



Kern Council of Governments: 2013 Community Survey

June 2013

Executive Summary

Quality of Life

On the whole, Kern County residents continue to have a positive opinion of the quality of life in their city or town. As in 2012, just over 4 out of 5 residents indicated that they are “somewhat satisfied” (41%) or “very satisfied” (42%) with the quality of life.

Overall satisfaction with the quality of life in the 2013 survey (83%) is slightly higher than the 2012 results (81%) and is consistent with the results of surveys conducted in 2011 (76%), 2010 (78%), 2009 (78%) and 2008 (79%). As such, residents’ attitudes toward the quality of life in their city or town continue to be resilient despite the economic downturn and may be trending upward. While not statistically significant, 2013 is the highest result across the last six years.

Residents of the Mountain region gave the highest “very satisfied” percentage at 52 percent. While there are differences in the intensity of satisfaction, statistically speaking, the overall satisfaction with the quality of life is at the same level across the four regions: Mountain (84%), West Kern (86%), Central Valley (83%), and East Kern (79%).

Quality of Life (cont.)

Looking ahead to the next 20 years, 41 percent of the residents surveyed think the quality of life in their city or town will be “much better” or “somewhat better,” 25 percent think it will “stay about the same,” and 28 percent think it will be “somewhat worse” or “much worse.” This is just one percent below the 2012 combined “better” response of 42 percent, although not statistically significant.

The Mountain area was less optimistic with 30 percent reporting the quality of life in their city or town would be “somewhat” or “much better” in the next 20 years.

Issues for Improving the Future Quality of Life in Kern County

The 2013 survey assessed the importance of 21 issues in improving the future quality of life in Kern County. While these issues were not grouped in the questionnaire, they have been grouped into the six topic areas from 2012: (a) Economic Vitality and Equitable Services; (b) Community Assets and Infrastructure; (c) Transportation Choices; (d) Conserve Undeveloped Land and Natural Resources; (e) Use Compact, Efficient Development Where Appropriate and Provide Variety of Housing Choices; and (f) Energy.



The top five rated issues for 2013 were:

“preserving water supply” (3.55 on a scale of 0 to 4)

“creating more high paying jobs” (3.48)

“improving water quality” (3.46)

“maintaining local streets and roads (3.45)

“improving air quality (3.42)

Issues for Improving the Future Quality of Life in Kern County (cont.)

Of the issues related to Economic Vitality and Equitable Services, both issues earned above a 3.0 importance score on a 0 to 4 scale.

Of the issues related to Community Assets and Infrastructure, both issues earned above a 3.0 importance score on a 0 to 4 scale.

Of the issues related to Transportation Choices, 1 of the 7 earned above a 3.0 importance score on a 0 to 4 scale.

Of the issues related to Conserve Undeveloped Land and Natural Resources, 3 of the 4 earned above a 3.0 importance score on a 0 to 4 scale.

Of the issues related to Use Compact, Efficient Development Where Appropriate and Provide Variety of Housing Choices, the single issue tested did not rank above a 3.0 importance score on a 0 to 4 scale

Of the issues related to Energy, 3 of the 5 earned a 3.0 or above importance score on a 0 to 4 scale, but 3 of the issues were at 3.0 on the scale.

Identifying Housing Preferences

In 2013, a new question was added to the Housing Preferences section to serve as a baseline of the current housing situation. The results indicated that 43 percent live in a single-family home with a large yard, 38 percent of respondents live in a single-family home with a small yard, 13 percent live in an apartment, 5 percent live in a townhouse or condominium, and 1 percent live in a mixed use condominium.

As in the 2012 and 2009 surveys, the results of the current survey indicate that residents are most likely to consider single-family housing if they were to relocate within Kern County within the next 10 years.



Approximately 82 percent (up from 78% in 2012) of the residents would consider a single-family home with a large yard and 70 percent (down from 84% in 2012) would consider one with a small yard. In contrast, 49 percent of the residents would consider a townhouse or condominium, and only 27 percent and 16 percent would consider an apartment or housing in a mixed-use building, respectively.

Identifying Housing Preferences (cont.)

Although the preference for single-family homes was reasonably consistent across the four regions of the county, the results suggest that the Central Valley residents continue to be somewhat more open to apartments than their counterparts who reside in other regions.

The preference for single-family homes also was consistent across demographic groups; however, the youngest residents and those who rent would be more likely to consider high-density housing than their respective counterparts.

Not surprisingly, a majority of those currently living in an apartment would chose an apartment. And those currently living in an apartment or condo would both consider a townhouse or condominium.

Current Transportation Behavior

Consistent with the results of studies conducted since 2007, just slightly less than 3 out of 4 residents typically drive alone in their commute to work or school. Although, 2013 and 2012 data was the lowest “drive along” seen at 71 percent compared to a high of 77 percent in 2011, 2010 and 2008. Across regions, as in previous years, two-thirds of residents or more reported that they commute by automobile. Also, as in previous years, public transit usage was strongly related to household income.

The results suggest that commute time has been reduced since 2012. Sixty-four percent of residents reported a commute of 40 minutes or less in 2013, compared to 74 percent in 2012. However, commute distance has not changed as much. Sixty-two percent drove distances 20 miles or less in 2013, while 65 percent drove 20 miles or less in 2012.

Respondents who drive alone were also asked if they would take an alternative if it were available. Forty-two percent indicated they would continue driving alone, while 24 percent said they would car or vanpool, and 20 percent indicated employer carpool incentives would encourage the change.

Current Transportation Behavior (cont.)

When asked if transit related messages would influence their support for alternative transportation funding, overwhelming majorities (70% or more) were at least somewhat more likely to support the funding.



When asked how important public transportation, carpooling and other alternatives to driving alone were for the improving the future quality of life, 45 percent indicated they were “extremely important” or gave it a 4 on scale of 0 to 4. Additionally, 23 percent said the importance was 3 on the same 0 to 4 scale.

Finally, when asked what percent of funds should be spent on alternative transportation, 30 percent of respondents indicated that 60 percent of funds should be dedicated to alternative transportation. When the threshold was lowered to 40 percent or more of transportation funds for alternative transportation, 54 percent of respondents supported alternative transportation.

Awareness / Willingness to Fund Infrastructure

As an introductory question to the new infrastructure funding section, respondents were asked to rate the quality of roads, freeways, bridges and overpasses in Kern County. Forty-four percent of respondents rated the infrastructure as “Fair”, 32 percent “Good” or “Excellent” and 24 percent “Poor” or “Very Poor”. While numerically less pessimistic in the Mountain area, the differences are not statistically different.

When asked if respondents would support a ½ cent sales tax or a \$10 vehicle registration fee, 70 percent of the respondents asked the sales tax question indicated support for the proposal (split sample A), whereas 65 percent of respondents asked the vehicle registration question indicated support for that fee (split sample B).

When screened for “registered voters”, 68 percent supported the sales tax, while 65 percent supported the vehicle registration fee. Among “likely November 2014 voters”, 65% supported a sales tax, while 60% supported a vehicle registration fee.



GODBE RESEARCH
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Executive Summary

The Kern Council of Governments commissioned Godbe Research to conduct a telephone survey of residents of Kern County with the following research objectives:

- Assess residents' overall opinion of the quality of life in their city or town;
- Survey the importance of issues related to future quality of life in the County;
- Identifying housing preferences;
- Understand the daily commute of the average resident;
- Determine feasibility of a transportation related revenue measure; and
- Identify any differences in opinion due to demographic and/or behavioral characteristics.

- On the whole, Kern County residents continue to have a positive opinion of the quality of life in their city or town. As in 2012, just over 4 out of 5 residents indicated that they are “somewhat satisfied” (41%) or “very satisfied” (42%) with the quality of life.
- Overall satisfaction with the quality of life in the 2013 survey (83%) is slightly higher than the 2012 results (81%) and is consistent with the results of surveys conducted in 2011 (76%), 2010 (78%), 2009 (78%) and 2008 (79%). As such, residents’ attitudes toward the quality of life in their city or town continue to be resilient despite the economic downturn and may be trending upward. While not statistically significant, 2013 is the highest result across the last six years.
- Residents of the Mountain region gave the highest “very satisfied” percentage at 52 percent. While there are differences in the intensity of satisfaction, statistically speaking, the overall satisfaction with the quality of life is at the same level across the four regions: Mountain (84%), West Kern (86%), Central Valley (83%), and East Kern (79%).

- Looking ahead to the next 20 years, 41 percent of the residents surveyed think the quality of life in their city or town will be “much better” or “somewhat better,” 25 percent think it will “stay about the same,” and 28 percent think it will be “somewhat worse” or “much worse.” This is just one percent below the 2012 combined “better” response of 42 percent, although not statistically significant.
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- As in the 2012 and 2009 surveys, the results of the current survey indicate that residents are most likely to consider single-family housing if they were to relocate within Kern County within the next 10 years.
- Approximately 82 percent (up from 78% in 2012) of the residents would consider a single-family home with a large yard and 70 percent (down from 84% in 2012) would consider one with a small yard. In contrast, 49 percent of the residents would consider a townhouse or condominium, and only 27 percent and 16 percent would consider an apartment or housing in a mixed-use building, respectively.

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- When asked if transit related messages would influence their support for alternative transportation funding, overwhelming majorities (70% or more) were at least somewhat more likely to support the funding.
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Methodology Overview

- Data Collection Telephone Interviewing
- Universe 597,814 adult (age 18 or older) residents of Kern County
- Fielding Dates May 9 through May 18, 2013
- Interview Length 18.75 minutes
- Sample Size 1,200
68 interviews were conducted in Spanish
- Margin of Error $\pm 2.8\%$



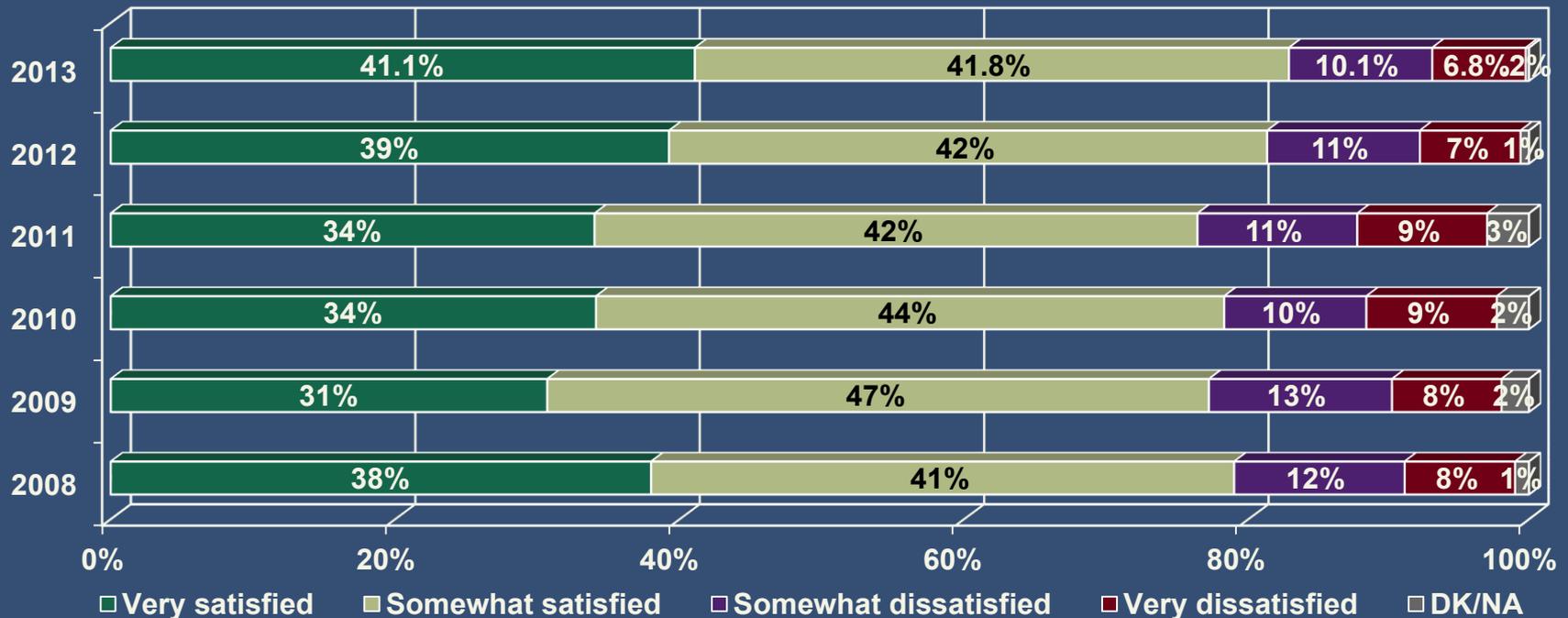
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Key Findings

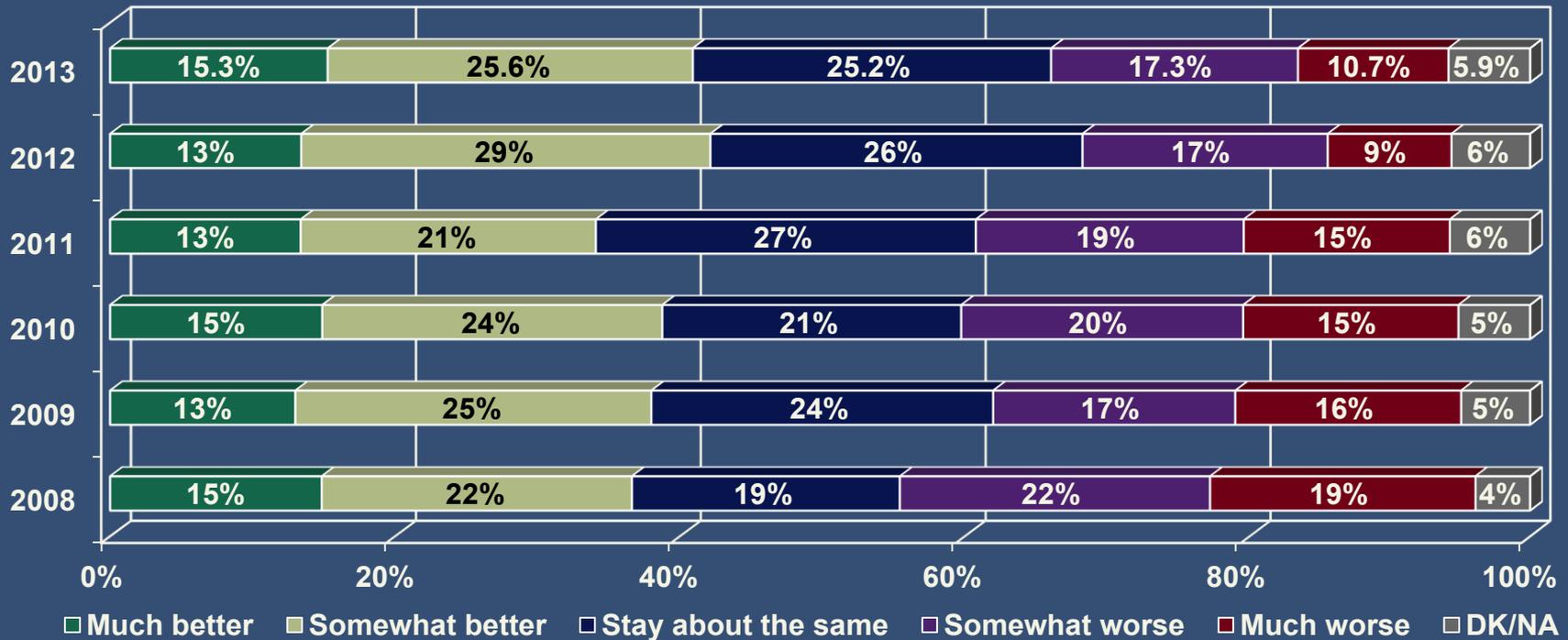
Q1. Satisfaction with Quality of Life

Residents were first asked to indicate their level of satisfaction with the quality of life in their city or town. The 2013 survey results are consistent with previous years, in that the majority of Kern County residents stated they continue to be satisfied. In addition, there was a small increase in the response “Very satisfied” over 2012, with slightly more than four out of five residents reporting being satisfied with the quality of life. In contrast, approximately one out of six residents indicated dissatisfaction, while less than one percent indicated they did not have an opinion or declined to answer the question (DK/NA). Comparatively, the chart illustrates a trend of increased satisfaction with quality of life in the 2013 survey at 82.9%, which is fairly consistent with the results of the surveys conducted in 2012 (81%), 2011 (76%), 2010 (78%), 2009 (78%), and 2008 (79%).



Q2. Outlook on Future Quality of Life

The next question in the survey asked residents to predict whether they thought the quality of life in their city or town would be better or worse in the next 20 years, or if it would stay about the same. The results of the 2013 survey are consistent with the 2012 survey results, with 40.9% of residents responding that they thought the quality of life would be “Much better” or “Somewhat better,” compared with 42.0% for 2012. For the response category “Stay about the same,” the 2013 results (25.2%) are virtually identical the 2012 results (26%). In contrast, 28.0% of residents reported that they felt life would be “Much worse” or “Somewhat worse,” a slight, but statistically insignificant, increase from 26% in 2012. Consistent with previous results, 5.9% did not provide an opinion (DK/NA).



Q2. Outlook on Future Quality of Life Age Comparisons

This table shows the key age subgroup differences in residents' outlook on the future quality of life in their city or town. Across all age groups, the results were statistically consistent. However, a significantly higher portion of residents ages 55 to 59 and 65 to 74 reported that they felt the quality of life would be much worse in the next twenty years.

n=1200	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+	DK/NA
Much better	18.6%	15.5%	14.8%	15.5%	14.8%	16.4%	6.9%	19.1%	11.4%	9.7%
Somewhat better	31.9%	24.3%	23.8%	29.4%	22.2%	18.4%	23.5%	31.0%	.0%	7.6%
Stay about the same	28.6%	27.5%	29.3%	19.5%	19.9%	24.2%	20.0%	25.4%	38.9%	15.8%
Somewhat worse	11.6%	20.0%	19.7%	15.0%	18.2%	23.4%	19.7%	8.4%	31.8%	12.7%
Much worse	4.4%	8.7%	6.8%	11.4%	17.4%	12.5%	25.6%	9.4%	6.9%	49.1%
DK/NA	4.9%	4.0%	5.5%	9.2%	7.5%	5.1%	4.3%	6.7%	11.0%	5.1%

Q2. Outlook on Future Quality of Life Ethnicity Comparisons

Among the various ethnic groups, a few differences emerged. African-American or Black residents were more likely to indicate they felt “Somewhat better” about the future, as did Hispanic or Latino residents who reported at higher levels that they felt “Much better” and “Somewhat better” about the next 20 years. In comparison, Caucasian or White residents more often stated they felt “Somewhat worse” or “Much worse” about the future, while Asian residents had a higher propensity to state that they felt “Much worse” about the future quality of life.

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Much better	6.7%	8.9%	24.8%	10.1%	19.4%	5.4%	22.8%	64.8%	24.8%
Somewhat better	38.1%	16.5%	18.6%	16.3%	33.2%	6.5%	.3%	.0%	4.2%
Stay about the same	21.0%	19.8%	12.4%	29.5%	22.4%	26.7%	31.4%	.0%	43.0%
Somewhat worse	11.6%	31.1%	6.4%	23.0%	14.5%	56.8%	18.8%	35.2%	5.5%
Much worse	13.6%	12.4%	23.5%	16.0%	5.2%	4.5%	23.2%	.0%	22.5%
DK/NA	9.0%	11.3%	14.2%	5.1%	5.4%	.0%	3.5%	.0%	.0%

Q2. Outlook on Future Quality of Life Children in Household Comparisons

When comparing results based on the number of children that reside in the household, residents with three children in residence more frequently indicated their outlook on the quality of life in the next 20 years was “Somewhat worse.” In contrast, residents from households with one or four or more children were more likely to state they felt “Much worse” about the future.

n=472	Children Under 18 Living in Household				
	One	Two	Three	Four or more	DK/NA
Much better	11.7%	19.8%	21.7%	13.1%	33.6%
Somewhat better	27.9%	34.8%	22.5%	21.4%	5.2%
Stay about the same	25.2%	25.0%	15.0%	26.1%	15.0%
Somewhat worse	14.2%	15.3%	29.3%	15.1%	26.4%
Much worse	11.9%	3.8%	6.0%	24.2%	19.7%
DK/NA	9.0%	1.4%	5.6%	.0%	.0%

Q2. Outlook on Future Quality of Life Household Income Comparisons

When the results are viewed in terms of household income, residents with an annual household income of less than \$15,000 and those with an annual income of \$100,000 tended to indicate the most pessimism about the future with the highest levels of “Much worse” responses. Residents with an annual income less than \$50,000 and more than \$50,000 (but gave no more specific information about income in either case) tended to state at higher levels that they felt the future would be “Somewhat worse.” Conversely, residents who reported annual income of \$25,000 to less than \$50,000 were more likely to report they felt “Somewhat better” about the future quality of life.

n=1200	<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	\$100K or more	>\$50K (unspecified)	DK/NA
Much better	16.6%	18.8%	14.5%	16.1%	6.8%	9.0%	15.6%	11.1%	19.6%	22.2%
Somewhat better	22.3%	22.1%	40.3%	36.8%	13.9%	26.2%	25.0%	14.6%	10.7%	15.0%
Stay about the same	18.5%	26.0%	22.3%	17.3%	25.1%	31.1%	28.8%	35.9%	15.3%	25.3%
Somewhat worse	17.1%	17.9%	9.3%	18.2%	33.0%	20.6%	21.5%	13.1%	31.8%	13.2%
Much worse	23.0%	7.7%	7.4%	4.9%	3.9%	6.4%	8.9%	20.8%	13.8%	17.7%
DK/NA	2.6%	7.5%	6.2%	6.7%	17.3%	6.7%	.2%	4.5%	8.7%	6.5%

Q3. Economic Vitality and Equitable Services

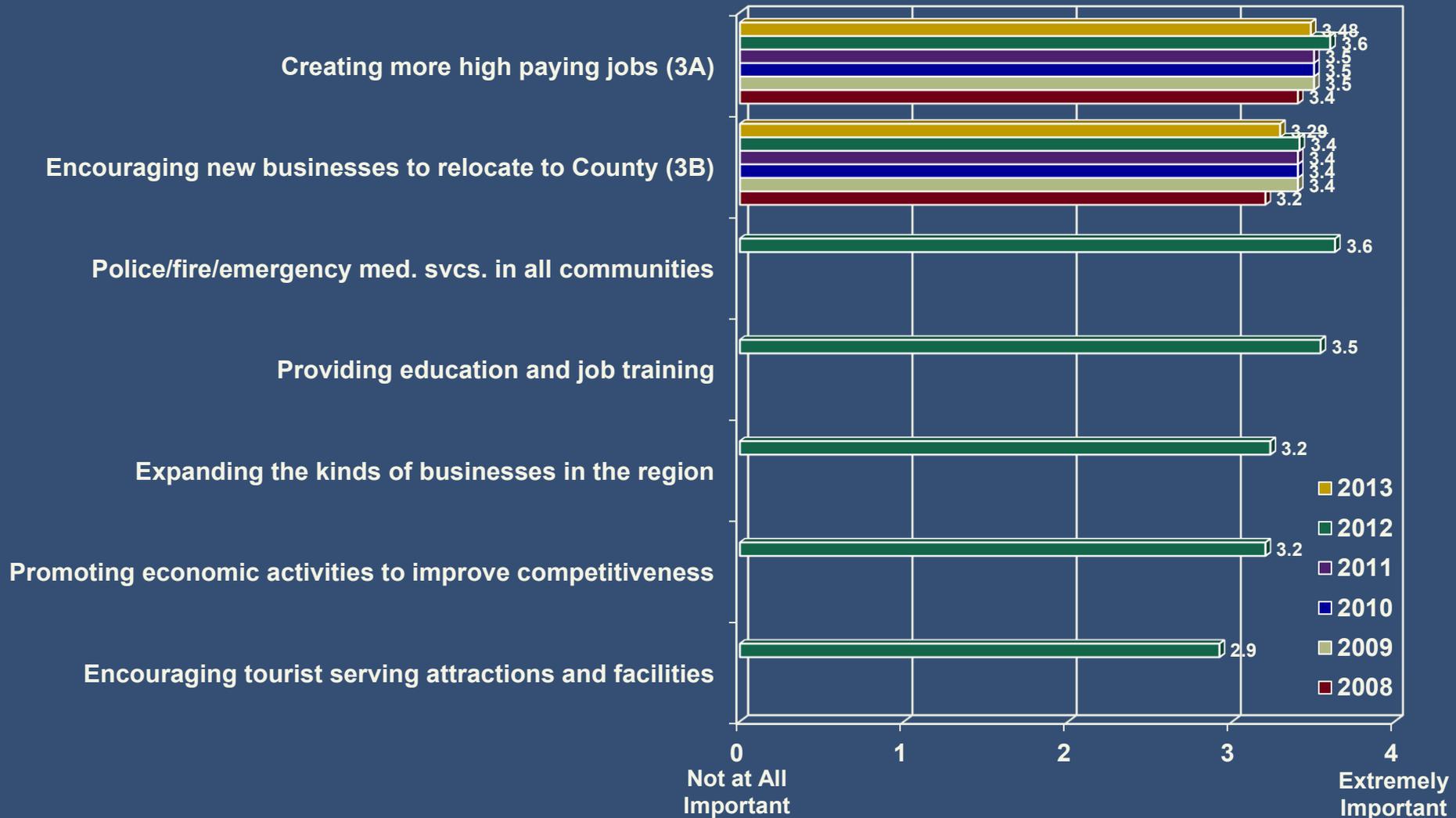
Survey respondents were then asked to look ahead to the next 20 years and rate the importance of different issues with respect to improving the future quality of life in Kern County. The results presented on the following pages are grouped by similar sets of issues. At the end of this section, there are tables which show all of the issues examined in this portion of the survey, with segmentations for gender, age, region, ethnicity, household income, and supervisorial district.

For the first set of issues, Economic Vitality and Equitable Services, “Creating more high paying jobs (3A)” (mean score of 3.48) garnered an “Extremely important” rating by at least 60% of the residents, while “Encouraging new businesses to relocate to County (3B)” (mean score of 3.29) was rated as “Extremely important” by more than 50% of residents.

When comparing the two issues to previous surveys, although not statistically significant, each achieved a slightly lower rating than in 2012.

The results for are presented on the following pages for each of the specific issues included in Economic Vitality and Equitable Services in the form of a summary chart, comparative table, and regional breakdown for 2013.

Q3. Economic Vitality and Equitable Services Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Economic Vitality and Equitable Services

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Creating more high paying jobs (3A)	2013	3.48	3.3%	1.8%	8.0%	16.1%	69.4%	1.4%
	2012	3.6	2%	2%	5%	18%	73%	.7%
	2011	3.5	3%	1%	6%	21%	69%	<1%
	2010	3.5	2%	1%	8%	21%	66%	1%
	2009	3.5	2%	3%	8%	22%	65%	<1%
	2008	3.4	3%	1%	8%	22%	65%	1%
Encouraging new businesses to relocate to the County in order to diversify the local economy (3B)	2013	3.29	4.1%	3.2%	9.7%	24.7%	57.3%	1.0%
	2012	3.4	2%	2%	8%	27%	60%	1%
	2011	3.4	3%	3%	11%	21%	61%	1%
	2010	3.4	3%	3%	9%	26%	59%	1%
	2009	3.4	2%	3%	10%	26%	58%	<1%
	2008	3.2	3%	2%	15%	31%	49%	<1%
Promoting economic activities to improve the region's global competitiveness	2012	3.2	3%	3%	13%	30%	48%	3%
Providing education and job training to ensure businesses have a strong base of local workers	2012	3.5	2%	2%	5%	23%	69%	<1%
Expanding the kinds of businesses in the region	2012	3.2	3%	3%	12%	33%	49%	1%
Encouraging tourist serving attractions and facilities	2012	2.9	4%	5%	21%	33%	36%	1%
Providing police, fire and emergency medical services in all communities	2012	3.6	2%	2%	5%	17%	75%	<1%

Q3. Economic Vitality and Equitable Services

Regional Comparisons

When analyzed in terms of regional differences, there were no statistically significant differences for these two issues among the four regions of Kern County.

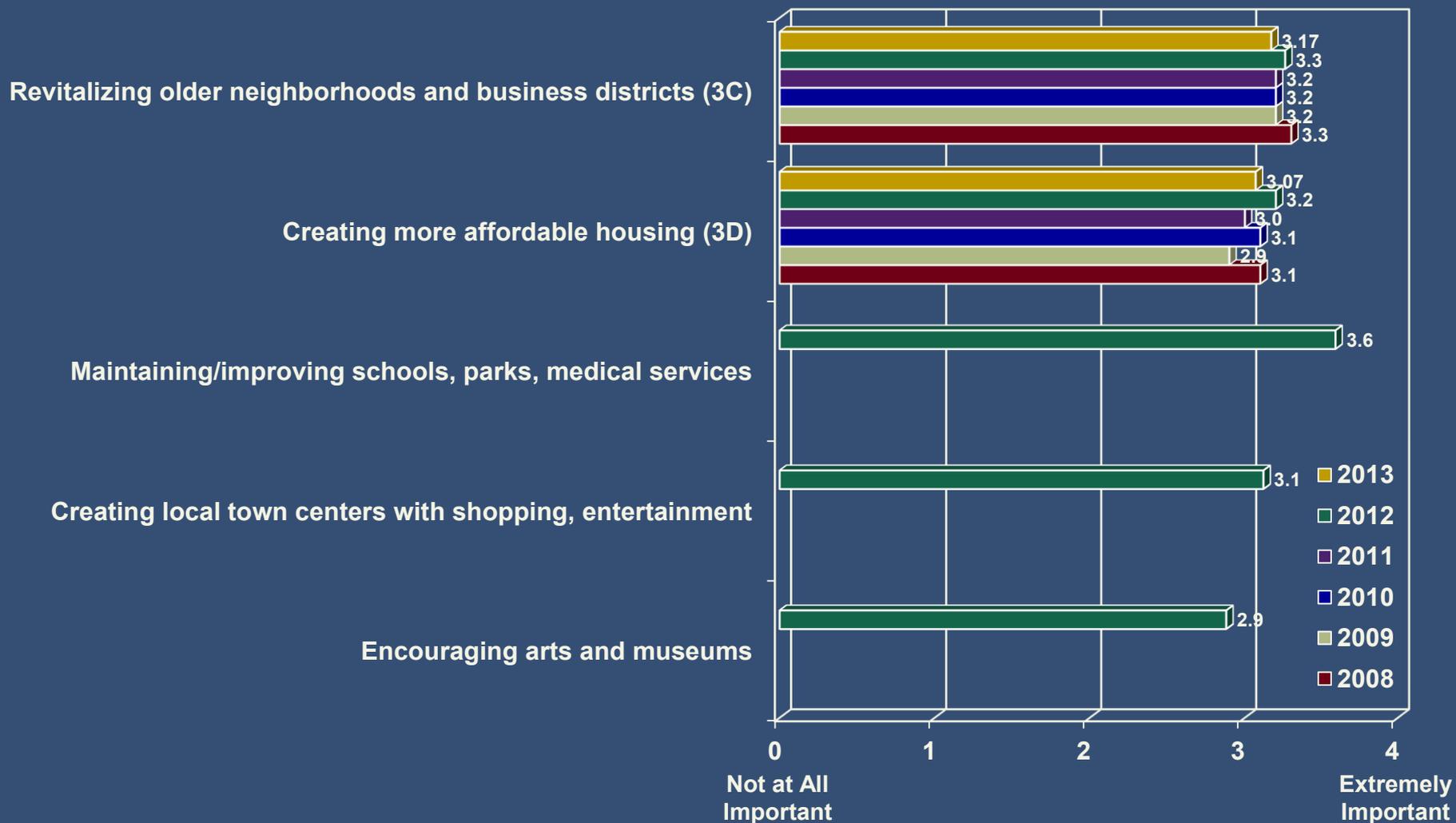
n=1200	West Kern	Central Valley	Mountains	East Kern
Creating more high paying jobs (3A)	3.65	3.51	3.24	3.40
Encouraging new businesses to relocate to the County in order to diversify the local economy (3B)	3.25	3.29	3.29	3.32

Q3. Community Assets and Infrastructure

The residents were next asked to rate the importance of issues related to community assets and infrastructure for improving the future quality of life in Kern County. The results are presented on the following pages in the form of a summary chart, comparative table, and regional breakdown for 2013. The 2013 survey results for the two issues in this section were similar. “Revitalizing older neighborhoods and business districts (3C)” (mean score of 3.17) earned an “Extremely Important” rating from at least 50% of the residents. “Creating more affordable housing (5H)” (mean score of 3.07) also garnered an “Extremely important” rating from at least 50% of the residents.

When comparing the two issues that had been tested in previous surveys, both issues achieved a slightly lower (but not statistically significant) rating than in the 2012 survey.

Q3. Community Assets and Infrastructure Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Community Assets and Infrastructure

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Revitalizing older neighborhoods and business districts that are becoming rundown (3C)	2013	3.17	4.7%	3.9%	13.0%	26.0%	51.3%	1.1%
	2012	3.3	3%	3%	12%	31%	51%	<1%
	2011	3.2	4%	4%	15%	26%	50%	1%
	2010	3.2	3%	3%	15%	31%	47%	1%
	2009	3.2	2%	4%	16%	30%	48%	0%
	2008	3.3	3%	2%	12%	31%	52%	0%
Creating more affordable housing (3D)	2013	3.07	6.9%	5.9%	13.4%	20.4%	52.8%	.6%
	2012	3.2	5%	5%	11%	22%	56%	<1%
	2011	3.0	7%	7%	17%	20%	49%	<1%
	2010	3.1	6%	6%	16%	22%	50%	1%
	2009	2.9	6%	8%	18%	21%	46%	0%
	2008	3.1	6%	6%	14%	21%	52%	0%
Encouraging arts and museums that focus on the region's local historical and cultural heritage	2012	2.9	5%	5%	21%	33%	36%	<1%
Creating local town centers with shopping and entertainment that are easily accessible to residents	2012	3.1	4%	3%	17%	30%	46%	<1%
Maintaining and improving schools, parks and medical services	2012	3.6	1%	1%	6%	19%	72%	<1%

Q3. Community Assets and Infrastructure Regional Comparisons

The results are very similar among the different regions for the issue “Revitalizing older neighborhoods and business districts that are becoming rundown (3C).” However, residents in the Central Valley Region tended to indicate that “Creating more affordable housing (3D)” was of higher importance than the residents of the other regions.

n=1200	West Kern	Central Valley	Mountains	East Kern
Revitalizing older neighborhoods and business districts that are becoming rundown (3C)	3.29	3.21	2.96	2.92
Creating more affordable housing (3D)	3.05	3.15	2.65	2.77

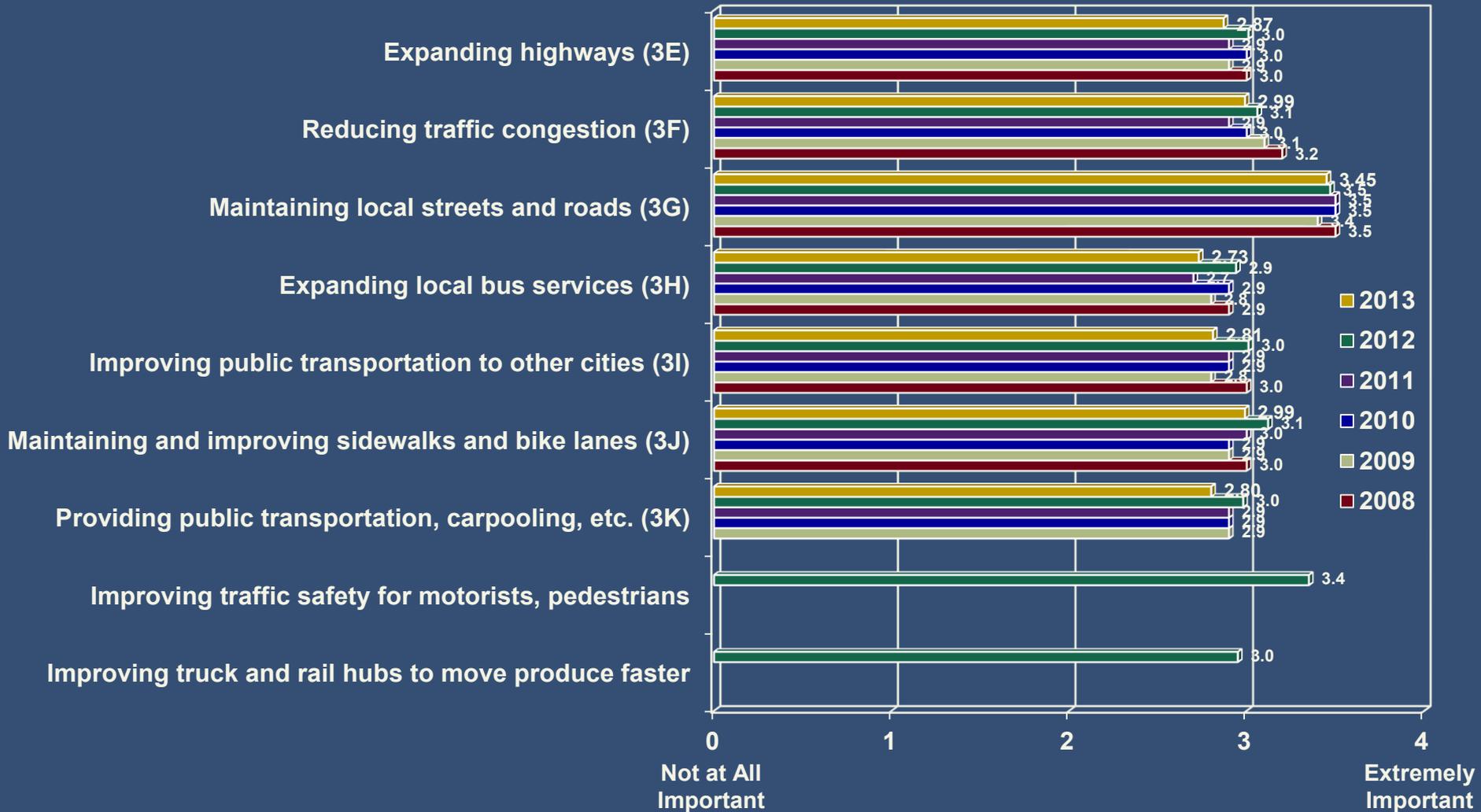
Q3. Transportation Choices

Next, the residents were requested to rate the importance of issues relating to transportation choices for improving the future quality of life in Kern County. The results are presented on the following pages in the form of a summary chart, comparative table, and regional breakdown for 2013. For this issue, only one of the seven issues achieved a mean score of at least three on a scale of zero to four. The highest scoring issue, “Maintaining local streets and roads (3G)” with a mean score of 3.45, earned an “Extremely Important” rating from at least 60% of the residents.

Following this issue were “Expanding highways (3E)” (mean score of 2.87), “Reducing traffic congestion (3F)” (mean score of 2.99), “Improving public transportation to other cities (3I)” (mean score of 2.81), and “Maintaining and improving sidewalks and bike lanes (3J)” (mean score of 2.99), each garnering an “Extremely Important” rating of at least 40%. The remaining issues, “Expanding local bus services (3H)” (mean score of 2.73) and “Providing public transportation, carpooling, and other alternatives to driving alone (3K)” (mean score of 2.80), both achieved an “Extremely Important” rating by just 30% of the residents.

Each of the issues had been tested in 2012 and achieved statistically the same score as in 2012.

