	69	144	80	104	1394

XXI. (Continued)

c. What we need is a balanced transportation system with adequate bus service supplementing a Rapid Transit line.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	46.6%	59.8%	51.9%	44.5%	47.2%	34.3%
Tend to agree	39.7%	24.4%	30.9%	36.4%	38.2%	40.1%
Tend to disagree	5.9%	6.1%	7.5%	9.1%	8.3%	10.9%
Strongly disagree	5.4%	2.4%	4.1%	4.5%	2.8%	5.8%
Don't Know	2.5%	7.3%	5.6%	5.5%	3.5%	8.8%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	46.4%	46.5%	40.0%	44.2%	46.7%
Tend to agree	39.1%	37.5%	41.3%	29.8%	35.5%
Tend to disagree	0.0%	10.4%	7.5%	12.5%	8.0%
Strongly disagree	2.9%	2.1%	5.0%	6.7%	4.2%
Don't Know	11.6%	3.5%	6.3%	6.7%	5.5%
n=	69	144	80	104	1394

XXI. (Continued)

H. Traffic congestion is sometimes a problem, but generally we can travel pretty well on our streets and freeways.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	21.1%	45.1%	19.7%	18.2%	11.8%	20.4%
Tend to agree	48.5%	37.8%	42.8%	60.0%	45.8%	54.7%
Tend to disagree	19.1%	11.0%	22.8%	10.9%	32.6%	17.5%
Strongly disagree	10.3%	6.1%	10.0%	7.3%	5.6%	5.1%
Don't Know	1.0%	0.0%	4.7%	3.6%	4.2%	2.2%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	26.1%	34.7%	28.8%	31.7%	23.8%
Tend to agree	40.6%	44.4%	40.0%	40.4%	45.9%
Tend to disagree	20.3%	13.9%	17.5%	16.3%	19.3%
Strongly disagree	8.7%	6.3%	13.8%	9.6%	8.4%
Don't Know	4.3%	.7%	0.0%	1.9%	2.6%
n=	69	144	80	104	1394

XXI. (Continued)

i. The elimination of smog is the number one problem facing Southern California.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	49.0%	57.3%	46.9%	44.5%	45.1%	48.9%
Tend to agree	25.0%	18.3%	24.4%	35.5%	26.4%	26.3%
Tend to disagree	19.1%	17.1%	19.1%	15.5%	12.5%	14.6%
Strongly disagree	4.4%	7.3%	8.4%	1.8%	12.5%	6.6%
Don't Know	2.5%	0.0%	1.3%	2.7%	3.5%	3.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	36.2%	47.9%	37.5%	52.9%	47.1%
Tend to agree	37.7%	20.1%	32.5%	26.0%	26.2%
Tend to disagree	18.8%	19.4%	18.8%	14.4%	17.2%
Strongly disagree	4.3%	6.9%	11.3%	5.8%	7.1%
Don't Know	2.9%	5.6%	0.0%	1.0%	2.4%
n=	69	144	80	104	1394

XXI. (Continued)

j. Our public transportation needs can be met by expanding existing bus service.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	14.7%	19.5%	15.6%	10.9%	9.0%	17.5%
Tend to agree	21.1%	19.5%	21.3%	29.1%	24.3%	32.1%
Tend to disagree	23.5%	23.2%	29.7%	22.7%	29.2%	27.0%
Strongly disagree	32.4%	29.3%	26.3%	30.9%	29.9%	16.1%
Don't Know	8.3%	8.5%	7.2%	6.4%	7.6%	7.3%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	13.0%	12.5%	11.3%	14.4%	14.1%
Tend to agree	13.0%	23.6%	27.5%	15.4%	22.9%
Tend to disagree	31.9%	40.3%	28.8%	35.6%	29.1%
Strongly disagree	21.7%	18.1%	23.8%	23.1%	25.6%
Don't Know	20.3%	5.6%	8.8%	11.5%	8.3%
n=	69	144	80	104	1394

XXI. (Continued)

K. Generally speaking, government is efficient and as taxpayers we get a lot for our money.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	2.9%	12.2%	6.6%	3.6%	4.9%	10.9%
Tend to agree	25.0%	14.6%	25.3%	21.8%	25.7%	25.5%
Tend to disagree	19.1%	25.6%	23.4%	20.9%	25.7%	22.6%
Strongly disagree	43.1%	46.3%	37.5%	49.1%	38.2%	34.3%
Don't Know	9.8%	1.2%	7.2%	4.5%	5.6%	6.6%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	10.1%	8.3%	5.0%	10.6%	7.0%
Tend to agree	27.5%	25.0%	30.0%	27.9%	25.0%
Tend to disagree	18.8%	20.1%	25.0%	22.1%	22.3%
Strongly disagree	36.2%	39.6%	37.5%	32.7%	39.3%
Don't Know	7.2%	6.9%	2.5%	6.7%	6.5%
n=	69	144	80	104	1394

XXI. (Continued)

L. The community should support with taxes a good public transportation system.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Strongly agree	24.0%	18.3%	29.1%	20.0%	28.5%	27.0%
Tend to agree	38.2%	34.1%	33.1%	36.4%	36.1%	32.1%
Tend to disagree	13.2%	14.6%	15.0%	19.1%	12.5%	13.1%
Strongly disagree	21.6%	28.0%	17.5%	20.0%	18.8%	21.9%
Don't Know	2.9%	4.9%	5.3%	4.5%	4.2%	5.8%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Strongly agree	20.3%	24.3%	16.3%	23.1%	24.6%
Tend to agree	34.8%	29.2%	37.5%	26.9%	33.9%
Tend to disagree	10.1%	22.2%	16.3%	22.1%	15.7%
Strongly disagree	23.2%	21.5%	27.5%	23.1%	21.2%
Don't Know	11.6%	2.8%	2.5%	4.8%	4.7%
n=	69	144	80	104	1394

XXII. Have you ever lived in a city which has a Rapid Transit System?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	41.7%	41.5%	39.1%	34.5%	29.9%	24.8%
No	58.3%	58.5%	59.7%	65.5%	70.1%	75.2%
Don't Know	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	30.4%	22.9%	35.0%	36.5%	34.4%
No	69.6%	75.7%	65.0%	63.5%	65.2%
Don't Know	0.0%	1.4%	0.0%	0.0%	.4%
n=	69	144	80	104	1394

XXII. (Continued)

(IF "YES")

a. What city is that?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
New York City	32.9%	32.4%	44.8%	21.1%	20.9%	32.4%
Chicago	18.8%	11.7%	15.2%	28.9%	27.9%	20.5%
Miscellaneous Eastern Cities	6.0%	5.9%	6.4%	2.6%	13.9%	11.6%
Chicago and New York	7.1%	8.8%	6.4%	0.0%	2.3%	0.0%
Los Angeles (red cars)	4.7%	2.9%	1.6%	5.3%	0.0%	5.9%
San Francisco	2.4%	5.9%	4.8%	0.0%	7.0%	2.9%
Cleveland	2.4%	2.9%	1.6%	7.9%	4.7%	5.9%
Boston	2.4%	5.9%	1.6%	7.9%	2.3%	0.0%
Miscellaneous Midwestern Cities	4.7%	0.0%	0.0%	0.0%	7.0%	2.9%
New York and mis- cellaneous United States cities	1.2%	2.9%	4.8%	2.6%	0.0%	2.9%
Miscellaneous foreign cities	1.2%	0.0%	1.6%	10.5%	2.3%	2.9%
Miscellaneous Great Lake cities	2.4%	2.9%	0.0%	0.0%	0.0%	2.9%
Detroit	4.7%	2.9%	1.6%	2.6%	0.0%	2.9%
London, Paris	1.2%	2.9%	4.8%	0.0%	0.0%	0.0%
Philadelphia	0.0%	2.9%	3.2%	5.3%	2.3%	0.0%
Miscellaneous Western cities	2.4%	2.9%	.8%	2.6%	4.7%	0.0%
New York and miscell- aneous European cities	4.8%	0.0%	4.0%	0.0%	0.0%	0.0%