Q3. Transportation Choices Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Transportation Choices

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Expanding highways (3E)	2013	2.87	7.3%	7.1%	18.9%	23.9%	42.1%	.7%
	2012	3.0	4%	5%	17%	32%	41%	<1%
	2011	2.9	6%	7%	21%	26%	39%	<1%
	2010	3.0	5%	5%	20%	29%	41%	1%
	2009	2.9	4%	7%	18%	31%	39%	1%
	2008	3.0	5%	5%	18%	25%	47%	0%
Reducing traffic congestion (3F)	2013	2.99	7.0%	6.8%	15.1%	22.5%	48.4%	.2%
	2012	3.1	6%	5%	15%	27%	47%	<1%
	2011	2.9	8%	6%	18%	23%	43%	2%
	2010	3.0	5%	6%	18%	25%	45%	1%
	2009	3.1	4%	6%	15%	26%	48%	1%
	2008	3.2	4%	5%	14%	20%	57%	0%
Maintaining local streets and roads (3G)	2013	3.45	2.3%	1.6%	8.8%	23.5%	63.6%	.3%
	2012	3.5	2%	<1%	9%	27%	62%	<1%
	2011	3.5	1%	2%	7%	23%	67%	<1%
	2010	3.5	1%	1%	7%	31%	60%	<1%
	2009	3.4	1%	2%	7%	34%	56%	0%
	2008	3.5	1%	1%	8%	27%	62%	0%

Q3. Transportation Choices

Detailed Comparisons Continued

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Expanding local bus services (3H)	2013	2.73	8.5%	7.7%	22.4%	23.4%	36.4%	1.6%
	2012	2.9	5%	5%	20%	27%	41%	2%
	2011	2.7	6%	10%	22%	26%	35%	2%
	2010	2.9	4%	7%	23%	25%	39%	1%
	2009	2.8	4%	7%	23%	32%	32%	2%
	2008	2.9	6%	5%	20%	28%	39%	1%
Improving public transportation to other cities (3I)	2013	2.81	9.3%	6.0%	19.2%	24.6%	40.0%	1.0%
	2012	3.0	5%	5%	18%	28%	44%	<1%
	2011	2.9	6%	7%	19%	27%	40%	<1%
	2010	2.9	5%	7%	21%	27%	39%	1%
	2009	2.8	6%	7%	21%	29%	36%	0%
	2008	3.0	5%	8%	17%	27%	43%	1%
Maintaining and improving sidewalks and bike lanes (3J)	2013	2.99	5.5%	5.2%	17.7%	27.4%	43.7%	.6%
	2012	3.1	2%	6%	14%	33%	45%	1%
	2011	3.0	5%	6%	18%	28%	43%	1%
	2010	2.9	5%	8%	22%	26%	39%	1%
	2009	2.9	4%	7%	22%	29%	38%	0%
	2008	3.0	5%	5%	20%	27%	43%	0%

Q3. Transportation Choices

Detailed Comparisons Continued

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Providing public transportation, carpooling, and other alternatives to driving alone (3K)	2013	2.80	7.7%	6.9%	20.4%	26.4%	37.6%	.9%
	2012	3.0	4%	6%	18%	31%	41%	1%
	2011	2.8	6%	8%	21%	28%	37%	<1%
	2010	2.9	5%	7%	19%	31%	37%	1%
	2009	2.9	4%	7%	21%	30%	38%	0%
Improving traffic safety for motorists, pedestrians and bicyclists	2012	3.4	2%	4%	12%	24%	59%	0%
Improving truck and rail hubs to move produce to market faster	2012	3.0	5%	5%	17%	34%	37%	3%

Q3. Transportation Choices

Regional Comparisons

When viewing the data in terms of regional differences, Central Valley residents gave significantly higher scores to the issues “Maintaining local streets and roads (3G)” and “Maintaining and improving sidewalks and bike lanes (3J)”. However, both Central Valley and West Kern residents placed higher importance on “Expanding highways (3E)” and “Reducing traffic congestion (3F)” than residents in the other areas. Generally speaking, the transportation issues appeared to be of somewhat less concern to residents in the Mountains and East Kern regions, which is similar to the results from the 2012 survey.

n=1200	West Kern	Central Valley	Mountains	East Kern
Expanding highways (3E)	2.89	2.98	2.26	2.44
Reducing traffic congestion (3F)	2.73	3.17	2.40	2.07
Maintaining local streets and roads (3G)	3.34	3.48	3.21	3.39
Expanding local bus services (3H)	2.54	2.79	2.56	2.45
Improving public transportation to other cities (3I)	2.87	2.80	2.77	2.85
Maintaining and improving sidewalks and bike lanes (3J)	3.00	3.05	2.72	2.71
Providing public transportation, carpooling, and other alternatives to driving alone (3K)	2.77	2.85	2.66	2.53

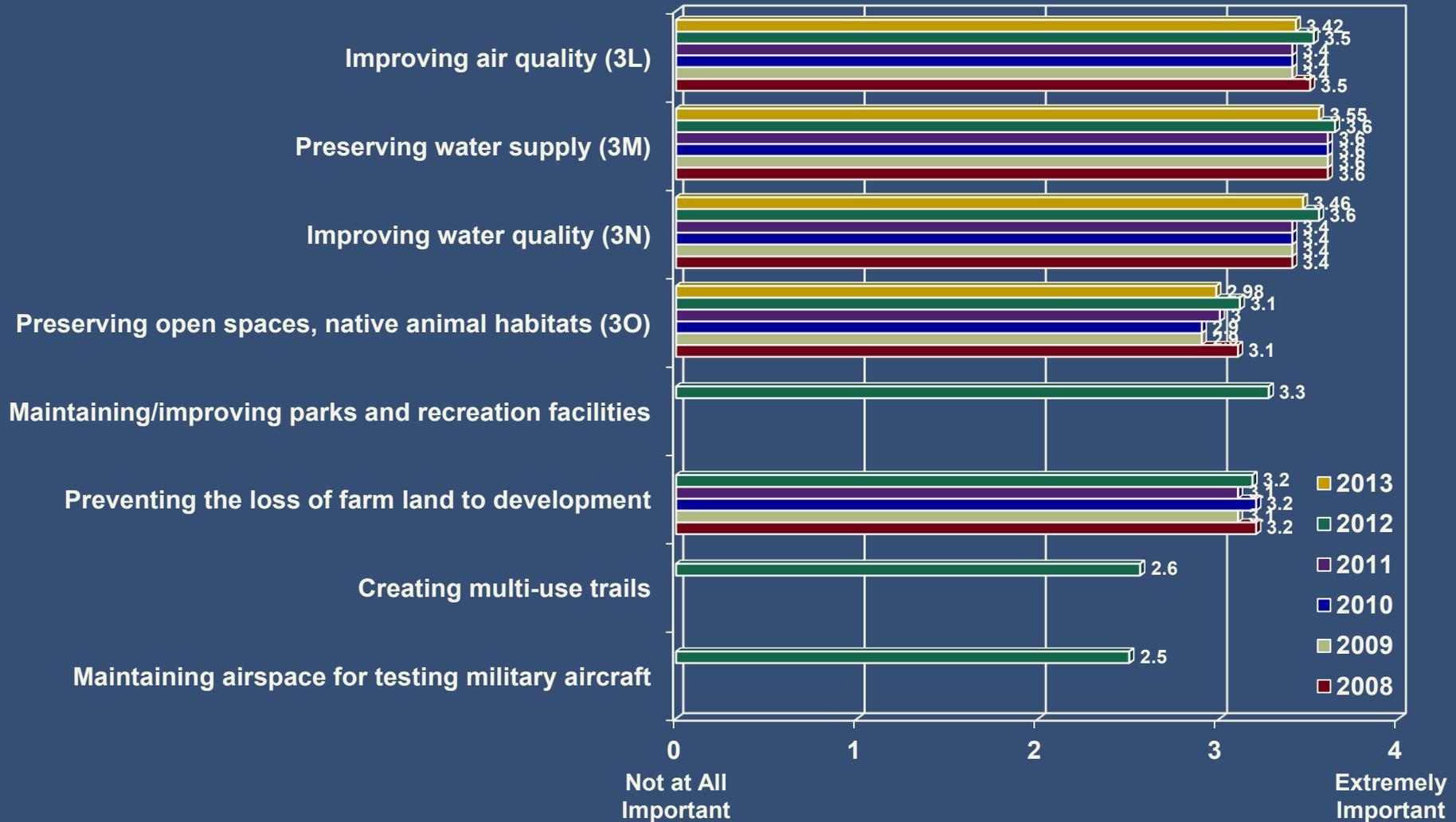
Q3. Conserve Undeveloped Land and Natural Resources

Next, the survey asked residents to rate the importance of issues relating to conserving undeveloped land and natural resources for improving the future quality of life in Kern County. The results are presented on the following pages in the form of a summary chart, comparative table, and regional breakdown for 2013. Three of the four issues tested reached a mean score of at least three on a scale of zero to four. The highest scoring issues were “Preserving water supply (3M)” with a mean score of 3.55 and “Improving water quality (3N)” with a mean score of 3.46, each achieving an “Extremely Important” rating from at least 70% of the residents.

The two issues with lower importance ratings were “Improving air quality (3L)” (mean score of 3.42) which received an “Extremely Important” rating by at least 60% of the residents, and “Preserving open spaces and native animal habitats (3O)” (mean score of 2.98), which received an “Extremely Important” rating from only 40% of the residents.

In addition, each of the issues achieved statistically the same rating as in 2012.

Q3. Conserve Undeveloped Land and Natural Resources Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Improving air quality (3L)	2013	3.42	3.7%	3.2%	9.0%	14.8%	68.8%	.4%
	2012	3.5	3%	3%	6%	17%	72%	<1%
	2011	3.4	5%	4%	8%	15%	68%	<1%
	2010	3.4	4%	4%	8%	18%	66%	<1%
	2009	3.4	3%	4%	11%	16%	66%	0%
	2008	3.5	4%	3%	7%	11%	74%	0%
Preserving water supply (3M)	2013	3.55	2.4%	2.5%	6.0%	16.2%	72.6%	.4%
	2012	3.6	2%	2%	5%	14%	77%	<1%
	2011	3.6	1%	2%	7%	15%	74%	1%
	2010	3.6	2%	1%	5%	16%	76%	<1%
	2009	3.6	1%	2%	5%	19%	73%	0%
	2008	3.6	1%	2%	6%	14%	75%	0%
Improving water quality (3N)	2013	3.46	3.4%	2.7%	8.5%	15.0%	70.0%	.4%
	2012	3.6	2%	2%	6%	17%	72%	1%
	2011	3.4	5%	4%	8%	15%	68%	<1%
	2010	3.4	4%	4%	8%	18%	66%	<1%
	2009	3.4	3%	4%	11%	16%	66%	0%
	2008	3.5	4%	3%	7%	11%	74%	0%

Q3. Conserve Undeveloped Land and Natural Resources

Detailed Comparisons Continued

n=1201		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Preserving open spaces and native animal habitats (30)	2013	2.98	6.3%	5.8%	16.8%	25.4%	44.8%	.9%
	2012	3.1	3%	5%	17%	28%	47%	<1%
	2011	2.9	6%	7%	19%	27%	40%	<1%
	2010	2.9	5%	7%	21%	27%	39%	1%
	2009	2.8	6%	7%	21%	29%	36%	0%
	2008	3.0	5%	8%	17%	27%	43%	1%
Preventing the loss of farm land to residential and commercial development	2012	3.1	4%	5%	15%	28%	48%	1%
	2011	3.2	3%	5%	16%	25%	50%	2%
	2010	3.1	3%	5%	16%	26%	50%	1%
	2009	3.2	4%	4%	13%	28%	50%	1%
	2008	2.9	6%	5%	20%	28%	39%	1%
Maintaining airspace for testing military aircraft	2012	2.5	12%	11%	22%	23%	30%	2%
Maintaining and improving parks and recreation facilities near residential neighborhoods	2012	3.3	2%	2%	13%	31%	52%	<1%
Creating multi-use trails	2012	2.6	8%	9%	26%	30%	24%	3%

Q3. Conserve Undeveloped Land and Natural Resources

Regional Comparisons

There were no statistically significant differences among the regions for the issue “Preserving water supply (3M)” and “Preserving open spaces and native animal habitats (3O)”. However, Central Valley residents tended to rate “Improving air quality (3L)” and “Improving water quality (3N)” higher than residents from the other three regions.

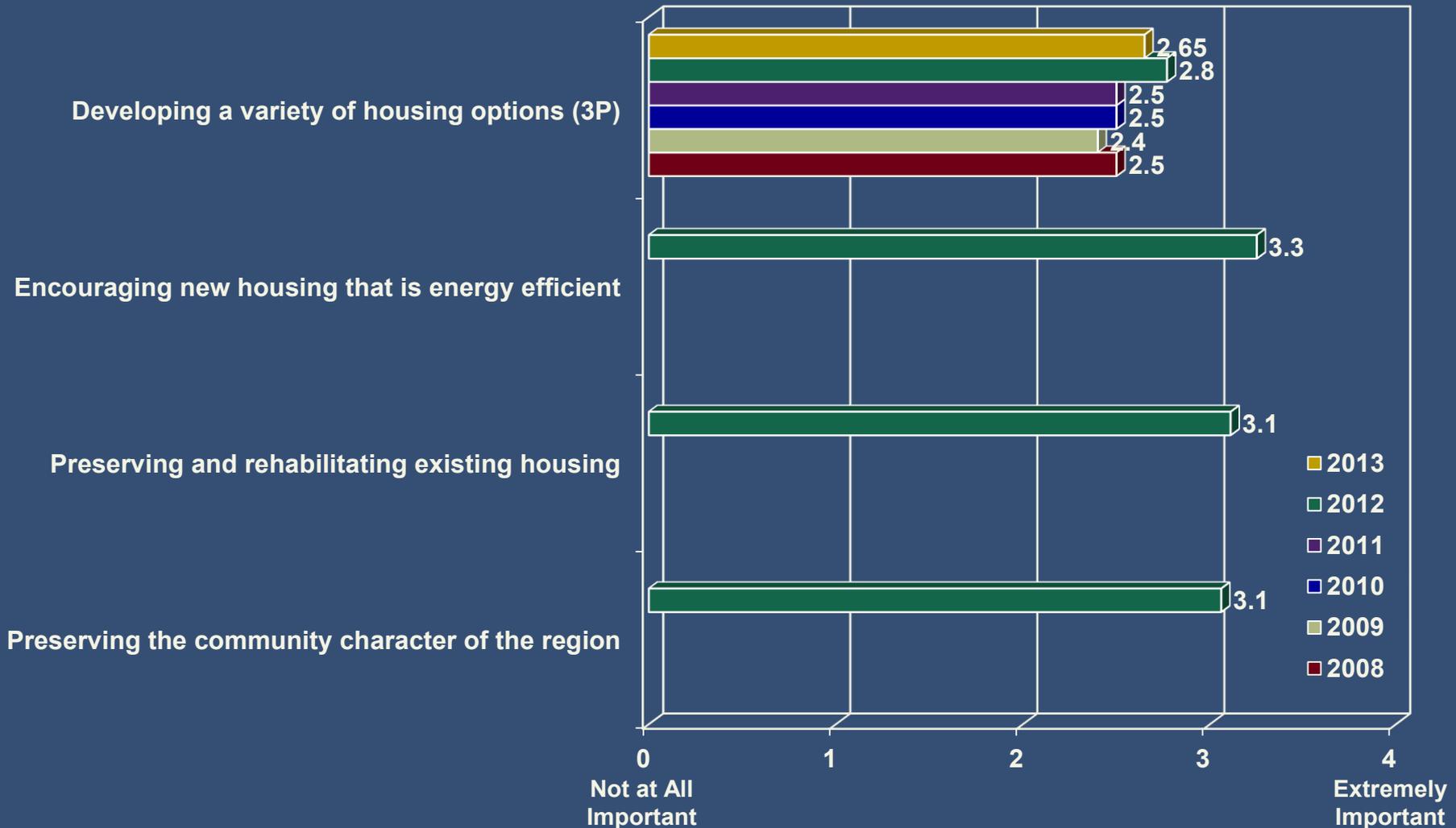
n=1200	West Kern	Central Valley	Mountains	East Kern
Improving air quality (3L)	3.32	3.52	3.09	2.92
Preserving water supply (3M)	3.63	3.57	3.47	3.37
Improving water quality (3N)	3.38	3.51	3.18	3.30
Preserving open spaces and native animal habitats (3O)	2.96	2.99	3.02	2.82

Q3. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Residents across the four regions were asked to rate the importance of an issue relating to the use of compact, efficient development where appropriate and provide a variety of housing choices for improving the future quality of life in Kern County. The results are presented on the following pages in the form of a summary chart, comparative table, and regional breakdown for 2013. The single issue assessed here, “Developing a variety of housing options (3P),” earned a mean score of 2.65, and achieved an “Extremely Important” rating from at least 30% of the residents.

Results for this issue were statistically the same as in 2012.

Q3. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Developing a variety of housing options, including apartments, townhomes and condominiums (3P)	2013	2.65	10.9%	6.3%	22.2%	26.7%	32.8%	1.1%
	2012	2.8	8%	7%	19%	32%	34%	1%
	2011	2.5	11%	10%	27%	24%	28%	1%
	2010	2.5	8%	11%	29%	24%	27%	1%
	2009	2.4	9%	12%	29%	26%	22%	1%
	2008	2.5	8%	12%	27%	23%	29%	0%
Preserving and rehabilitating existing housing	2012	3.1	3%	3.6%	16%	35%	42%	1%
Encouraging new housing that is energy efficient	2012	3.3	4%	4%	10%	29%	53%	1%
Preserving the community character of the region	2012	3.1	3%	5%	16%	34%	40%	3%

Q3. Use Compact, Efficient Development Where Appropriate and Provide a Variety of Housing Choices

Regional Comparisons

For this issue, “Developing a variety of housing options, including apartments, townhomes and condominiums (3P),” West Kern and Central Valley residents gave significantly higher scores than residents from the other regions.

n=1200	West Kern	Central Valley	Mountains	East Kern
Developing a variety of housing options, including apartments, townhomes and condominiums (3P)	2.83	2.74	1.94	2.36

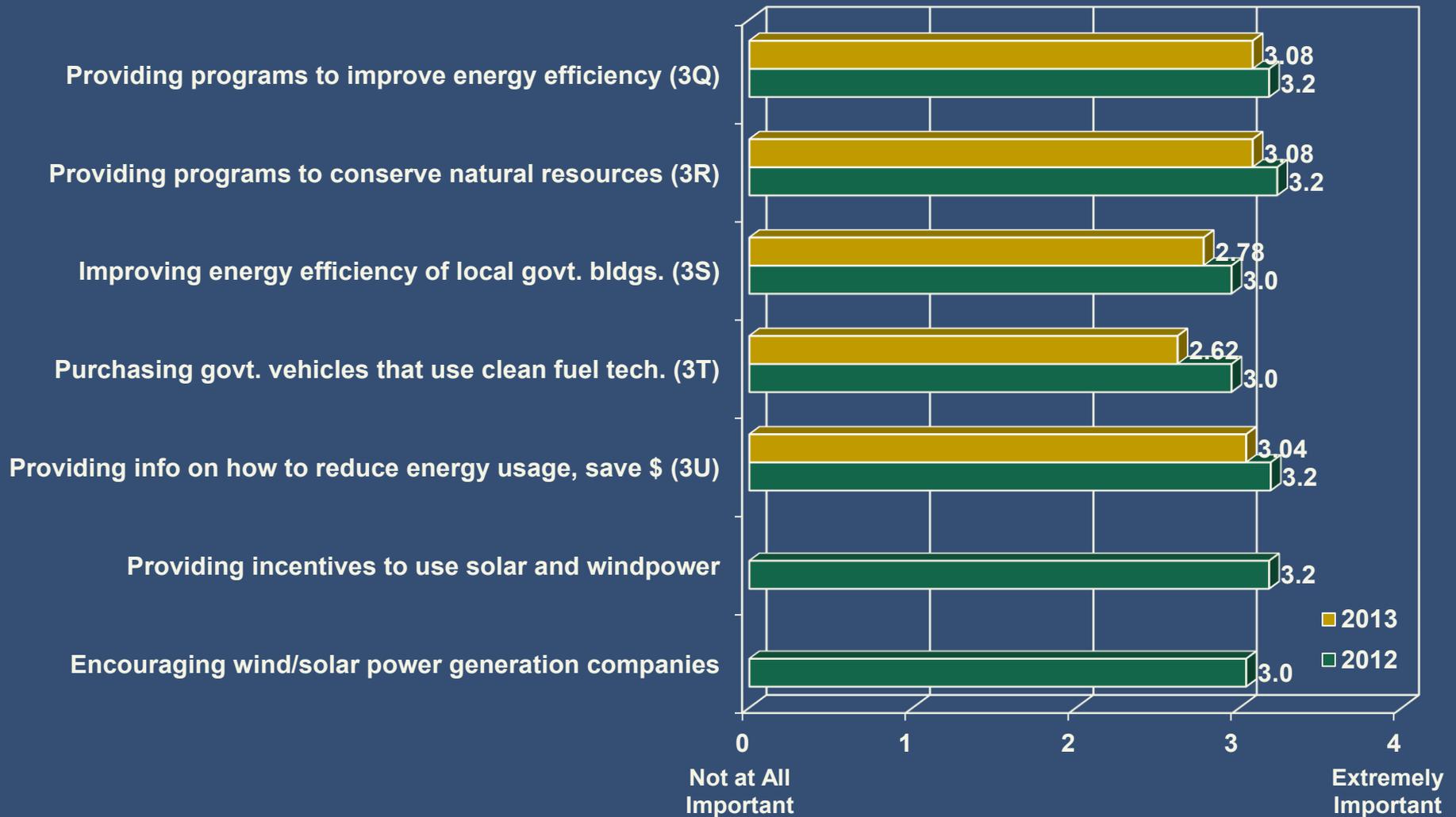
Q3. Energy

The last issue for which residents were asked to rate the importance for improving the future quality of life in Kern County was energy. The results are presented on the following pages in the form of a summary chart, comparative table, and regional breakdown for 2013. Three of the five issues presented achieved a mean score of at least three on a scale of zero to four, “Providing programs to improve energy efficiency (3Q),” “Providing programs to conserve natural resources (3R),” and “Providing info on how to reduce energy usage, save \$ (3U).” Each of these issues garnered an “Extremely Important” rating from at least 40% of the residents.

The lowest importance ratings were earned by “Improving energy efficiency of local govt. bldgs. (3S)” and “Purchasing govt. vehicles that use clean fuel tech. (3T).” These issues achieved an “Extremely Important” rating from at least 30% of the residents.

The three highest rated issues, “Providing programs to improve energy efficiency (3Q),” “Providing programs to conserve natural resources (3R),” and “Providing info on how to reduce energy usage, save \$ (3U),” received statistically similar ratings in 2012. However, the lowest rated issues, “Improving energy efficiency of local govt. bldgs. (3S)” and “Purchasing govt. vehicles that use clean fuel tech. (3T),” achieved slightly lower ratings than in 2012.

Q3. Energy Continued



Note: The above rating questions have been abbreviated for charting purposes, and responses were recoded to calculate mean scores: "Extremely Important 4" = +4, "3" = +3, "2" = +2, "1" = +1, and "Not at all Important 0" = 0

Q3. Energy

Detailed Comparisons

n=1200		Mean Score	Not Important 0	1	2	3	Extremely Important 4	DK/NA
Providing programs to improve energy efficiency (3Q)	2013	3.08	5.2%	4.7%	15.6%	25.0%	48.5%	1.1%
	2012	3.2	3%	5%	13%	29%	49%	<1%
Providing programs to conserve natural resources (3R)	2013	3.08	5.4%	3.9%	16.3%	25.4%	48.1%	.8%
	2012	3.2	3%	4%	14%	27%	52%	<1%
Improving the energy efficiency of local government buildings (3S)	2013	2.78	9.0%	6.2%	18.0%	28.2%	36.1%	2.5%
	2012	3.0	5%	6%	19%	28%	40%	1%
Purchasing government vehicles that use clean fuel technology (3T)	2013	2.62	10.5%	8.3%	22.5%	23.7%	33.4%	1.6%
	2012	3.0	6%	8%	16%	28%	42%	1%
Providing information on how to reduce energy usage and save money (3U)	2013	3.04	5.6%	4.2%	17.5%	24.0%	47.1%	1.6%
	2012	3.2	3%	5%	14%	25%	52%	<1%
Providing incentives for residents, businesses, schools and churches to use solar and windpower	2012	3.2	4%	4%	14%	26%	51%	1%
Encouraging wind and solar power generation companies to locate in the region	2012	3.0	5%	6%	16%	26%	46%	1%

Q3. Energy Regional Comparisons

Consistent with the results of rating the other issues, the Central Valley residents gave significantly higher scores for each of the five issues. In addition, the residents of West Kern also gave significantly higher ratings for “Providing information on how to reduce energy usage and save money (3U)” than the Mountains and East Kern residents.

n=1200	West Kern	Central Valley	Mountains	East Kern
Providing programs to improve energy efficiency (3Q)	1.18	1.13	.73	.88
Providing programs to conserve natural resources (3R)	2.96	3.15	2.79	2.80
Improving the energy efficiency of local government buildings (3S)	2.70	2.87	2.48	2.31
Purchasing government vehicles that use clean fuel technology (3T)	2.56	2.69	2.33	2.34
Providing information on how to reduce energy usage and save money (3U)	3.22	3.10	2.83	2.70

Q3. Importance of Specific Issues in Next 20 Years

Gender Comparisons

When the data are analyzed in terms of gender, for nearly all of the issues, women tended to give significantly higher ratings than the men surveyed. The exceptions to this were “3A. Creating more high paying jobs,” “3B. Encouraging new businesses to relocate to the County in order to diversify the local economy,” and “3G. Maintaining local streets and roads,” which were fairly consistent in response levels between genders.

n=1200	Male	Female
3A. Creating more high paying jobs	3.44	3.54
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.27	3.31
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.08	3.26
3D. Creating more affordable housing	2.93	3.22
3E. Expanding highways	2.79	2.96
3F. Reducing traffic congestion	2.86	3.12
3G. Maintaining local streets and roads	3.42	3.48
3H. Expanding local bus services	2.54	2.93
3I. Improving public transportation to other cities	2.66	2.96
3J. Maintaining and improving sidewalks and bike lanes	2.84	3.15
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.63	2.98
3L. Improving air quality	3.28	3.57
3M. Preserving water supply	3.50	3.60
3N. Improving water quality	3.34	3.59
3O. Preserving open spaces and native animal habitats	2.81	3.16
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.55	2.76
3Q. Providing programs to improve energy efficiency	.93	1.24
3R. Providing programs to conserve natural resources	2.90	3.27
3S. Improving the energy efficiency of local government buildings	2.62	2.95
3T. Purchasing government vehicles that use clean fuel technology	2.49	2.76
3U. Providing information on how to reduce energy usage and save money	2.93	3.17

Q3. Importance of Specific Issues in Next 20 Years

Age Comparisons

For the most part, younger residents placed more importance on the issues than residents of retirement age.

n=1200	Age								
	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+
3A. Creating more high paying jobs	3.58	3.56	3.56	3.58	3.25	3.64	3.00	3.27	2.98
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.19	3.22	3.49	3.35	3.26	3.34	3.09	3.18	3.47
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.22	3.13	3.28	3.32	3.12	3.24	2.75	2.69	3.06
3D. Creating more affordable housing	3.33	3.14	3.13	3.04	3.05	3.06	2.59	2.49	2.87
3E. Expanding highways	2.59	2.83	3.08	3.00	2.97	2.94	2.65	2.72	3.02
3F. Reducing traffic congestion	2.84	2.92	3.09	3.02	3.28	2.88	2.91	2.98	3.08
3G. Maintaining local streets and roads	3.34	3.42	3.46	3.55	3.42	3.58	3.24	3.65	3.57
3H. Expanding local bus services	2.68	2.70	2.93	2.74	2.66	2.75	2.50	2.66	2.83
3I. Improving public transportation to other cities	2.93	2.80	2.90	2.97	2.63	2.93	2.31	2.34	2.66
3J. Maintaining and improving sidewalks and bike lanes	3.01	2.90	3.18	3.12	3.10	2.98	2.60	2.65	2.70
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.82	2.71	2.95	2.87	2.71	2.90	2.53	2.75	3.03
3L. Improving air quality	3.61	3.41	3.45	3.48	3.49	3.17	3.25	2.99	2.98
3M. Preserving water supply	3.63	3.45	3.63	3.54	3.55	3.62	3.40	3.49	3.82
3N. Improving water quality	3.52	3.48	3.58	3.44	3.45	3.48	3.29	2.99	3.60
3O. Preserving open spaces and native animal habitats	3.08	2.98	3.19	2.87	2.95	2.99	2.60	2.87	2.87
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.81	2.75	2.79	2.60	2.70	2.59	2.32	1.69	2.69
3Q. Providing programs to improve energy efficiency	1.27	1.03	1.15	1.03	.94	1.18	.84	1.06	1.07
3R. Providing programs to conserve natural resources	3.13	3.15	3.25	2.95	3.10	3.18	2.68	2.87	2.92
3S. Improving the energy efficiency of local government buildings	2.73	2.71	2.99	2.73	2.86	2.97	2.53	2.73	2.72
3T. Purchasing government vehicles that use clean fuel technology	2.68	2.59	2.82	2.50	2.59	2.88	2.24	2.59	2.67
3U. Providing information on how to reduce energy usage and save money	3.15	3.05	3.17	2.96	2.91	3.19	2.77	2.99	3.03

Q3. Importance of Specific Issues in Next 20 Years

Regional Comparisons

As seen previously in this report, both Central Valley and West Kern residents reported higher importance ratings for the issues “3E. Expanding highways,” “3F. Reducing traffic congestion,” “3P. Developing a variety of housing options, including apartments, townhomes and condominiums,” and “3U. Providing information on how to reduce energy usage and save money.” In addition Central Valley residents gave significantly higher scores than the residents from the other regions to the issues “3D. Creating more affordable housing,” “3G. Maintaining local streets and roads,” “3J. Maintaining and improving sidewalks and bike lanes,” “3L. Improving air quality,” “3N. Improving water quality,” “3Q. Providing programs to improve energy efficiency,” “3R. Providing programs to conserve natural resources,” “3S. Improving the energy efficiency of local government buildings,” and “3T. Purchasing government vehicles that use clean fuel technology.”

Q3. Importance of Specific Issues in Next 20 Years

Regional Comparisons Continued

n=1200	West Kern	Central Valley	Mountains	East Kern
3A. Creating more high paying jobs	3.65	3.51	3.24	3.40
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.25	3.29	3.29	3.32
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.29	3.21	2.96	2.92
3D. Creating more affordable housing	3.05	3.15	2.65	2.77
3E. Expanding highways	2.89	2.98	2.26	2.44
3F. Reducing traffic congestion	2.73	3.17	2.40	2.07
3G. Maintaining local streets and roads	3.34	3.48	3.21	3.39
3H. Expanding local bus services	2.54	2.79	2.56	2.45
3I. Improving public transportation to other cities	2.87	2.80	2.77	2.85
3J. Maintaining and improving sidewalks and bike lanes	3.00	3.05	2.72	2.71
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.77	2.85	2.66	2.53
3L. Improving air quality	3.32	3.52	3.09	2.92
3M. Preserving water supply	3.63	3.57	3.47	3.37
3N. Improving water quality	3.38	3.51	3.18	3.30
3O. Preserving open spaces and native animal habitats	2.96	2.99	3.02	2.82
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.83	2.74	1.94	2.36
3Q. Providing programs to improve energy efficiency	1.18	1.13	.73	.88
3R. Providing programs to conserve natural resources	2.96	3.15	2.79	2.80
3S. Improving the energy efficiency of local government buildings	2.70	2.87	2.48	2.31
3T. Purchasing government vehicles that use clean fuel technology	2.56	2.69	2.33	2.34
3U. Providing information on how to reduce energy usage and save money	3.22	3.10	2.83	2.70

Q3. Importance of Specific Issues in Next 20 Years

Ethnicity Comparisons

When comparisons are made among various ethnic groups, the Hispanic or Latino residents ascribed significantly higher importance to all but one issue, “3G. Maintaining local streets and roads.” African-American or Black residents also gave significantly higher ratings to many of the issues, including “3B. Encouraging new businesses to relocate to the County in order to diversify the local economy,” “3D. Creating more affordable housing,” “3H. Expanding local bus services,” “3I. Improving public transportation to other cities,” “3K. Providing public transportation, carpooling, and other alternatives to driving alone,” “3P. Developing a variety of housing options, including apartments, townhomes and condominiums,” and “3T. Purchasing government vehicles that use clean fuel technology.”

Q3. Importance of Specific Issues in Next 20 Years

Ethnicity Comparisons Continued

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
3A. Creating more high paying jobs	3.52	3.47	3.02	3.31	3.65	3.43	3.28
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.49	3.52	2.82	3.17	3.40	2.81	3.17
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.06	2.83	2.83	3.00	3.36	2.83	2.91
3D. Creating more affordable housing	3.45	2.88	2.75	2.71	3.38	2.50	2.47
3E. Expanding highways	3.04	2.91	2.57	2.70	3.02	1.06	2.58
3F. Reducing traffic congestion	2.91	3.34	3.09	2.81	3.11	3.19	2.90
3G. Maintaining local streets and roads	3.41	3.09	3.17	3.40	3.52	2.12	3.18
3H. Expanding local bus services	3.23	3.21	2.02	2.50	2.92	1.23	2.60
3I. Improving public transportation to other cities	3.22	3.10	2.69	2.44	3.07	1.12	2.46
3J. Maintaining and improving sidewalks and bike lanes	3.02	3.56	3.30	2.75	3.17	2.00	2.52
3K. Providing public transportation, carpooling, and other alternatives to driving alone	3.18	3.22	2.73	2.52	2.99	.75	2.62
3L. Improving air quality	3.61	3.17	3.48	3.25	3.55	2.63	3.16
3M. Preserving water supply	3.61	3.71	3.58	3.46	3.59	3.87	3.59
3N. Improving water quality	3.52	3.68	3.51	3.23	3.64	2.25	3.02
3O. Preserving open spaces and native animal habitats	2.89	3.02	2.70	2.82	3.14	2.71	2.86
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	3.06	2.14	2.52	2.27	2.95	2.49	2.23
3Q. Providing programs to improve energy efficiency	1.34	1.15	.77	.89	1.25	1.20	.93
3R. Providing programs to conserve natural resources	3.32	3.19	2.82	2.88	3.24	2.14	3.09
3S. Improving the energy efficiency of local government buildings	2.87	2.55	2.82	2.60	2.92	2.03	2.86
3T. Purchasing government vehicles that use clean fuel technology	2.91	3.24	2.54	2.37	2.80	1.60	2.57
3U. Providing information on how to reduce energy usage and save money	3.25	3.12	3.04	2.80	3.23	2.29	3.01

Q3. Importance of Specific Issues in Next 20 Years

Household Income Comparisons

With minor exceptions, residents who reported lower annual household income tended to place more importance on these issues than residents with an annual income of more than \$50,000.

n=1200	<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	\$100K or more	>\$50K (unspecified)
3A. Creating more high paying jobs	3.31	3.40	3.69	3.74	3.37	3.46	3.46	3.18	3.28
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.50	3.23	3.46	3.26	3.11	3.27	3.33	3.13	3.39
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	2.98	3.19	3.28	3.45	3.10	3.19	3.04	2.85	3.11
3D. Creating more affordable housing	3.33	3.28	3.38	3.48	2.86	2.99	2.78	2.47	2.32
3E. Expanding highways	2.71	2.77	3.04	2.83	2.86	2.83	2.99	2.67	2.52
3F. Reducing traffic congestion	2.87	2.98	3.16	3.16	2.86	3.03	2.84	2.80	2.62
3G. Maintaining local streets and roads	3.32	3.45	3.44	3.54	3.33	3.48	3.36	3.24	3.57
3H. Expanding local bus services	2.87	3.01	2.94	3.00	2.62	2.64	2.59	2.16	2.45
3I. Improving public transportation to other cities	3.04	3.08	3.02	3.27	2.75	2.76	2.55	2.23	2.23
3J. Maintaining and improving sidewalks and bike lanes	3.31	3.15	3.08	3.28	3.23	2.96	2.84	2.64	2.96
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.71	2.99	2.98	3.13	2.82	2.89	2.56	2.29	2.50
3L. Improving air quality	3.73	3.47	3.66	3.40	3.30	3.35	3.29	3.20	3.65
3M. Preserving water supply	3.60	3.64	3.56	3.66	3.37	3.61	3.50	3.33	3.25
3N. Improving water quality	3.47	3.50	3.66	3.65	3.42	3.49	3.27	3.07	3.53
3O. Preserving open spaces and native animal habitats	3.07	2.98	3.04	3.13	3.44	3.00	2.76	2.63	2.79
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.67	2.81	3.11	2.87	2.68	2.53	2.38	2.08	2.06
3Q. Providing programs to improve energy efficiency	1.12	1.18	1.30	1.38	1.02	1.01	.96	.72	.69
3R. Providing programs to conserve natural resources	3.18	3.21	3.20	3.22	3.23	3.07	3.07	2.58	3.02
3S. Improving the energy efficiency of local government buildings	2.85	2.99	2.98	3.01	2.77	2.75	2.77	2.24	2.51
3T. Purchasing government vehicles that use clean fuel technology	2.64	2.80	2.80	2.75	3.03	2.72	2.47	2.18	2.35
3U. Providing information on how to reduce energy usage and save money	3.14	3.35	3.22	3.29	2.81	3.13	2.80	2.56	2.53

Q3. Importance of Specific Issues in Next 20 Years

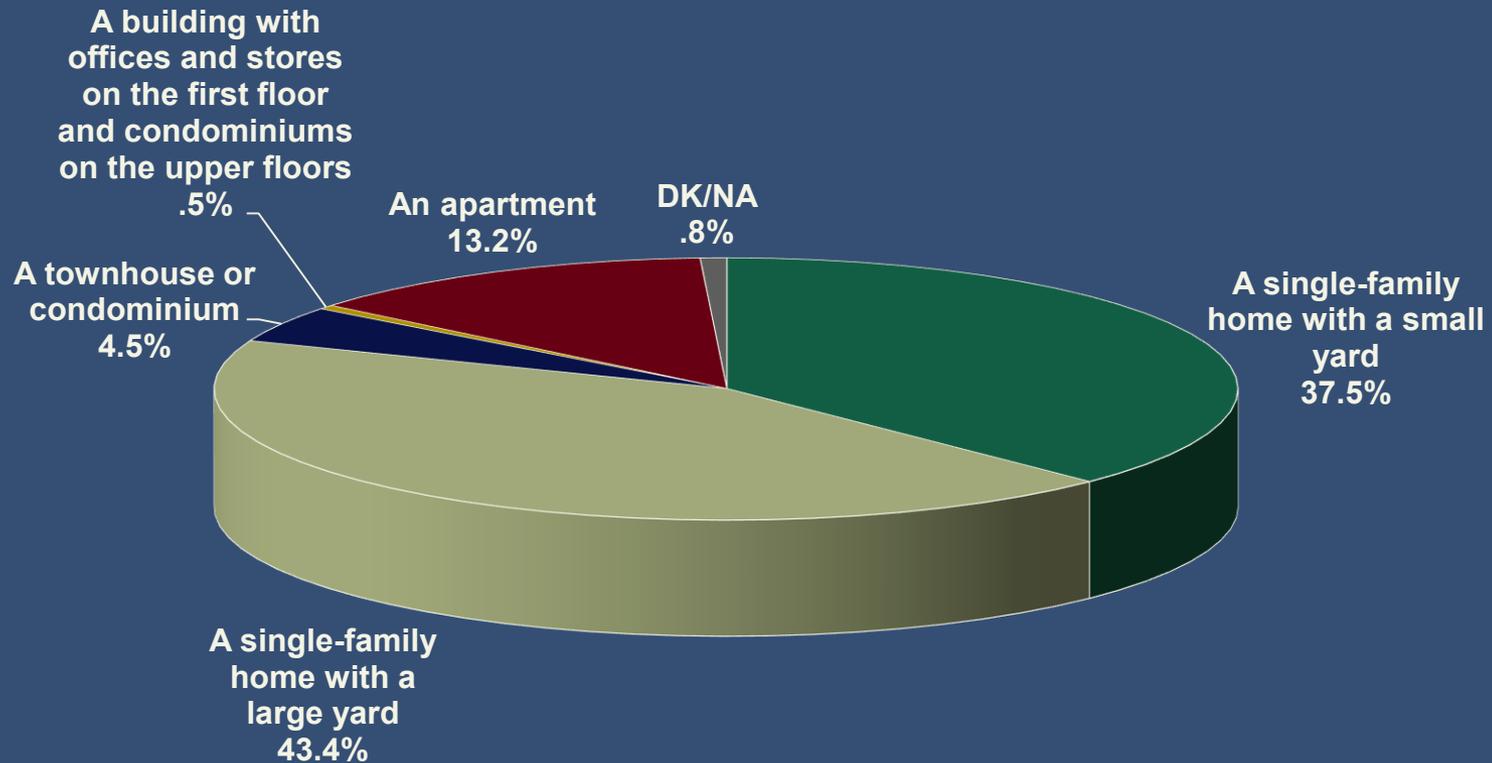
Supervisory District Comparisons

Residents in District 3 reported a few higher scores than the other districts, but the differences are not noteworthy.

n=1200	Supervisory District				
	1	2	3	4	5
3A. Creating more high paying jobs	3.52	3.40	3.50	3.49	3.51
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.31	3.35	3.35	3.29	3.16
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.22	3.01	3.27	3.16	3.22
3D. Creating more affordable housing	3.14	2.87	3.33	2.98	3.15
3E. Expanding highways	2.77	2.65	3.03	2.98	2.90
3F. Reducing traffic congestion	2.77	2.70	3.17	3.11	3.16
3G. Maintaining local streets and roads	3.50	3.37	3.42	3.47	3.46
3H. Expanding local bus services	2.52	2.68	2.84	2.68	2.98
3I. Improving public transportation to other cities	2.88	2.79	2.88	2.70	2.87
3J. Maintaining and improving sidewalks and bike lanes	3.01	2.78	3.05	3.06	3.03
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.78	2.70	2.91	2.75	2.92
3L. Improving air quality	3.28	3.18	3.63	3.50	3.52
3M. Preserving water supply	3.59	3.45	3.50	3.61	3.54
3N. Improving water quality	3.50	3.41	3.45	3.45	3.50
3O. Preserving open spaces and native animal habitats	2.86	2.96	3.01	2.99	3.06
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.58	2.55	2.93	2.59	2.70
3Q. Providing programs to improve energy efficiency	1.00	.93	1.24	1.13	1.13
3R. Providing programs to conserve natural resources	2.96	2.97	3.21	3.05	3.26
3S. Improving the energy efficiency of local government buildings	2.69	2.66	2.86	2.76	2.98
3T. Purchasing government vehicles that use clean fuel technology	2.52	2.56	2.60	2.70	2.68
3U. Providing information on how to reduce energy usage and save money	3.09	2.93	3.10	3.01	3.12

Q4. Current Housing Type (n=1200)

Approximately four out of five residents live in a single-family home, with slightly more of those residents having a large yard. About one in ten residents live in an apartment. In comparison, a very small percentage of residents live in a townhouse or condominium, and even fewer reside in a mixed-use building.



Q4. Current Housing Type Length of Residence Comparisons

Residents who have lived in Kern County for less than one year more frequently indicated living in a townhouse or condominium, while those who have lived in Kern County for one year to less than five years more often reported living in an apartment. Those with five years to less than ten years of residence in the County were more likely to state they lived in a single-family home with a large yard, townhouse or condominium, and those with ten or more years of residency in the County reported a higher likelihood of living in a single-family home with a large yard.

n=1200	<1 year	1 year – <5 years	5 years - <10 years	10 years or more
A single-family home with a small yard	12.3%	35.5%	36.2%	38.5%
A single-family home with a large yard	40.4%	23.1%	40.5%	46.1%
A townhouse or condominium	24.3%	6.8%	10.6%	2.7%
A building with offices and stores on the first floor and condominiums on the upper floors	.0%	.0%	.5%	.6%
An apartment	12.9%	33.5%	11.7%	11.4%
DK/NA	10.1%	1.2%	.5%	.7%

Q4. Current Housing Type Ethnicity Comparisons

African-American or Black residents of Kern County indicated that they live in apartments more than the other ethnic groups, while Asians more frequently reported living in single-family homes with a small yard. Caucasian or White and Hispanic or Latino residents had a higher likelihood of living in a single-family home with a large yard.