XXII. a. (Continued)

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Miscellaneous Southern cities	1.2%	0.0%	0.0%	0.0%	11.6%	2.9%
No answer, don't know	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
New York City	22.7%	33.3%	17.9%	18.4%	31.5%
Chicago	22.7%	12.1%	35.7%	13.2%	19.6%
Miscellaneous Eastern cities	4.5%	9.0%	7.2%	5.2%	7.9%
Chicago and New York	0.0%	6.1%	0.0%	2.6%	4.4%
Los Angeles (red cars)	0.0%	6.1%	0.0%	13.2%	3.8%
San Francisco	0.0%	3.0%	0.0%	18.5%	3.7%
Cleveland	0.0%	3.0%	10.7%	2.6%	3.5%
Boston	4.5%	3.0%	3.6%	5.3%	3.1%
Miscellaneous Mid- western cities	9.0%	0.0%	7.2%	0.0%	2.5%
New York and mis- cellaneous United States cities	4.5%	3.0%	3.6%	5.2%	3.1%
Miscellaneous foreign cities	0.0%	0.0%	0.0%	7.9%	2.5%

XXII. a. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Miscellaneous Great Lake cities	0.0%	9.0%	3.6%	5.3%	2.1%
Detroit	0.0%	3.0%	0.0%	2.6%	2.3%
London, Paris	9.0%	3.0%	0.0%	0.0%	2.3%
Philadelphia	4.5%	3.0%	0.0%	0.0%	2.1%
Miscellaneous Western cities	4.5%	3.0%	0.0%	0.0%	1.8%
New York and mis- cellaneous European cities	4.5%	0.0%	0.0%	0.0%	2.1%
Miscellaneous Southern cities	4.5%	0.0%	3.6%	0.0%	1.8%
No answer, don't know	4.5%	3.0%	0.0%	0.0%	.8%

(ALL RESPONDENTS)

XXIII. If you had to name just one, what do you believe is the chief source of smog in the Los Angeles area?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Automobiles	56.4%	59.8%	58.4%	60.9%	48.6%	59.1%
Trucks/busses	8.3%	6.1%	10.0%	8.2%	7.6%	5.1%
Airplanes	0.0%	1.2%	.3%	0.0%	.7%	2.2%
Industry	27.5%	28.0%	22.2%	26.4%	31.3%	28.5%
Other	1.0%	0.0%	2.5%	1.8%	3.5%	1.5%
Don't Know	6.9%	4.9%	6.6%	2.7%	8.3%	3.6%

n= 204 82 320 110 144 137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Automobiles	53.6%	50.0%	51.3%	51.9%	55.5%
Trucks/busses	14.5%	8.3%	8.8%	9.6%	8.6%
Airplanes	4.3%	1.4%	3.8%	0.0%	1.0%
Industry	20.3%	31.3%	27.5%	29.8%	26.9%
Other	1.4%	3.5%	1.3%	1.9%	2.0%
Don't Know	5.8%	5.6%	7.5%	6.7%	6.0%

n= 69 144 80 104 1394

XXIV. To what clubs or organizations do you belong?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Social, civic, fraternal	29.8%	48.9%	30.6%	51.1%	39.5%	31.5%
Parent-Teachers Association	23.4%	12.2%	16.5%	2.1%	4.7%	11.1%
Church	22.3%	8.2%	9.4%	14.9%	14.0%	11.1%
Miscellaneous	9.6%	4.1%	9.4%	10.6%	9.3%	5.6%
Youth, health, welfare	2.2%	8.2%	2.9%	2.1%	9.3%	11.1%
Union	5.3%	2.0%	5.2%	6.4%	14.0%	14.8%
Veterans	1.1%	8.2%	4.7%	4.3%	4.7%	9.3%
Professional, business	3.2%	6.1%	8.2%	8.5%	0.0%	3.7%
Political	2.1%	2.0%	5.3%	0.0%	0.0%	1.9%
NAACP and other civil rights groups	0.0%	0.0%	2.9%	0.0%	4.7%	0.0%
Homeowners	1.1%	0.0%	2.4%	0.0%	0.0%	0.0%
Quasi political	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%
n=	94	49	170	47	43	54

XXIV. (Continued)

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Social, civic, fraternal	67.9%	46.4%	30.3%	44.4%	38.7%
Parent-Teachers Association	0.0%	14.2%	21.2%	11.1%	13.7%
Church	14.9%	11.9%	21.2%	11.1%	13.3%
Miscellaneous	0.0%	4.8%	0.0%	1.9%	6.7%
Youth, health, welfare	7.1%	10.7%	9.1%	5.6%	5.9%
Union	3.8%	1.2%	6.1%	3.7%	5.8%
Veterans	0.0%	6.0%	6.1%	13.0%	5.5%
Professional, business	0.0%	3.6%	3.0%	9.3%	5.3%
Political	7.1%	1.2%	0.0%	0.0%	2.4%
NAACP and other civil rights groups	0.0%	0.0%	0.0%	0.0%	1.1%
Homeowners	0.0%	0.0%	3.0%	0.0%	.9%
Quasi political	0.0%	0.0%	0.0%	0.0%	.6%

XXV. Do you have a driver's license?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	88.7%	92.7%	79.7%	79.1%	76.4%	81.0%
No	10.3%	7.3%	20.0%	20.0%	23.6%	18.2%
Don't Know	1.0%	0.0%	.3%	.9%	0.0%	.7%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	85.5%	82.6%	83.8%	93.3%	83.4%
No	14.5%	17.4%	16.3%	6.7%	16.3%
Don't Know	0.0%	0.0%	0.0%	0.0%	.4%
n=	69	144	80	104	1394

(ALL RESPONDENTS)

XXVI. Now, I'd like to find out the various ways that you get information about local affairs. Please tell me about how much information you receive from each of these sources. (Hand Card)

<u>Newspaper stories:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	55.4%	69.5%	60.6%	58.2%	61.1%	59.9%
Some	27.5%	20.7%	24.7%	27.3%	26.4%	19.0%
Not very much	8.8%	7.3%	6.9%	10.0%	4.9%	13.1%
None	8.3%	2.4%	7.8%	4.5%	7.6%	8.0%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Quite a lot	72.5%	59.0%	76.3%	72.1%	62.3%
Some	18.8%	20.1%	18.8%	20.2%	23.2%
Not very much	4.3%	11.8%	2.5%	3.8%	7.7%
None	4.3%	9.0%	2.5%	3.8%	6.7%
n=	69	144	80	104	1394

XXVI . (Continued)

<u>Newspaper editorials:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	35.3%	39.0%	42.2%	40.9%	34.0%	34.3%
Some	32.4%	30.5%	27.8%	32.7%	34.0%	19.0%
Not very much	14.2%	19.5%	15.3%	14.5%	16.7%	21.9%
None	18.1%	11.0%	14.7%	11.8%	15.3%	24.8%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Quite a lot	44.9%	45.1%	37.5%	33.7%	38.8%
Some	31.9%	19.4%	30.0%	30.8%	28.5%
Not very much	5.8%	16.7%	7.5%	16.3%	15.4%
None	17.4%	18.8%	25.0%	19.2%	17.3%
n=	69	144	80	104	1394

XXVI . (Continued)

<u>Radio news stories:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	30.4%	43.9%	42.5%	38.2%	43.8%	43.8%
Some	27.9%	34.1%	25.0%	35.5%	31.9%	21.9%
Not very much	11.8%	11.0%	14.7%	12.7%	14.6%	16.8%
None	29.9%	11.0%	17.8%	13.6%	9.7%	17.5%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Quite a lot	39.1%	36.8%	43.8%	40.4%	39.9%
Some	21.7%	22.9%	31.3%	24.0%	27.1%
Not very much	20.3%	21.5%	7.5%	20.2%	15.1%
None	18.8%	18.8%	17.5%	15.4%	17.9%
n=	69	144	80	104	1394