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
A single-family home with a small yard	25.6%	38.1%	64.9%	32.7%	40.5%	83.5%	39.4%	50.9%	47.4%
A single-family home with a large yard	30.8%	48.9%	13.9%	51.7%	39.9%	11.1%	41.5%	49.1%	39.8%
A townhouse or condominium	7.2%	4.2%	.0%	4.5%	4.7%	.0%	4.2%	.0%	.0%
A building with offices and stores on the first floor and condominiums on the upper floors	.0%	.0%	.0%	1.0%	.3%	.0%	.0%	.0%	.0%
An apartment	34.6%	8.2%	21.1%	9.0%	14.1%	5.4%	14.9%	.0%	12.8%
DK/NA	1.8%	.6%	.0%	1.1%	.6%	.0%	.0%	.0%	.0%

Q4. Current Housing Type Household Income Comparisons

Not surprisingly, the residents who reported being in the lower income ranges (less than \$50,000 in annual household income) more frequently indicated living in an apartment, while residents with \$50,000 or more in annual household income were more likely to live in a single-family home with a large yard.

n=1200	<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	\$100K or more	>\$50K (unspecified)	DK/NA
A single-family home with a small yard	28.0%	37.7%	37.8%	44.8%	32.7%	41.7%	41.0%	29.5%	26.5%	35.1%
A single-family home with a large yard	29.9%	37.6%	38.3%	28.0%	41.0%	47.8%	56.0%	61.7%	57.1%	48.6%
A townhouse or condominium	5.8%	3.4%	4.0%	7.7%	5.1%	2.8%	2.0%	8.8%	11.5%	2.5%
A building with offices and stores on the first floor and condominiums on the upper floors	3.1%	1.3%	.0%	.0%	.0%	.3%	.5%	.0%	.8%	.2%
An apartment	33.1%	19.1%	20.0%	19.6%	20.5%	7.0%	.0%	.0%	4.1%	9.3%
DK/NA	.1%	.9%	.0%	.0%	.7%	.4%	.5%	.0%	.0%	4.3%

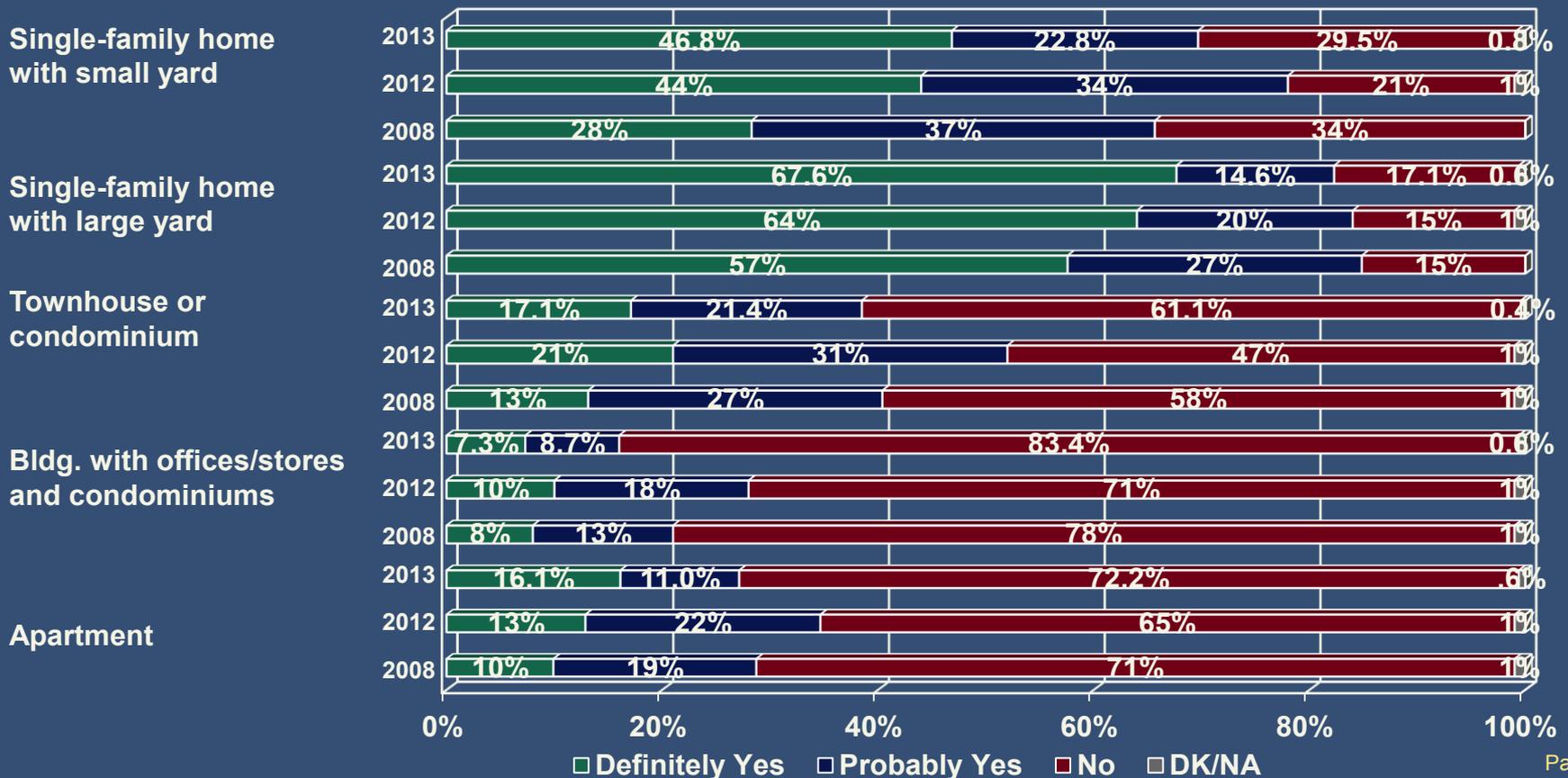
Q4. Current Housing Type Supervisory District Comparisons

In terms of supervisory districts, residents from District 4 were more likely to live in a townhouse or condominium than other districts, while residents in District 5 reported higher levels of living in an apartment.

n=1200	Supervisory District				
	1	2	3	4	5
A single-family home with a small yard	45.1%	32.6%	42.2%	34.6%	35.9%
A single-family home with a large yard	36.1%	48.1%	46.4%	44.6%	41.6%
A townhouse or condominium	1.3%	3.9%	4.0%	7.2%	4.2%
A building with offices and stores on the first floor and condominiums on the upper floors	.8%	1.0%	.9%	.1%	.0%
An apartment	14.5%	13.4%	6.5%	13.4%	16.9%
DK/NA	2.1%	1.0%	.0%	.0%	1.5%

Q5. Housing Option Preferences

This chart illustrates housing preferences for years 2013, 2012 and 2008. When comparing the 2013 results to 2012, the data shows a slight decrease in preference overall for the single-family home with a small or large yard. At the same time, the results indicate a significant decrease in preference for townhouse/condominium, mixed-use buildings and apartment housing options.



Q5. Housing Option Preferences

		Definitely Yes	Probably Yes	No	DK/NA
A single-family home with a small yard	2013	46.8%	22.8%	29.5%	.8%
	2012	44%	34%	21%	1%
	2009	30%	37%	32%	1%
	2008	28%	37%	34%	0%
A single-family home with a large yard	2013	67.6%	14.6%	17.1%	.6%
	2012	64%	20%	15%	1%
	2009	59%	25%	16%	1%
	2008	57%	27%	15%	0%
A townhouse or condominium	2013	17.1%	21.4%	61.1%	.4%
	2012	21%	31%	47%	1%
	2009	11%	33%	55%	1%
	2008	13%	27%	58%	1%
A building with offices and stores on the first floor and condominiums on the upper floors	2013	7.3%	8.7%	83.4%	.6%
	2012	10%	18%	71%	1%
	2009	7%	14%	78%	1%
	2008	8%	13%	78%	1%
An apartment	2013	16.1%	11.0%	72.2%	.6%
	2012	13%	22%	65%	1%
	2009	9%	18%	72%	1%
	2008	10%	19%	71%	1%

Q5. Housing Option Preferences

Length of Residence Comparisons

When housing preferences are analyzed in terms of length of residency in Kern County, a few differences emerge. Those who have lived in the County for less than one year indicated a “Definitely yes” response and those who have lived in the County for one year to less than five years stated a “Probably yes” response at higher levels for living in a mixed-use building. Those living in the County for one year to less than five years also stated a “Definitely yes” response more frequently to living in an apartment.

n=1200		<1 year	1 year – <5 years	5 years - <10 years	10 years or more
A single-family home with a small yard	Definitely yes	39.2%	63.8%	44.3%	45.7%
	Probably yes	12.9%	16.8%	25.4%	23.2%
	No	47.9%	19.3%	28.6%	30.4%
	DK/NA	.0%	.1%	1.7%	.8%
A single-family home with a large yard	Definitely yes	67.3%	71.1%	65.5%	67.7%
	Probably yes	12.8%	9.6%	16.6%	14.8%
	No	19.8%	18.0%	17.6%	16.8%
	DK/NA	.0%	1.2%	.3%	.7%
A townhouse or condominium	Definitely yes	16.9%	26.0%	17.5%	16.1%
	Probably yes	30.9%	20.7%	28.7%	20.0%
	No	52.3%	51.1%	53.7%	63.7%
	DK/NA	.0%	2.3%	.1%	.3%
A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	27.7%	6.9%	7.1%	7.0%
	Probably yes	6.8%	15.6%	11.5%	7.5%
	No	65.6%	77.1%	81.4%	84.7%
	DK/NA	.0%	.5%	.0%	.7%
An apartment	Definitely yes	21.8%	28.2%	16.6%	14.7%
	Probably yes	11.3%	7.3%	11.0%	11.4%
	No	66.9%	64.4%	70.5%	73.5%
	DK/NA	.0%	.1%	2.0%	.5%

Q5. Housing Option Preferences

Home Ownership Comparisons

When looked at in terms of home ownership, overall, renters indicated a more positive response to considering a single-family home with a small yard, townhouse or condominium, mixed-use building and an apartment over homeowners. Not surprisingly, homeowners were more likely to be opposed to considering any of the housing options except for the single-family home with a large yard.

n=1200		Rent	Own	DK/NA
A single-family home with a small yard	Definitely yes	51.9%	43.7%	29.7%
	Probably yes	24.0%	21.6%	47.3%
	No	22.9%	34.4%	13.2%
	DK/NA	1.3%	.3%	9.7%
A single-family home with a large yard	Definitely yes	68.5%	67.3%	55.9%
	Probably yes	16.3%	13.5%	17.6%
	No	14.8%	18.7%	16.7%
	DK/NA	.4%	.6%	9.7%
A townhouse or condominium	Definitely yes	25.0%	11.6%	21.1%
	Probably yes	27.7%	16.9%	30.8%
	No	46.5%	71.2%	47.4%
	DK/NA	.7%	.2%	.7%
A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	10.7%	5.2%	.0%
	Probably yes	9.7%	8.0%	10.2%
	No	78.8%	86.4%	89.1%
	DK/NA	.9%	.4%	.7%
An apartment	Definitely yes	28.4%	7.9%	8.9%
	Probably yes	16.2%	7.4%	18.2%
	No	54.5%	84.5%	63.2%
	DK/NA	.9%	.3%	9.7%

Q5. Housing Option Preferences Ethnicity Comparisons

The table on the next page compares results in terms of ethnic groups. The single-family home with a small yard and single-family home with a large yard were of more interest to Hispanic or Latino residents than the other ethnicities. African-American or Black residents stated a higher level of “Definitely yes” interest in townhouse or condominium housing, while Hispanic or Latino residents reported a higher level of “Probably yes” interest in this housing option. In addition, African-American or Black residents were least interested in the mixed-use building option.

Q5. Housing Option Preferences

Ethnicity Comparisons Continued

n=1200		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
A single-family home with a small yard	Definitely yes	37.8%	47.6%	50.1%	40.7%	53.6%	88.0%	34.5%	35.2%	14.6%
	Probably yes	26.8%	21.4%	14.2%	24.4%	21.6%	.0%	11.3%	.1%	56.4%
	No	30.4%	30.4%	29.8%	33.8%	24.7%	12.0%	54.1%	64.7%	29.0%
	DK/NA	5.1%	.6%	6.0%	1.0%	.2%	.0%	.0%	.0%	.0%
A single-family home with a large yard	Definitely yes	64.5%	79.0%	55.7%	62.9%	72.9%	11.1%	80.4%	49.1%	56.9%
	Probably yes	17.4%	5.0%	27.8%	12.3%	15.3%	.0%	6.2%	35.2%	42.3%
	No	16.3%	15.4%	16.5%	23.7%	11.6%	88.9%	13.3%	15.8%	.8%
	DK/NA	1.8%	.6%	.0%	1.1%	.2%	.0%	.0%	.0%	.0%
A townhouse or condominium	Definitely yes	32.1%	8.6%	22.4%	14.8%	17.9%	56.8%	12.3%	.0%	12.8%
	Probably yes	19.5%	17.4%	18.8%	17.6%	25.6%	.0%	13.7%	84.2%	.1%
	No	48.4%	73.4%	58.8%	67.2%	56.2%	43.2%	74.1%	.1%	83.4%
	DK/NA	.0%	.6%	.0%	.4%	.3%	.0%	.0%	15.7%	3.7%
A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	1.1%	10.1%	14.1%	7.4%	7.9%	61.4%	6.9%	.0%	.0%
	Probably yes	3.5%	9.4%	5.2%	8.4%	9.6%	.0%	11.9%	35.2%	1.9%
	No	95.4%	79.8%	80.8%	83.4%	81.8%	38.6%	81.1%	64.8%	98.1%
	DK/NA	.0%	.6%	.0%	.7%	.7%	.0%	.0%	.0%	.0%
An apartment	Definitely yes	26.4%	29.6%	24.6%	13.6%	17.1%	5.4%	17.4%	35.2%	12.8%
	Probably yes	11.7%	.0%	.0%	10.1%	13.0%	.0%	10.3%	49.0%	.0%
	No	57.7%	69.8%	69.4%	76.0%	69.9%	94.5%	72.3%	15.8%	87.2%
	DK/NA	4.2%	.6%	6.0%	.4%	.0%	.0%	.0%	.0%	.0%

Q5. Housing Option Preferences Children in Household Comparisons

As shown in the table on the next page, the single-family home with a small yard option was of the least interest to residents with four or more children in the household. The single-family home with a large yard garnered a higher level of preference from residents with three or more children in the household, but was of the least interest to residents without children and residents with two children. Residents with one or two children indicated higher levels of “Probably yes” preference for the townhouse or condominium, but this housing option was of the least interest to residents with four or more children in the household. However, residents with four or more children reported a higher level of “Definitely yes” preference for the mix-use building choice. The apartment had a higher level of appeal to residents with one child, and was least preferred by residents with two children.

Q5. Housing Option Preferences

Children in Household Comparisons Continued

n=1200		Children Under 18 Living in Household					
		None	One	Two	Three	Four or more	DK/NA
A single-family home with a small yard	Definitely yes	47.2%	46.6%	45.7%	48.0%	39.0%	70.8%
	Probably yes	22.5%	27.2%	22.2%	25.8%	11.7%	10.2%
	No	29.4%	23.9%	32.0%	26.1%	49.3%	19.0%
	DK/NA	.9%	2.3%	.0%	.0%	.0%	.0%
A single-family home with a large yard	Definitely yes	60.7%	71.6%	71.1%	83.3%	86.5%	84.7%
	Probably yes	15.7%	15.7%	14.0%	14.5%	5.7%	2.7%
	No	22.9%	11.9%	14.4%	1.8%	7.8%	12.6%
	DK/NA	.8%	.8%	.5%	.4%	.0%	.0%
A townhouse or condominium	Definitely yes	17.5%	22.4%	12.0%	12.2%	16.2%	39.0%
	Probably yes	20.4%	26.3%	24.7%	19.1%	4.8%	20.7%
	No	61.9%	50.8%	62.4%	68.7%	79.0%	38.8%
	DK/NA	.2%	.5%	.9%	.0%	.0%	1.5%
A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	8.5%	7.7%	3.5%	3.9%	16.6%	.0%
	Probably yes	9.7%	8.7%	7.1%	13.6%	.0%	.7%
	No	81.5%	81.6%	89.4%	82.5%	83.4%	93.8%
	DK/NA	.3%	2.0%	.0%	.0%	.0%	5.5%
An apartment	Definitely yes	17.2%	22.6%	11.5%	8.2%	14.7%	5.5%
	Probably yes	11.3%	13.6%	7.9%	15.4%	7.0%	4.5%
	No	70.5%	63.0%	80.6%	76.3%	78.4%	90.0%
	DK/NA	1.0%	.8%	.0%	.0%	.0%	.0%

Q5. Housing Option Preferences

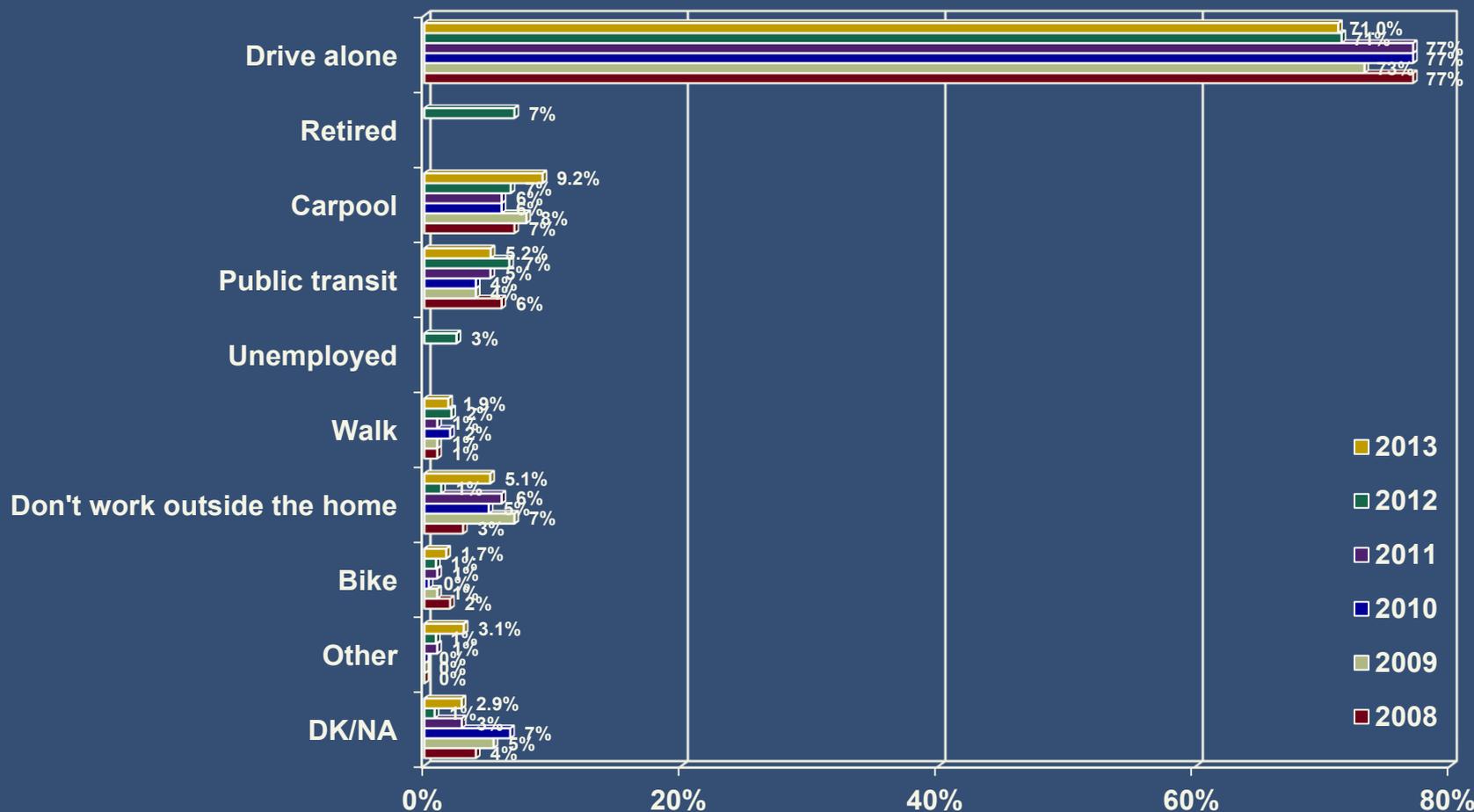
Household Income Comparisons

Residents from the lower annual household income categories indicated the highest levels of preference for the apartment housing option, while residents in the higher income strata reported the least interest in apartment housing.

n=1200		<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	\$100K or more	>\$50K (unspecified)	DK/NA
A single-family home with a small yard	Definitely yes	47.1%	45.5%	53.9%	52.1%	47.8%	46.7%	45.2%	50.9%	28.8%	37.8%
	Probably yes	19.2%	26.3%	24.7%	24.0%	24.8%	26.1%	20.4%	15.1%	19.2%	21.4%
	No	32.4%	28.2%	21.4%	22.3%	27.4%	25.2%	34.4%	34.0%	52.0%	39.3%
	DK/NA	1.4%	.0%	.0%	1.6%	.0%	2.0%	.0%	.0%	.0%	1.5%
A single-family home with a large yard	Definitely yes	52.8%	59.4%	72.2%	77.2%	52.2%	72.2%	69.8%	72.8%	55.2%	64.6%
	Probably yes	22.2%	20.5%	13.4%	14.3%	24.7%	11.7%	10.7%	10.3%	7.3%	15.5%
	No	23.7%	20.1%	14.2%	8.5%	23.1%	15.9%	18.7%	15.2%	34.2%	18.7%
	DK/NA	1.4%	.0%	.2%	.0%	.0%	.2%	.8%	1.8%	3.3%	1.2%
A townhouse or condominium	Definitely yes	20.2%	19.6%	19.1%	18.5%	12.6%	16.5%	14.1%	24.8%	12.5%	11.3%
	Probably yes	22.7%	23.9%	22.6%	25.8%	21.5%	27.8%	11.9%	13.7%	24.3%	17.0%
	No	55.5%	56.5%	57.2%	55.7%	65.9%	55.7%	73.9%	60.7%	63.1%	71.4%
	DK/NA	1.7%	.0%	1.1%	.0%	.0%	.0%	.0%	.7%	.0%	.3%
A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	7.2%	10.5%	7.9%	3.5%	9.4%	6.4%	7.3%	14.5%	8.8%	4.5%
	Probably yes	10.0%	9.1%	10.5%	10.4%	4.9%	9.0%	4.9%	11.1%	9.1%	6.7%
	No	81.5%	80.5%	81.1%	84.2%	85.7%	84.6%	87.8%	74.4%	82.2%	87.5%
	DK/NA	1.4%	.0%	.5%	1.9%	.0%	.0%	.0%	.0%	.0%	1.3%
An apartment	Definitely yes	27.1%	19.6%	24.3%	17.5%	21.0%	12.7%	4.0%	11.5%	10.0%	13.5%
	Probably yes	14.1%	21.2%	11.6%	12.9%	6.8%	10.8%	5.4%	8.0%	9.1%	7.0%
	No	58.7%	58.0%	64.2%	69.6%	69.8%	75.0%	90.7%	80.5%	80.9%	78.3%
	DK/NA	.1%	1.3%	.0%	.0%	2.4%	1.6%	.0%	.0%	.0%	1.2%

Q6. Type of Transportation Used Traveling to Work or School

The 2013 survey results show essentially no change in the number of residents that indicated they typically drive alone to work or school compared with 2012. However this segment is still the clear majority. The current results are for the most part consistent with 2012, with slight increases in carpooling (9.2%) and don't work outside the home (5.1%) categories.



Q6. Type of Transportation Used Traveling to Work or School

Age Comparisons

Residents ages 18 to 59 overwhelmingly reported driving alone when traveling to work or school. Not surprisingly, residents ages 60 and older indicated at higher levels they either work from home or don't work outside the home, most likely due to the preponderance of retirees in this age category.

n=1200	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+	DK/NA
Bike	4.4%	1.5%	1.8%	1.4%	1.0%	.0%	.0%	1.0%	.0%	.0%
Carpool	12.8%	10.5%	8.5%	10.4%	7.3%	5.5%	5.1%	7.4%	.0%	.0%
Drive alone (car, truck, motorcycle, scooter)	70.4%	78.6%	76.5%	76.7%	71.1%	63.9%	50.7%	42.4%	50.7%	75.6%
Public Transit (Bus or shuttle)	5.7%	6.7%	3.9%	2.4%	9.9%	5.7%	4.4%	3.7%	3.6%	10.7%
Walk	4.3%	.6%	.9%	1.6%	1.2%	.0%	4.2%	4.6%	.0%	.0%
Work from home/Don't work outside the home	.3%	1.6%	6.1%	3.1%	6.1%	9.6%	14.0%	17.9%	9.1%	12.7%
Other	1.1%	.6%	.9%	2.7%	3.3%	5.8%	11.9%	7.5%	22.3%	.0%
DK/NA	1.1%	.0%	1.4%	1.7%	.1%	9.5%	9.8%	15.6%	14.3%	1.1%

Q6. Type of Transportation Used Traveling to Work or School

Regional Comparisons

There were no statistically significant differences in response to this question when comparing data from the various regions.

n=1200	West Kern	Central Valley	Mountains	East Kern
Bike	.5%	1.5%	1.6%	3.6%
Carpool	4.3%	10.3%	6.9%	3.8%
Drive alone (car, truck, motorcycle, scooter)	80.3%	70.0%	67.0%	78.3%
Public Transit (Bus or shuttle)	2.6%	5.3%	6.7%	3.6%
Walk	5.4%	1.4%	4.4%	2.3%
Work from home/Don't work outside the home	5.1%	5.3%	4.5%	4.4%
Other	1.6%	3.2%	3.6%	2.6%
DK/NA	.2%	3.0%	5.2%	1.5%

Q6. Type of Transportation Used Traveling to Work or School

Home Ownership Comparisons

In terms of home ownership, residents who rent their homes tended to indicate being more likely to use public transit for their travel to work or school.

n=1200	Rent	Own	DK/NA
Bike	2.1%	1.4%	.0%
Carpool	11.0%	8.1%	.0%
Drive alone (car, truck, motorcycle, scooter)	69.0%	72.1%	88.9%
Public Transit (Bus or shuttle)	8.4%	3.0%	6.1%
Walk	2.4%	1.6%	.0%
Work from home/Don't work outside the home	3.4%	6.4%	1.8%
Other	2.5%	3.4%	2.5%
DK/NA	1.3%	4.0%	.7%

Q6. Type of Transportation Used Traveling to Work or School

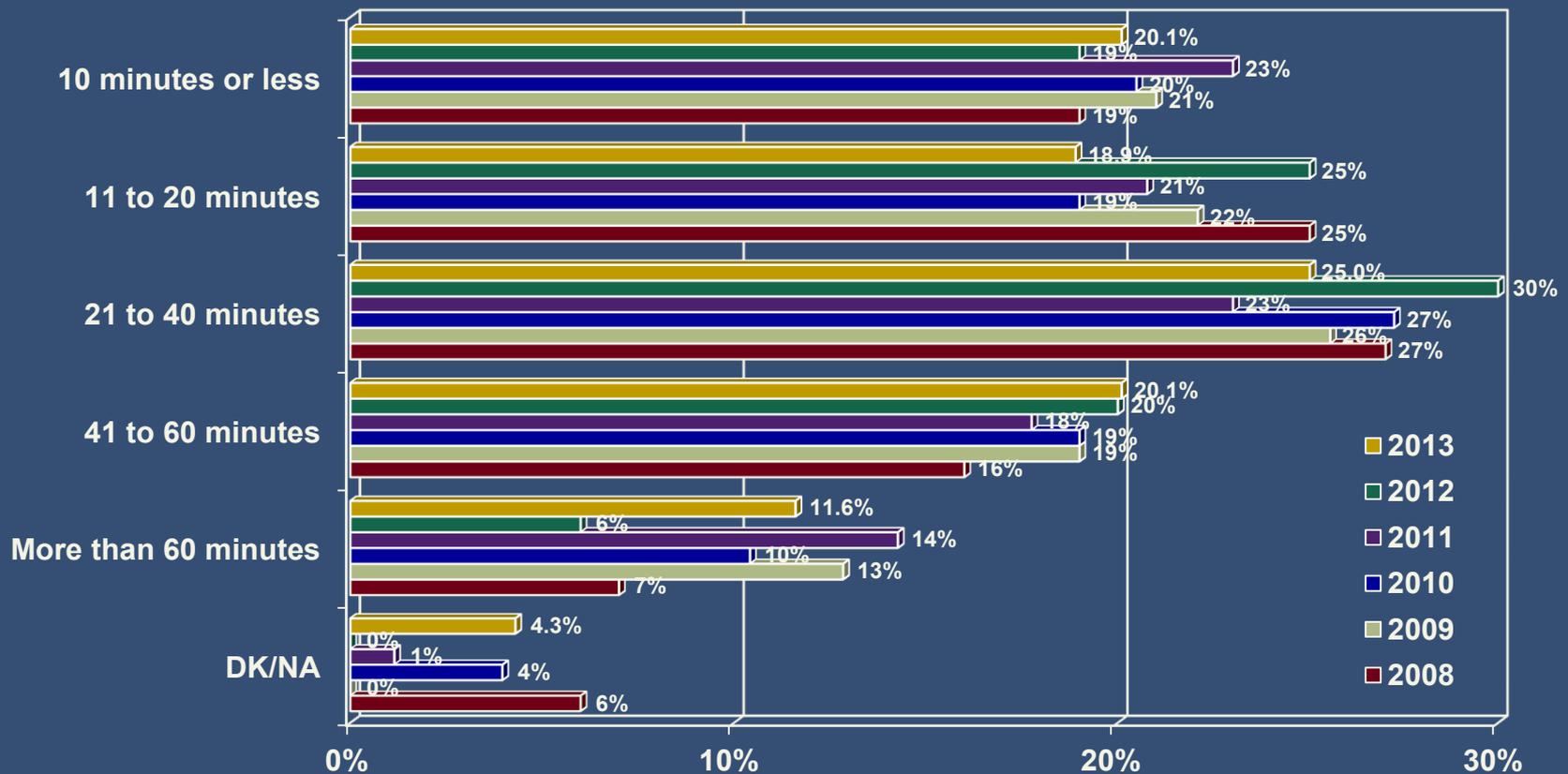
Household Income Comparisons

Residents with annual household income of less than \$15,000 tend to be transit dependent and were more likely to report that they used public transit. On the other hand, residents in the higher income categories stated at higher levels that they drive alone when traveling to work or school. Residents who indicated they have an annual household income of more than \$50,000 (with no further information) more frequently stated that they either work from home or don't work outside the home.

n=1200	<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	\$100K or more	>\$50K (unspecified)	DK/NA
Bike	.0%	2.8%	1.9%	.7%	3.7%	1.5%	3.2%	.7%	.0%	1.8%
Carpool	9.6%	12.6%	10.6%	7.4%	10.1%	6.6%	11.0%	8.7%	12.4%	7.3%
Drive alone (car, truck, motorcycle, scooter)	49.6%	66.5%	72.5%	82.2%	67.5%	77.0%	69.8%	76.8%	66.8%	66.7%
Public Transit (Bus or shuttle)	20.1%	5.7%	5.7%	5.3%	5.1%	3.9%	1.4%	3.2%	.0%	2.6%
Walk	7.0%	1.8%	1.5%	.2%	2.8%	.9%	.3%	6.0%	.0%	1.5%
Work from home/Don't work outside the home	4.1%	5.8%	3.5%	1.3%	3.3%	6.8%	7.4%	2.8%	17.8%	5.7%
Other	6.9%	1.8%	3.3%	2.8%	1.6%	1.8%	3.3%	1.0%	1.5%	5.0%
DK/NA	2.7%	3.0%	1.0%	.1%	6.0%	1.4%	3.6%	.8%	1.6%	9.4%

Q7. Average Commute Time

Residents were asked how many minutes they typically spend commuting to and from work or school each day. Some interesting shifts emerged in transportation mode since 2012. The level of residents who commute 10 minutes or less and 41 to 60 minutes has stayed the same in the intervening year. However, there was a significant decrease in those who commute 11 to 20 minutes (18.9% in 2013 vs. 25% in 2012), and for those who commute 21 to 40 minutes (25.0% in 2013 vs. 30% in 2012). In contrast, there was a significant increase in the number of residents who commute more than 60 minutes (11.6% in 2013 vs. 6% in 2012).



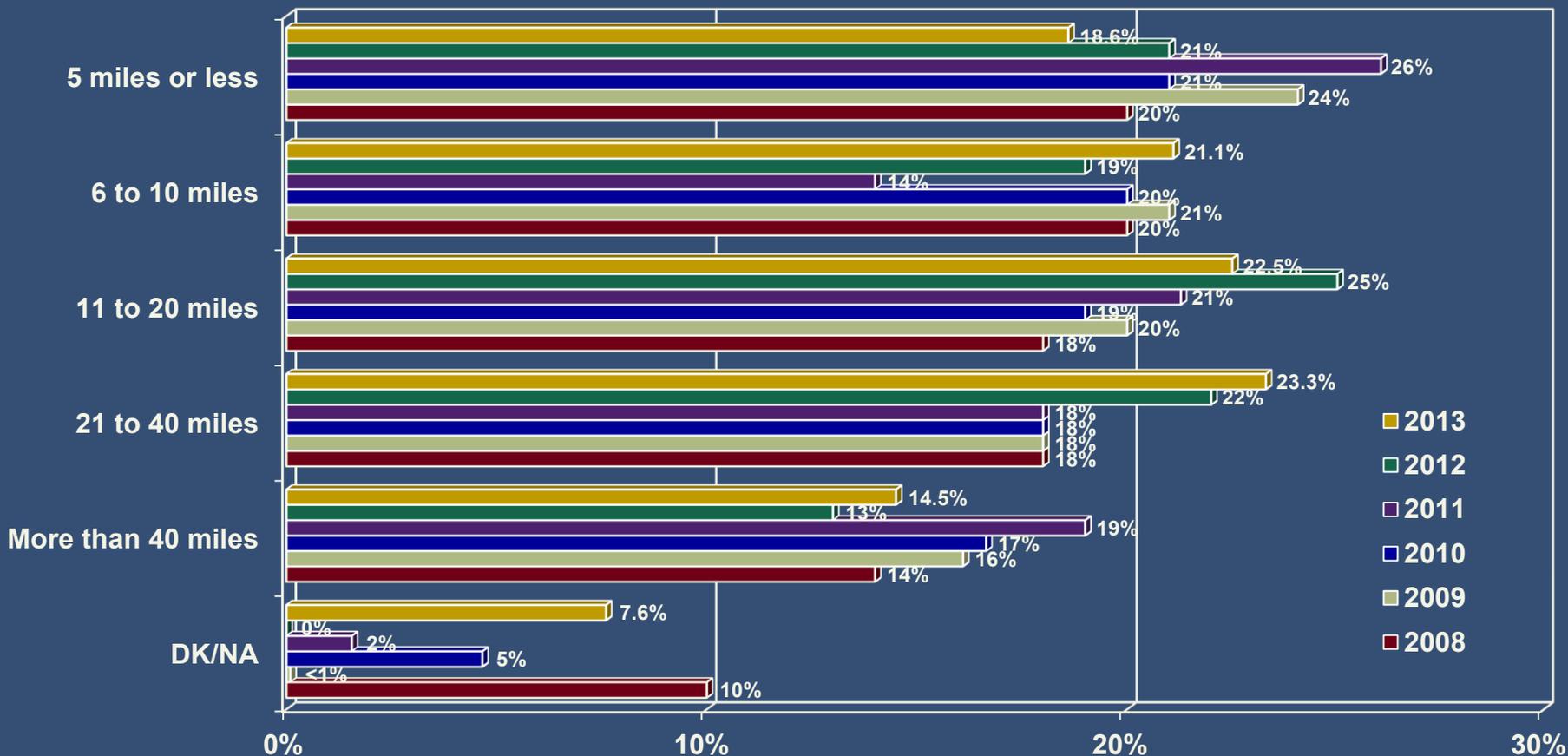
Q7. Average Commute Time Regional Comparisons

Although there are some numerical variances among regions in the collapsed data, there was only one statistically significant difference to report regarding average commute time. Residents of West Kern indicated a ten minute commute more often than residents from the other regions.

n=1,061	West Kern	Central Valley	Mountains	East Kern
10 minutes or less	33.2%	16.5%	21.7%	26.9%
11 to 20 minutes	20.3%	23.1%	16.0%	25.1%
21 to 40 minutes	26.3%	31.0%	34.6%	19.8%
41 to 60 minutes	17.1%	25.2%	18.0%	22.7%
More than 60 minutes	3.1%	4.1%	9.7%	5.6%

Q8. Average Commute Miles

Small shifts were reported by the residents in terms of commute mileage. There was a slight reduction in the number of residents who had a five mile or less commute (18.6% in 2013 vs. 21% in 2012) and those with an 11 to 20 mile commute (22.5% in 2013 vs. 25% in 2012). However, residents who commute 6 to 10 miles increased slightly (21.1% in 2013 vs. 19% in 2012).



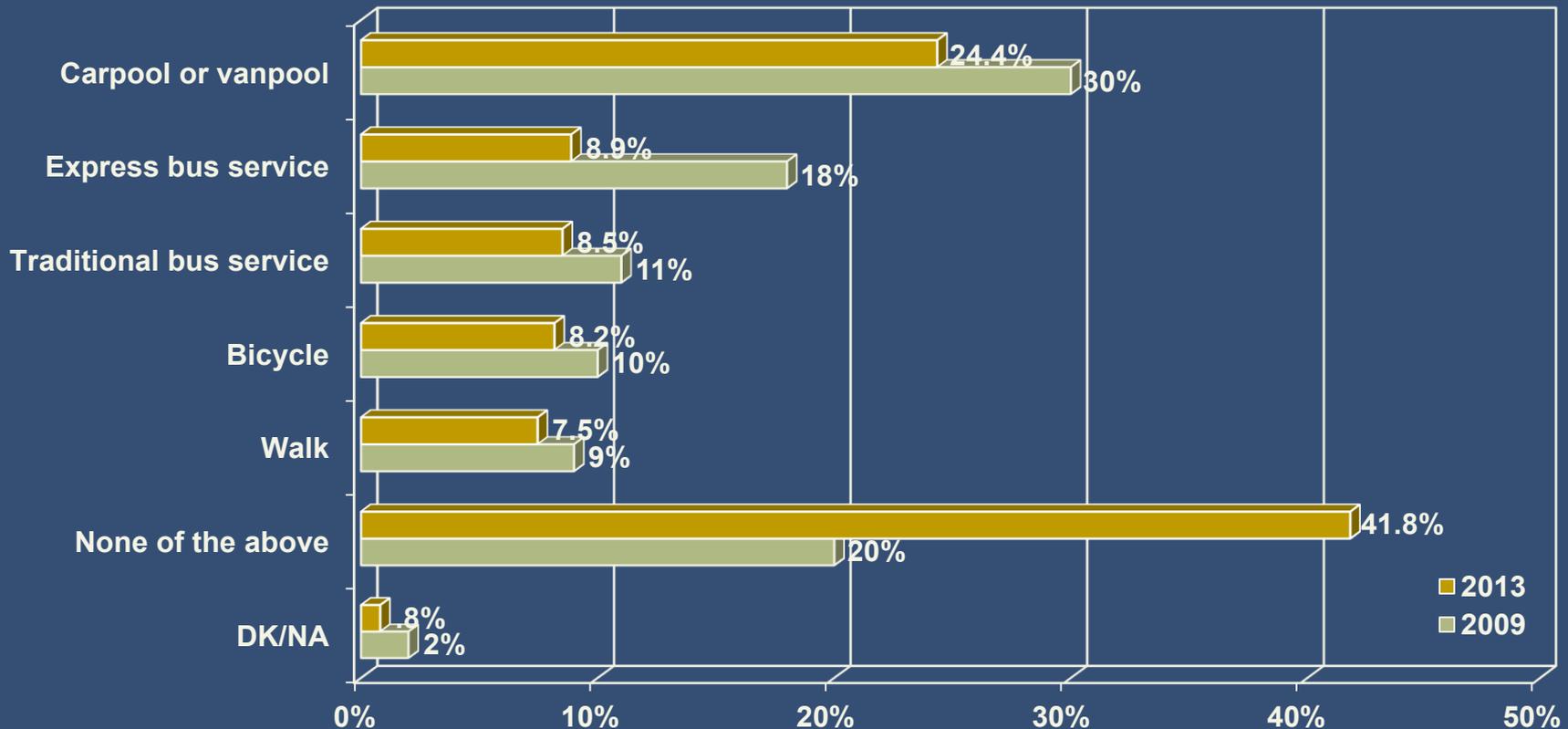
Q8. Average Commute Miles Regional Comparisons

Within the collapsed data West Kern had the highest level of respondents traveling 10 miles or less, followed closely by East Kern.

n=1,061	West Kern	Central Valley	Mountains	East Kern
10 miles or less	51.1%	38.5%	33.6%	47.9%
11 to 20 miles	11.4%	24.3%	17.5%	16.1%
21 to 40 miles	24.4%	23.5%	26.7%	18.6%
41 to 60 miles	3.2%	9.4%	10.2%	11.2%
More than 60 miles	9.9%	4.2%	12.0%	6.2%

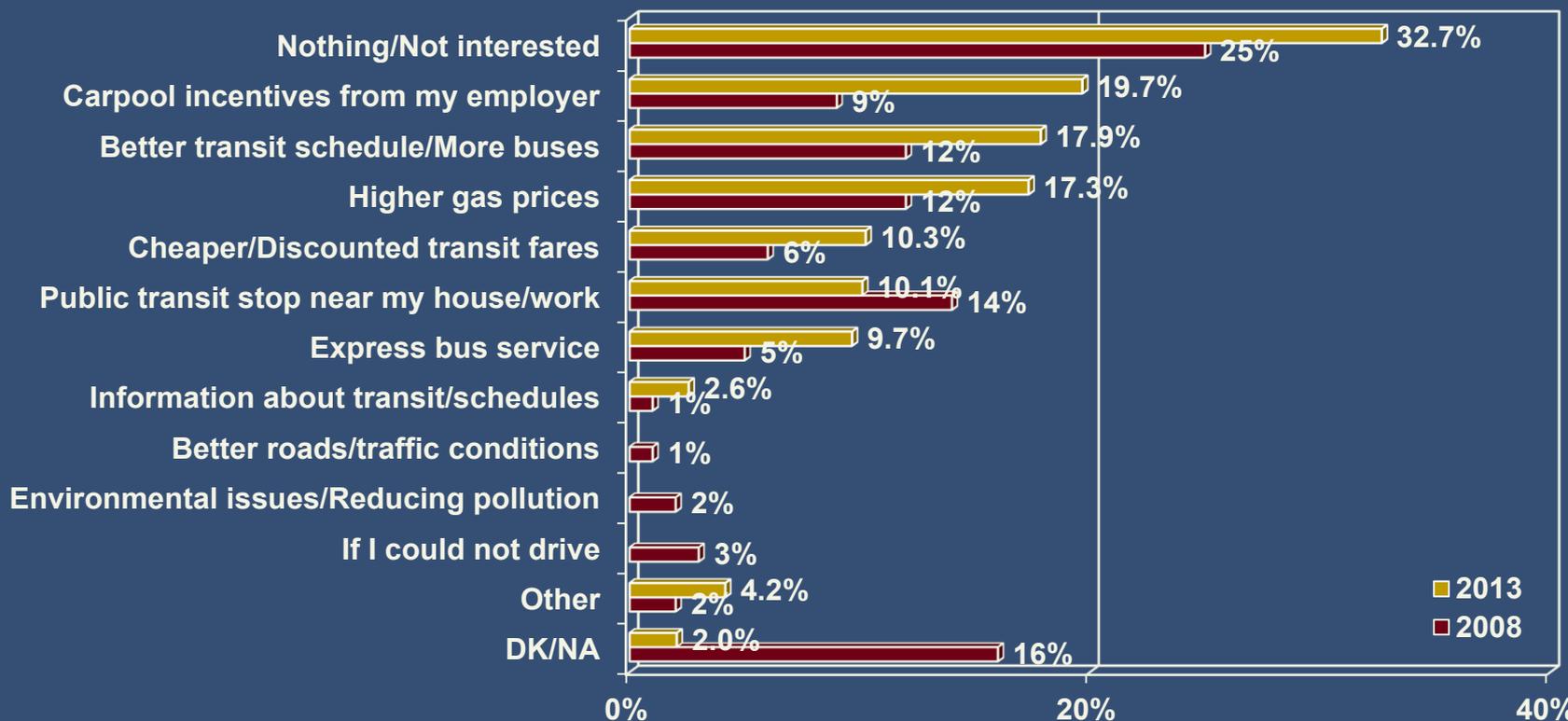
Q9. Most Likely Alternative Transportation (drive alone only from Q6)

The survey respondents were next asked which type of alternative transportation to driving alone would they choose if it were available in their area. Here we compare the results to 2009, and there are some significant shifts in preference. While some of the differences are statistically significant and some aren't, overall there has been a decrease in interest in alternative transportation modes. Illustrated in the chart below is a drop in interest for carpools or vanpools and express bus services. Even more striking is the 21.8% increase in residents stating "None of the above" in response to this question.



Q10. Factors to Encourage Transit Use (drive alone only from Q6)

When the residents were asked what would encourage them to use alternative transportation, similar to previous results, the most frequently cited response was “Nothing/Not interested.” However, the majority of factors did see significant increases over the responses recorded in 2008, including “Carpool incentives from my employer,” “Better transit schedule/More buses,” “Higher gas prices,” “Cheaper/Discounted transit fares,” and “Express bus service.” Interestingly, there was a slight reduction in the response “Public transit stop near my house/work” from 2008.



Q10. Factors to Encourage Transit Use (drive alone only from Q6) Supervisorial District Comparisons

When the results are examined in terms of supervisorial district where the resident lived, most of the responses were statistically similar. However, one difference did emerge. Residents from Districts 1 and 3 stated higher levels of interest in an express bus service, than reported in the other Districts.

n=852	Supervisorial District				
	1	2	3	4	5
Better transit schedule/More buses	20.1%	14.9%	13.8%	15.8%	26.5%
Carpool incentives from my employer	13.9%	22.3%	22.7%	19.8%	20.2%
Cheaper/Discounted transit fares	15.2%	9.7%	11.3%	7.8%	9.0%
Express bus service	16.1%	4.8%	17.2%	5.2%	9.6%
Higher gas prices	20.3%	13.8%	19.4%	14.7%	21.2%
Information about transit/schedules	2.4%	2.2%	3.9%	2.3%	2.5%
Public transit stop near my house/work	15.0%	9.9%	12.1%	8.5%	6.0%
Nothing/Not interested	33.4%	36.5%	32.6%	35.1%	23.0%
Other	1.2%	2.6%	3.8%	8.2%	1.9%
DK/NA	2.6%	1.5%	1.0%	.9%	5.1%

Q11. Influence of Transit Messages

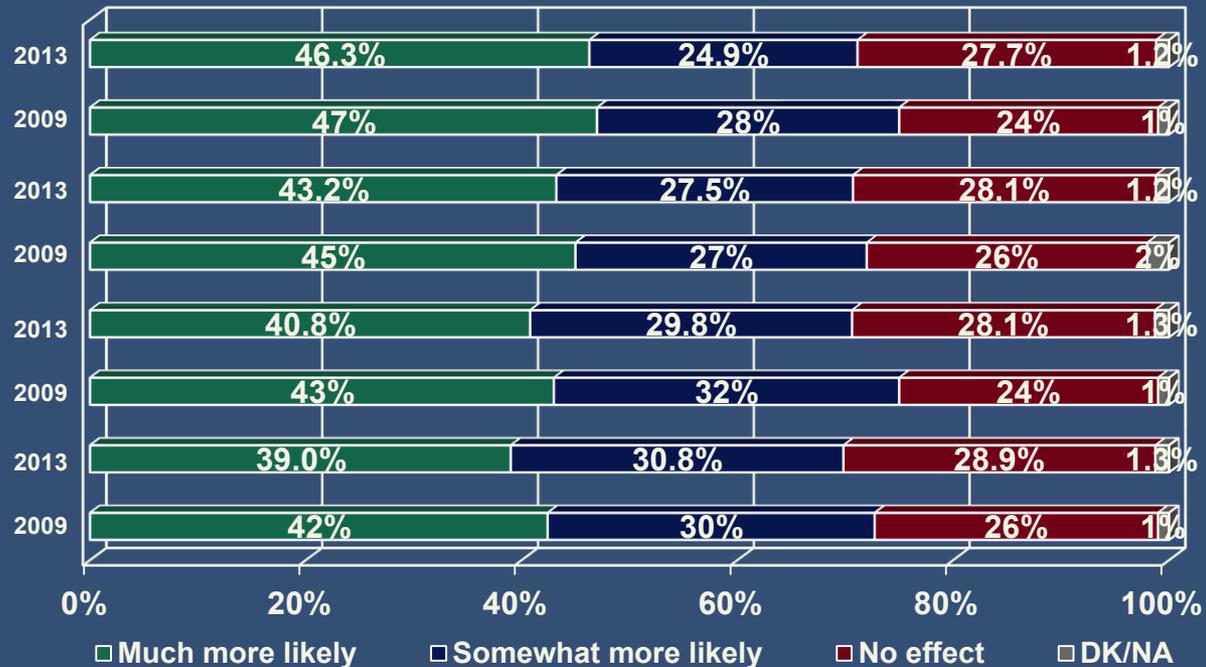
Next, the survey gauged the impact of transit messages on attitudes toward alternative transportation in 2013, and made a comparison with the 2009 survey results. Residents were asked to think about how transportation funding should be spent over the next 20 years in Kern County, and then to consider four transit messages and indicate if they would be more likely to support funding public transportation systems and alternatives to driving alone. While each message had a slight decrease in influence from 2009 to 2013, each made approximately 70% of residents more likely to support transit alternatives. As seen in the 2009 survey results, the responses to the messages did not differ significantly, indicating that transit messages encompassing transportation costs, air quality, future traffic congestion, and job opportunities/ housing options are equally successful.

Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system

Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions

The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic

Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents



Q11. Influence of Transit Messages

Gender and Age Comparisons

In terms of gender, all four messages resonated more effectively with women. With respect to age groups, the message relating to Bakersfield rated as one of the cities with the worst air quality in the nation was more influential with residents ages 18 to 24 and 45 to 54. The message which speaks to the increased population in Kern County was more effective with residents ages 18 to 64. The gas price message was most persuasive with the 18-to-24-year-olds, and the public transportation message was of more significance to residents ages 18 to 24 and 35 to 54.

n=1200	Gender		Age								
	Male	Female	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.07	1.24	1.29	1.13	1.18	1.26	1.12	1.10	.92	.88	.88
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.05	1.21	1.29	1.19	1.13	1.10	1.10	1.25	.69	.92	1.14
Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.06	1.33	1.31	1.18	1.25	1.23	1.15	1.21	.94	.92	.62
Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.02	1.19	1.25	1.13	1.16	1.21	.94	1.02	.81	.74	.89

Q11. Influence of Transit Messages

Ethnicity Comparisons

When viewed in terms of ethnic groups, African-American or Black residents found the messages relating to gas prices and public transportation significantly more persuasive than the other ethnicities. In comparison, Asian residents also found these messages significantly more effective in addition to the message about Bakersfield being rated as one of the cities with the worst air quality in the nation. Hispanic or Latino residents reported being influenced by all four messages at higher levels, as well.

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.06	1.35	1.39	.95	1.30	.62	1.08
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.16	1.26	1.26	.95	1.26	1.43	1.23
Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.38	1.32	1.59	1.00	1.29	1.43	1.23
Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.28	1.45	1.42	.88	1.24	1.34	.90

Q11. Influence of Transit Messages

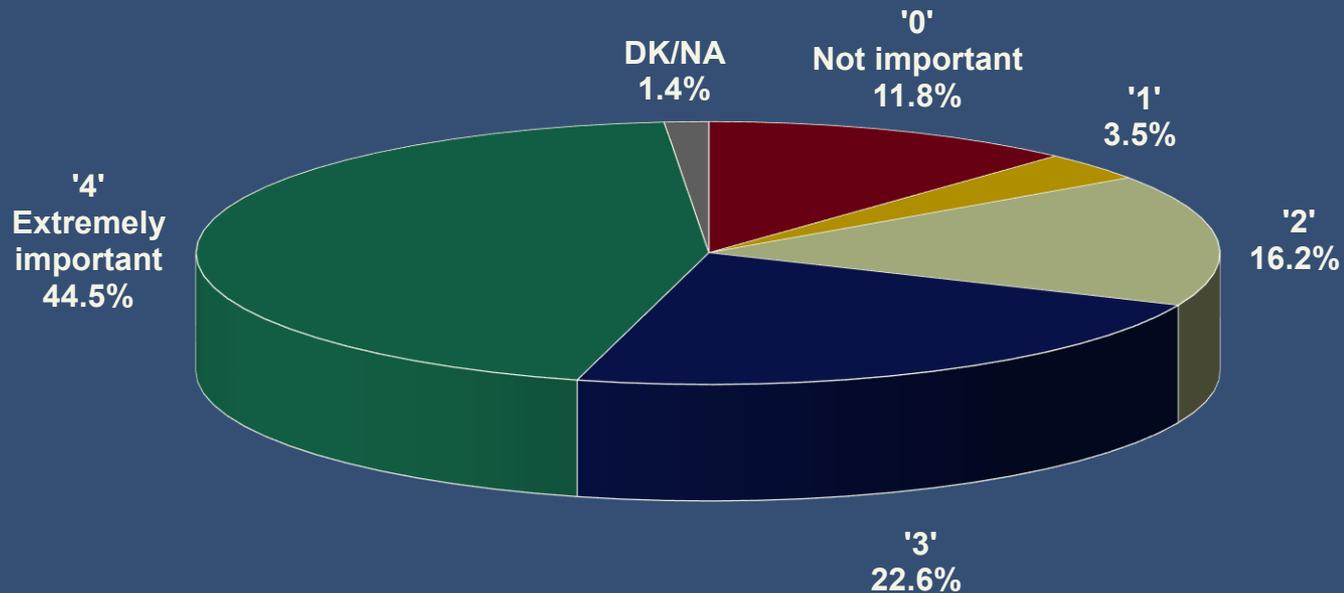
Household Income Comparisons

Residents who reported an annual household income of \$15,000 to less than \$75,000 found the message relating to Bakersfield rated as one of the cities with the worst air quality in the nation more influential, while residents with income of \$0 to less than \$75,000 reported being persuaded by the gas price message. Residents with income of \$15,000 to less than \$35,000 found the increased population and public transportation message most compelling.

n=1200	<\$15K	\$15K - <\$25K	\$25K - <\$35K	\$35K - <\$50K	<\$50K (unspecified)	\$50K - <\$75K	\$75K - <\$100K	>\$100K	>\$50K (unspecified)
Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.18	1.28	1.36	1.22	1.18	1.24	.97	.86	.90
The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.24	1.42	1.33	1.09	.98	1.10	1.03	.91	.73
Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.33	1.39	1.39	1.26	1.37	1.23	.94	.86	.84
Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.21	1.35	1.25	1.18	1.14	1.07	1.00	.85	.79

Q12. Importance of Public Transportation, Carpooling and Alternatives to Future (n=1200)

Residents were asked to rate how important they consider providing public transportation, carpooling and other alternatives to driving alone for improving the future quality of Kern County. About three in five residents reported that they felt this was important, with two in five stating they thought this concept was “Extremely important.” Conversely, about one in six residents rated this as unimportant.



Q12. Importance of Public Transportation, Carpooling and Alternatives to Future Gender Comparisons

When data are broken down by gender, women tended to rate this concept as “Extremely important (4)” at higher levels than men. On the other hand, men were more likely to respond that this issue was “Not important (0)” or gave it a rating of “2.”

n=1200	Male	Female
'0' Not important	15.1%	8.4%
1	3.9%	3.0%
2	18.8%	13.6%
3	21.0%	24.3%
'4' Extremely important	40.2%	49.0%
DK/NA	1.0%	1.8%

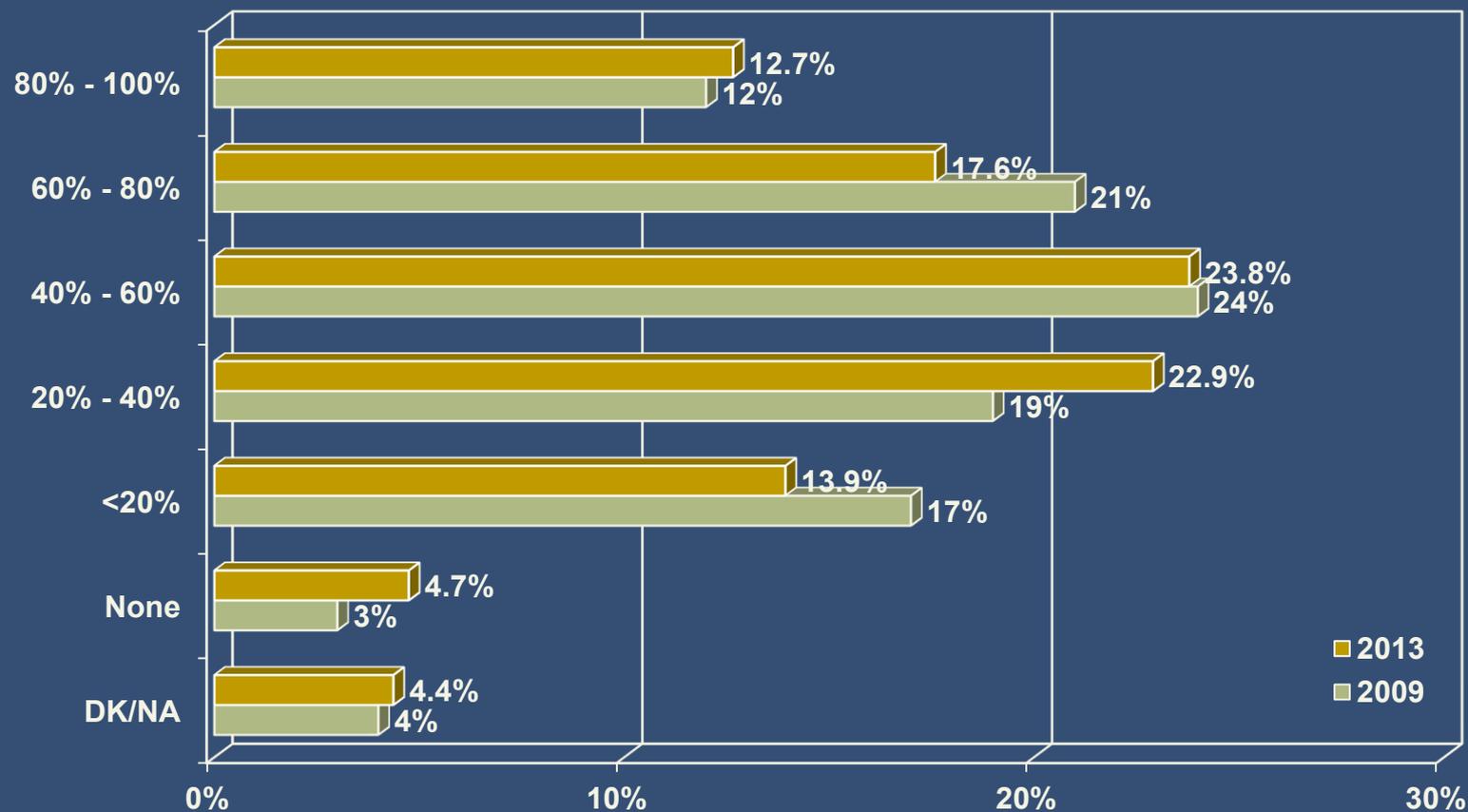
Q12. Importance of Public Transportation, Carpooling and Alternatives to Future Ethnicity Comparisons

In terms of ethnicity, Caucasian or White residents indicated at higher levels that they feel this concept is not important. In contrast, Hispanic or Latino residents were more likely to rate this concept as “Extremely important (4)”

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
'0' Not important	7.8%	9.4%	15.3%	18.1%	7.2%	.0%	8.2%	.1%	32.0%
1	3.7%	.0%	.0%	5.6%	2.1%	.0%	2.8%	.0%	6.3%
2	13.3%	3.1%	21.1%	19.6%	13.5%	11.1%	9.7%	.0%	21.2%
3	21.0%	19.7%	13.9%	19.3%	25.2%	62.2%	25.6%	35.2%	27.2%
'4' Extremely important	52.1%	67.1%	49.8%	35.0%	51.2%	26.7%	53.8%	64.7%	13.3%
DK/NA	2.0%	.6%	.0%	2.3%	.8%	.0%	.0%	.0%	.0%

Q13. Percent of Funds for Alternative Transportation and Carpool

The residents were told that there are limited funds for maintaining and expanding streets, highways and public transportation systems in the County, and were then asked what percentage they felt should be spent on providing alternative transportation options. When comparing the 2013 survey results to 2009, slightly fewer residents supported the 60% to 80% commitment, slightly more residents were in favor of the 20% to 40% level, and slightly fewer residents felt that less than 20% of the funds was an appropriate amount of funding.



Q13. Percent of Funds for Alternative Transportation and Carpool

Gender Comparisons

When the results are viewed in terms of gender, women more frequently indicated they were comfortable with a commitment at the 40% to 60% level, while men gave the response “Less than 20%” more often.

n=1200	Male	Female
80 percent to 100 percent	11.2%	14.2%
60 percent to 80 percent	17.0%	18.2%
40 percent to 60 percent	20.8%	26.9%
20 percent to 40 percent	24.4%	21.3%
Less than 20 percent	17.5%	10.2%
None	5.4%	4.0%
DK/NA	3.5%	5.3%

Q13. Percent of Funds for Alternative Transportation and Carpool Age Comparisons

When analyzed in terms of key age subgroups, the younger age groups have a more generous attitude about funding alternative transportation options. Residents ages 18 to 34 were more likely to state they would support a 40% to 60% funding level, whereas residents ages 55 to 84 more frequently reported they would not support any funding for this issue.

n=1200	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+	DK/NA
80 percent to 100 percent	13.1%	15.0%	9.1%	14.0%	9.5%	22.4%	10.6%	7.4%	1.8%	17.8%
60 percent to 80 percent	20.3%	15.2%	19.9%	17.6%	12.6%	14.5%	24.3%	13.6%	17.4%	2.0%
40 percent to 60 percent	29.3%	28.5%	24.1%	26.0%	24.1%	12.9%	9.7%	17.1%	6.8%	7.6%
20 percent to 40 percent	25.5%	24.0%	28.2%	20.1%	26.4%	12.2%	15.3%	25.2%	5.2%	17.8%
Less than 20 percent	8.2%	14.3%	14.8%	11.0%	16.5%	17.2%	21.1%	12.7%	26.7%	34.6%
None	.9%	.6%	2.1%	5.3%	9.9%	13.8%	12.1%	12.3%	.0%	14.1%
DK/NA	2.5%	2.4%	1.8%	6.0%	.9%	6.9%	6.9%	11.7%	42.1%	6.1%

Q13. Percent of Funds for Alternative Transportation and Carpool Transportation Comparisons

This table shows a comparison of responses in terms of the type of transportation the resident typically uses to commute to work or school. Residents who carpool or take public transit tended to indicate that they would support the 80 to 100 percent of funding at a higher level than those that drive alone or do not commute to work or school.

n=1200	Typical Transportation to Work or School							
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other	DK/NA
80 percent to 100 percent	25.3%	19.9%	10.0%	30.8%	15.5%	8.7%	7.4%	26.8%
60 percent to 80 percent	12.9%	22.1%	16.5%	31.4%	1.8%	16.5%	25.4%	11.8%
40 percent to 60 percent	24.7%	24.4%	25.3%	21.8%	29.0%	12.1%	15.1%	15.5%
20 percent to 40 percent	17.8%	14.2%	25.4%	11.8%	16.0%	21.9%	20.8%	19.7%
Less than 20 percent	14.4%	8.9%	15.5%	.4%	15.6%	18.7%	12.7%	6.6%
None	.0%	3.9%	4.2%	1.6%	16.6%	10.3%	10.1%	6.9%
DK/NA	5.0%	6.5%	3.2%	2.2%	5.5%	11.9%	8.5%	12.7%

Q13. Percent of Funds for Alternative Transportation and Carpool Home Ownership Comparisons

In terms of home ownership, renters were more likely to support the 80% to 100% and 40% to 60% funding levels for alternative transportation options at higher levels than homeowners.

n=1200	Rent	Own	DK/NA
80 percent to 100 percent	15.8%	10.5%	14.1%
60 percent to 80 percent	18.5%	17.3%	2.3%
40 percent to 60 percent	29.2%	19.8%	38.4%
20 percent to 40 percent	21.5%	24.0%	17.2%
Less than 20 percent	8.0%	17.9%	18.5%
None	3.7%	5.4%	6.3%
DK/NA	3.4%	5.1%	3.2%

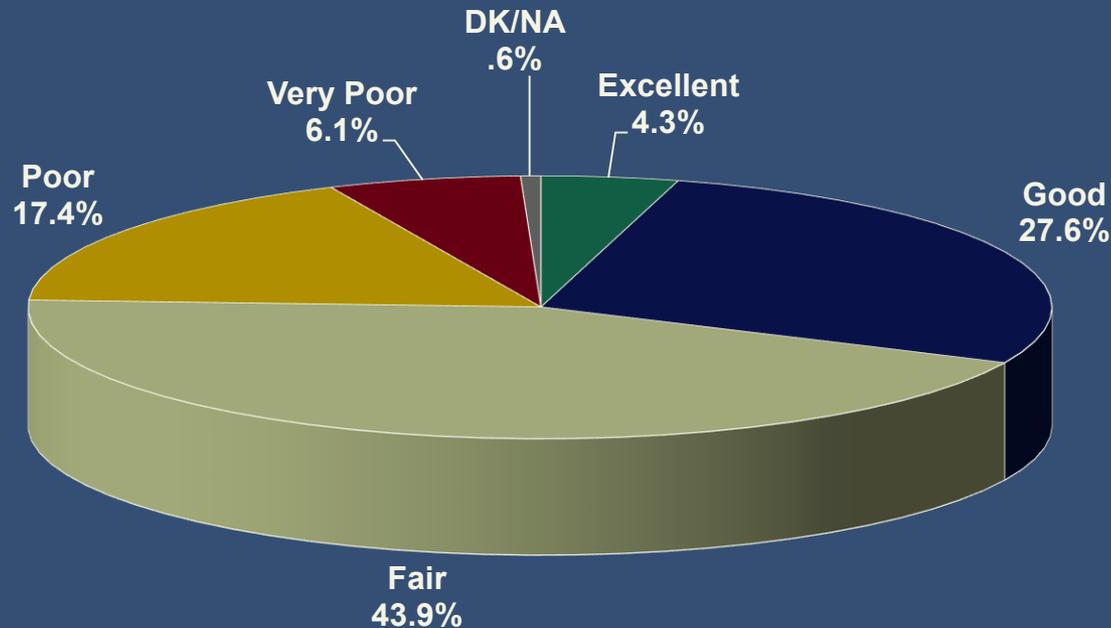
Q13. Percent of Funds for Alternative Transportation and Carpool Ethnicity Comparisons

African-American or Black residents gave the 60% to 80% funding level for alternative transportation options the largest support, while Hispanic or Latino residents more often preferred the 40% to 60% level. Caucasian or White residents supported the 20% to 40% level at a higher rate than the other ethnic groups.

n=1200	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
80 percent to 100 percent	11.6%	28.6%	23.4%	9.4%	15.0%	.0%	8.3%	99.9%	3.7%
60 percent to 80 percent	32.4%	23.7%	6.0%	14.6%	19.9%	.0%	14.9%	.0%	13.3%
40 percent to 60 percent	22.0%	21.9%	13.5%	17.3%	29.8%	6.5%	22.5%	.0%	.0%
20 percent to 40 percent	21.2%	.0%	13.4%	24.5%	22.4%	4.6%	24.8%	.1%	29.6%
Less than 20 percent	6.4%	18.0%	14.3%	19.8%	9.7%	56.8%	.0%	.1%	33.4%
None	3.9%	.0%	15.3%	8.6%	1.0%	26.7%	17.3%	.0%	17.9%
DK/NA	2.6%	7.9%	14.2%	5.7%	2.2%	5.4%	12.1%	.0%	2.1%

Q14. Rating of Condition of Roads, Freeways, Bridges and Overpasses in Kern County (n=1200)

When asked to rate the condition of roads, freeways, bridges and overpasses in the County, the positive responses were nearly balanced with the negative assessments of the infrastructure. Almost one-third of respondents gave a positive response (“Excellent” 4.3% and “Good” 27.6%) and about one-quarter of residents gave a negative answer to this question (“Very poor” 6.1% and “Poor” 17.4%). The largest segment, approximately one in four residents, indicated they felt the infrastructure was in “Fair” condition.



Q14. Rating of Condition of Roads, Freeways, Bridges and Overpasses in Kern County

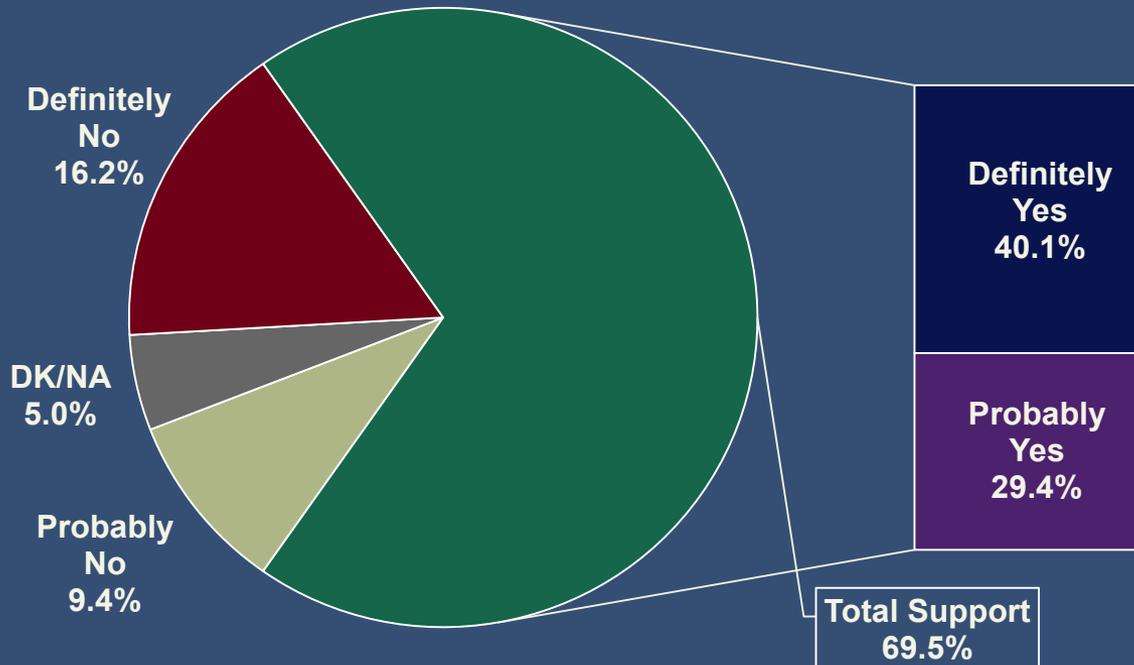
Age Comparisons

The youngest age group, ages 18 to 24, reported that they felt the condition of the transportation infrastructure in Kern County was “Good” at a higher level than other age groups. Older residents (ages 25 to 34, 55 to 59, and 65 to 84) stated they felt the condition was “Very poor” than the other age groups. However, residents ages 75 to 84 were more likely to say they felt the roads, freeways, bridges and overpasses were in “Excellent” condition than other age groups.

n=1200	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+	DK/NA
Excellent condition	3.3%	2.6%	4.7%	4.3%	.5%	6.2%	8.5%	13.2%	.0%	5.1%
Good condition	36.4%	28.2%	29.8%	22.5%	26.4%	34.7%	14.0%	24.5%	25.6%	15.8%
Fair condition	42.3%	44.4%	41.5%	48.6%	45.8%	41.0%	41.1%	40.6%	52.5%	38.3%
Poor condition	16.8%	14.1%	20.3%	18.6%	17.7%	13.5%	26.3%	12.5%	3.4%	14.0%
Very poor condition	.2%	10.6%	3.7%	5.2%	9.6%	4.3%	9.7%	9.1%	.0%	18.2%
DK/NA	1.1%	.0%	.0%	.7%	.0%	.3%	.4%	.0%	18.5%	8.6%

Q15. Ballot Test – ½¢ Sales Tax (n=604)

As a test of support for a half-cent sales tax measure to fund transportation needs, residents were read only a ballot question that summarized the main features. In response total support registered at 69.5% (“Definitely yes” 40.1%, “Probably yes” 29.4%). In comparison, total opposition was at 25.6% (“Definitely no” 16.2%, “Probably no” 9.4%), with the remaining 5.0% undecided (DK/NA). These results indicate that there is a base of support among residents. However, as noted below, support among likely November 2014 voters is somewhat less at 65%, and opposition at 30%.



To relieve congestion, improve traffic safety, and match federal and state transportation funding for:

- widening and improving State Routes throughout Kern County;
- fixing potholes, maintaining local roads and synchronizing traffic signals;
- improving high accident locations and providing safe routes to schools; and
- improving senior and disabled transit;

shall Kern County levy an half-cent sales tax for twenty years, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally?

Likely November 2014
Yes – 65%
No – 30%
DK/NA – 6%

Q15. Ballot Test – ½¢ Sales Tax

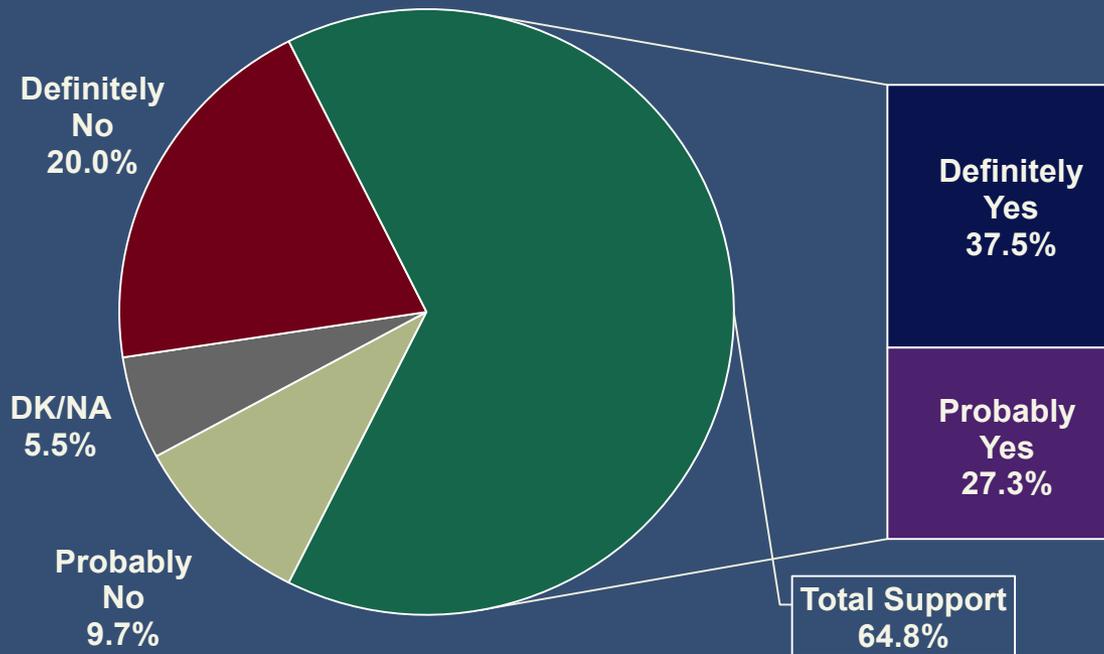
Home Ownership Comparisons

Overall, residents who are renters were more likely to indicate they would definitely vote yes on this measure, whereas residents who are homeowners indicated they would definitely vote no at higher levels.

n=1200	Rent	Own	DK/NA
Definitely yes	46.5%	36.5%	27.2%
Probably yes	27.2%	31.0%	19.5%
Probably no	9.6%	9.5%	.0%
Definitely no	10.7%	18.9%	40.6%
DK/NA	5.9%	4.2%	12.7%

Q16. Ballot Test – \$10 Vehicle Registration Fee (n=596)

Next, residents were asked whether they would support a \$10 vehicle registration fee measure to fund transportation needs. The residents were read just the ballot question that encapsulated the main features. In response total support among residents registered at 64.8% (“Definitely yes” 37.5%, “Probably yes” 27.3%). In comparison, total opposition was at 29.7% (“Definitely no” 20.0%, “Probably no” 9.7%), with the remaining 5.5% undecided (DK/NA). There is a foundation of support among residents. However, as noted below, support among likely November 2014 voters is less at 60%, with opposition at 35%.



To relieve congestion, improve traffic safety, and match federal and state transportation funding for:

- widening and improving State Routes throughout Kern County;
- fixing potholes, maintaining local roads and synchronizing traffic signals;
- improving high accident locations and providing safe routes to schools; and
- improving senior and disabled transit;

shall Kern County levy a \$10 dollar vehicle registration fee for twenty years, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally?