XXVI . (Continued)

<u>Television news:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	61.8%	62.2%	61.3%	63.6%	71.5%	69.3%
Some	27.5%	26.8%	23.1%	28.2%	18.1%	15.3%
Not very much	5.9%	6.1%	6.9%	4.5%	7.6%	10.2%
None	4.9%	4.9%	8.8%	3.6%	2.8%	5.1%

n=	204	82	320	110	144	137
----	-----	----	-----	-----	-----	-----

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Quite a lot	62.3%	65.3%	62.5%	66.3%	64.3%
Some	21.7%	20.8%	28.8%	18.3%	22.7%
Not very much	8.7%	8.3%	3.8%	6.7%	7.0%
None	7.2%	5.6%	5.0%	8.7%	6.0%

n=	69	144	80	104	1394
----	----	-----	----	-----	------

XXVI . (Continued)

<u>Group meetings, Parent- Teachers Association, et cetera:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	5.9%	7.3%	9.4%	4.5%	7.6%	5.8%
Some	15.2%	8.5%	13.1%	10.0%	11.1%	10.2%
Not very much	10.3%	15.9%	10.0%	11.8%	17.4%	16.8%
None	68.6%	68.3%	67.5%	73.6%	63.9%	67.2%
n=	204	82	320	110	144	137
	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>	
Quite a lot	2.9%	6.3%	8.8%	8.7%	7.1%	
Some	7.2%	9.7%	13.8%	9.6%	11.5%	
Not very much	8.7%	11.8%	15.0%	12.5%	12.6%	
None	81.2%	72.2%	62.5%	69.2%	68.8%	
n=	69	144	80	104	1394	

XXVI . (Continued)

<u>Conversations with friends and neighbors:</u>	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Quite a lot	17.6%	20.7%	22.2%	20.9%	20.1%	16.1%
Some	37.7%	30.5%	34.7%	34.5%	43.8%	38.7%
Not very much	16.7%	25.6%	18.8%	22.7%	22.9%	19.7%
None	27.9%	23.2%	24.4%	21.8%	13.2%	25.5%
n=	204	82	320	110	144	137
	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>	
Quite a lot	20.3%	18.1%	15.0%	19.2%	19.4%	
Some	31.9%	34.7%	30.0%	34.6%	35.8%	
Not very much	23.2%	22.2%	22.5%	26.9%	21.1%	
None	24.6%	25.0%	32.5%	19.2%	23.7%	
n=	69	144	80	104	1394	

XXVII . With which political Party are you registered?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Democrat	52.9%	41.5%	59.7%	40.9%	77.8%	70.8%
Republican	38.7%	54.9%	30.9%	50.9%	16.7%	24.8%
Other party	2.9%	2.4%	3.8%	3.6%	1.4%	2.2%
Didn't say	5.4%	1.2%	4.4%	4.5%	2.8%	1.5%
Refused to answer	0.0%	0.0%	1.3%	0.0%	1.4%	.7%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Democrat	56.5%	55.6%	57.5%	51.9%	57.8%
Republican	39.1%	38.2%	36.3%	38.5%	35.0%
Other party	2.9%	2.8%	5.0%	1.9%	2.9%
Didn't say	1.4%	2.8%	0.0%	7.7%	3.6%
Refused to answer	0.0%	.7%	1.3%	0.0%	.6%
n=	69	144	80	104	1394

XXVIII. Did you vote in the Primary Election in June?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	81.4%	84.1%	82.5%	75.5%	82.6%	77.4%
No	17.2%	15.9%	16.6%	21.8%	16.7%	21.9%
Don't Know/ Refused Answer	1.5%	0.0%	.9%	2.7%	.7%	.7%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	88.4%	81.9%	85.0%	81.7%	81.7%
No	11.6%	16.7%	13.8%	16.3%	17.1%
Don't Know/ Refused Answer	0.0%	1.4%	1.3%	1.9%	1.1%
n=	69	144	80	104	1394