Likely November 2014
Yes – 60%
No – 35%
DK/NA – 5%

Q16. Ballot Test – \$10 Vehicle Registration Fee

Age Comparisons

There was very little difference in responses among the various age groups. However, residents ages 18 to 24 more frequently indicated a “Probably yes” vote for the measure than the other groups. Also, residents ages 45 to 84 were more likely to state they would definitely vote no on this measure.

n=1200	18-24	25-34	35-44	45-54	55-59	60-64	65-74	75-84	85+	DK/NA
Definitely yes	30.2%	45.6%	38.8%	33.1%	39.1%	29.6%	48.0%	33.1%	20.8%	49.4%
Probably yes	39.1%	24.3%	29.7%	26.6%	23.1%	29.5%	11.0%	33.2%	21.2%	.0%
Probably no	7.2%	12.8%	10.6%	12.4%	13.5%	1.6%	4.6%	5.3%	.0%	3.0%
Definitely no	15.1%	11.1%	19.0%	27.9%	20.5%	30.5%	27.9%	18.4%	26.9%	15.0%
DK/NA	8.3%	6.2%	2.0%	.0%	3.8%	8.9%	8.4%	10.0%	31.0%	32.6%

Q16. Ballot Test – \$10 Vehicle Registration Fee

Length of Residence Comparisons

When the results are analyzed by length of residence in the County, residents who have lived in Kern County for less than one year were more likely to say they would definitely vote no on this measure.

n=1200	<1 year	1 year – <5 years	5 years - <10 years	10 years or more
Definitely yes	17.2%	54.1%	33.4%	36.8%
Probably yes	.0%	16.8%	32.9%	27.8%
Probably no	.0%	12.4%	6.3%	10.1%
Definitely no	74.5%	11.9%	18.9%	20.3%
DK/NA	8.3%	4.8%	8.6%	5.1%

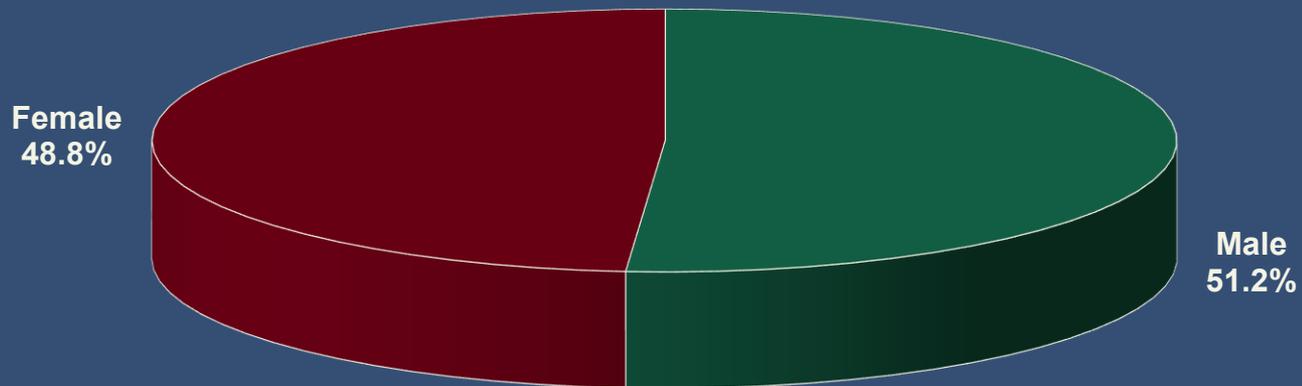


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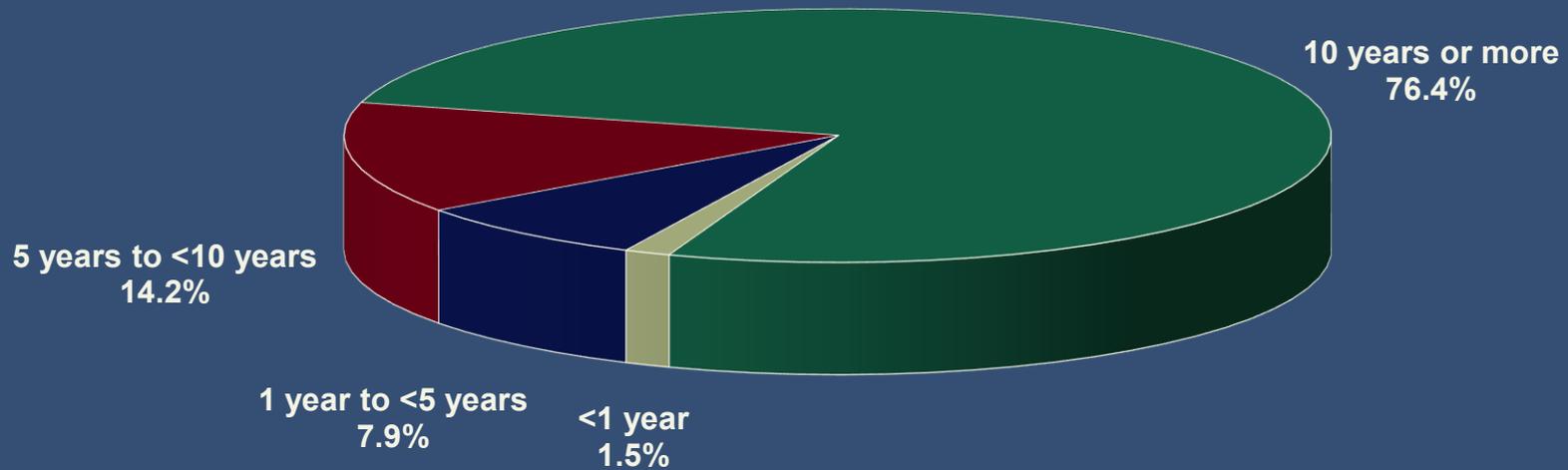


Appendix A: Additional Demographic Information

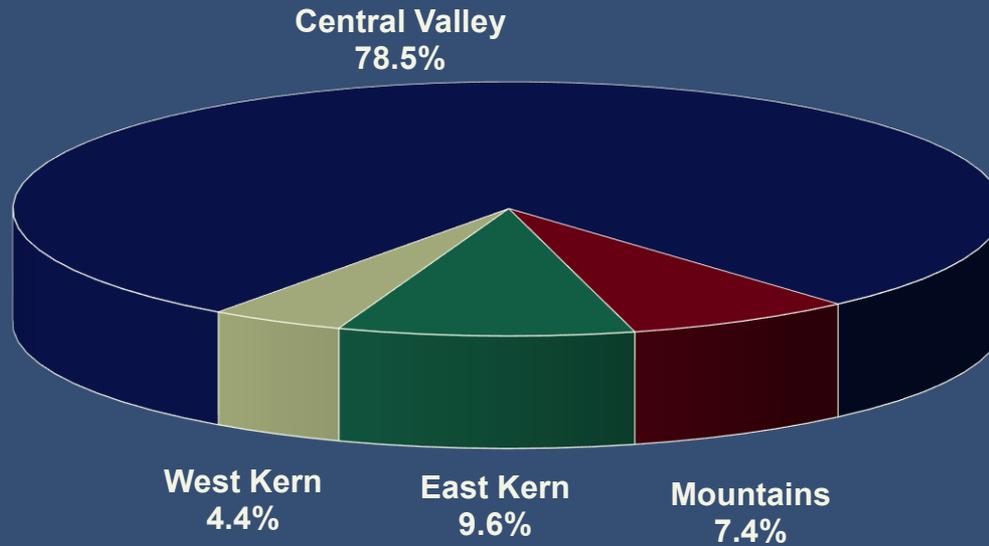
QA. Gender



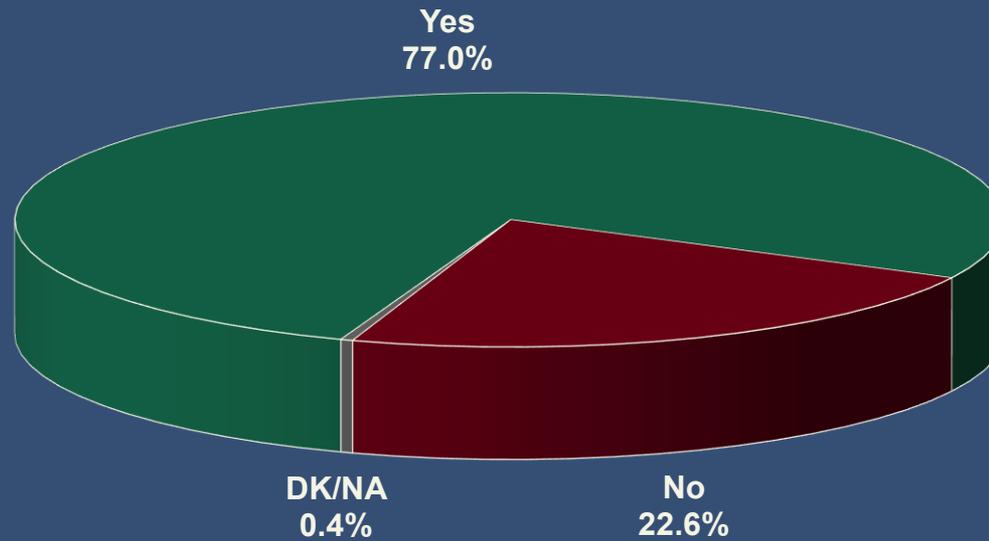
QB. Length of Residency in Kern County



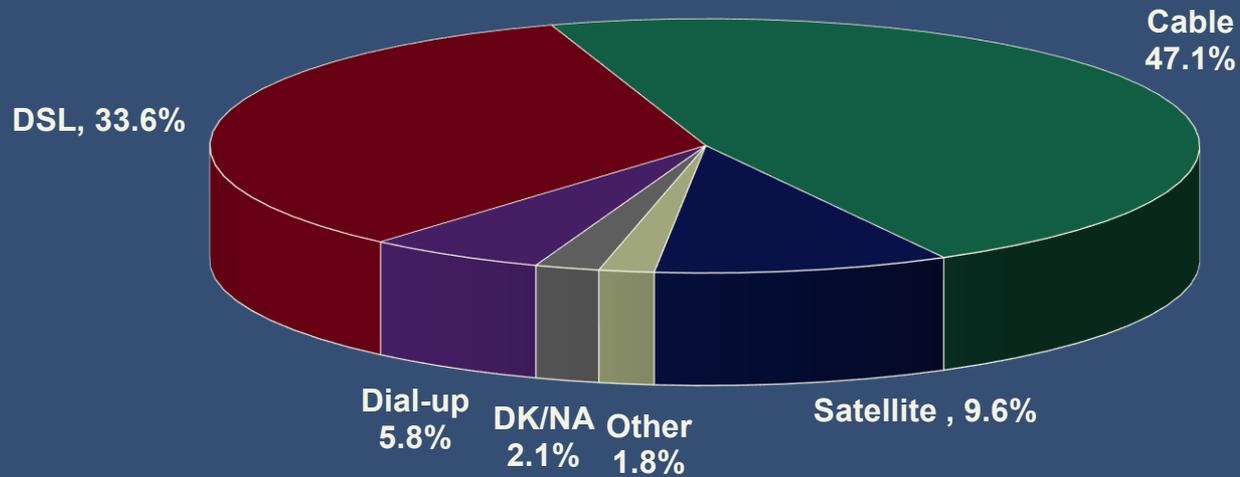
QC. Home Zip Code



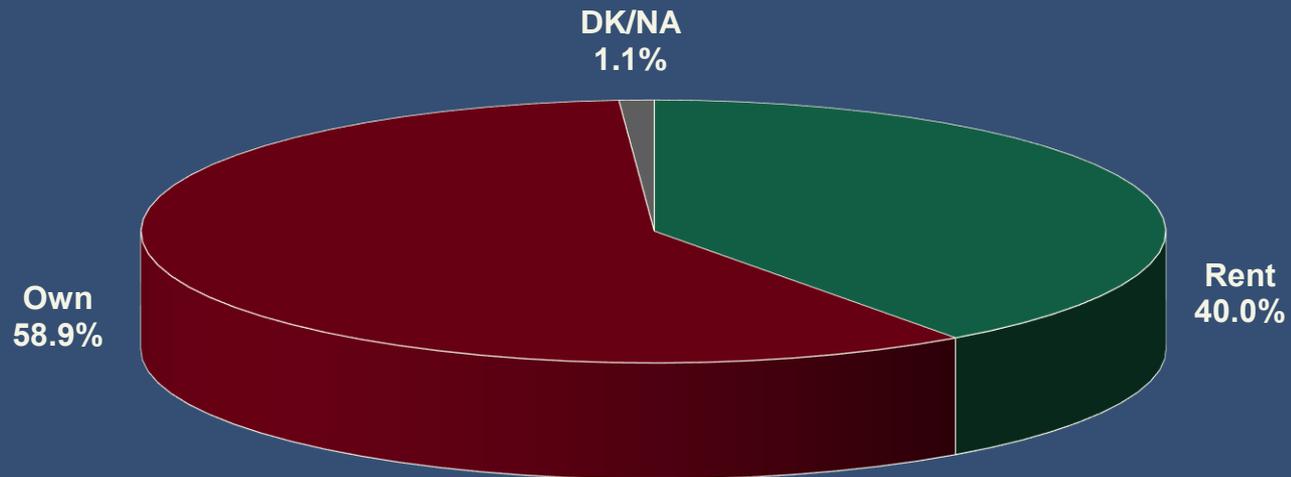
QD. Internet Access at Home



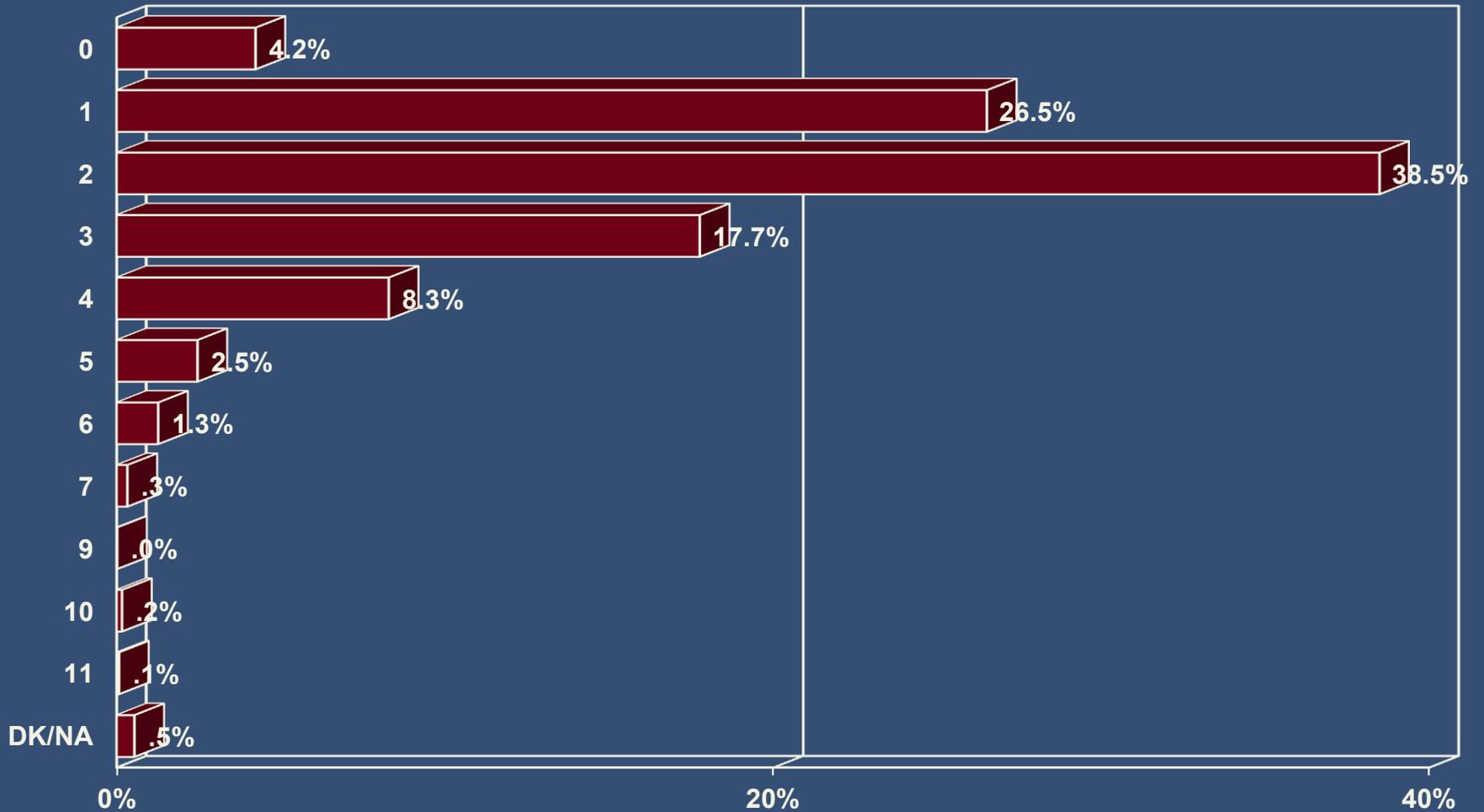
QE. Type of Internet Connection at Home



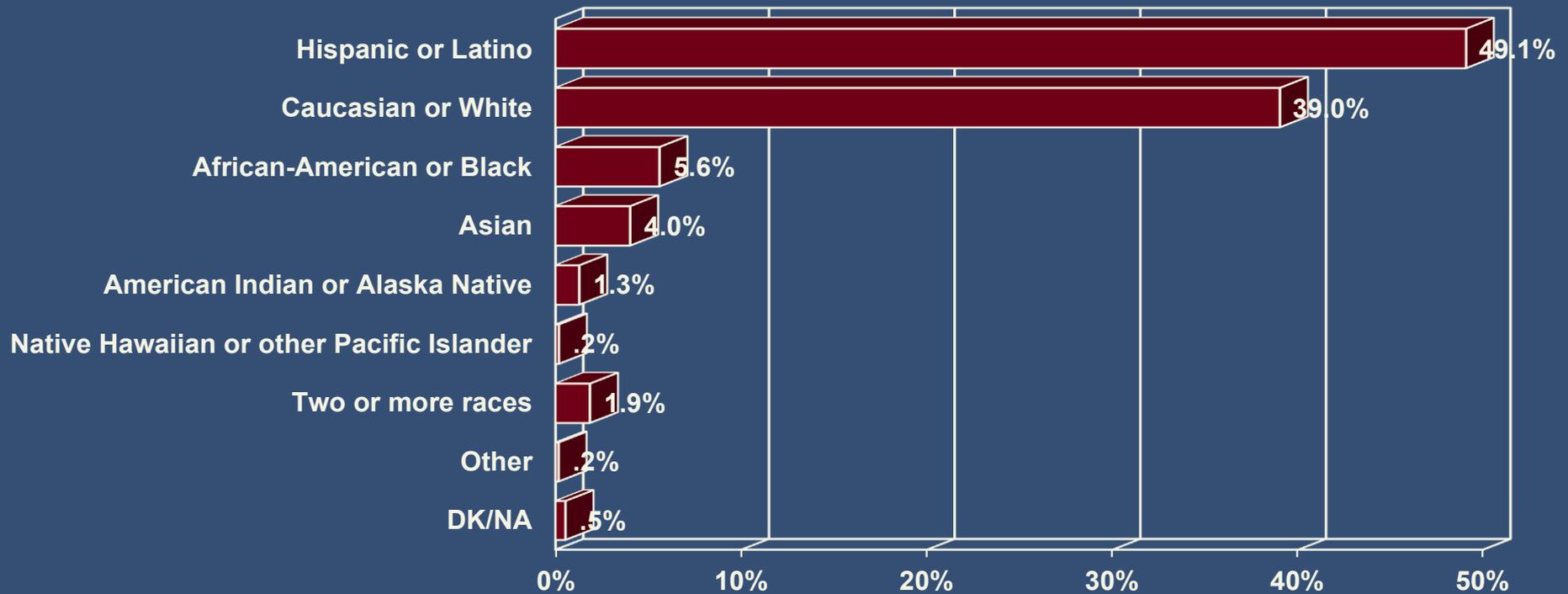
QF. Home Ownership



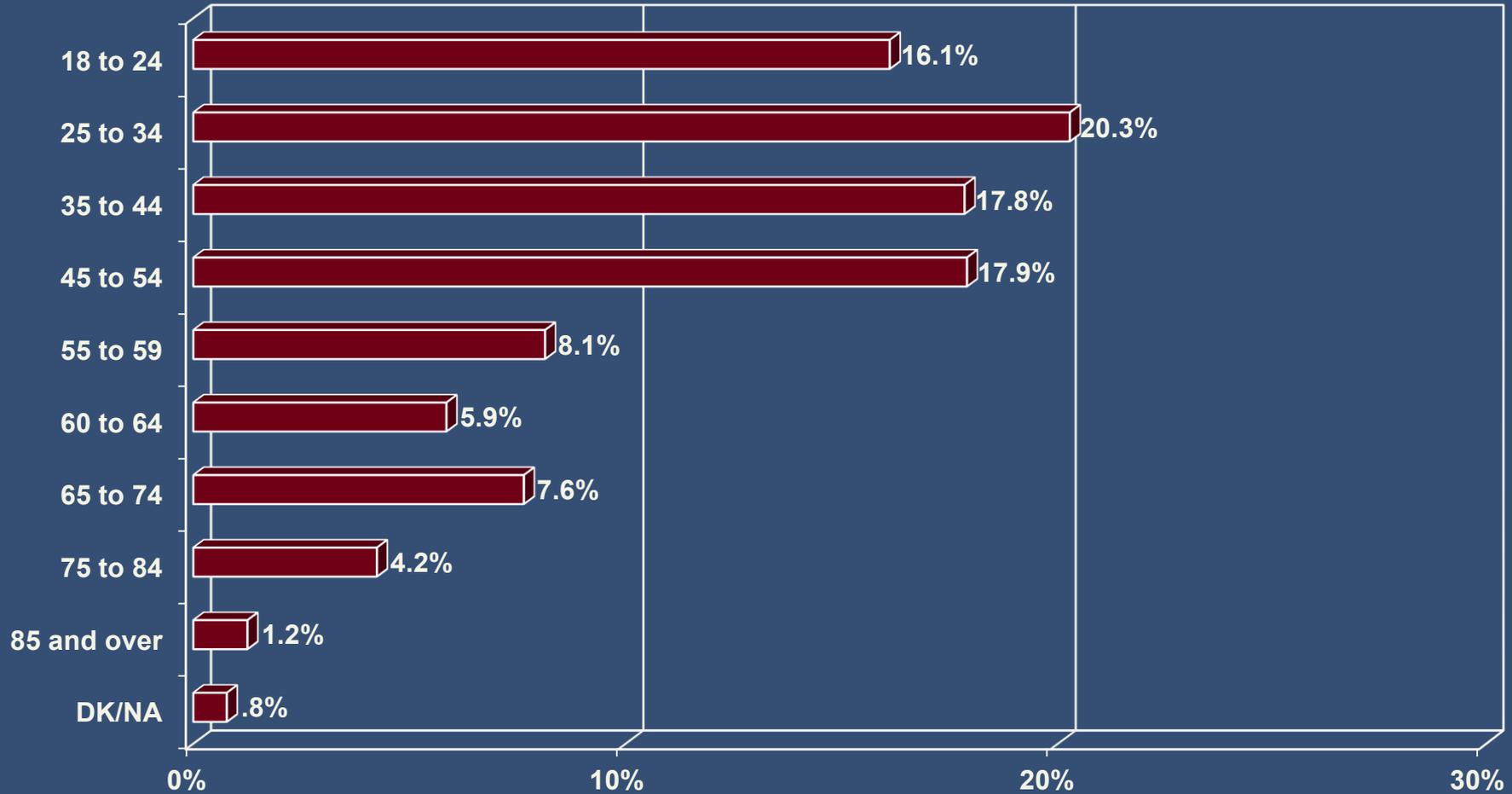
QG. Motor Vehicles in Household



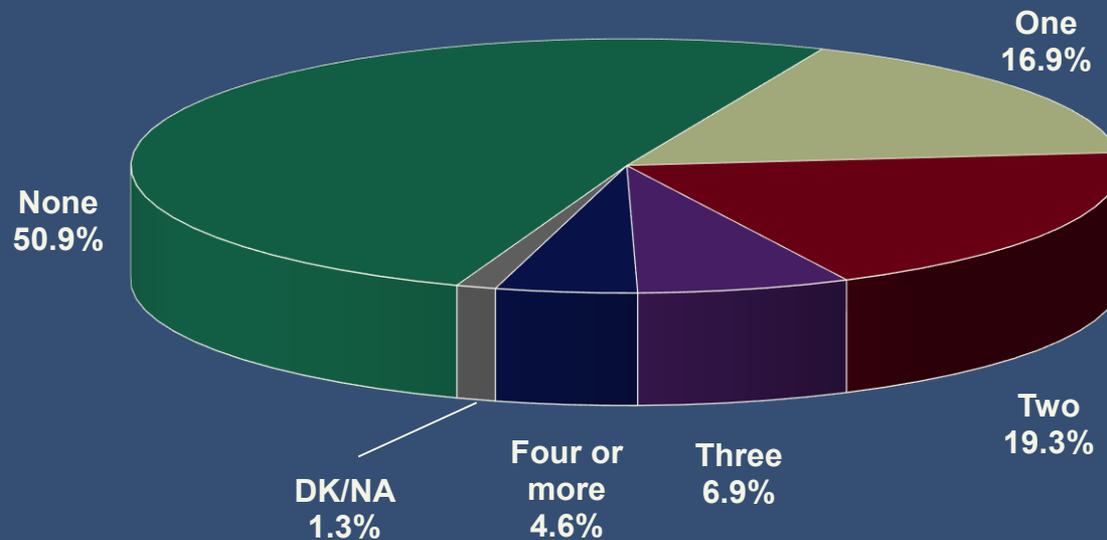
QH. Ethnicity



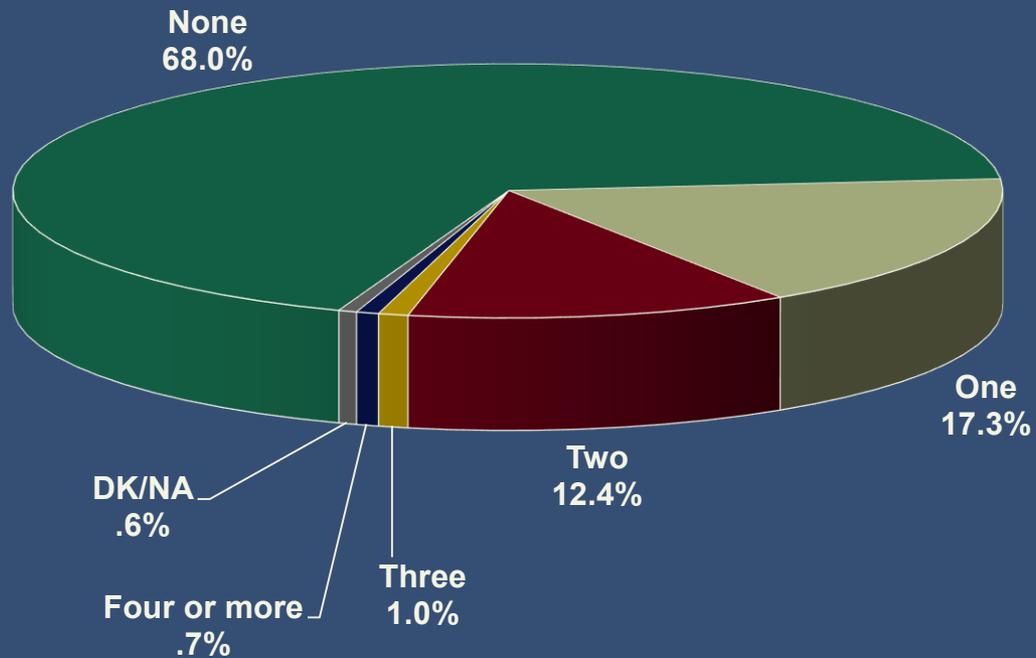
Q1. Age



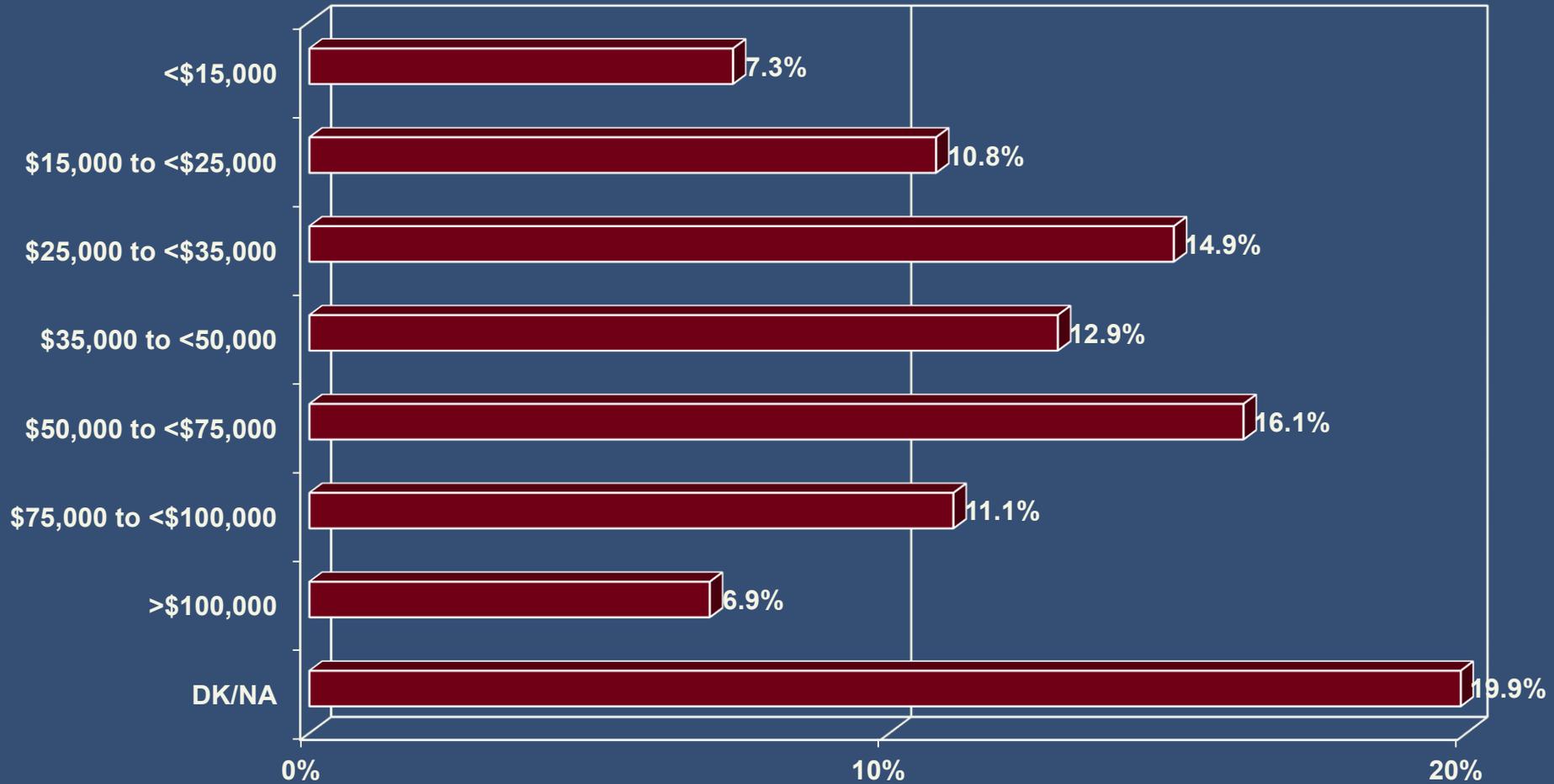
QJ. Number of Children Living in Household



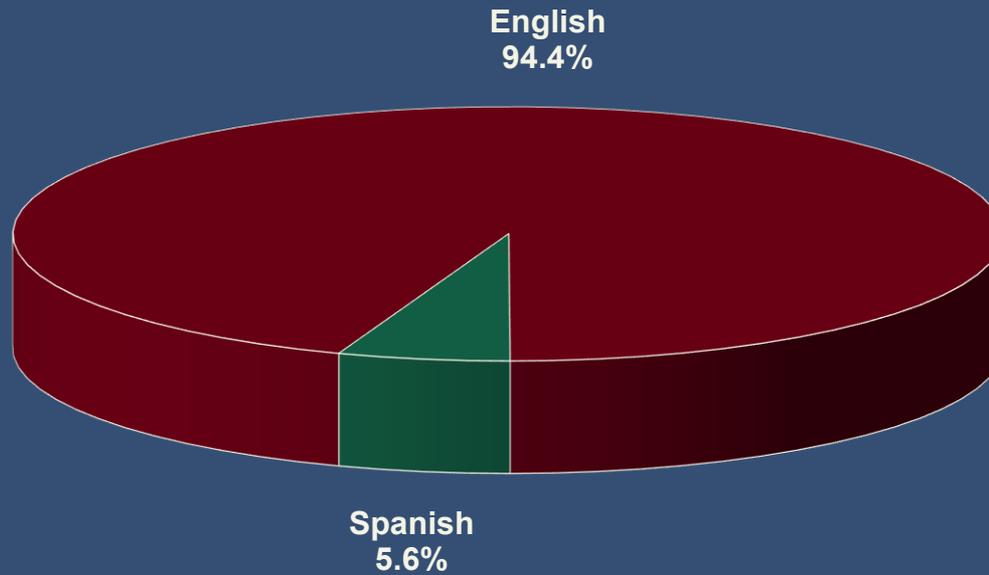
QK. Number of Adults Over 65 Living in Household



QL. Household Income



QM. Survey Language





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Appendix B: Detailed Methodology

Survey Parameters

The respondents were selected using random sample of random digit dialing (RDD) and voter file numbers, which insures that a residents 18 year are represented. Interviewers first asked potential respondents a series of questions referred to as “Screeners.” These questions were used to ensure that the person lived in Kern County and was at least 18 years of age. Additionally, in order to ensure that the sample was representative of the ethnicity of the County population, 68 interviews were conducted in Spanish.

Overall, 1,200 residents in Kern County completed the survey, representing the population of approximately 597,814 adult residents. The study parameters resulted in a margin of error of plus or minus 2.8 percent. Interviews were conducted from May 9 through May 18, 2013, and the average interview time was 18.75 minutes. Interviews were conducted in either Spanish (n = 68) or English (n = 1,132), depending on the preference of the resident who was surveyed.

In order to allow segmentation of the results by region of Kern County, three areas of the County were over-sampled. During the study, oversamples were completed in each of the following regions – West Kern (n=199), Mountains (n=206), and East Kern (n=200), and the remaining interviews were completed in the Central Valley region (n=595). For the overall results presented in this report, the over-sampling was corrected by statistically weighting the data by region.

Sample and Weighting

Once collected, the sample of respondents was compared with the actual adult population of Kern County (based on 2011 ACS) to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were weighted to correct differences, and the results presented are representative of the adult population of Kern County in terms of gender, age, ethnicity and region of residence.

Questionnaire Methodology

To avoid the problem of systematic position bias, where the order in which a series of questions is asked systematically influences the answers, several questions in the survey were randomized such that the respondents were not consistently asked the questions in the same order. The series of items in Questions 3, 5, and 11 were randomized to avoid such position bias.

Questions 10 and H allowed the residents surveyed to mention multiple responses. For this reason, the response percentages sum to more than 100, and these represent the percent of residents who mentioned a particular response, rather than the percent of total responses.

Margin of Error I

Because a survey typically involves a limited number of people who are part of a larger population group, by mere chance alone there will almost always be some differences between a sample and the population from which it was drawn. These differences are known as “sampling error” and they are expected to occur regardless of how scientifically the sample has been selected. The advantage of a scientific sample is that we are able to calculate the sampling error. Sampling error is determined by four factors: the population size, the sample size, a confidence level, and the dispersion of responses.

For example, the following table shows the possible sampling variation that applies to a percent result reported from a probability type sample. Because the sample of 1,200 adult residents age 18 or older was drawn from the estimated population of Kern County of approximately 597,814 adult residents, one can be 95% confident that the margin of error due to sampling will not vary, plus or minus, by more than the indicated number of percent points from the result that would have been obtained if the interviews had been conducted with all persons in the universe. As the table on the following page indicates, the margin of error for all aggregate responses is between 1.7 and 2.8% for the survey.

This means that, for a given question with dichotomous response options (e.g., Yes/No) answered by 1,200 respondents, one can be 95% confident that the difference between the percent breakdowns of the sample and those of the total population is no greater than 2.8%. The percent margin of error applies to both sides of the answer, so that for a question in which 50% of respondents said yes, one can be 95% confident that the actual percent of the population that would say yes is between 47% (50 minus 2.8) and 53% (50 plus 2.8).

The margin of error for a given question also depends on the distribution of responses to the question. The 2.8% refers to dichotomous questions where opinions are evenly split in the sample with 50% of respondents saying yes and 50% saying no. If that same question were to receive a response in which 10% of the respondents say yes and 90% say no, then the margin of error would be no greater than plus or minus 1.7%. As the number of respondents in a particular subgroup (e.g., age) is smaller than the number of total respondents, the margin of error associated with estimating a given subgroup’s response will be higher. Due to the high margin of error, Godbe Research cautions against generalizing the results for subgroups that are comprised of 25 or fewer respondents.

Margin of Error II

<i>n</i>	Distribution of Responses				
	90% / 10%	80% / 20%	70% / 30%	60% / 40%	50% / 50%
1200	1.7%	2.3%	2.6%	2.8%	2.8%
1000	1.9%	2.5%	2.8%	3.0%	3.1%
800	2.1%	2.8%	3.2%	3.4%	3.5%
600	2.4%	3.2%	3.7%	3.9%	4.0%
500	2.6%	3.5%	4.0%	4.3%	4.4%
400	2.9%	3.9%	4.5%	4.8%	4.9%
300	3.4%	4.5%	5.2%	5.5%	5.7%
200	4.2%	5.5%	6.4%	6.8%	6.9%

Reading Crosstabulation Tables

The questions discussed and analyzed in this report comprise a subset of various crosstabulation tables available for each question. Only those subgroups that are of particular interest or that illustrate particular insights are included in the discussion. Should readers wish to conduct a closer analysis of subgroups for a given question, the complete breakdowns appear in Appendix E. These crosstabulation tables provide detailed information on the responses to each question by demographic and behavioral groups that were assessed in the survey. A typical crosstabulation table is shown here.

A short description of the item appears on the left-hand side of the table. The item sample size (n = 1,201) is presented in the first column of data under “Total.”

The results to each possible answer choice of all respondents are presented in the first column of data under “Total.” The aggregate number of respondents in each answer category is presented as a whole number, and the percent of the entire sample that this number represents is just below the whole number. In this example, among the total respondents, 472 respondents reported their “very satisfied” response, and this number of respondents equals 39.3% of the total sample size of 1,201. Next to the “Total” column are the other columns representing responses from the male and female respondents. The data from these columns are read in exactly the same fashion as the data in the “Total” column, although each group makes up a smaller percent of the entire sample.

EXAMPLE OF DATA CROSTABULATION TABLE		Respondent's Gender		
		Total	Male	Female
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1201	619	582
	Very satisfied	472 39.3%	233 37.6%	239 41.1%
	Somewhat satisfied	505 42.1%	276 44.7%	229 39.4%
	Somewhat dissatisfied	130 10.8%	63 10.1%	67 11.5%
	Very dissatisfied	87 7.3%	45 7.2%	42 7.3%
	DK/NA	7 .6%	2 .4%	5 .8%

Subgroup Comparisons

To test whether or not the differences found in percent results among subgroups are likely due to actual differences in opinions or behaviors – rather than the results of chance due to the random nature of the sampling design – a “z-test” was performed. In the headings of each column are labels, “A,” “B,” “C,” etc. along with a description of the variable. The “z-test” is performed by comparing the percent in each cell with all other cells in the same row within a given variable (within Respondent’s Gender in the pictured table, for example).

The results from the “z-test” are displayed in a separate table below the crosstabulation table. If the percent in one cell is statistically different from the percent in another, the column label will be displayed in the cell from which it varies significantly. For instance, in the adjacent table, a significantly higher percent of men (44.7%) reported “somewhat satisfied” than women (39.4%). Hence, the letter “B,” which stands women, appears under Column “A,” which stands for men. The letters in the table indicate the differences where one can be 95% confident that the results are due to actual differences in opinions or behaviors reported by subgroups of respondents.

It is important to note that the percent difference among subgroups is just one piece in the equation to determine whether or not two percentage figures are significantly different from each other. The variance and sample size associated with each data point is integral to determining significance. Therefore, two calculations may be different from each other, yet the difference may not be statistically significant according to the “z” statistic.

EXAMPLE OF DATA CROSSTABULATION TABLE		Respondent's Gender		
		Total	Male	Female
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1201	619	582
	Very satisfied	472 39.3%	233 37.6%	239 41.1%
	Somewhat satisfied	505 42.1%	276 44.7%	229 39.4%
	Somewhat dissatisfied	130 10.8%	63 10.1%	67 11.5%
	Very dissatisfied	87 7.3%	45 7.2%	42 7.3%
	DK/NA	7 .6%	2 .4%	5 .8%

EXAMPLE OF DATA FOR Z-TEST		Respondent's Gender	
		Male	Female
		(A)	(B)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied	B	
	Somewhat dissatisfied		
	Very dissatisfied		
	DK/NA		

Understanding a Mean

In addition to the analysis of the percent of the responses, some results are discussed with respect to an average score. To derive the overall importance of an issue, Q3 for example, a number value was assigned to each response category – in this case, “Extremely Important 4” = +4, “3” = +3, “2” = +2, “1” = +1, and “Not at all Important 0” = 0. The number values that correspond to respondents’ answers were then averaged to produce a final score that reflects the overall importance of an issue. The resulting mean score makes the interpretation of the data considerably easier.

In the crosstabulation tables for Questions 3 and 11 of the survey, the reader will find mean scores. These mean scores represent the average response of each group. The table to the right shows the scales for each corresponding question. Responses of “DK/NA” were not included in the calculations of the means for any question.

Question	Measure	Scale	Values
Q3	Importance Ratings	+4 to 0	+4.0 = “Extremely Important” +3.0 +2.0 +1.0 0.0 = “Not Important”
Q11	Likely to Support	+2 to 0	+2.0 = “Much More Likely” +1.0 = “Somewhat More Likely” 0.0 = “No Effect”

Means Comparisons

A typical crosstabulation table of mean scores is shown in the adjacent table. All subgroups of interest concerning questions 3 and 11 are included in Appendix E.

The aggregate mean score for each item in the question series is presented in the first column of the data under “Total.” For example, among all the survey respondents, the feature, “Providing programs to improve energy efficiency,” earned a mean score of 1.3. Next to the “Total” column are other columns representing the mean scores assigned by the respondents grouped by Gender.

The data from these columns are read in the same fashion as the data in the “Total” column. To test whether two mean scores are statistically different, a “t-test” is performed. As in the case of the “z-test” for percentage figures, a statistically significant result is indicated by the letter representing the data column.

EXAMPLE OF DATA FOR MEANS COMPARISON	Gender		
	Total	Male	Female
Providing programs to improve energy efficiency	1.3	1.4	1.2
Providing programs to conserve natural resources	1.1	1.1	1.1
Providing incentives for residents, businesses, schools and churches to use solar and windpower	.9	.8	.9

EXAMPLE OF DATA FOR T-TEST	Gender	
	Male	Female
	(A)	(B)
Providing programs to improve energy efficiency	B	
Providing programs to conserve natural resources		
Providing incentives for residents, businesses, schools and churches to use solar and windpower		



GODBE RESEARCH
Gain Insight



Appendix C: Topline Report



GODBE RESEARCH
Gain Insight

KERN COUNCIL OF GOVERNMENTS

2013 Community Survey Topline Report

n=1,200

18.75 minutes

Universe: 597,814 Residents of Kern County,

18 years or older

May 30, 2013

www.godberesearch.com

Northern California and Corporate Offices
1660 South Amphlett Blvd., Suite 205
San Mateo, CA 94402

Nevada
59 Damonte Ranch Parkway, Suite B309
Reno, NV 89521

Southern California/Southwest
4695 MacArthur Court, 11th Floor
Newport Beach, CA 92660

Pacific Northwest
601 108th Avenue NE, Suite 1900
Bellevue, WA 98004

OVERALL SATISFACTION

The Kern Council of Governments commissioned Godbe Research to conduct a telephone survey of residents of Kern County with the following research objectives: (a) assess residents' overall opinion of the quality of life in their city or town; (b) survey the importance of issues related to future quality of life in the County; (c) understand the daily commute of the average resident, and (d) determine feasibility of a transportation related revenue measure.

Survey Methodology

The respondents were selected using random sample of random digit dialing (RDD) and voter file numbers, which insures that a residents 18 year are represented. Interviewers first asked potential respondents a series of questions referred to as "Screeners." These questions were used to ensure that the person lived in Kern County and was at least 18 years of age. Additionally, in order to ensure that the sample was representative of the ethnicity of the County population, a listed sample of Hispanic residents was used to supplement the methodology.

Overall, 1,200 residents in Kern County completed the survey, representing the population of approximately 597,814 adult residents. The study parameters resulted in a margin of error of plus or minus 2.8 percent. Interviews were conducted from May 9 through May 18, 2013, and the average interview time was 18.75 minutes. Interviews were conducted in either Spanish (n = 68) or English (n = 1,132), depending on the preference of the resident who was surveyed.

In order to allow segmentation of the results by region of Kern County, three areas of the County were over-sampled. During the study, oversamples were completed in each of the following regions – West Kern (n=199), Mountains (n=206), and East Kern (n=200), and the remaining interviews were completed in the Central Valley region (n=595). For the overall results presented in this report, the over-sampling was corrected by statistically weighting the data by region.

Once collected, the sample of respondents was compared with the actual adult population of Kern County (based on 2011 ACS) to examine possible differences between the demographics of the sample of respondents and the actual County population. The data were weighted to correct differences, and the results presented are representative of the adult population of Kern County in terms of gender, age, ethnicity and region of residence.

Questionnaire Methodology

To avoid the problem of systematic position bias, where the order in which a series of questions is asked systematically influences the answers, several questions in the survey were randomized such that the respondents were not consistently asked the questions in the same order. The series of items in Questions 3, 5, and 11 were randomized to avoid such position bias.

Questions 10 and H allowed the residents surveyed to mention multiple responses. For this reason, the response percentages sum to more than 100, and these represent the percent of residents who mentioned a particular response, rather than the percent of total responses.

OVERALL SATISFACTION

		%	N=
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	41.1%	493
	Somewhat satisfied	41.8%	501
	Somewhat dissatisfied	10.1%	122
	Very dissatisfied	6.8%	81
	DK/NA	.2%	3
	- Total Satisfied	82.9%	--
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	15.3%	183
	Somewhat better	25.6%	308
	Stay about the same	25.2%	302
	Somewhat worse	17.3%	208
	Much worse	10.7%	128
	DK/NA	5.9%	71
- Total Better or Same	66.1%	--	

IMPORTANCE OF SPECIFIC ISSUES IN NEXT 20 YEARS

		%	N=
3A. Creating more high paying jobs	'0' Not Important	3.3%	40
	1	1.8%	22
	2	8.0%	96
	3	16.1%	193
	'4' Extremely Important	69.4%	833
	DK/NA	1.4%	16
	- Mean Score	3.48	--
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	4.1%	50
	1	3.2%	38
	2	9.7%	117
	3	24.7%	297
	'4' Extremely Important	57.3%	687
	DK/NA	1.0%	12
	- Mean Score	3.29	--
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	4.7%	56
	1	3.9%	46
	2	13.0%	156
	3	26.0%	312
	'4' Extremely Important	51.3%	615
	DK/NA	1.1%	14
	- Mean Score	3.17	--
3D. Creating more affordable housing	'0' Not Important	6.9%	83
	1	5.9%	71
	2	13.4%	161
	3	20.4%	244
	'4' Extremely Important	52.8%	634
	DK/NA	.6%	7
	- Mean Score	3.07	--
3E. Expanding highways	'0' Not Important	7.3%	87
	1	7.1%	86
	2	18.9%	227
	3	23.9%	286
	'4' Extremely Important	42.1%	505
	DK/NA	.7%	9
	- Mean Score	2.87	--
3F. Reducing traffic congestion	'0' Not Important	7.0%	84
	1	6.8%	81
	2	15.1%	182
	3	22.5%	270
	'4' Extremely Important	48.4%	580
	DK/NA	.2%	3
	- Mean Score	2.99	--

		%	N=
3G. Maintaining local streets and roads	'0' Not Important	2.3%	28
	1	1.6%	19
	2	8.8%	106
	3	23.5%	282
	'4' Extremely Important	63.6%	763
	DK/NA	.3%	3
	- Mean Score	3.45	--
3H. Expanding local bus services	'0' Not Important	8.5%	101
	1	7.7%	93
	2	22.4%	269
	3	23.4%	281
	'4' Extremely Important	36.4%	437
	DK/NA	1.6%	19
	- Mean Score	2.73	--
3I. Improving public transportation to other cities	'0' Not Important	9.3%	112
	1	6.0%	72
	2	19.2%	231
	3	24.6%	295
	'4' Extremely Important	40.0%	480
	DK/NA	1.0%	12
	- Mean Score	2.81	--
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important	5.5%	66
	1	5.2%	62
	2	17.7%	212
	3	27.4%	328
	'4' Extremely Important	43.7%	524
	DK/NA	.6%	7
	- Mean Score	2.99	--
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	7.7%	93
	1	6.9%	83
	2	20.4%	244
	3	26.4%	317
	'4' Extremely Important	37.6%	451
	DK/NA	.9%	11
	- Mean Score	2.80	--
3L. Improving air quality	'0' Not Important	3.7%	45
	1	3.2%	39
	2	9.0%	108
	3	14.8%	178
	'4' Extremely Important	68.8%	825
	DK/NA	.4%	5
	- Mean Score	3.42	--

		%	N=
3M. Preserving water supply	'0' Not Important	2.4%	28
	1	2.5%	30
	2	6.0%	72
	3	16.2%	194
	'4' Extremely Important	72.6%	871
	DK/NA	.4%	5
	- Mean Score	3.55	--
3N. Improving water quality	'0' Not Important	3.4%	41
	1	2.7%	32
	2	8.5%	102
	3	15.0%	180
	'4' Extremely Important	70.0%	840
	DK/NA	.4%	5
	- Mean Score	3.46	--
3O. Preserving open spaces and native animal habitats	'0' Not Important	6.3%	75
	1	5.8%	69
	2	16.8%	201
	3	25.4%	305
	'4' Extremely Important	44.8%	538
	DK/NA	.9%	11
	- Mean Score	2.98	--
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'0' Not Important	10.9%	131
	1	6.3%	76
	2	22.2%	266
	3	26.7%	320
	'4' Extremely Important	32.8%	394
	DK/NA	1.1%	14
	- Mean Score	2.65	--
3Q. Providing programs to improve energy efficiency	'0' Not Important	5.2%	62
	1	4.7%	56
	2	15.6%	187
	3	25.0%	300
	'4' Extremely Important	48.5%	582
	DK/NA	1.1%	13
	- Mean Score	3.08	--
3R. Providing programs to conserve natural resources	'0' Not Important	5.4%	65
	1	3.9%	47
	2	16.3%	196
	3	25.4%	304
	'4' Extremely Important	48.1%	578
	DK/NA	.8%	10
	- Mean Score	3.08	--

		%	N=
3S. Improving the energy efficiency of local government buildings	'0' Not Important	9.0%	108
	1	6.2%	74
	2	18.0%	216
	3	28.2%	338
	'4' Extremely Important	36.1%	434
	DK/NA	2.5%	30
	- Mean Score	2.78	--
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	10.5%	126
	1	8.3%	99
	2	22.5%	270
	3	23.7%	284
	'4' Extremely Important	33.4%	401
	DK/NA	1.6%	19
	- Mean Score	2.62	--
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	5.6%	67
	1	4.2%	51
	2	17.5%	210
	3	24.0%	288
	'4' Extremely Important	47.1%	565
	DK/NA	1.6%	19
	- Mean Score	3.04	--

HOUSING PREFERENCES

		%	N=
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	37.5%	450
	A single-family home with a large yard	43.4%	521
	A townhouse or condominium	4.5%	54
	A building with offices and stores on the first floor and condominiums on the upper floors	.5%	6
	An apartment	13.2%	159
	DK/NA	.8%	10
	5A. A single-family home with a small yard	Definitely yes	46.8%	562
Probably yes		22.8%	274
No		29.5%	354
DK/NA		.8%	10
5B. A single-family home with a large yard	Definitely yes	67.6%	812
	Probably yes	14.6%	176
	No	17.1%	205
	DK/NA	.6%	8
5C. A townhouse or condominium	Definitely yes	17.1%	205
	Probably yes	21.4%	257
	No	61.1%	733
	DK/NA	.4%	5
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	7.3%	88
	Probably yes	8.7%	105
	No	83.4%	1000
	DK/NA	.6%	7
5E. An apartment	Definitely yes	16.1%	193
	Probably yes	11.0%	132
	No	72.2%	867
	DK/NA	.6%	8

TRANSPORTATION BEHAVIOR

		%	N=
6. What type of transportation do you typically use to go to work or school?	Bike	1.7%	20
	Carpool	9.2%	110
	Drive alone (car, truck, motorcycle, scooter)	71.0%	852
	Public Transit (Bus or shuttle)	5.2%	62
	Walk	1.9%	22
	Work from home/Don't work outside the home	5.1%	61
	Other	3.1%	37
	DK/NA	2.9%	35
7. On average, how many minutes do you spend traveling to and from work or school each day? (Not including "work at home" or "other")	10 minutes or less	20.1%	221
	11 to 20 minutes	18.9%	209
	21 to 30 minutes	18.2%	201
	31 to 40 minutes	6.8%	75
	41 to 50 minutes	6.5%	72
	51 to 60 minutes	13.6%	150
	61 minutes or more	11.6%	128
	DK/NA	4.3%	47
8. On average, how many miles do you travel to and from work or school each day? (Not including "work at home" or "other")	10 miles or less	37.2%	411
	11 to 20 miles	18.4%	203
	21 to 30 miles	11.9%	131
	31 to 40 miles	7.2%	79
	41 to 50 miles	5.3%	59
	51 to 60 miles	2.3%	26
	61 miles or more	10.0%	110
	DK/NA	7.6%	84
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area? (Drive alone only)	Walk	7.5%	64
	Bicycle	8.2%	70
	Carpool or vanpool	24.4%	208
	Traditional bus service	8.5%	73
	Express bus service	8.9%	76
	None of the above	41.8%	356
	DK/NA	.8%	7

		%	N=
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	17.9%	152
	Carpool incentives from my employer	19.7%	168
	Cheaper/Discounted transit fares	10.3%	87
	Express bus service	9.7%	82
	Higher gas prices	17.3%	148
	Information about transit/schedules	2.6%	22
	Public transit stop near my house/work	10.1%	86
	Nothing/Not interested	32.7%	279
	Other	4.2%	35
	DK/NA	2.0%	17
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	43.2%	519
	Somewhat more likely	27.5%	330
	No effect	28.1%	337
	DK/NA	1.2%	15
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	40.8%	490
	Somewhat more likely	29.8%	358
	No effect	28.1%	337
	DK/NA	1.3%	15
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	46.3%	555
	Somewhat more likely	24.9%	298
	No effect	27.7%	332
	DK/NA	1.2%	14
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	39.0%	468
	Somewhat more likely	30.8%	370
	No effect	28.9%	347
	DK/NA	1.3%	15
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	11.8%	142
	1	3.5%	42
	2	16.2%	195
	3	22.6%	271
	'4' Extremely important	44.5%	534
	DK/NA	1.4%	17
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and offering carpooling programs and incentives.	80 percent to 100 percent	12.7%	152
	60 percent to 80 percent	17.6%	211
	40 percent to 60 percent	23.8%	286
	20 percent to 40 percent	22.9%	275
	Less than 20 percent	13.9%	167
	None	4.7%	57
	DK/NA	4.4%	52

AWARENESS/WILLINGNESS TO FUND INFRASTRUCTURE NEEDS

		%	N=
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	4.3%	52
	Good condition	27.6%	332
	Fair condition	43.9%	526
	Poor condition	17.4%	209
	Very poor condition	6.1%	73
	DK/NA	.6%	8
15. Ballot Test - Half-Cent Sales Tax	Definitely yes	40.1%	242
	Probably yes	29.4%	177
	Probably no	9.4%	57
	Definitely no	16.2%	98
	DK/NA	5.0%	30
	- Total Yes	69.5%	420
- Total No	25.5%	154	
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes	37.5%	223
	Probably yes	27.3%	163
	Probably no	9.7%	58
	Definitely no	20.0%	119
	DK/NA	5.5%	33
	- Total Yes	64.8%	386
- Total No	29.7%	177	

DEMOGRAPHICS

		%	N=
A. Respondent's Gender	Male	51.2%	615
	Female	48.8%	585
B. How many years have you lived in Kern County?	Less than one year	1.5%	18
	One year to less than five years	7.9%	95
	Five years to less than ten years	14.2%	170
	10 years or more	76.4%	917
	Do not live in Kern County	0.0%	0
	DK/NA	0.0%	0
D. Do you have Internet access at home?	Yes	77.0%	924
	No	22.6%	271
	DK/NA	.4%	5
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection	5.8%	54
	A DSL connection	33.6%	310
	Through a cable provider	47.1%	435
	Through a satellite provider	9.6%	89
	Other	1.8%	17
	DK/NA	2.1%	19
F. Do you currently rent or own your place of residence?	Rent	40.0%	481
	Own	58.8%	706
	DK/NA	1.1%	13
G. How many motor vehicles does your household have?	0	4.2%	51
	1	26.5%	318
	2	38.5%	462
	3	17.7%	213
	4	8.3%	99
	5	2.5%	29
	6	1.3%	15
	7	.3%	4
	9	.0%	
	10	.2%	2
	11	.1%	1
99	.5%	6	
H. What ethnic group or groups do you consider yourself a part of? [IF RESPONDENT HESITATES, READ LIST; RECORD MULTIPLE RESPONSES]	African-American or Black	5.6%	67
	American Indian or Alaska Native	1.3%	15
	Asian	4.0%	48
	Caucasian or White	39.0%	468
	Hispanic or Latino	49.1%	589
	Native Hawaiian or other Pacific Islander	.2%	2
	Two or more races	1.9%	22
	Other	.2%	2
	DK/NA	.5%	6

		%	N=
I. What is your age?	18 to 24	16.1%	193
	25 to 34	20.3%	243
	35 to 44	17.8%	214
	45 to 54	17.9%	215
	55 to 59	8.1%	98
	60 to 64	5.9%	70
	65 to 74	7.6%	92
	75 to 84	4.2%	51
	85 and over	1.2%	15
		DK/NA	.8%	9
J. How many children under the age of 18 live in your household?	None	50.9%	611
	One	16.9%	203
	Two	19.3%	232
	Three	6.9%	83
	Four or more	4.6%	55
	DK/NA	1.3%	16
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	None	68.0%	816
	One	17.3%	207
	Two	12.4%	149
	Three	1.0%	12
	Four or more	.7%	9
	DK/NA	.6%	7
L. To wrap things up, can you please tell me if your total household income is more or less than \$50,000 per year?	Less	49.3%	591
	More	36.9%	443
	DK/NA	13.9%	166
I1. Please stop me when I reach the category that best describes your total household income before taxes in 2012.	Less than \$15,000	14.9%	88
	\$15,000 to less than \$25,000	21.9%	129
	\$25,000 to less than \$35,000	30.3%	179
	\$35,000 to less than \$50,000	26.2%	155
	DK/NA	6.7%	40
I2. Please stop me when I reach the category that best describes your total household income before taxes in 2012.	\$50,000 to less than \$75,000	43.6%	193
	\$75,000 to less than \$100,000	30.1%	133
	More than \$100,000	18.8%	83
	DK/NA	7.5%	33



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Appendix D: Questionnaire



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KERN COUNCIL OF GOVERNMENTS

2013 Community Survey

Questionnaire

n=1,200

Budget: 18-minutes

Spanish Translation

Universe: 585,550 Residents of Kern County, 18 years or older

September 6, 2013

Final

www.godberesearch.com

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601 108th Avenue NE, Suite 1900
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INTRODUCTION & SCREENERS

Hello, my name is _____ and I'm calling on behalf of GRA, a public opinion research firm. We're conducting a survey concerning important issues in Kern County and we would like to get your opinion.

[IF NEEDED:] I can assure you that I am not trying to sell you anything – this is a study about local issues and your opinion is extremely valuable.

[IF THE INDIVIDUAL SAYS THEY ARE ON THE NATIONAL DO NOT CALL LIST, RESPOND BASED ON THE GUIDELINES FROM THE MARKETING RESEARCH ASSOCIATION. FOR EXAMPLE, IF THE INDIVIDUAL SAYS: "There's a law that says you can't call me," RESPOND WITH:] "Most types of opinion research studies are exempt under the law that Congress recently passed. That law was passed to regulate the activities of the telemarketing industry. This is a legitimate research call. Your opinions count!"

We are trying to obtain a representative sample of Kern County residents in terms of their gender and age. For statistical reasons, could I please speak to the youngest adult male currently at home who is at least 18 years of age. [Or youngest adult female depending on the statistics of previous interviews.]

[IF THERE IS NO MALE AT LEAST 18 AVAILABLE, THEN ASK:] OK, then I'd like to speak to the youngest adult female currently at home who is at least 18 years of age.

Before we get started, I'd like to verify that you are eligible to complete the survey.

- i. Are you, or any member of your household, associated with any County or City government board, committee, or commission?

Yes----- 1 [CONTINUE TO Qii TEXT]
No----- 2 [GO TO QA]
[DON'T READ] DK/NA -----99 [CONTINUE TO Qii TEXT]

- ii. Thank you for your time, but the focus of this survey is on the general public's opinion of local issues. Due to your response to this question, you are not eligible to complete the survey. Thank you again for your time. [TERMINATE]

A. Respondent's Gender [RECORD BY VOICE]:

Male ----- 1
Female ----- 2

B. How many years have you lived in Kern County? [DON'T READ CHOICES]

- Less than one year----- 1
- One year to less than five years ----- 2
- Five years to less than ten years ----- 3
- 10 years or more ----- 4
- Do not live in Kern County ----- 5 [THANK & TERMINATE]
- DK/NA-----99 [THANK & TERMINATE]

[FOR QC VOTER FILE SAMPLE CODE FROM VOTER FILE ZIP // FOR RDD SAMPLE ASK QC]

C. What is your home zip code? [DON'T READ LIST; USE FOLLOWING QUOTAS]

WEST KERN [n = 200]

- 93206----- 1
- 93224----- 2
- 93249----- 3
- 93251----- 4
- 93252----- 5
- 93268----- 6
- 93276----- 7

CENTRAL VALLEY [n = 600]

- 93203----- 8
- 93215----- 9
- 93226-----10
- 93241-----11
- 93250-----12
- 93263-----13
- 93280-----14
- 93287-----15
- 93301-----16
- 93304-----17
- 93305-----18
- 93306-----19
- 93307-----20
- 93308-----21
- 93309-----22
- 93311-----23
- 93312-----24
- 93313-----25
- 93314-----26

MOUNTAINS [n = 200]

93205-----	27
93222-----	28
93225-----	29
93238-----	30
93240-----	31
93243-----	32
93255-----	33
93283-----	34
93285-----	35
93518-----	36
93531-----	37
93561-----	38

EAST KERN [n = 200]

93501-----	39
93505-----	40
93516-----	41
93519-----	42
93523-----	43
93524-----	44
93527-----	45
93528-----	46
93554-----	47
93555-----	48
93560-----	49

[OTHER & DK/NA – TERMINATES]

OTHER -----	98	[THANK & TERMINATE]
DK/NA-----	99	[THANK & TERMINATE]

OVERALL SATISFACTION

I'd like to begin by getting your overall opinion of living in your city or town.

1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town? [GET ANSWER, THEN ASK:] Is that very (satisfied/dissatisfied) or somewhat (satisfied/dissatisfied)?

Very satisfied ----- 1
Somewhat satisfied ----- 2
Somewhat dissatisfied ----- 3
Very dissatisfied ----- 4
[DON'T READ] DK/NA -----99

2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse? [ASK IF REPLY IS "BETTER" OR "WORSE":] Is that much (better/worse) or somewhat (better/worse)?

Much better ----- 1
Somewhat better ----- 2
Stay about the same ----- 3
Somewhat worse ----- 4
Much worse ----- 5
[DON'T READ] DK/NA -----99

IMPORTANCE OF SPECIFIC ISSUES IN NEXT 20 YEARS

3. Again, looking ahead to the next 20 years, I'd like to ask you about a number of issues facing residents. Please rate the importance of each issue in improving the future quality of life in Kern County.

On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is _____? [RESPONSE MUST BE A NUMBER; REPEAT THE SCALE TO PROMPT]

[RANDOMIZE]

	Not Imp. 0	1	2	3	Ext. Imp. 4	[DON'T READ] DK/NA
ECONOMIC VITALITY AND EQUITABLE SERVICES						
A. Creating more high paying jobs (2011-5E / 2012-3A)	0	1	2	3	4	99
B. Encouraging new businesses to relocate to the County in order to diversify the local economy (2011-5F / 2012-3B)	0	1	2	3	4	99
COMMUNITY ASSETS AND INFRASTRUCTURE						
C. Revitalizing older neighborhoods and business districts that are becoming rundown (2011-5G / 2012-4A)	0	1	2	3	4	99
D. Creating more affordable housing (2011-5H / 2012-4B)	0	1	2	3	4	99
TRANSPORTATION CHOICES						
E. Expanding highways (2011-5J / 2012-5A)	0	1	2	3	4	99
F. Reducing traffic congestion (2011-5K / 2012-5B)	0	1	2	3	4	99
G. Maintaining local streets and roads (2011-5L / 2012-5C)	0	1	2	3	4	99
H. Expanding local bus services (2011-5M / 2012-5D)	0	1	2	3	4	99
I. Improving public transportation to other cities (2011-5N / 2012-5E)	0	1	2	3	4	99
J. Maintaining and improving sidewalks and bike lanes (2011-5O / 2012-5F)	0	1	2	3	4	99
K. Providing public transportation, carpooling, and other alternatives to driving alone (2011-5P / 2012-5G)	0	1	2	3	4	99
CONSERVE UNDEVELOPED LAND AND NATURAL RESOURCES						
L. Improving air quality (2011-5B / 2012-6A)	0	1	2	3	4	99
M. Preserving water supply (2011-5R / 2012-6B)	0	1	2	3	4	99
N. Improving water quality (2011-5T / 2012-6C)	0	1	2	3	4	99
O. Preserving open spaces and native animal habitats (2011-5Q / 2012-6E)	0	1	2	3	4	99

USE COMPACT, EFFICIENT DEVELOPMENT WHERE APPROPRIATE AND PROVIDE A VARIETY OF HOUSING CHOICES

P. Developing a variety of housing options,
including apartments, townhomes and
condominiums (2011-5I / 2012-7C)-----0----- 1 ----- 2 -----3----- 4 ----- 99

ENERGY

Q. Providing programs to improve energy efficiency
(2012-7A)-----0----- 1 ----- 2 -----3----- 4 ----- 99

R. Providing programs to conserve natural
resources (2012-7B)-----0----- 1 ----- 2 -----3----- 4 ----- 99

S. Improving the energy efficiency of local
government buildings (2012-7E)-----0----- 1 ----- 2 -----3----- 4 ----- 99

T. Purchasing government vehicles that use clean
fuel technology (2012-7F)-----0----- 1 ----- 2 -----3----- 4 ----- 99

U. Providing information on how to reduce energy
usage and save money (2012-7G)-----0----- 1 ----- 2 -----3----- 4 ----- 99

HOUSING PREFERENCES

4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in _____ [READ ENTIRE LIST – RANDOMIZE ORDER]

- A single-family home with a small yard----- 1
- A single-family home with a large yard----- 2
- A townhouse or condominium----- 3
- A building with offices and stores on the first floor
and condominiums on the upper floors ----- 4
- An apartment----- 5
- [DON'T READ] DK/NA -----99

5. I'm going to read you a list of housing options. For each one, please tell me if you would consider that type of housing if you were to relocate within Kern County in the next 10 years.

Given your household income, would you consider living in _____ if you were to relocate within Kern County. [GET ANSWER, IF "YES," THEN ASK:] Would that be definitely yes or probably yes?

[RANDOMIZE]

	Definitely <u>Yes</u>	Probably <u>Yes</u>	<u>No</u>	[DON'T READ] DK/NA
A. A single-family home with a small yard -----	1-----	2-----	3-----	99
B. A single-family home with a large yard -----	1-----	2-----	3-----	99
C. A townhouse or condominium -----	1-----	2-----	3-----	99
D. A building with offices and stores on the first floor and condominiums on the upper floors-----	1-----	2-----	3-----	99
E. An apartment-----	1-----	2-----	3-----	99

TRANSPORTATION BEHAVIOR

Next, I'd like to ask you about your daily commute and local transportation issues.

6. What type of transportation do you typically use to go to work or school? [DON'T READ LIST. IF MORE THAN ONE RESPONSE, PROBE FOR MOST TYPICAL MODE.]

Bike ----- 1 [CONTINUE]
Carpool ----- 2 [CONTINUE]
Drive alone (car, truck, motorcycle, scooter) ----- 3 [CONTINUE]
Public Transit (Bus or shuttle) ----- 4 [CONTINUE]
Walk ----- 5 [CONTINUE]
Work from home/Don't work outside the home----- 6 [GO TO Q11]
Other [SPECIFY] -----98 [CONTINUE]
DK/NA-----99 [GO TO Q11]

7. On average, how many minutes do you spend traveling to and from work or school each day? [NEED TOTAL ROUND TRIP COMMUTE TIME; RECORD TIME AS MINUTES]

_____ total minutes

8. On average, how many miles do you travel to and from work or school each day? [NEED TOTAL ROUND TRIP MILEAGE; RECORD DISTANCE AS MILES]

_____ total miles

9. [ASK ONLY IF Q6 = 3, DRIVE ALONE; SKIP IF Q6=1, 2, 4, 5, 6, 98 OR 99] Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?

Walk ----- 1
Bicycle ----- 2
Carpool or vanpool ----- 3
Traditional bus service ----- 4
Express bus service ----- 5
[DON'T READ] None of the above ----- 6
[DON'T READ] DK/NA -----99

10. [ASK ONLY IF Q6 = 3, DRIVE ALONE; SKIP IF Q6=1, 2, 4, 5, 6, 98 OR 99] What would encourage you to use alternative transportation, such as carpooling or bus service? [OPEN-ENDED QUESTION; DON'T READ CHOICES, RECORD MULTIPLE RESPONSES]

- Better transit schedule/More buses ----- 1
- Carpool incentives from my employer ----- 2
- Cheaper/Discounted transit fares----- 3
- Express bus service ----- 4
- Higher gas prices----- 5
- Information about transit/schedules----- 6
- Public transit stop near my house/work ----- 7
- Nothing/Not interested ----- 8
- Other [SPECIFY: _____] -----98
- [DON'T READ] DK/NA -----99

11. Next, I'd like you to think about how transportation funding should be spent over the next 20 years in Kern County. As I read each of the following statements, please tell me if you would be more likely to support funding public transportation systems and alternatives to driving alone.

Here's the (first/next) _____. Does hearing this statement make you much more likely or somewhat more likely to support funding alternative transportation – or does it have no effect?

- | [RANDOMIZE] | Much
more
likely | Smwht
more
likely | No effect | [DON'T
READ]
DK/NA |
|---|------------------------|-------------------------|-----------|--------------------------|
| A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions----- | 1 | 2 | 3 | 99 |
| B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic----- | 1 | 2 | 3 | 99 |
| C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system | 1 | 2 | 3 | 99 |
| D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents----- | 1 | 2 | 3 | 99 |

12. On a scale of 0 to 4, 0 being not important to 4 being extremely important, how important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?

- 0, not important ----- 0
- 1 ----- 1
- 2 ----- 2
- 3 ----- 3
- 4, extremely important----- 4
- [DON'T READ] DK/NA -----99

13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service, and offering carpooling programs and incentives? [READ CHOICES]

- 80 percent to 100 percent ----- 1
- 60 percent to 80 percent----- 2
- 40 percent to 60 percent----- 3
- 20 percent to 40 percent----- 4
- Less than 20 percent ----- 5
- None----- 6
- [DON'T READ] DK/NA -----99

AWARENESS / WILLINGNESS TO FUND INFRASTRUCTURE NEEDS

14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County? Would you say they are in excellent, good, fair, poor or very poor condition?

- Excellent condition ----- 1
- Good condition ----- 2
- Fair condition ----- 3
- Poor condition ----- 4
- Very poor condition ----- 5
- [DON'T READ] -----99

Next year, voters may be asked to vote on local measures to address Kern County transportation needs. Let me read a summary of one measure.

[SPLIT SAMPLE A]

15. To relieve congestion, improve traffic safety, and match federal and state transportation funding for:

- widening and improving State Routes throughout Kern County;
- fixing potholes, maintaining local roads and synchronizing traffic signals;
- improving high accident locations and providing safe routes to schools; and
- improving senior and disabled transit;

shall Kern County levy an half-cent sales tax for twenty years, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally? [75 words; Kern County counts as 1 word]

If the election were held today would you vote Yes or No on this measure? [GET ANSWER THEN ASK:] Is that definitely (Yes/No) or probably (Yes/No)?

- Definitely yes ----- 1
- Probably yes ----- 2
- Probably no ----- 3
- Definitely no ----- 4
- [DON'T READ] DK/NA -----99

[SPLIT SAMPLE B]

16. To relieve congestion, improve traffic safety, and match federal and state transportation funding for:

- widening and improving State Routes throughout Kern County;
- fixing potholes, maintaining local roads and synchronizing traffic signals;
- improving high accident locations and providing safe routes to schools; and
- improving senior and disabled transit;

shall Kern County levy a \$10 dollar vehicle registration fee for twenty years, that cannot be taken by the State, and requiring independent oversight to ensure all funds are spent locally? ? [77 words; Kern County counts as 1 word]

If the election were held today would you vote Yes or No on this measure? [GET ANSWER THEN ASK:] Is that definitely (Yes/No) or probably (Yes/No)?

- Definitely yes ----- 1
- Probably yes----- 2
- Probably no----- 3
- Definitely no----- 4
- [DON'T READ] DK/NA -----99

DEMOGRAPHICS

There are just a few more questions that will only be used for statistical comparisons.

D. Do you have Internet access at home?

Yes----- 1 [CONTINUE]
No----- 2 [SKIP TO QF]
[DON'T READ] DK/NA -----99 [SKIP TO QF]

E. [IF QD = 1, YES] What type of Internet connection do you have at home? Is it ____?

A dial-up connection----- 1
A DSL connection----- 2
Through a cable provider----- 3
Through a satellite provider----- 4
[DON'T READ] Other [SPECIFY]-----98
[DON'T READ] DK/NA -----99

F. Do you currently rent or own your place of residence?

Rent----- 1
Own----- 2
[DON'T READ] DK/NA -----99

G. How many motor vehicles does your household have? [IF NEEDED, PROMPT TO INCLUDE ALL AUTOMOBILES AND MOTORCYCLES THAT ARE LICENSED FOR USE ON PUBLIC ROADS AND IN WORKING ORDER.]

Fill in number: -----
[DON'T READ] DK/NA -----99

H. What ethnic group or groups do you consider yourself a part of? [IF RESPONDENT HESITATES, READ LIST; RECORD MULTIPLE RESPONSES]

African-American or Black----- 1
American Indian or Alaska Native ----- 2
Asian ----- 3
Caucasian or White ----- 4
Hispanic or Latino ----- 5
Native Hawaiian or other Pacific Islander----- 6
Two or more races ----- 7
[DON'T READ] Other [SPECIFY]-----98
[DON'T READ] DK/NA -----99

I. What is your age? [DON'T READ LIST]

18 to 24	1
25 to 34	2
35 to 44	3
45 to 54	4
55 to 59	5
60 to 64	6
65 to 74	7
75 to 84	8
85 and over	9
DK/NA	99

J. How many children under the age of 18 live in your household?

None	0
One	1
Two	2
Three	3
Four or more	4
[DON'T READ] DK/NA	99

K. Including yourself, if applicable, how many adults age 65 and over live in your household?

None	0
One	1
Two	2
Three	3
Four or more	4
[DON'T READ] DK/NA	99

L. To wrap things up, can you please tell me if your total household income is more or less than \$50,000 per year?

Less	1	[GO TO QL1]
More	2	[GO TO QL2]
[DON'T READ] DK/NA	99	[GO TO END]

L1. [IF QL = 1] Please stop me when I reach the category that best describes your total household income before taxes in 2012.

Less than \$15,000	1	[GO TO END]
\$15,000 to less than \$25,000	2	[GO TO END]
\$25,000 to less than \$35,000	3	[GO TO END]
\$35,000 to less than \$50,000	4	[GO TO END]
[DON'T READ] DK/NA	99	[GO TO END]

L2. [IF QL = 2] Please stop me when I reach the category that best describes your total household income before taxes in 2012.

- \$50,000 to less than \$75,000----- 5
- \$75,000 to less than \$100,000 ----- 6
- More than \$100,000 ----- 7
- [DON'T READ] DK/NA -----99

These are all the questions I have for you. Thank you very much for participating!

M. Survey Language:

- English ----- 1
- Spanish ----- 2

NAME _____ PHONE _____
DATE OF INTERVIEW _____ VALIDATED BY _____



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Appendix E: Crosstabulation Tables

	Total	
	Total	Total
3A. Creating more high paying jobs	3.48	3.48
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.29
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.17
3D. Creating more affordable housing	3.07	3.07
3E. Expanding highways	2.87	2.87
3F. Reducing traffic congestion	2.99	2.99
3G. Maintaining local streets and roads	3.45	3.45
3H. Expanding local bus services	2.73	2.73
3I. Improving public transportation to other cities	2.81	2.81
3J. Maintaining and improving sidewalks and bike lanes	2.99	2.99
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.80
3L. Improving air quality	3.42	3.42
3M. Preserving water supply	3.55	3.55
3N. Improving water quality	3.46	3.46
3O. Preserving open spaces and native animal habitats	2.98	2.98
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.65
3Q. Providing programs to improve energy efficiency	1.08	1.08
3R. Providing programs to conserve natural resources	3.08	3.08
3S. Improving the energy efficiency of local government buildings	2.78	2.78
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.62
3U. Providing information on how to reduce energy usage and save money	3.04	3.04

Comparisons of Column Meansa,b

	Total
	Total
	(A)

3A. Creating more high paying jobs	.
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	.
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	.
3D. Creating more affordable housing	.
3E. Expanding highways	.
3F. Reducing traffic congestion	.
3G. Maintaining local streets and roads	.
3H. Expanding local bus services	.
3I. Improving public transportation to other cities	.
3J. Maintaining and improving sidewalks and bike lanes	.
3K. Providing public transportation, carpooling, and other alternatives to driving alone	.
3L. Improving air quality	.
3M. Preserving water supply	.
3N. Improving water quality	.
3O. Preserving open spaces and native animal habitats	.
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	.
3Q. Providing programs to improve energy efficiency	.
3R. Providing programs to conserve natural resources	.
3S. Improving the energy efficiency of local government buildings	.
3T. Purchasing government vehicles that use clean fuel technology	.
3U. Providing information on how to reduce energy usage and save money	.

Results are based on two-sided tests assuming equal v

a. Tests are adjusted for all pairwise comparisons withi

b. Cell counts in some subtables are not integers. They

	Respondent's Gender		
	Total	Male	Female
3A. Creating more high paying jobs	3.48	3.44	3.54
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.27	3.31
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.08	3.26
3D. Creating more affordable housing	3.07	2.93	3.22
3E. Expanding highways	2.87	2.79	2.96
3F. Reducing traffic congestion	2.99	2.86	3.12
3G. Maintaining local streets and roads	3.45	3.42	3.48
3H. Expanding local bus services	2.73	2.54	2.93
3I. Improving public transportation to other cities	2.81	2.66	2.96
3J. Maintaining and improving sidewalks and bike lanes	2.99	2.84	3.15
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.63	2.98
3L. Improving air quality	3.42	3.28	3.57
3M. Preserving water supply	3.55	3.50	3.60
3N. Improving water quality	3.46	3.34	3.59
3O. Preserving open spaces and native animal habitats	2.98	2.81	3.16
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.55	2.76
3Q. Providing programs to improve energy efficiency	1.08	.93	1.24
3R. Providing programs to conserve natural resources	3.08	2.90	3.27
3S. Improving the energy efficiency of local government buildings	2.78	2.62	2.95
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.49	2.76
3U. Providing information on how to reduce energy usage and save money	3.04	2.93	3.17

Comparisons of Column Meansa,b

	Respondent's Gender	
	Male	Female
	(A)	(B)
3A. Creating more high paying jobs		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy		
3C. Revitalizing older neighborhoods and business districts that are becoming rundown		A
3D. Creating more affordable housing		A
3E. Expanding highways		A
3F. Reducing traffic congestion		A
3G. Maintaining local streets and roads		
3H. Expanding local bus services		A
3I. Improving public transportation to other cities		A
3J. Maintaining and improving sidewalks and bike lanes		A
3K. Providing public transportation, carpooling, and other alternatives to driving alone		A
3L. Improving air quality		A
3M. Preserving water supply		A
3N. Improving water quality		A
3O. Preserving open spaces and native animal habitats		A
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		A
3Q. Providing programs to improve energy efficiency		A
3R. Providing programs to conserve natural resources		A
3S. Improving the energy efficiency of local government buildings		A
3T. Purchasing government vehicles that use clean fuel technology		A
3U. Providing information on how to reduce energy usage and save money		A

Results are based on two-sided tests assuming equal variances with signifi

a. Tests are adjusted for all pairwise comparisons within a row of each inner

b. Cell counts in some subtables are not integers. They were rounded to the

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
3A. Creating more high paying jobs	3.49	3.58	3.56	3.56	3.58	3.25	3.64	3.00	3.27	2.98
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.19	3.22	3.49	3.35	3.26	3.34	3.09	3.18	3.47
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.16	3.22	3.13	3.28	3.32	3.12	3.24	2.75	2.69	3.06
3D. Creating more affordable housing	3.07	3.33	3.14	3.13	3.04	3.05	3.06	2.59	2.49	2.87
3E. Expanding highways	2.87	2.59	2.83	3.08	3.00	2.97	2.94	2.65	2.72	3.02
3F. Reducing traffic congestion	2.99	2.84	2.92	3.09	3.02	3.28	2.88	2.91	2.98	3.08
3G. Maintaining local streets and roads	3.44	3.34	3.42	3.46	3.55	3.42	3.58	3.24	3.65	3.57
3H. Expanding local bus services	2.73	2.68	2.70	2.93	2.74	2.66	2.75	2.50	2.66	2.83
3I. Improving public transportation to other cities	2.81	2.93	2.80	2.90	2.97	2.63	2.93	2.31	2.34	2.66
3J. Maintaining and improving sidewalks and bike lanes	2.99	3.01	2.90	3.18	3.12	3.10	2.98	2.60	2.65	2.70
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.82	2.71	2.95	2.87	2.71	2.90	2.53	2.75	3.03
3L. Improving air quality	3.42	3.61	3.41	3.45	3.48	3.49	3.17	3.25	2.99	2.98
3M. Preserving water supply	3.55	3.63	3.45	3.63	3.54	3.55	3.62	3.40	3.49	3.82
3N. Improving water quality	3.46	3.52	3.48	3.58	3.44	3.45	3.48	3.29	2.99	3.60
3O. Preserving open spaces and native animal habitats	2.98	3.08	2.98	3.19	2.87	2.95	2.99	2.60	2.87	2.87
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.81	2.75	2.79	2.60	2.70	2.59	2.32	1.69	2.69
3Q. Providing programs to improve energy efficiency	1.08	1.27	1.03	1.15	1.03	.94	1.18	.84	1.06	1.07
3R. Providing programs to conserve natural resources	3.08	3.13	3.15	3.25	2.95	3.10	3.18	2.68	2.87	2.92
3S. Improving the energy efficiency of local government buildings	2.78	2.73	2.71	2.99	2.73	2.86	2.97	2.53	2.73	2.72
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.68	2.59	2.82	2.50	2.59	2.88	2.24	2.59	2.67
3U. Providing information on how to reduce energy usage and save money	3.04	3.15	3.05	3.17	2.96	2.91	3.19	2.77	2.99	3.03

Comparisons of Column Means^{a,b}

	Age								
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
3A. Creating more high paying jobs	G	G	G	G		G			
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy									
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	G		GH	GH					
3D. Creating more affordable housing	GH	GH	GH						
3E. Expanding highways			A	A					
3F. Reducing traffic congestion									
3G. Maintaining local streets and roads									
3H. Expanding local bus services									
3I. Improving public transportation to other cities	G		G	G					
3J. Maintaining and improving sidewalks and bike lanes			G	G					
3K. Providing public transportation, carpooling, and other alternatives to driving alone									
3L. Improving air quality	H								
3M. Preserving water supply									
3N. Improving water quality	H	H	H						
3O. Preserving open spaces and native animal habitats			G						
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	H	H	H	H	H	H			
3Q. Providing programs to improve energy efficiency									
3R. Providing programs to conserve natural resources		G	G						
3S. Improving the energy efficiency of local government buildings									
3T. Purchasing government vehicles that use clean fuel technology			G						
3U. Providing information on how to reduce energy usage and save money									

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3A. Creating more high paying jobs	3.48	3.43	3.64	3.58	3.45
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.48	3.57	3.38	3.24
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.21	3.04	3.36	3.14
3D. Creating more affordable housing	3.07	3.08	3.07	3.26	3.03
3E. Expanding highways	2.87	3.26	2.85	2.89	2.86
3F. Reducing traffic congestion	2.99	2.90	2.94	2.91	3.01
3G. Maintaining local streets and roads	3.45	3.43	3.49	3.45	3.44
3H. Expanding local bus services	2.73	3.16	2.90	2.76	2.69
3I. Improving public transportation to other cities	2.81	3.29	2.99	2.92	2.76
3J. Maintaining and improving sidewalks and bike lanes	2.99	2.87	3.17	2.91	2.99
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	3.09	2.90	2.76	2.79
3L. Improving air quality	3.42	3.62	3.47	3.52	3.40
3M. Preserving water supply	3.55	3.89	3.57	3.63	3.52
3N. Improving water quality	3.46	3.49	3.48	3.50	3.45
3O. Preserving open spaces and native animal habitats	2.98	3.29	3.06	3.12	2.94
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.79	2.78	2.73	2.62
3Q. Providing programs to improve energy efficiency	1.08	.79	1.05	1.07	1.09
3R. Providing programs to conserve natural resources	3.08	3.22	3.07	3.26	3.04
3S. Improving the energy efficiency of local government buildings	2.78	3.05	2.58	2.82	2.79
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.92	2.42	2.60	2.64
3U. Providing information on how to reduce energy usage and save money	3.04	2.72	3.10	3.20	3.01

Comparisons of Column Meansa,b

	Years Lived in Kern County
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	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs 3B. Encouraging new businesses to relocate to the County in order to diversify the local economy 3C. Revitalizing older neighborhoods and business districts that are becoming rundown 3D. Creating more affordable housing 3E. Expanding highways 3F. Reducing traffic congestion 3G. Maintaining local streets and roads 3H. Expanding local bus services 3I. Improving public transportation to other cities 3J. Maintaining and improving sidewalks and bike lanes 3K. Providing public transportation, carpooling, and other alternatives to driving alone 3L. Improving air quality 3M. Preserving water supply 3N. Improving water quality 3O. Preserving open spaces and native animal habitats 3P. Developing a variety of housing options, including apartments, townhomes and condominiums 3Q. Providing programs to improve energy efficiency 3R. Providing programs to conserve natural resources 3S. Improving the energy efficiency of local government buildings 3T. Purchasing government vehicles that use clean fuel technology 3U. Providing information on how to reduce energy usage and save money		D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
3A. Creating more high paying jobs	3.48	3.65	3.51	3.24	3.40
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.25	3.29	3.29	3.32
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.29	3.21	2.96	2.92
3D. Creating more affordable housing	3.07	3.05	3.15	2.65	2.77
3E. Expanding highways	2.87	2.89	2.98	2.26	2.44
3F. Reducing traffic congestion	2.99	2.73	3.17	2.40	2.07
3G. Maintaining local streets and roads	3.45	3.34	3.48	3.21	3.39
3H. Expanding local bus services	2.73	2.54	2.79	2.56	2.45
3I. Improving public transportation to other cities	2.81	2.87	2.80	2.77	2.85
3J. Maintaining and improving sidewalks and bike lanes	2.99	3.00	3.05	2.72	2.71
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.77	2.85	2.66	2.53
3L. Improving air quality	3.42	3.32	3.52	3.09	2.92
3M. Preserving water supply	3.55	3.63	3.57	3.47	3.37
3N. Improving water quality	3.46	3.38	3.51	3.18	3.30
3O. Preserving open spaces and native animal habitats	2.98	2.96	2.99	3.02	2.82
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.83	2.74	1.94	2.36
3Q. Providing programs to improve energy efficiency	1.08	1.18	1.13	.73	.88
3R. Providing programs to conserve natural resources	3.08	2.96	3.15	2.79	2.80
3S. Improving the energy efficiency of local government buildings	2.78	2.70	2.87	2.48	2.31
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.56	2.69	2.33	2.34
3U. Providing information on how to reduce energy usage and save money	3.04	3.22	3.10	2.83	2.70