XXIX. Generally, how interested would you say you are in local political affairs?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Highly interested	33.8%	25.6%	40.3%	30.9%	34.7%	24.1%
Pretty interested	27.5%	36.6%	27.2%	30.9%	26.4%	30.7%
Somewhat interested	26.0%	26.8%	19.4%	24.5%	22.9%	21.9%
Not very interested	11.3%	11.0%	12.2%	11.8%	14.6%	21.9%
Don't know/no response	1.5%	0.0%	.9%	1.8%	1.4%	1.5%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Highly interested	33.3%	35.4%	33.8%	28.2%	33.5%
Pretty interested	31.9%	23.6%	28.8%	26.2%	28.2%
Somewhat interested	20.3%	19.4%	26.3%	23.3%	22.5%
Not very interested	14.5%	20.8%	11.3%	21.4%	14.8%
Don't know/no response	0.0%	.7%	0.0%	1.0%	1.0%
n=	69	144	80	103	1393

XXX . About how often would you say you vote in elections at the local level (County, City, Special District, et cetera)?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Always	65.2%	63.4%	62.2%	50.0%	55.6%	52.6%
Most of the time	22.1%	22.0%	19.4%	34.5%	25.0%	26.3%
About half of the time	3.4%	8.5%	7.2%	7.3%	11.1%	8.0%
Occasionally	2.9%	2.4%	5.6%	4.5%	5.6%	5.8%
Seldom	3.4%	3.7%	3.1%	2.7%	.7%	2.2%
Never	2.9%	0.0%	2.5%	.9%	2.1%	5.1%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Always	66.7%	68.8%	67.5%	54.8%	60.8%
Most of the time	24.6%	18.8%	22.5%	28.8%	23.5%
About half of the time	0.0%	3.5%	3.8%	3.8%	6.0%
Occasionally	4.3%	6.3%	0.0%	3.8%	4.5%
Seldom	2.9%	2.8%	5.0%	3.8%	2.9%
Never	1.4%	0.0%	1.3%	4.8%	2.3%
n=	69	144	80	104	1394

XXXI. Now, here is a sample ballot for a bond election in November on Rapid Transit. Will you please mark this ballot, fold it, and place it in this ballot box?

To construct a modern rail Rapid Transit System and expanded bus system, shall a bonded indebtedness of \$2.5 billion be incurred supported by a 1/2¢ Sales Tax?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Yes	51.6%	56.1%	62.5%	47.7%	73.1%	54.9%
No	35.8%	39.0%	30.0%	46.2%	25.4%	38.0%
Don't know	12.6%	4.9%	7.5%	6.2%	1.5%	7.0%
n=	95	41	160	65	67	71

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Yes	63.3%	56.7%	62.2%	56.9%	58.5%
No	36.7%	38.8%	33.3%	39.2%	35.3%
Don't know	0.0%	4.5%	4.4%	3.9%	6.2%
n=	30	67	45	51	692

xxxii. How old are you?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
21 - 29	17.2%	13.4%	16.6%	13.6%	11.1%	16.8%
30 - 39	27.0%	15.9%	15.3%	18.2%	29.9%	19.7%
40 - 49	29.4%	30.5%	17.2%	17.3%	19.4%	27.7%
50 - 59	14.7%	22.0%	19.1%	16.4%	21.5%	16.1%
60 and over	11.8%	18.3%	31.9%	34.5%	18.1%	19.7%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
21 - 29	20.3%	15.3%	15.0%	6.7%	14.9%
30 - 39	15.9%	15.3%	21.3%	19.2%	19.9%
40 - 49	17.4%	20.1%	35.0%	39.4%	24.0%
50 - 59	15.9%	14.6%	6.3%	14.4%	16.6%
60 and over	30.4%	34.7%	22.5%	20.2%	24.5%
n=	69	144	80	104	1394