Comparisons of Column Means^{a,b}

Home Zip Code Area

	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs				
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown				
3D. Creating more affordable housing		C D		
3E. Expanding highways	C	C D		
3F. Reducing traffic congestion	D	A C D		
3G. Maintaining local streets and roads		C		
3H. Expanding local bus services				
3I. Improving public transportation to other cities				
3J. Maintaining and improving sidewalks and bike lanes		D		
3K. Providing public transportation, carpooling, and other alternatives to driving alone				
3L. Improving air quality		C D		
3M. Preserving water supply				
3N. Improving water quality		C		
3O. Preserving open spaces and native animal habitats				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	C	C D		
3Q. Providing programs to improve energy efficiency		C		
3R. Providing programs to conserve natural resources		C D		
3S. Improving the energy efficiency of local government buildings		C D		
3T. Purchasing government vehicles that use clean fuel technology		D		
3U. Providing information on how to reduce energy usage and save money	D	D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant p

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
3A. Creating more high paying jobs	3.50	3.32	3.59	3.52	3.55	2.26	3.47
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.52	3.30	3.30	3.25	2.65	3.37
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.19	3.20	3.19	3.39	1.88	3.06
3D. Creating more affordable housing	3.08	2.99	3.06	3.08	3.55	2.30	3.01
3E. Expanding highways	2.87	2.38	2.84	2.88	2.93	2.33	3.06
3F. Reducing traffic congestion	2.98	2.68	2.92	2.99	3.05	2.32	3.16
3G. Maintaining local streets and roads	3.44	3.27	3.42	3.49	3.38	2.11	3.47
3H. Expanding local bus services	2.70	2.43	2.71	2.66	3.48	2.35	2.70
3I. Improving public transportation to other cities	2.80	2.65	2.90	2.76	3.54	2.62	2.51
3J. Maintaining and improving sidewalks and bike lanes	3.00	2.96	3.18	2.97	3.33	2.67	2.84
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.38	2.84	2.78	3.35	2.14	2.83
3L. Improving air quality	3.44	3.40	3.63	3.41	3.47	3.05	3.50
3M. Preserving water supply	3.55	3.49	3.63	3.56	3.55	2.90	3.51
3N. Improving water quality	3.46	3.21	3.57	3.47	3.46	2.91	3.43
3O. Preserving open spaces and native animal habitats	2.97	2.88	3.12	2.96	3.28	2.13	2.83
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.68	2.73	2.63	3.14	2.20	2.46
3Q. Providing programs to improve energy efficiency	1.08	1.44	1.08	1.08	1.37	.01	1.05
3R. Providing programs to conserve natural resources	3.07	3.16	3.38	3.03	3.45	1.76	3.11
3S. Improving the energy efficiency of local government buildings	2.77	2.88	2.70	2.78	3.05	1.54	2.97
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.69	2.56	2.62	2.87	1.96	2.63
3U. Providing information on how to reduce energy usage and save money	3.05	3.17	3.14	3.01	3.42	1.91	3.32

Comparisons of Column Means^{a,b}

Typical Transportation to Work or School
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	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
	(A)	(B)	(C)	(D)	(E)	(F)
3A. Creating more high paying jobs	E	E	E	E		E
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy						
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	E	E	E	E		E
3D. Creating more affordable housing				E		
3E. Expanding highways						
3F. Reducing traffic congestion						
3G. Maintaining local streets and roads	E	E	E	E		E
3H. Expanding local bus services				A B C E F		
3I. Improving public transportation to other cities				B C F		
3J. Maintaining and improving sidewalks and bike lanes						
3K. Providing public transportation, carpooling, and other alternatives to driving alone				A C E		
3L. Improving air quality						
3M. Preserving water supply		E	E	E		
3N. Improving water quality						
3O. Preserving open spaces and native animal habitats		E	E	E		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums				C		
3Q. Providing programs to improve energy efficiency	E	E	E	E		E
3R. Providing programs to conserve natural resources	E	C E	E	E		E
3S. Improving the energy efficiency of local government buildings	E	E	E	E		E
3T. Purchasing government vehicles that use clean fuel technology						
3U. Providing information on how to reduce energy usage and save money	E	E	E	E		E

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category applies.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ballot Test - Sales Tax				
	Total	Definitely yes	Probably yes	Probably no	Definitely no
3A. Creating more high paying jobs	3.50	3.62	3.38	3.60	3.36
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.35	3.46	3.30	3.22	3.24
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.23	3.36	3.26	2.91	3.01
3D. Creating more affordable housing	3.09	3.31	3.22	2.74	2.49
3E. Expanding highways	2.91	3.06	2.97	2.28	2.78
3F. Reducing traffic congestion	2.99	3.10	3.14	2.51	2.72
3G. Maintaining local streets and roads	3.46	3.65	3.36	3.27	3.30
3H. Expanding local bus services	2.77	3.08	2.79	2.18	2.31
3I. Improving public transportation to other cities	2.79	3.11	2.87	2.30	2.12
3J. Maintaining and improving sidewalks and bike lanes	2.97	3.24	3.00	2.24	2.67
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.79	3.02	2.85	2.55	2.27
3L. Improving air quality	3.46	3.59	3.54	3.24	3.13
3M. Preserving water supply	3.57	3.70	3.58	3.40	3.34
3N. Improving water quality	3.49	3.70	3.52	3.18	3.09
3O. Preserving open spaces and native animal habitats	3.01	3.26	3.07	2.44	2.63
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.68	2.94	2.65	2.39	2.22
3Q. Providing programs to improve energy efficiency	1.09	1.31	1.13	.69	.67
3R. Providing programs to conserve natural resources	3.14	3.47	3.09	2.58	2.72
3S. Improving the energy efficiency of local government buildings	2.82	3.10	2.81	2.22	2.48
3T. Purchasing government vehicles that use clean fuel technology	2.63	2.88	2.66	2.13	2.22
3U. Providing information on how to reduce energy usage and save money	3.09	3.33	3.16	2.72	2.56

Comparisons of Column Means^{a,b}

Ballot Test - Sales Tax

	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs				
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	C D			
3D. Creating more affordable housing	C D	D		
3E. Expanding highways	C	C		
3F. Reducing traffic congestion	C	C D		
3G. Maintaining local streets and roads	B C D			
3H. Expanding local bus services	C D	C D		
3I. Improving public transportation to other cities	C D	C D		
3J. Maintaining and improving sidewalks and bike lanes	C D	C		
3K. Providing public transportation, carpooling, and other alternatives to driving alone	C D	D		
3L. Improving air quality	D	D		
3M. Preserving water supply	D			
3N. Improving water quality	C D	D		
3O. Preserving open spaces and native animal habitats	C D	C D		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	C D	D		
3Q. Providing programs to improve energy efficiency	C D	D		
3R. Providing programs to conserve natural resources	B C D	C D		
3S. Improving the energy efficiency of local government buildings	C D	C		
3T. Purchasing government vehicles that use clean fuel technology	C D	C D		
3U. Providing information on how to reduce energy usage and save money	C D	D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Ballot Test - Vehicle Registration Levy				
	Total	Definitely yes	Probably yes	Probably no	Definitely no
3A. Creating more high paying jobs	3.51	3.63	3.58	3.45	3.22
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.28	3.37	3.23	3.21	3.24
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.10	3.35	3.10	2.77	2.78
3D. Creating more affordable housing	3.04	3.31	3.10	2.92	2.51
3E. Expanding highways	2.84	2.81	2.95	2.94	2.71
3F. Reducing traffic congestion	2.98	3.02	3.04	2.91	2.84
3G. Maintaining local streets and roads	3.42	3.45	3.46	3.41	3.32
3H. Expanding local bus services	2.71	2.98	2.62	2.70	2.33
3I. Improving public transportation to other cities	2.83	2.98	3.00	2.86	2.30
3J. Maintaining and improving sidewalks and bike lanes	3.03	3.23	3.00	3.00	2.72
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.82	3.08	2.78	2.95	2.31
3L. Improving air quality	3.38	3.54	3.48	3.44	2.89
3M. Preserving water supply	3.52	3.65	3.53	3.56	3.26
3N. Improving water quality	3.42	3.46	3.53	3.49	3.16
3O. Preserving open spaces and native animal habitats	2.95	3.15	2.96	2.91	2.56
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.62	2.76	2.67	2.58	2.29
3Q. Providing programs to improve energy efficiency	1.12	1.26	1.27	1.00	.71
3R. Providing programs to conserve natural resources	3.05	3.30	3.10	2.94	2.54
3S. Improving the energy efficiency of local government buildings	2.74	2.97	2.67	2.43	2.56
3T. Purchasing government vehicles that use clean fuel technology	2.64	2.83	2.79	2.59	2.09
3U. Providing information on how to reduce energy usage and save money	3.00	3.19	3.12	2.71	2.63

Comparisons of Column Means^{a,b}

	Ballot Test - Vehicle Registration Levy			
	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs	D	D		

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	C D			
3D. Creating more affordable housing	D	D		
3E. Expanding highways				
3F. Reducing traffic congestion				
3G. Maintaining local streets and roads				
3H. Expanding local bus services	B D			
3I. Improving public transportation to other cities	D	D	D	
3J. Maintaining and improving sidewalks and bike lanes	D			
3K. Providing public transportation, carpooling, and other alternatives to driving alone	D	D	D	
3L. Improving air quality	D	D	D	
3M. Preserving water supply	D			
3N. Improving water quality		D		
3O. Preserving open spaces and native animal habitats	D	D		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	D			
3Q. Providing programs to improve energy efficiency	D	D		
3R. Providing programs to conserve natural resources	D	D		
3S. Improving the energy efficiency of local government buildings	C D			
3T. Purchasing government vehicles that use clean fuel technology	D	D		
3U. Providing information on how to reduce energy usage and save money	C D	D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Internet Access		
	Total	Yes	No
3A. Creating more high paying jobs	3.49	3.50	3.43

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.28	3.31
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.14	3.27
3D. Creating more affordable housing	3.07	3.02	3.23
3E. Expanding highways	2.87	2.84	2.96
3F. Reducing traffic congestion	2.99	2.97	3.05
3G. Maintaining local streets and roads	3.45	3.45	3.42
3H. Expanding local bus services	2.73	2.66	2.99
3I. Improving public transportation to other cities	2.81	2.77	2.95
3J. Maintaining and improving sidewalks and bike lanes	2.99	2.96	3.10
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.75	2.98
3L. Improving air quality	3.42	3.42	3.44
3M. Preserving water supply	3.55	3.55	3.54
3N. Improving water quality	3.46	3.46	3.48
3O. Preserving open spaces and native animal habitats	2.98	2.94	3.12
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.61	2.78
3Q. Providing programs to improve energy efficiency	1.08	1.04	1.25
3R. Providing programs to conserve natural resources	3.08	3.04	3.23
3S. Improving the energy efficiency of local government buildings	2.79	2.71	3.06
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.57	2.82
3U. Providing information on how to reduce energy usage and save money	3.05	3.00	3.20

Comparisons of Column Means a,b

	Internet Access	
	Yes	No
	(A)	(B)
3A. Creating more high paying jobs		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy		

3C. Revitalizing older neighborhoods and business districts that are becoming rundown	
3D. Creating more affordable housing	A
3E. Expanding highways	
3F. Reducing traffic congestion	
3G. Maintaining local streets and roads	
3H. Expanding local bus services	A
3I. Improving public transportation to other cities	A
3J. Maintaining and improving sidewalks and bike lanes	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	A
3L. Improving air quality	
3M. Preserving water supply	
3N. Improving water quality	
3O. Preserving open spaces and native animal habitats	A
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	
3Q. Providing programs to improve energy efficiency	A
3R. Providing programs to conserve natural resources	A
3S. Improving the energy efficiency of local government buildings	A
3T. Purchasing government vehicles that use clean fuel technology	A
3U. Providing information on how to reduce energy usage and save money	A

Results are based on two-sided tests assuming equal variances with signif

a. Tests are adjusted for all pairwise comparisons within a row of each inne

b. Cell counts in some subtables are not integers. They were rounded to th

	Type of Internet Connection
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	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3A. Creating more high paying jobs	3.51	3.63	3.50	3.50	3.46
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.44	3.25	3.32	3.25
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.15	3.23	3.07	3.20	3.08
3D. Creating more affordable housing	3.03	3.45	2.93	3.01	3.18
3E. Expanding highways	2.84	3.20	2.92	2.80	2.58
3F. Reducing traffic congestion	2.96	3.36	2.86	3.00	2.89
3G. Maintaining local streets and roads	3.45	3.63	3.39	3.49	3.34
3H. Expanding local bus services	2.66	3.20	2.65	2.58	2.82
3I. Improving public transportation to other cities	2.78	3.29	2.67	2.75	2.98
3J. Maintaining and improving sidewalks and bike lanes	2.95	3.17	2.90	2.99	2.86
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.75	3.12	2.68	2.74	2.81
3L. Improving air quality	3.44	3.59	3.35	3.49	3.35
3M. Preserving water supply	3.55	3.55	3.50	3.59	3.55
3N. Improving water quality	3.47	3.73	3.40	3.45	3.58
3O. Preserving open spaces and native animal habitats	2.95	3.20	2.83	3.01	2.97
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.61	2.85	2.46	2.71	2.48
3Q. Providing programs to improve energy efficiency	1.03	1.44	.97	1.02	1.06
3R. Providing programs to conserve natural resources	3.04	3.39	2.96	3.05	3.06
3S. Improving the energy efficiency of local government buildings	2.71	3.15	2.61	2.73	2.72
3T. Purchasing government vehicles that use clean fuel technology	2.57	3.04	2.53	2.53	2.65
3U. Providing information on how to reduce energy usage and save money	3.00	3.21	2.90	3.02	3.12

Comparisons of Column Means a,b

	Type of Internet Connection			
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider

	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs				
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown				
3D. Creating more affordable housing	B			
3E. Expanding highways	D			
3F. Reducing traffic congestion	B			
3G. Maintaining local streets and roads				
3H. Expanding local bus services	B C			
3I. Improving public transportation to other cities	B C			
3J. Maintaining and improving sidewalks and bike lanes				
3K. Providing public transportation, carpooling, and other alternatives to driving alone				
3L. Improving air quality				
3M. Preserving water supply				
3N. Improving water quality				
3O. Preserving open spaces and native animal habitats				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums			B	
3Q. Providing programs to improve energy efficiency	B			
3R. Providing programs to conserve natural resources				
3S. Improving the energy efficiency of local government buildings	B			
3T. Purchasing government vehicles that use clean fuel technology	B C			
3U. Providing information on how to reduce energy usage and save money				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Total	Rent	Own
3A. Creating more high paying jobs	3.49	3.57	3.43
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.39	3.23
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.28	3.09
3D. Creating more affordable housing	3.07	3.36	2.88
3E. Expanding highways	2.87	2.89	2.86
3F. Reducing traffic congestion	2.98	3.07	2.93
3G. Maintaining local streets and roads	3.45	3.44	3.45
3H. Expanding local bus services	2.73	2.93	2.60
3I. Improving public transportation to other cities	2.81	3.04	2.65
3J. Maintaining and improving sidewalks and bike lanes	2.99	3.13	2.90
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	3.00	2.67
3L. Improving air quality	3.42	3.53	3.35
3M. Preserving water supply	3.55	3.61	3.51
3N. Improving water quality	3.46	3.51	3.43
3O. Preserving open spaces and native animal habitats	2.97	3.07	2.91
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.98	2.43
3Q. Providing programs to improve energy efficiency	1.08	1.26	.96
3R. Providing programs to conserve natural resources	3.08	3.24	2.97
3S. Improving the energy efficiency of local government buildings	2.79	2.89	2.72
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.70	2.57
3U. Providing information on how to reduce energy usage and save money	3.04	3.20	2.94

Comparisons of Column Means a,b

	Rent or Own Residence	
	Rent	Own
	(A)	(B)
3A. Creating more high paying jobs	B	

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	B	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	B	
3D. Creating more affordable housing	B	
3E. Expanding highways		
3F. Reducing traffic congestion		
3G. Maintaining local streets and roads		
3H. Expanding local bus services	B	
3I. Improving public transportation to other cities	B	
3J. Maintaining and improving sidewalks and bike lanes	B	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	B	
3L. Improving air quality	B	
3M. Preserving water supply		
3N. Improving water quality		
3O. Preserving open spaces and native animal habitats	B	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	B	
3Q. Providing programs to improve energy efficiency	B	
3R. Providing programs to conserve natural resources	B	
3S. Improving the energy efficiency of local government buildings	B	
3T. Purchasing government vehicles that use clean fuel technology		
3U. Providing information on how to reduce energy usage and save money	B	

Results are based on two-sided tests assuming equal variances with signifi

a. Tests are adjusted for all pairwise comparisons within a row of each inne

b. Cell counts in some subtables are not integers. They were rounded to th

	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
3A. Creating more high paying jobs	3.49	3.52	3.47	3.02	3.31	3.65	3.43	3.28
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.49	3.52	2.82	3.17	3.40	2.81	3.17
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.06	2.83	2.83	3.00	3.36	2.83	2.91
3D. Creating more affordable housing	3.08	3.45	2.88	2.75	2.71	3.38	2.50	2.47
3E. Expanding highways	2.87	3.04	2.91	2.57	2.70	3.02	1.06	2.58
3F. Reducing traffic congestion	2.99	2.91	3.34	3.09	2.81	3.11	3.19	2.90
3G. Maintaining local streets and roads	3.45	3.41	3.09	3.17	3.40	3.52	2.12	3.18
3H. Expanding local bus services	2.73	3.23	3.21	2.02	2.50	2.92	1.23	2.60
3I. Improving public transportation to other cities	2.81	3.22	3.10	2.69	2.44	3.07	1.12	2.46
3J. Maintaining and improving sidewalks and bike lanes	3.00	3.02	3.56	3.30	2.75	3.17	2.00	2.52
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	3.18	3.22	2.73	2.52	2.99	.75	2.62
3L. Improving air quality	3.42	3.61	3.17	3.48	3.25	3.55	2.63	3.16
3M. Preserving water supply	3.55	3.61	3.71	3.58	3.46	3.59	3.87	3.59
3N. Improving water quality	3.46	3.52	3.68	3.51	3.23	3.64	2.25	3.02
3O. Preserving open spaces and native animal habitats	2.98	2.89	3.02	2.70	2.82	3.14	2.71	2.86
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	3.06	2.14	2.52	2.27	2.95	2.49	2.23
3Q. Providing programs to improve energy efficiency	1.09	1.34	1.15	.77	.89	1.25	1.20	.93
3R. Providing programs to conserve natural resources	3.08	3.32	3.19	2.82	2.88	3.24	2.14	3.09
3S. Improving the energy efficiency of local government buildings	2.78	2.87	2.55	2.82	2.60	2.92	2.03	2.86
3T. Purchasing government vehicles that use clean fuel technology	2.63	2.91	3.24	2.54	2.37	2.80	1.60	2.57
3U. Providing information on how to reduce energy usage and save money	3.05	3.25	3.12	3.04	2.80	3.23	2.29	3.01

Comparisons of Column Meansa,b

Ethnicity

	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
3A. Creating more high paying jobs					C D		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	C				C D		
3C. Revitalizing older neighborhoods and business districts that are becoming rundown					C D		
3D. Creating more affordable housing	C D G				C D G		
3E. Expanding highways					D		
3F. Reducing traffic congestion					D		
3G. Maintaining local streets and roads							
3H. Expanding local bus services	C D				C D		
3I. Improving public transportation to other cities	D F				D		
3J. Maintaining and improving sidewalks and bike lanes					D		
3K. Providing public transportation, carpooling, and other alternatives to driving alone	D F				D		
3L. Improving air quality					D		
3M. Preserving water supply							
3N. Improving water quality					D G		
3O. Preserving open spaces and native animal habitats					D		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	D				D		
3Q. Providing programs to improve energy efficiency					D		
3R. Providing programs to conserve natural resources					D		
3S. Improving the energy efficiency of local government buildings					D		
3T. Purchasing government vehicles that use clean fuel technology	D				D		
3U. Providing information on how to reduce energy usage and save money					D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children Under 18 Living in Household				
	Total	One	Two	Three	Four or more
3A. Creating more high paying jobs	3.62	3.56	3.69	3.61	3.53
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.31	3.35	3.26	3.05
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.30	3.25	3.26	3.45	3.44
3D. Creating more affordable housing	3.25	3.24	3.23	3.36	3.22
3E. Expanding highways	2.94	2.82	2.89	3.21	3.21
3F. Reducing traffic congestion	3.07	3.09	3.04	3.12	3.10
3G. Maintaining local streets and roads	3.50	3.57	3.43	3.49	3.51
3H. Expanding local bus services	2.79	2.70	2.81	2.82	3.02
3I. Improving public transportation to other cities	2.97	2.91	2.92	3.21	3.04
3J. Maintaining and improving sidewalks and bike lanes	3.11	2.95	3.10	3.38	3.31
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.89	2.88	2.88	3.04	2.75
3L. Improving air quality	3.51	3.49	3.52	3.56	3.44
3M. Preserving water supply	3.61	3.58	3.64	3.51	3.77
3N. Improving water quality	3.53	3.49	3.55	3.57	3.54
3O. Preserving open spaces and native animal habitats	3.06	3.04	2.99	3.13	3.31
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.80	2.86	2.82	2.81	2.48
3Q. Providing programs to improve energy efficiency	1.14	1.20	1.04	1.20	1.22
3R. Providing programs to conserve natural resources	3.21	3.20	3.15	3.35	3.36
3S. Improving the energy efficiency of local government buildings	2.87	2.89	2.83	2.93	2.88
3T. Purchasing government vehicles that use clean fuel technology	2.68	2.65	2.68	2.76	2.63
3U. Providing information on how to reduce energy usage and save money	3.17	3.15	3.15	3.24	3.25

Comparisons of Column Means^{a,b}

	Children Under 18 Living in Household			
	One	Two	Three	Four or more
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs				

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy 3C. Revitalizing older neighborhoods and business districts that are becoming rundown 3D. Creating more affordable housing 3E. Expanding highways 3F. Reducing traffic congestion 3G. Maintaining local streets and roads 3H. Expanding local bus services 3I. Improving public transportation to other cities 3J. Maintaining and improving sidewalks and bike lanes 3K. Providing public transportation, carpooling, and other alternatives to driving alone 3L. Improving air quality 3M. Preserving water supply 3N. Improving water quality 3O. Preserving open spaces and native animal habitats 3P. Developing a variety of housing options, including apartments, townhomes and condominiums 3Q. Providing programs to improve energy efficiency 3R. Providing programs to conserve natural resources 3S. Improving the energy efficiency of local government buildings 3T. Purchasing government vehicles that use clean fuel technology 3U. Providing information on how to reduce energy usage and save money			A		
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Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Adults 65 and Over Living in Household				
	Total	One	Two	Three	Four or more
3A. Creating more high paying jobs	3.41	3.23	3.63	3.39	3.77

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.22	3.11	3.35	3.46	3.13
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.19	3.14	3.27	2.85	3.35
3D. Creating more affordable housing	2.98	2.94	2.99	3.23	3.31
3E. Expanding highways	2.87	2.83	2.96	2.79	2.61
3F. Reducing traffic congestion	2.99	2.88	3.13	2.65	3.31
3G. Maintaining local streets and roads	3.46	3.33	3.62	3.99	3.26
3H. Expanding local bus services	2.74	2.69	2.77	3.04	3.02
3I. Improving public transportation to other cities	2.81	2.81	2.77	2.52	3.77
3J. Maintaining and improving sidewalks and bike lanes	3.02	2.95	3.04	3.30	3.77
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.79	2.77	3.03	3.10
3L. Improving air quality	3.34	3.30	3.38	3.55	3.54
3M. Preserving water supply	3.57	3.53	3.59	3.92	3.67
3N. Improving water quality	3.50	3.44	3.57	4.00	3.26
3O. Preserving open spaces and native animal habitats	2.91	2.92	2.91	3.03	2.61
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.50	2.60	2.33	2.25	3.14
3Q. Providing programs to improve energy efficiency	1.07	.99	1.10	1.92	1.54
3R. Providing programs to conserve natural resources	3.12	3.08	3.09	3.76	3.56
3S. Improving the energy efficiency of local government buildings	2.89	2.77	3.03	2.72	3.56
3T. Purchasing government vehicles that use clean fuel technology	2.67	2.69	2.64	2.90	2.33
3U. Providing information on how to reduce energy usage and save money	3.11	3.01	3.20	3.99	2.90

Comparisons of Column Means^{a,b}

	Adults 65 and Over Living in Household			
	One	Two	Three	Four or more
	(A)	(B)	(C)	(D)
3A. Creating more high paying jobs		A		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy				

3C. Revitalizing older neighborhoods and business districts that are becoming rundown				
3D. Creating more affordable housing				
3E. Expanding highways				
3F. Reducing traffic congestion				
3G. Maintaining local streets and roads		A		
3H. Expanding local bus services				
3I. Improving public transportation to other cities				
3J. Maintaining and improving sidewalks and bike lanes				
3K. Providing public transportation, carpooling, and other alternatives to driving alone				
3L. Improving air quality				
3M. Preserving water supply				
3N. Improving water quality				
3O. Preserving open spaces and native animal habitats				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums				
3Q. Providing programs to improve energy efficiency				
3R. Providing programs to conserve natural resources				
3S. Improving the energy efficiency of local government buildings				
3T. Purchasing government vehicles that use clean fuel technology				
3U. Providing information on how to reduce energy usage and save money			A	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Household Income									
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
3A. Creating more high paying jobs	3.49	3.31	3.40	3.69	3.74	3.37	3.46	3.46	3.18	3.28

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.31	3.50	3.23	3.46	3.26	3.11	3.27	3.33	3.13	3.39
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.18	2.98	3.19	3.28	3.45	3.10	3.19	3.04	2.85	3.11
3D. Creating more affordable housing	3.10	3.33	3.28	3.38	3.48	2.86	2.99	2.78	2.47	2.32
3E. Expanding highways	2.85	2.71	2.77	3.04	2.83	2.86	2.83	2.99	2.67	2.52
3F. Reducing traffic congestion	2.99	2.87	2.98	3.16	3.16	2.86	3.03	2.84	2.80	2.62
3G. Maintaining local streets and roads	3.43	3.32	3.45	3.44	3.54	3.33	3.48	3.36	3.24	3.57
3H. Expanding local bus services	2.76	2.87	3.01	2.94	3.00	2.62	2.64	2.59	2.16	2.45
3I. Improving public transportation to other cities	2.86	3.04	3.08	3.02	3.27	2.75	2.76	2.55	2.23	2.23
3J. Maintaining and improving sidewalks and bike lanes	3.05	3.31	3.15	3.08	3.28	3.23	2.96	2.84	2.64	2.96
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.83	2.71	2.99	2.98	3.13	2.82	2.89	2.56	2.29	2.50
3L. Improving air quality	3.45	3.73	3.47	3.66	3.40	3.30	3.35	3.29	3.20	3.65
3M. Preserving water supply	3.55	3.60	3.64	3.56	3.66	3.37	3.61	3.50	3.33	3.25
3N. Improving water quality	3.48	3.47	3.50	3.66	3.65	3.42	3.49	3.27	3.07	3.53
3O. Preserving open spaces and native animal habitats	2.98	3.07	2.98	3.04	3.13	3.44	3.00	2.76	2.63	2.79
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.67	2.67	2.81	3.11	2.87	2.68	2.53	2.38	2.08	2.06
3Q. Providing programs to improve energy efficiency	1.10	1.12	1.18	1.30	1.38	1.02	1.01	.96	.72	.69
3R. Providing programs to conserve natural resources	3.11	3.18	3.21	3.20	3.22	3.23	3.07	3.07	2.58	3.02
3S. Improving the energy efficiency of local government buildings	2.82	2.85	2.99	2.98	3.01	2.77	2.75	2.77	2.24	2.51
3T. Purchasing government vehicles that use clean fuel technology	2.67	2.64	2.80	2.80	2.75	3.03	2.72	2.47	2.18	2.35
3U. Providing information on how to reduce energy usage and save money	3.08	3.14	3.35	3.22	3.29	2.81	3.13	2.80	2.56	2.53

Comparisons of Column Means^{a,b}

	Household Income								
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
3A. Creating more high paying jobs			H	A H					

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy									
3C. Revitalizing older neighborhoods and business districts that are becoming rundown				A H					
3D. Creating more affordable housing	G H I	G H I	F G H I	F G H I		H			
3E. Expanding highways									
3F. Reducing traffic congestion									
3G. Maintaining local streets and roads									
3H. Expanding local bus services	H	H	H	H					
3I. Improving public transportation to other cities	H I	G H I	G H I	F G H I		H			
3J. Maintaining and improving sidewalks and bike lanes	H	H		G H					
3K. Providing public transportation, carpooling, and other alternatives to driving alone		H	H	G H		H			
3L. Improving air quality	G H		G H						
3M. Preserving water supply									
3N. Improving water quality			G H	G H		H			
3O. Preserving open spaces and native animal habitats					H				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		H	F G H I	G H I					
3Q. Providing programs to improve energy efficiency			H	H I					
3R. Providing programs to conserve natural resources	H	H	H	H		H			
3S. Improving the energy efficiency of local government buildings		H	H	H					
3T. Purchasing government vehicles that use clean fuel technology		H	H	H	H	H			
3U. Providing information on how to reduce energy usage and save money	H	G H I	G H	G H I		H			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Supervisorial District					
	Total	1	2	3	4	5
3A. Creating more high paying jobs	3.48	3.52	3.40	3.50	3.49	3.51

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.31	3.35	3.35	3.29	3.16
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.22	3.01	3.27	3.16	3.22
3D. Creating more affordable housing	3.07	3.14	2.87	3.33	2.98	3.15
3E. Expanding highways	2.87	2.77	2.65	3.03	2.98	2.90
3F. Reducing traffic congestion	2.99	2.77	2.70	3.17	3.11	3.16
3G. Maintaining local streets and roads	3.45	3.50	3.37	3.42	3.47	3.46
3H. Expanding local bus services	2.73	2.52	2.68	2.84	2.68	2.98
3I. Improving public transportation to other cities	2.81	2.88	2.79	2.88	2.70	2.87
3J. Maintaining and improving sidewalks and bike lanes	2.99	3.01	2.78	3.05	3.06	3.03
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.78	2.70	2.91	2.75	2.92
3L. Improving air quality	3.42	3.28	3.18	3.63	3.50	3.52
3M. Preserving water supply	3.55	3.59	3.45	3.50	3.61	3.54
3N. Improving water quality	3.46	3.50	3.41	3.45	3.45	3.50
3O. Preserving open spaces and native animal habitats	2.98	2.86	2.96	3.01	2.99	3.06
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.58	2.55	2.93	2.59	2.70
3Q. Providing programs to improve energy efficiency	1.08	1.00	.93	1.24	1.13	1.13
3R. Providing programs to conserve natural resources	3.08	2.96	2.97	3.21	3.05	3.26
3S. Improving the energy efficiency of local government buildings	2.78	2.69	2.66	2.86	2.76	2.98
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.52	2.56	2.60	2.70	2.68
3U. Providing information on how to reduce energy usage and save money	3.04	3.09	2.93	3.10	3.01	3.12

Comparisons of Column Means,a,b

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
3A. Creating more high paying jobs					
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy					

3C. Revitalizing older neighborhoods and business districts that are becoming rundown					
3D. Creating more affordable housing			B D		
3E. Expanding highways			B	B	
3F. Reducing traffic congestion			A B	A B	A B
3G. Maintaining local streets and roads					
3H. Expanding local bus services					A
3I. Improving public transportation to other cities					
3J. Maintaining and improving sidewalks and bike lanes				B	
3K. Providing public transportation, carpooling, and other alternatives to driving alone					
3L. Improving air quality			A B	B	B
3M. Preserving water supply					
3N. Improving water quality					
3O. Preserving open spaces and native animal habitats					
3P. Developing a variety of housing options, including apartments, townhomes and condominiums			B		
3Q. Providing programs to improve energy efficiency					
3R. Providing programs to conserve natural resources					
3S. Improving the energy efficiency of local government buildings					
3T. Purchasing government vehicles that use clean fuel technology					
3U. Providing information on how to reduce energy usage and save money					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the s

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
3A. Creating more high paying jobs	3.48	3.28	3.31	3.54	3.67	3.82	3.61

3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3.29	3.10	3.25	3.42	3.41	3.03	3.06
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	3.17	3.04	3.06	3.24	3.25	3.36	3.28
3D. Creating more affordable housing	3.07	2.89	2.88	3.17	3.23	3.36	2.97
3E. Expanding highways	2.87	2.74	2.74	3.04	2.89	3.03	2.91
3F. Reducing traffic congestion	2.99	3.01	2.91	3.05	2.98	3.12	2.56
3G. Maintaining local streets and roads	3.45	3.39	3.42	3.46	3.51	3.47	3.25
3H. Expanding local bus services	2.73	2.57	2.54	2.85	2.89	2.85	2.29
3I. Improving public transportation to other cities	2.81	2.58	2.53	3.03	2.97	3.08	2.38
3J. Maintaining and improving sidewalks and bike lanes	2.99	2.85	2.92	3.10	3.09	2.89	2.31
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2.80	2.69	2.58	2.94	2.90	3.19	2.06
3L. Improving air quality	3.42	3.43	3.28	3.51	3.44	3.64	3.01
3M. Preserving water supply	3.55	3.43	3.51	3.64	3.60	3.51	3.25
3N. Improving water quality	3.46	3.38	3.37	3.52	3.54	3.52	3.28
3O. Preserving open spaces and native animal habitats	2.98	2.94	2.85	3.11	2.98	3.23	1.99
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	2.65	2.43	2.44	2.80	2.84	2.76	2.67
3Q. Providing programs to improve energy efficiency	1.08	1.02	1.00	1.20	1.08	1.12	.92
3R. Providing programs to conserve natural resources	3.08	3.09	2.97	3.11	3.14	3.18	2.55
3S. Improving the energy efficiency of local government buildings	2.78	2.73	2.76	2.89	2.77	2.63	2.26
3T. Purchasing government vehicles that use clean fuel technology	2.62	2.54	2.57	2.73	2.71	2.26	2.30
3U. Providing information on how to reduce energy usage and save money	3.04	3.06	3.06	3.11	3.05	2.58	2.77

Comparisons of Column Means^{a,b}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
3A. Creating more high paying jobs			A B	A B	A B	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy			A	A		

3C. Revitalizing older neighborhoods and business districts that are becoming rundown					
3D. Creating more affordable housing			A B		
3E. Expanding highways		B			
3F. Reducing traffic congestion					
3G. Maintaining local streets and roads					
3H. Expanding local bus services		B	B		
3I. Improving public transportation to other cities		A B	A B	B	
3J. Maintaining and improving sidewalks and bike lanes					
3K. Providing public transportation, carpooling, and other alternatives to driving alone		B	B	B	
3L. Improving air quality					
3M. Preserving water supply					
3N. Improving water quality					
3O. Preserving open spaces and native animal habitats					
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		A B	A B		
3Q. Providing programs to improve energy efficiency					
3R. Providing programs to conserve natural resources					
3S. Improving the energy efficiency of local government buildings					
3T. Purchasing government vehicles that use clean fuel technology					
3U. Providing information on how to reduce energy usage and save money		E			

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category applies.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Total	
	Total	Total

11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.15	1.15
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.13
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.19
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.10

Comparisons of Column Meansa,b

	Total
	Total
	(A)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	.
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	.
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	.

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents

Results are based on two-sided tests assuming equal v

a. Tests are adjusted for all pairwise comparisons withi

b. Cell counts in some subtables are not integers. They

	Respondent's Gender		
	Total	Male	Female
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.15	1.07	1.24
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.05	1.21
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.06	1.33
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.02	1.19

Comparisons of Column Means,a,b

	Respondent's Gender	
	Male	Female
	(A)	(B)

11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions		A
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic		A
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		A
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		A

Results are based on two-sided tests assuming equal variances with signifi

a. Tests are adjusted for all pairwise comparisons within a row of each inne

b. Cell counts in some subtables are not integers. They were rounded to th

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.16	1.29	1.13	1.18	1.26	1.12	1.10	.92	.88	.88
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.29	1.19	1.13	1.10	1.10	1.25	.69	.92	1.14

11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.31	1.18	1.25	1.23	1.15	1.21	.94	.92	.62
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.25	1.13	1.16	1.21	.94	1.02	.81	.74	.89

Comparisons of Column Means^{a,b}

	Age								
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	85 and over
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	G			G					
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	G	G	G	G	G	G			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	G								
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	G H		G H	G H					

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more

11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.15	1.31	1.26	1.26	1.12
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.61	1.26	1.32	1.07
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.19	1.37	1.26	1.16
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.29	1.34	1.26	1.04

Comparisons of Column Meansa,b

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	D		D	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system				

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents				
		D	D	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.15	1.23	1.18	.98	1.03
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.20	1.16	.95	.98
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.23	1.21	1.05	1.13
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.32	1.11	1.03	.95

Comparisons of Column Means^{a,b}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				

<p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.</p> <p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p> <p>11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents</p>	D			
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Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p>	1.16	1.24	1.32	1.13	1.48	.84	.98
<p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.</p>	1.14	1.07	1.24	1.12	1.58	.72	.99
<p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p>	1.20	1.13	1.25	1.20	1.44	.94	.93

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.11	.98	1.29	1.10	1.43	.81	.84
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Comparisons of Column Means^{a,b}

	Typical Transportation to Work or School					
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
	(A)	(B)	(C)	(D)	(E)	(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				C E F		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic				C E F		
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system				F		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		F		C E F		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Ballot Test - Sales Tax				
	Total	Definitely yes	Probably yes	Probably no	Definitely no
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.21	1.45	1.31	.86	.65

11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.12	1.44	1.06	.89	.54
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.22	1.45	1.28	.89	.76
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.12	1.41	1.20	.76	.47

Comparisons of Column Means^{a,b}

	Ballot Test - Sales Tax			
	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	C D	C D		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	B C D	D	D	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	C D	C D		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	B C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

^a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Ballot Test - Vehicle Registration Levy				
	Total	Definitely yes	Probably yes	Probably no	Definitely no
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.13	1.33	1.27	.99	.65
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.17	1.33	1.36	.79	.78
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.43	1.22	.99	.82
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.12	1.36	1.20	.88	.65

Comparisons of Column Meansa,b

	Ballot Test - Vehicle Registration Levy			
	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	C D	D	D	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	C D	C D		

11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	C D	D		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	C D	C D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Internet Access		
	Total	Yes	No
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.16	1.15	1.19
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.10	1.25
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.15	1.32
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.09	1.15

Comparisons of Column Means a,b

	Internet Access	
	Yes	No
	(A)	(B)

<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p> <p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p> <p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p> <p>11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents</p>		<p>A</p> <p>A</p>
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Results are based on two-sided tests assuming equal variances with signit

a. Tests are adjusted for all pairwise comparisons within a row of each inne

b. Cell counts in some subtables are not integers. They were rounded to th

	Type of Internet Connection				
	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p>	1.16	1.17	1.15	1.17	1.10
<p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p>	1.10	1.41	1.09	1.09	.95

11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.15	1.46	1.11	1.18	.97
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.09	1.22	1.05	1.09	1.10

Comparisons of Column Means^{a,b}

	Type of Internet Connection			
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	B C D			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	B D			
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Rent or Own Residence		
	Total	Rent	Own

11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.16	1.31	1.06
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.28	1.03
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.39	1.06
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.11	1.32	.96

Comparisons of Column Meansa,b

	Rent or Own Residence	
	Rent	Own
	(A)	(B)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	B	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	B	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	B	

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	B	
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Results are based on two-sided tests assuming equal variances with signifi

a. Tests are adjusted for all pairwise comparisons within a row of each inne

b. Cell counts in some subtables are not integers. They were rounded to th

	Ethnicity							
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.16	1.06	1.35	1.39	.95	1.30	.62	1.08
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.13	1.16	1.26	1.26	.95	1.26	1.43	1.23
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.38	1.32	1.59	1.00	1.29	1.43	1.23
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.28	1.45	1.42	.88	1.24	1.34	.90

Comparisons of Column Means^{a,b}

	Ethnicity						
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races
	(A)	(B)	(C)	(D)	(E)	(F)	(G)

<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p> <p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p> <p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p> <p>11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents</p>			D		D		
					D		
	D		D		D		
	D		D		D		

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category label.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Children Under 18 Living in Household				
	Total	One	Two	Three	Four or more
<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p>	1.24	1.26	1.22	1.30	1.18
<p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p>	1.18	1.25	1.12	1.15	1.19
<p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p>	1.25	1.24	1.25	1.28	1.28

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.17	1.12	1.13	1.39	1.20
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Comparisons of Column Means^{a,b}

	Children Under 18 Living in Household			
	One	Two	Three	Four or more
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.				
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Adults 65 and Over Living in Household				
	Total	One	Two	Three	Four or more
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.11	1.13	1.05	1.22	1.23

11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.09	1.16	1.01	.74	1.10
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.14	1.18	1.03	1.50	1.56
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.05	1.10	.95	1.06	1.56

Comparisons of Column Means^{a,b}

	Adults 65 and Over Living in Household			
	One	Two	Three	Four or more
	(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.				
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents				

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant t

^a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni co

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pa

	Household Income									
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.18	1.18	1.28	1.36	1.22	1.18	1.24	.97	.86	.90
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.	1.15	1.24	1.42	1.33	1.09	.98	1.10	1.03	.91	.73
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.22	1.33	1.39	1.39	1.26	1.37	1.23	.94	.86	.84
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.13	1.21	1.35	1.25	1.18	1.14	1.07	1.00	.85	.79

Comparisons of Column Meansa,b

	Household Income									
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions		H	GH	H		H				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.		DFGHI	GHI							

11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system 11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	G H	G H I	G H I	G H	H	H			
		G H I	H						

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears under the category with larger mean.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

	Supervisorial District					
	Total	1	2	3	4	5
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	1.15	1.14	1.08	1.12	1.15	1.29
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	1.13	1.15	1.10	1.16	1.10	1.16
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	1.19	1.19	1.14	1.08	1.20	1.31
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	1.16	1.12	1.07	1.09	1.08

Comparisons of Column Means^{a,b}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)

<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p> <p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p> <p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p> <p>11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents</p>					
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Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the s

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
<p>11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions</p>	1.15	.98	1.01	1.26	1.28	1.32	.97
<p>11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic</p>	1.13	1.03	.98	1.19	1.25	1.32	.82
<p>11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system</p>	1.19	.98	1.11	1.30	1.30	1.25	.77

11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	1.10	.97	.96	1.19	1.19	1.42	1.16
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Comparisons of Column Means^{a,b}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions			A B	A B		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic.			B	A B		
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system			A	A		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents			B	A B	A B	

Results are based on two-sided tests assuming equal variances with significance level 0.05. For each significant pair, the key of the smaller category appears.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts in some subtables are not integers. They were rounded to the nearest integers before performing pairwise comparisons.