XXXIII. How many grades of school did you complete?

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
0 - 8 grades	4.9%	7.3%	6.9%	9.1%	15.3%	11.7%
9 - 11 grades	5.9%	6.1%	10.0%	10.9%	19.4%	19.0%
12 grades	34.8%	45.1%	28.4%	32.7%	30.6%	39.4%
Some college	28.9%	17.1%	28.4%	28.2%	24.3%	21.9%
College graduate	18.6%	12.2%	15.9%	14.5%	6.3%	6.6%
Graduate work	5.9%	9.8%	9.1%	2.7%	4.2%	0.0%
Refused answer	1.0%	2.4%	1.3%	1.8%	0.0%	1.5%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
0 - 8 grades	4.3%	11.8%	12.5%	10.6%	9.1%
9 - 11 grades	5.8%	13.2%	8.8%	13.5%	11.4%
12 grades	37.7%	36.8%	33.8%	36.5%	34.2%
Some college	27.5%	22.9%	28.8%	19.2%	25.5%
College graduate	17.4%	9.0%	11.3%	13.5%	13.0%
Graduate work	7.2%	6.3%	2.5%	6.7%	5.8%
Refused answer	0.0%	0.0%	2.5%	0.0%	1.0%
n=	69	144	80	104	1394

xxxiv. About what do you think your income will be this year for yourself and your immediate family? That is income before taxes. Please call off the letter on this card in front of the correct amount.

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Less than \$5,000	8.3%	13.4%	21.6%	17.3%	25.0%	17.5%
\$5,000 - \$10,000	22.1%	23.2%	32.2%	30.0%	54.9%	35.0%
\$10,000 - \$15,000	30.4%	36.6%	16.6%	23.6%	13.2%	29.2%
More than \$15,000	29.4%	18.3%	20.0%	20.9%	5.6%	7.3%
Refuse answer/Don't know	9.8%	8.5%	9.7%	8.2%	1.4%	10.9%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Less than \$5,000	18.8%	24.3%	12.5%	13.5%	17.8%
\$5,000 - \$10,000	24.6%	24.3%	38.8%	31.7%	31.8%
\$10,000 - \$15,000	29.0%	29.2%	32.5%	31.7%	25.2%
More than \$15,000	14.5%	9.0%	3.8%	10.6%	15.6%
Refuse answer/Don't know	13.0%	13.2%	12.5%	12.5%	9.7%
n=	69	144	80	104	1394

XXXV . Sex

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Male	32.4%	76.8%	41.6%	70.9%	50.7%	56.9%
Female	67.6%	23.2%	58.4%	29.1%	49.3%	43.1%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Male	43.5%	54.2%	36.3%	77.9%	50.9%
Female	56.5%	45.8%	63.8%	22.1%	49.1%
n=	69	144	80	104	1394

XXXVI . Race

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
Caucasian	98.0%	96.3%	86.9%	96.4%	37.5%	82.5%
Mexican-American	1.5%	2.4%	3.1%	2.7%	6.3%	17.5%
Negro	.5%	0.0%	8.1%	.9%	52.8%	0.0%
Oriental	0.0%	1.2%	1.9%	0.0%	3.5%	0.0%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
Caucasian	97.1%	89.6%	100%	98.1%	86.7%
Mexican-American	1.4%	2.1%	0.0%	1.0%	4.0%
Negro	0.0%	6.9%	0.0%	1.0%	8.2%
Oriental	1.4%	1.4%	0.0%	0.0%	1.1%
n=	69	144	80	104	1394

XXXVII . Area:

	<u>Area I</u>	<u>Area II</u>	<u>Area III</u>	<u>Area IV</u>	<u>Area V</u>	<u>Area VI</u>
	14.6%	5.9%	23.0%	7.9%	10.3%	9.8%
n=	204	82	320	110	144	137

	<u>Area VII</u>	<u>Area VIII</u>	<u>Area IX</u>	<u>Area X</u>	<u>Total</u>
	4.9%	10.3%	5.7%	7.5%	100.0%
n=	69	144	80	104	1394

MTA DOROTHY GRAY LIBRARY & ARCHIVE
A Public opinion survey
SCRTD 1968 .P83



100000062628

S.C.R.T.D. LIBRARY