		Total	
		Total	Total
A. Respondent's Gender	Total	1200	1200
	Male	615 51.2%	615 51.2%
	Female	585 48.8%	585 48.8%

Comparisons of Column Proportions^{a,b}

		Total Total (A)
A. Respondent's Gender	Male	.
	Female	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
A. Respondent's Gender	Total	1200	615	585
	Male	615 51.2%	615 100.0%	0 .0%
	Female	585 48.8%	0 .0%	585 100.0%

Comparisons of Column Proportions^{b,c}

		Respondent's Gender	
		Male (A)	Female (B)
A. Respondent's Gender	Male	a	a
	Female	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age								
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
A. Respondent's Gender	Total	1200	193	243	214	215	98	70	92	51
	Male	615 51.2%	131 67.9%	110 45.3%	91 42.6%	114 53.1%	55 56.7%	27 39.0%	52 56.6%	20 38.5%
	Female	585 48.8%	62 32.1%	133 54.7%	123 57.4%	101 46.9%	42 43.3%	43 61.0%	40 43.4%	31 61.5%

		Age	
		85 and over	DK/NA
A. Respondent's Gender	Total	15	9
	Male	9 60.5%	5 50.8%
	Female	6 39.5%	5 49.2%

Comparisons of Column Proportions^{a,b}

		Age							
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
A. Respondent's Gender	Male	B	C	F	H				
	Female		A	A			A		A

Comparisons of Column Proportions^{a,b}

		Age	
		85 and over (I)	DK/NA (J)
A. Respondent's Gender	Male		
	Female		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
A. Respondent's Gender	Total	1200	18	95	170	917
	Male	615 51.2%	9 51.1%	51 53.8%	97 56.8%	458 49.9%
	Female	585 48.8%	9 48.9%	44 46.2%	73 43.2%	459 50.1%

Comparisons of Column Proportions a,b

	A. Respondent's Gender	Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
Male					
Female					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	A. Respondent's Gender	Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
		Total	West Kern	Central Valley	Mountains	East Kern
Total		1200	53	943	89	116
Male		615	36	466	53	60
Female		585	17	477	37	55
		51.2%	68.0%	49.4%	59.1%	52.2%
		48.8%	32.0%	50.6%	40.9%	47.8%

Comparisons of Column Proportions a,b

	A. Respondent's Gender	Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
Male					
Female					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	A. Respondent's Gender	Typical Transportation to Work or School							
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
Total		1200	20	110	852	62	22	61	37
Male		615	16	60	431	31	14	28	16
Female		585	5	50	421	31	8	33	21
		51.2%	76.3%	54.8%	50.6%	49.9%	64.2%	45.7%	43.7%
		48.8%	23.7%	45.2%	49.4%	50.1%	35.8%	54.3%	56.3%

	A. Respondent's Gender	Typical Transportation to Work or School
		DK/NA
		Total	35
Male	18	
Female	16	
		53.3%
		46.7%

Comparisons of Column Proportions a,b

	A. Respondent's Gender	Typical Transportation to Work or School							
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
Male									
Female									

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	A. Respondent's Gender	Ballot Test - Sales Tax					DK/NA
		Total	Definitely yes	Probably yes	Probably no	Definitely no	
		Total	Definitely yes	Probably yes	Probably no	Definitely no	
Total		604	242	177	57	98	30
Male		310	114	88	34	65	10
Female		294	128	90	23	33	20
		51.3%	47.0%	49.5%	59.5%	66.4%	33.5%
		48.7%	53.0%	50.5%	40.5%	33.6%	66.5%

Comparisons of Column Proportions a,b

	A. Respondent's Gender	Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
Male					A E	
Female		D				D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	A. Respondent's Gender	Ballot Test - Vehicle Registration Levy					DK/NA
		Total	Definitely yes	Probably yes	Probably no	Definitely no	
		Total	Definitely yes	Probably yes	Probably no	Definitely no	
Total		596	223	163	58	119	33
Male		305	111	79	34	69	12
Female		292	113	84	24	50	21
		51.1%	49.6%	48.4%	58.6%	57.8%	36.9%
		48.9%	50.4%	51.6%	41.4%	42.2%	63.1%

Comparisons of Column Proportions a,b

	A. Respondent's Gender	Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
Male						
Female						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
A. Respondent's Gender	Total	1200	924	271	5
	Male	615	490	120	4
	Female	585	434	151	1
		51.2%	53.0%	44.4%	86.7%
		48.8%	47.0%	55.6%	13.3%

Comparisons of Column Proportions ^{a,b}

		Internet Access		
		Yes (A)	No (B)	DK/NA (C)
A. Respondent's Gender	Male	B		
	Female		A	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection						
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
A. Respondent's Gender	Total	924	54	310	435	89	17	19
	Male	490	15	171	231	55	7	12
	Female	434	39	139	204	34	10	8
		53.0%	27.6%	55.2%	53.1%	61.3%	39.1%	61.0%
		47.0%	72.4%	44.8%	46.9%	38.7%	60.9%	39.0%

Comparisons of Column Proportions ^{a,b}

		Type of Internet Connection					
		A dial-up connection (A)	A DSL connection (B)	Through a cable provider (C)	Through a satellite provider (D)	Other (E)	DK/NA (F)
A. Respondent's Gender	Male		A	A	A		
	Female	B C D					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
A. Respondent's Gender	Total	1200	481	706	13
	Male	615	217	388	9
	Female	585	263	318	4
		51.2%	45.2%	54.9%	70.3%
		48.8%	54.8%	45.1%	29.7%

Comparisons of Column Proportions ^{a,b}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
A. Respondent's Gender	Male		A	
	Female	B		

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		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
A. Respondent's Gender	Total	1200	67	15	48	468	589
	Male	615	26	7	29	237	309
	Female	585	41	8	19	231	280
		51.2%	38.4%	47.4%	60.7%	50.6%	52.4%
		48.8%	61.6%	52.6%	39.3%	49.4%	47.6%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
A. Respondent's Gender	Total	2	22	2	6
	Male	0	7	1	6
	Female	2	15	1	0
		16.5%	33.6%	35.3%	92.6%
		83.5%	66.4%	64.7%	7.4%

Comparisons of Column Proportions ^{b,c}

		Ethnicity					
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)	Native Hawaiian or other Pacific Islander (F)
A. Respondent's Gender	Male						
	Female						

Comparisons of Column Proportions ^{b,c}

		Ethnicity		
		Two or more races (G)	Other (H)	DK/NA (I)
A. Respondent's Gender	Male		a	
	Female		a	

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- a. This category is not used in comparisons because the sum of case weights is less than two.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	589	203	232	83	55	16
A. Respondent's Gender						
Male	285	96	106	41	30	12
	48.4%	47.2%	45.7%	49.2%	54.3%	77.7%
Female	304	107	126	42	25	3
	51.6%	52.8%	54.3%	50.8%	45.7%	22.3%

Comparisons of Column Proportions ^{a,b}

	Children Under 18 Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
A. Respondent's Gender					
Male					
Female					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	384	207	149	12	9	7
A. Respondent's Gender						
Male	203	98	84	8	7	6
	52.8%	47.2%	56.2%	67.3%	79.3%	89.0%
Female	181	110	65	4	2	1
	47.2%	52.8%	43.8%	32.7%	20.7%	11.0%

Comparisons of Column Proportions ^{a,b}

	Adults 65 and Over Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
A. Respondent's Gender					
Male					
Female					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
Total		1200	88	129	179	155	40
A. Respondent's Gender							
Male	615	46	43	83	79	12	
	51.2%	52.1%	33.1%	46.2%	51.0%	30.6%	
Female	585	42	86	96	76	28	
	48.8%	47.9%	66.9%	53.8%	49.0%	69.4%	

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
Total		193	133	83	33	166
A. Respondent's Gender						
Male	114	83	50	20	86	
	59.0%	62.1%	59.9%	59.5%	51.7%	
Female	79	50	33	13	80	
	41.0%	37.9%	40.1%	40.5%	48.3%	

Comparisons of Column Proportions ^{a,b}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
A. Respondent's Gender						
Male						
Female			F G H			F G

Comparisons of Column Proportions ^{a,b}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
A. Respondent's Gender						
Male		B E	B E	B		
Female						

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		Supervisorial District					
		Total	1	2	3	4	5
Total		1200	221	230	176	361	212
A. Respondent's Gender							
Male	615	140	113	75	198	89	
	51.2%	63.2%	49.0%	42.4%	54.9%	42.2%	
Female	585	81	117	101	163	122	
	48.8%	36.8%	51.0%	57.6%	45.1%	57.8%	

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
A. Respondent's Gender	Male	B	C	E	E	
	Female		A	A		AD

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		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
A. Respondent's Gender	Total	1200	226	298	298	308	61	9
	Male	615	118	145	136	148	61	7
	Female	585	108	153	162	160	0	2
		48.8%	47.7%	51.4%	54.4%	51.9%	.0%	24.2%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
A. Respondent's Gender	Male					a	
	Female					a	

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
B. How many years have you lived in Kern County?	Total	1200	1200
	Less than one year	18	18
	One year to less than five years	95	95
	Five years to less than ten years	170	170
	10 years or more	917	917
		1.5%	1.5%
		7.9%	7.9%
		14.2%	14.2%
		76.4%	76.4%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
B. How many years have you lived in Kern County?	Less than one year	.
	One year to less than five years	.
	Five years to less than ten years	.
	10 years or more	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Respondent's Gender		
		Total	Male	Female
B. How many years have you lived in Kern County?	Total	1200	615	585
	Less than one year	18	9	9
	One year to less than five years	95	51	44
	Five years to less than ten years	170	97	73
	10 years or more	917	458	459
		1.5%	1.5%	1.5%
		7.9%	8.3%	7.5%
		14.2%	15.7%	12.5%
		76.4%	74.5%	78.5%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
B. How many years have you lived in Kern County?	Less than one year		
	One year to less than five years		
	Five years to less than ten years		
	10 years or more		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Age					
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59
B. How many years have you lived in Kern County?	Total	1200	193	243	214	215	98
	Less than one year	18	4	3	6	1	1
		1.5%	2.2%	1.4%	2.8%	.3%	.9%
	One year to less than five years	95	10	32	15	16	10
		7.9%	5.0%	13.3%	7.1%	7.6%	10.1%
	Five years to less than ten years	170	33	34	40	33	14
	14.2%	17.1%	13.8%	18.8%	15.2%	13.9%	
10 years or more	917	146	174	153	165	73	
	76.4%	75.8%	71.5%	71.4%	76.8%	75.1%	

		Age				
		60 to 64	65 to 74	75 to 84	85 and over	DK/NA
B. How many years have you lived in Kern County?	Total	70	92	51	15	9
	Less than one year	0	2	1	0	0
		.0%	1.7%	1.4%	.0%	5.1%
	One year to less than five years	6	3	1	1	0
		9.1%	3.4%	1.2%	7.5%	1.1%
	Five years to less than ten years	9	5	3	0	0
	13.4%	4.9%	5.7%	.0%	2.0%	
10 years or more	54	83	47	14	8	
	77.5%	90.0%	91.7%	92.5%	91.8%	

Comparisons of Column Proportions^{b,c}

		Age					
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)
B. How many years have you lived in Kern County?	Less than one year						a
	One year to less than five years						
	Five years to less than ten years						
	10 years or more						

Comparisons of Column Proportions^{b,c}

		Age			
		65 to 74 (G)	75 to 84 (H)	85 and over (I)	DK/NA (J)
B. How many years have you lived in Kern County?	Less than one year			a	
	One year to less than five years				
	Five years to less than ten years			a	
	10 years or more	BC			

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		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
B. How many years have you lived in Kern County?	Total	1200	18	95	170
	Less than one year	18	18	0	0
		1.5%	100.0%	.0%	.0%
	One year to less than five years	95	0	95	0
		7.9%	.0%	100.0%	.0%
	Five years to less than ten years	170	0	0	170
	14.2%	.0%	.0%	100.0%	
10 years or more	917	0	0	0	
	76.4%	.0%	.0%	.0%	

		Years Lived in Kern County
		10 years or more
B. How many years have you lived in Kern County?	Total	917
	Less than one year	0
		.0%
	One year to less than five years	0
		.0%
	Five years to less than ten years	0
	.0%	
10 years or more	917	
	100.0%	

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
B. How many years have you lived in Kern County?	Less than one year	a	a	a	a
	One year to less than five years	a	a	a	a
	Five years to less than ten years	a	a	a	a
	10 years or more	a	a	a	a
	

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		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
B. How many years have you lived in Kern County?	Total	1200	53	943	89	116
	Less than one year	18	1	13	3	1
		1.5%	2.0%	1.4%	2.8%	.9%
	One year to less than five years	95	2	71	7	14
		7.9%	3.1%	7.6%	8.1%	12.4%
	Five years to less than ten years	170	6	126	16	23
		14.2%	11.4%	13.3%	17.9%	19.5%
	10 years or more	917	44	732	64	78
		76.4%	83.4%	77.7%	71.1%	67.1%

Comparisons of Column Proportions a,b

		Home Zip Code Area			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
B. How many years have you lived in Kern County?	Less than one year				
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

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		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
B. How many years have you lived in Kern County?	Total	1200	20	110	852	62	22
	Less than one year	18	0	2	14	2	0
		1.5%	.0%	1.4%	1.6%	3.7%	1.6%
	One year to less than five years	95	2	11	69	5	2
		7.9%	8.8%	9.9%	8.1%	8.6%	8.0%
	Five years to less than ten years	170	5	17	123	9	3
		14.2%	23.2%	15.0%	14.4%	14.4%	12.3%
	10 years or more	917	14	81	647	45	17
		76.4%	68.0%	73.6%	75.9%	73.3%	78.1%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
B. How many years have you lived in Kern County?	Total	61	37	35
	Less than one year	0	0	0
		.0%	.0%	.0%
	One year to less than five years	1	4	1
		.9%	11.9%	1.7%
	Five years to less than ten years	11	2	1
		17.9%	6.6%	3.5%
	10 years or more	50	30	33
		81.2%	81.5%	94.8%

Comparisons of Column Proportions b,c

		Typical Transportation to Work or School				
		Bike (A)	Carpool (B)	Drive alone (car, truck, motorcycle, scooter) (C)	Public Transit (Bus or shuttle) (D)	Walk (E)
B. How many years have you lived in Kern County?	Less than one year	a				
	One year to less than five years					
	Five years to less than ten years					
	10 years or more					

Comparisons of Column Proportions b,c

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home (F)	Other (G)	DK/NA (H)
B. How many years have you lived in Kern County?	Less than one year	a		a
	One year to less than five years			
	Five years to less than ten years			
	10 years or more			

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		Ballot Test - Sales Tax			
		Total	Definitely yes	Probably yes	Probably no
B. How many years have you lived in Kern County?	Total	604	242	177	57
	Less than one year	12	6	1	3
		2.0%	2.7%	.7%	5.7%
	One year to less than five years	49	20	22	3
		8.1%	8.2%	12.5%	6.0%
	Five years to less than ten years	96	40	25	11
		15.9%	16.4%	14.4%	19.9%
	10 years or more	447	176	129	39
		74.1%	72.8%	72.5%	68.4%

		Ballot Test - Sales Tax	
		Definitely no	DK/NA
B. How many years have you lived in Kern County?	Total	98	30
	Less than one year	1 1.2%	0 .0%
	One year to less than five years	3 3.4%	0 .4%
	Five years to less than ten years	12 11.9%	8 25.9%
	10 years or more	81 83.5%	22 73.7%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
B. How many years have you lived in Kern County?	Less than one year				
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax
		DK/NA
		(E)
B. How many years have you lived in Kern County?	Less than one year	. ^a
	One year to less than five years	
	Five years to less than ten years	
	10 years or more	

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		Ballot Test - Vehicle Registration Levy			
		Total	Definitely yes	Probably yes	Probably no
B. How many years have you lived in Kern County?	Total	596	223	163	58
	Less than one year	6 .9%	1 .4%	0 .0%	0 .0%
	One year to less than five years	46 7.7%	25 11.1%	8 4.7%	6 9.8%
	Five years to less than ten years	74 12.5%	25 11.1%	24 15.0%	5 8.1%
	10 years or more	470 78.9%	173 77.3%	131 80.2%	47 82.1%

		Ballot Test - Vehicle Registration Levy	
		Definitely no	DK/NA
B. How many years have you lived in Kern County?	Total	119	33
	Less than one year	4 3.5%	0 1.4%
	One year to less than five years	5 4.6%	2 6.7%
	Five years to less than ten years	14 11.8%	6 19.4%
	10 years or more	96 80.1%	24 72.4%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B) ^a	(C) ^a	(D)
B. How many years have you lived in Kern County?	Less than one year				
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy
		DK/NA
		(E)
B. How many years have you lived in Kern County?	Less than one year	
	One year to less than five years	
	Five years to less than ten years	
	10 years or more	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
B. How many years have you lived in Kern County?	Total	1200	924	271	5
	Less than one year	18 1.5%	12 1.3%	5 1.9%	0 9.4%
	One year to less than five years	95 7.9%	72 7.8%	23 8.5%	0 1.9%
	Five years to less than ten years	170 14.2%	141 15.2%	29 10.7%	0 8.7%
	10 years or more	917 76.4%	700 75.7%	214 79.0%	4 80.0%

Comparisons of Column Proportions ^{a,b}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
B. How many years have you lived in Kern County?	Less than one year			
	One year to less than five years			
	Five years to less than ten years			
	10 years or more			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
B. How many years have you lived in Kern County?	Total	924	54	310	435
	Less than one year	12	0	5	8
		1.3%	.0%	1.5%	1.7%
	One year to less than five years	72	8	28	24
		7.8%	15.5%	8.9%	5.5%
	Five years to less than ten years	141	12	56	58
	15.2%	21.7%	18.1%	13.4%	
10 years or more	700	34	222	345	
	75.7%	62.8%	71.5%	79.3%	

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
B. How many years have you lived in Kern County?	Total	89	17	19
	Less than one year	0	0	0
		.0%	.0%	.0%
	One year to less than five years	7	3	2
		7.8%	18.5%	8.2%
	Five years to less than ten years	12	2	1
	13.8%	9.3%	4.5%	
10 years or more	70	12	17	
	78.4%	72.1%	87.3%	

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
B. How many years have you lived in Kern County?	Less than one year				
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
B. How many years have you lived in Kern County?	Less than one year		
	One year to less than five years		
	Five years to less than ten years		
	10 years or more		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
B. How many years have you lived in Kern County?	Total	1200	481	706	13
	Less than one year	18	9	9	0
		1.5%	1.8%	1.3%	.0%
	One year to less than five years	95	63	31	1
		7.9%	13.2%	4.3%	6.2%
	Five years to less than ten years	170	86	83	1
	14.2%	17.9%	11.8%	6.1%	
10 years or more	917	323	583	12	
	76.4%	67.1%	82.6%	87.7%	

Comparisons of Column Proportions ^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
B. How many years have you lived in Kern County?	Less than one year			
	One year to less than five years	B		
	Five years to less than ten years	B		
	10 years or more		A	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
B. How many years have you lived in Kern County?	Total	1200	67	15	48	468
	Less than one year	18	0	0	0	8
		1.5%	.0%	.0%	.0%	1.7%
	One year to less than five years	95	3	2	4	38
		7.9%	4.1%	12.7%	8.7%	8.1%
	Five years to less than ten years	170	10	1	11	44
	14.2%	14.5%	7.1%	21.8%	9.4%	
10 years or more	917	55	12	33	378	
	76.4%	81.4%	80.2%	69.4%	80.7%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
B. How many years have you lived in Kern County?	Total	589	2	22	2	6
	Less than one year	9	0	1	0	0
		1.5%	.0%	3.8%	.0%	.0%
	One year to less than five years	47	0	3	0	2
		8.0%	6.5%	11.8%	.0%	26.8%
	Five years to less than ten years	101	0	3	0	0
	17.2%	.0%	14.7%	.0%	3.7%	
10 years or more	431	2	15	2	4	
	73.2%	93.4%	69.7%	100.0%	69.4%	

Comparisons of Column Proportions ^{c,d}

		Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
		(A)	(B)	(C)	(D)
B. How many years have you lived in Kern County?	Less than one year	a	a	a	
	One year to less than five years	.	.	.	
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(E)	(F)	(G)	(H)	(I)
B. How many years have you lived in Kern County?	Less than one year		a		a,b	
	One year to less than five years				a,b	
	Five years to less than ten years	D			a,b	
	10 years or more				a,b	

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
B. How many years have you lived in Kern County?	Total	589	203	232	83	55	16
	Less than one year	11	7	2	0	2	0
		1.9%	3.3%	1.0%	.0%	3.3%	3.0%
	One year to less than five years	44	18	16	7	3	0
		7.4%	9.0%	6.7%	8.2%	5.1%	.0%
	Five years to less than ten years	89	29	45	8	7	0
	15.0%	14.2%	19.2%	9.8%	12.5%	1.5%	
10 years or more	446	149	170	68	44	15	
	75.7%	73.5%	73.1%	82.0%	79.1%	95.5%	

Comparisons of Column Proportions ^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
B. How many years have you lived in Kern County?	Less than one year			a		
	One year to less than five years					a
	Five years to less than ten years					
	10 years or more					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
B. How many years have you lived in Kern County?	Total	384	207	149	12	9	7
	Less than one year	3	1	1	0	0	0
		.7%	.6%	.8%	.0%	.0%	.0%
	One year to less than five years	20	14	6	0	0	0
		5.3%	6.7%	4.2%	.0%	.0%	5.0%
	Five years to less than ten years	43	20	15	5	2	0
	11.1%	9.6%	9.9%	46.6%	22.9%	5.0%	
10 years or more	319	172	127	6	7	6	
	83.0%	83.1%	85.1%	53.4%	77.1%	90.0%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
B. How many years have you lived in Kern County?	Less than one year			a	a	a
	One year to less than five years			a	a	a
	Five years to less than ten years			A B		
	10 years or more					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
B. How many years have you lived in Kern County?	Total	1200	88	129	179
	Less than one year	18	1	3	0
	One year to less than five years	95	8	4	23
	Five years to less than ten years	170	12	20	29
		14.2%	14.1%	15.4%	16.1%
	10 years or more	917	67	103	127
	76.4%	75.6%	79.4%	71.1%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
B. How many years have you lived in Kern County?	Total	155	40	193	133
	Less than one year	2	0	2	0
	One year to less than five years	5	4	15	10
	Five years to less than ten years	28	4	19	15
		3.0%	11.1%	7.5%	7.2%
	10 years or more	121	32	157	108
	78.1%	79.4%	81.5%	80.8%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
B. How many years have you lived in Kern County?	Total	83	33	166
	Less than one year	3	0	6
	One year to less than five years	6	4	17
	Five years to less than ten years	10	6	26
		12.3%	19.2%	15.8%
	10 years or more	64	23	117
	76.7%	68.4%	70.1%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
B. How many years have you lived in Kern County?	Less than one year				
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
B. How many years have you lived in Kern County?	Less than one year	a			
	One year to less than five years				
	Five years to less than ten years				
	10 years or more				

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
B. How many years have you lived in Kern County?	Less than one year	a	
	One year to less than five years		
	Five years to less than ten years		
	10 years or more		

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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		Supervisorial District					
		Total	1	2	3	4	5
B. How many years have you lived in Kern County?	Total	1200	221	230	176	361	212
	Less than one year	18	2	6	0	6	4
	One year to less than five years	95	20	18	12	22	23
	Five years to less than ten years	170	39	35	16	54	26
	10 years or more	917	160	171	147	279	160
		76.4%	72.5%	74.4%	83.8%	77.2%	75.3%

Comparisons of Column Proportions ^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
B. How many years have you lived in Kern County?	Less than one year			^a		
	One year to less than five years					
	Five years to less than ten years					
	10 years or more					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
B. How many years have you lived in Kern County?	Total	1200	226	298	298	308	61	9
	Less than one year	18	4	6	4	3	0	0
	One year to less than five years	95	15	17	25	31	7	0
	Five years to less than ten years	170	30	41	42	54	4	0
	10 years or more	917	178	234	227	220	50	9
		76.4%	78.5%	78.7%	76.1%	71.4%	81.7%	100.0%

Comparisons of Column Proportions ^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
B. How many years have you lived in Kern County?	Less than one year						^a
	One year to less than five years						^a
	Five years to less than ten years						^a
	10 years or more						^a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
C. Home Zip Code Area	Total	1200	1200
	West Kern	53	53
	Central Valley	943	943
	Mountains	89	89
	East Kern	116	116
		4.4%	4.4%
		78.5%	78.5%
		7.4%	7.4%
		9.6%	9.6%

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
C. Home Zip Code Area	West Kern	.
	Central Valley	.
	Mountains	.
	East Kern	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
C. Home Zip Code Area	Total	1200	615	585
	West Kern	53 4.4%	36 5.8%	17 2.9%
	Central Valley	943 78.5%	466 75.8%	477 81.4%
	Mountains	89 7.4%	53 8.6%	37 6.3%
	East Kern	116 9.6%	60 9.8%	55 9.5%

Comparisons of Column Proportions ^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
C. Home Zip Code Area	West Kern	B	A
	Central Valley		
	Mountains		
	East Kern		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age							
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
C. Home Zip Code Area	Total	1200	193	243	214	215	98	70	92
	West Kern	53 4.4%	8 4.4%	17 6.9%	11 5.1%	11 5.1%	1 1.1%	2 2.2%	1 1.0%
	Central Valley	943 78.5%	164 85.0%	185 76.2%	177 82.6%	147 68.5%	84 86.0%	56 80.0%	75 82.3%
	Mountains	89 7.4%	6 3.4%	19 7.8%	7 3.4%	22 10.5%	8 7.8%	8 10.8%	9 10.1%
	East Kern	116 9.6%	14 7.3%	22 9.1%	19 8.9%	34 16.0%	5 5.1%	5 7.0%	6 6.6%

		Age		
		75 to 84	85 and over	DK/NA
C. Home Zip Code Area	Total	51	15	9
	West Kern	2 3.1%	0 2.0%	0 .0%
	Central Valley	33 63.8%	12 82.4%	9 95.7%
	Mountains	8 15.3%	2 10.3%	0 2.1%
	East Kern	9 17.8%	1 5.3%	0 2.2%

Comparisons of Column Proportions ^{a,b}

		Age							
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
C. Home Zip Code Area	West Kern	D H		D		D			C
	Central Valley								
	Mountains								
	East Kern								

Comparisons of Column Proportions ^{a,b}

		Age	
		85 and over (I)	DK/NA (J)
C. Home Zip Code Area	West Kern		
	Central Valley		
	Mountains		
	East Kern		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
C. Home Zip Code Area	Total	1200	18	95	170	917
	West Kern	53 4.4%	1 6.0%	2 1.7%	6 3.5%	44 4.8%
	Central Valley	943 78.5%	13 73.5%	71 75.5%	126 73.8%	732 79.8%
	Mountains	89 7.4%	3 14.3%	7 7.6%	16 9.4%	64 6.9%
	East Kern	116 9.6%	1 6.1%	14 15.2%	23 13.3%	78 8.5%

Comparisons of Column Proportions ^{a,b}

		Years Lived in Kern County			
		Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
C. Home Zip Code Area	West Kern				
	Central Valley				
	Mountains				
	East Kern				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	1200	53	943	89	116
West Kern	4.4%	100.0%	.0%	.0%	.0%
Central Valley	78.5%	.0%	100.0%	.0%	.0%
Mountains	7.4%	.0%	.0%	100.0%	.0%
East Kern	9.6%	.0%	.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
West Kern	a	a	a	a
Central Valley	a	a	a	a
Mountains	a	a	a	a
East Kern	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
Total	1200	20	110	852	62	22	61
West Kern	4.4%	1.3%	2.1%	5.0%	2.2%	12.6%	4.3%
Central Valley	78.5%	71.2%	88.3%	77.4%	81.5%	57.8%	80.9%
Mountains	7.4%	7.2%	5.6%	7.0%	9.7%	17.7%	6.6%
East Kern	9.6%	20.2%	4.0%	10.6%	6.7%	11.8%	8.2%

	Typical Transportation to Work or School	
	Other	DK/NA
Total	37	35
West Kern	1	0
Central Valley	30	28
Mountains	3	5
East Kern	3	2

Comparisons of Column Proportions^{a,b}

	Typical Transportation to Work or School						
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
West Kern							
Central Valley		E					
Mountains							
East Kern							

Comparisons of Column Proportions^{a,b}

	Typical Transportation to Work or School
	DK/NA
	(H)
West Kern	
Central Valley	
Mountains	
East Kern	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
Total	604	242	177	57	98	30
West Kern	24	11	9	1	3	0
Central Valley	477	189	144	46	76	22
Mountains	46	21	11	4	8	3
East Kern	56	21	13	6	11	4

Comparisons of Column Proportions^{a,b}

	Ballot Test - Sales Tax				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
West Kern					
Central Valley					
Mountains					
East Kern					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
C. Home Zip Code Area	Total	596	223	163	58	119	33
	West Kern	28	13	7	4	4	0
		4.7%	5.9%	4.4%	6.4%	3.6%	.0%
	Central Valley	465	182	124	41	92	27
		78.1%	81.3%	76.2%	71.5%	76.9%	80.7%
	Mountains	43	15	10	3	12	3
	7.2%	6.5%	5.9%	5.5%	10.2%	10.2%	
East Kern	60	14	22	10	11	3	
	10.0%	6.2%	13.6%	16.6%	9.3%	9.1%	

Comparisons of Column Proportions^{a,b}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
C. Home Zip Code Area	West Kern					
	Central Valley					
	Mountains					
	East Kern					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
C. Home Zip Code Area	Total	1200	924	271	5
	West Kern	53	44	8	0
		4.4%	4.8%	3.0%	.1%
	Central Valley	943	719	220	4
		78.5%	77.8%	81.2%	77.8%
	Mountains	89	67	21	1
	7.4%	7.3%	7.9%	18.2%	
East Kern	116	94	21	0	
	9.6%	10.2%	7.9%	3.9%	

Comparisons of Column Proportions^{a,b}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
C. Home Zip Code Area	West Kern			
	Central Valley			
	Mountains			
	East Kern			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
C. Home Zip Code Area	Total	924	54	310	435	89	17
	West Kern	44	2	5	31	6	1
		4.8%	2.9%	1.7%	7.0%	6.6%	3.5%
	Central Valley	719	40	239	350	62	13
		77.8%	75.2%	77.0%	80.4%	69.5%	75.1%
	Mountains	67	6	22	24	11	2
	7.3%	10.9%	7.0%	5.6%	12.7%	13.8%	
East Kern	94	6	44	31	10	1	
	10.2%	11.0%	14.2%	7.0%	11.2%	7.6%	

		Type of Internet Connection
		DK/NA
C. Home Zip Code Area	Total	19
	West Kern	0
		1.6%
	Central Valley	15
		78.7%
	Mountains	1
	7.4%	
East Kern	2	
	12.3%	

Comparisons of Column Proportions^{a,b}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
C. Home Zip Code Area	West Kern			B			
	Central Valley						
	Mountains						
	East Kern		C				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
C. Home Zip Code Area	Total	1200	481	706	13
	West Kern	53	21	30	2
		4.4%	4.3%	4.3%	14.0%
	Central Valley	943	385	549	9
		78.5%	80.1%	77.8%	65.3%
	Mountains	89	25	63	2
	7.4%	5.2%	8.9%	12.1%	
East Kern	116	50	64	1	
	9.6%	10.4%	9.1%	8.6%	

Comparisons of Column Proportions a,b

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
C. Home Zip Code Area	West Kern			
	Central Valley			
	Mountains			
	East Kern			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
C. Home Zip Code Area	Total	1200	67	15	48	468	589
	West Kern	53	1	0	2	16	32
	Central Valley	943	53	15	31	331	502
	Mountains	89	2	1	3	65	18
	East Kern	116	11	0	12	56	36
			9.6%	15.7%	.0%	24.1%	11.9%	6.2%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
C. Home Zip Code Area	Total	2	22	2	6
	West Kern	0	0	0	0
	Central Valley	2	21	2	6
	Mountains	0	1	0	0
	East Kern	0	0	0	0
			16.5%	2.2%	.1%	6.6%

Comparisons of Column Proportions c,d

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
C. Home Zip Code Area	West Kern					
	Central Valley					C D
	Mountains				E	
	East Kern			E	E	

Comparisons of Column Proportions c,d

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
C. Home Zip Code Area	West Kern			a	
	Central Valley			a	
	Mountains			a	
	East Kern			a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
C. Home Zip Code Area	Total	589	203	232	83	55	16
	West Kern	31	10	15	1	4	0
	Central Valley	473	163	181	73	43	13
	Mountains	34	12	14	4	2	1
	East Kern	51	18	21	5	5	2
			8.7%	8.8%	9.3%	5.9%	9.7%	10.3%

Comparisons of Column Proportions a,b

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
C. Home Zip Code Area	West Kern					
	Central Valley					
	Mountains					
	East Kern					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
Total		384	207	149	12	9	7
West Kern		10	6	2	2	0	0
		2.5%	2.8%	1.5%	14.4%	.0%	.0%
Central Valley		315	171	121	8	9	6
		81.8%	82.5%	81.0%	67.8%	100.0%	79.0%
Mountains		27	13	14	0	0	0
		7.1%	6.2%	9.2%	1.0%	.0%	6.6%
East Kern		33	18	13	2	0	1
		8.6%	8.5%	8.4%	16.8%	.0%	14.3%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household					
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)	
C. Home Zip Code Area	West Kern			B	a		
	Central Valley				a		
	Mountains				a		
	East Kern				a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
Total		1200	88	129	179	155
West Kern		53	2	3	9	3
		4.4%	2.3%	2.5%	4.9%	2.1%
Central Valley		943	63	107	152	121
		78.5%	72.2%	82.5%	84.8%	78.3%
Mountains		89	14	9	8	9
		7.4%	15.6%	7.0%	4.7%	5.7%
East Kern		116	9	10	10	22
		9.6%	9.9%	8.0%	5.6%	14.0%

		Household Income				
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
Total		40	193	133	83	33
West Kern		1	16	7	5	1
		2.6%	8.1%	5.5%	6.0%	3.0%
Central Valley		35	147	99	63	26
		89.1%	76.2%	74.2%	75.8%	77.0%
Mountains		2	9	14	6	3
		4.4%	4.8%	10.8%	7.6%	9.4%
East Kern		2	21	13	9	4
		3.8%	11.0%	9.5%	10.6%	10.6%

		Household Income
		DK/NA
Total		166
West Kern		5
		3.1%
Central Valley		129
		77.8%
Mountains		15
		8.8%
East Kern		17
		10.3%

Comparisons of Column Proportions^{a,b}

		Household Income				
		Less than \$15,000 (A)	\$15,000 to less than \$25,000 (B)	\$25,000 to less than \$35,000 (C)	\$35,000 to less than \$50,000 (D)	Less than \$50,000/no further information (E)
C. Home Zip Code Area	West Kern					
	Central Valley					
	Mountains					
	East Kern					

Comparisons of Column Proportions^{a,b}

		Household Income				
		\$50,000 to less than \$75,000 (F)	\$75,000 to less than \$100,000 (G)	\$100,000 or more (H)	More than \$50,000/no further information (I)	DK/NA (J)
C. Home Zip Code Area	West Kern					
	Central Valley					
	Mountains					
	East Kern					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
Total		1200	221	230	176	361	212
West Kern		53	0	0	0	53	0
		4.4%	.0%	.0%	.0%	14.6%	.0%
Central Valley		943	140	116	176	299	212
		78.5%	63.4%	50.4%	100.0%	82.7%	100.0%
Mountains		89	31	49	0	10	0
		7.4%	13.8%	21.2%	.0%	2.7%	.0%
East Kern		116	50	65	0	0	0
		9.6%	22.7%	28.4%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
C. Home Zip Code Area	West Kern
	Central Valley	B	.	.	AB	.
	Mountains	D	D	.	.	.
	East Kern

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
C. Home Zip Code Area	Total	1200	226	298	298	308	61	9
	West Kern	53	8	11	13	12	0	9
		4.4%	3.7%	3.7%	4.3%	3.8%	.0%	100.0%
	Central Valley	943	176	217	230	258	61	0
		78.5%	77.8%	72.9%	77.3%	83.8%	100.0%	.0%
	Mountains	89	20	32	27	10	0	0
	7.4%	8.8%	10.9%	9.0%	3.3%	.0%	.0%	
East Kern	116	22	37	28	28	0	0	
	9.6%	9.8%	12.5%	9.4%	9.1%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
C. Home Zip Code Area	West Kern
	Central Valley	D	D	D	B	.	.
	Mountains
	East Kern

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Comparisons of Column Proportions^{a,b}

		Total	
		Total	Total
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	1200
	Very satisfied	493	493
		41.1%	41.1%
	Somewhat satisfied	501	501
		41.8%	41.8%
	Somewhat dissatisfied	122	122
	10.1%	10.1%	
Very dissatisfied	81	81	
	6.8%	6.8%	
DK/NA	3	3	
	.2%	.2%	

Comparisons of Column Proportions^{a,b}

		Total	
		Total	(A)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	.	.
	Somewhat satisfied	.	.
	Somewhat dissatisfied	.	.
	Very dissatisfied	.	.
	DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	615	585
	Very satisfied	493	255	238
		41.1%	41.5%	40.6%
	Somewhat satisfied	501	252	249
		41.8%	41.0%	42.6%
	Somewhat dissatisfied	122	56	66
	10.1%	9.1%	11.2%	
Very dissatisfied	81	51	30	
	6.8%	8.3%	5.1%	
DK/NA	3	0	3	
	.2%	.0%	.5%	

Comparisons of Column Proportions^{b,c}

		Respondent's Gender	
		Male (A)	Female (B)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied		
	Somewhat dissatisfied		
	Very dissatisfied	B	
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	193	243	214	215	98	70
	Very satisfied	493	77	75	86	107	31	34
	Somewhat satisfied	501	78	126	95	75	49	23
	Somewhat dissatisfied	122	25	19	21	18	9	12
	Very dissatisfied	81	13	22	12	15	8	2
	DK/NA	3	0	1	1	0	1	0
		.2%	.0%	.4%	.6%	.0%	.6%	.0%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	92	51	15	9
	Very satisfied	38	33	10	3
	Somewhat satisfied	35	14	4	3
	Somewhat dissatisfied	15	1	2	1
	Very dissatisfied	4	3	0	2
	DK/NA	0	0	0	0
			.1%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied				B			
	Somewhat satisfied		D					
	Somewhat dissatisfied							
	Very dissatisfied	a			a		a	
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84 (H)	85 and over (I)	DK/NA (J)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	B	E	
	Somewhat satisfied			
	Somewhat dissatisfied		a	
	Very dissatisfied	a	a	a
	DK/NA			

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	18	95	170	917
	Very satisfied	493	9	28	65	390
	Somewhat satisfied	501	5	45	81	371
	Somewhat dissatisfied	122	3	15	12	92
	Very dissatisfied	81	0	7	11	63
	DK/NA	3	1	0	1	1
			.2%	6.8%	.0%	.5%	.1%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied				
	Somewhat satisfied				
	Somewhat dissatisfied				
	Very dissatisfied				
	DK/NA	C D	a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	53	943	89	116
	Very satisfied	493	22	385	46	39
		41.1%	41.3%	40.9%	51.9%	34.1%
	Somewhat satisfied	501	24	397	29	52
		41.8%	44.8%	42.1%	32.2%	45.0%
	Somewhat dissatisfied	122	4	100	8	9
		10.1%	7.5%	10.7%	9.2%	7.9%
Very dissatisfied	81	3	58	6	14	
	6.8%	6.4%	6.1%	6.5%	12.3%	
DK/NA	3	0	2	0	1	
	.2%	.0%	.2%	.1%	.7%	

Comparisons of Column Proportions^{b,c}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied				
	Somewhat satisfied				
	Somewhat dissatisfied				
	Very dissatisfied				
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	20	110	852	62	22
	Very satisfied	493	9	45	350	20	15
		41.1%	42.6%	41.0%	41.1%	32.5%	67.9%
	Somewhat satisfied	501	8	51	364	21	5
		41.8%	40.6%	46.1%	42.7%	34.1%	23.5%
	Somewhat dissatisfied	122	2	11	77	10	1
		10.1%	7.9%	9.9%	9.1%	16.4%	3.2%
Very dissatisfied	81	2	2	60	10	1	
	6.8%	8.8%	2.0%	7.1%	17.0%	5.4%	
DK/NA	3	0	1	1	0	0	
	.2%	.0%	1.1%	.2%	.0%	.0%	

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	61	37	35
	Very satisfied	24	17	12
		39.6%	47.2%	35.1%
	Somewhat satisfied	25	14	13
		41.1%	39.4%	36.5%
	Somewhat dissatisfied	9	3	9
		14.4%	7.6%	27.3%
Very dissatisfied	3	2	0	
	4.7%	5.8%	1.1%	
DK/NA	0	0	0	
	.2%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied					
	Somewhat satisfied					
	Somewhat dissatisfied					
	Very dissatisfied					
	DK/NA	a			B	a

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			
	Somewhat satisfied			
	Somewhat dissatisfied			C
	Very dissatisfied		a	a
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	604	242	177	57	98
	Very satisfied	241	120	55	20	33
	Somewhat satisfied	265	82	101	22	45
	Somewhat dissatisfied	65	26	17	8	13
	Very dissatisfied	32	14	4	7	7
	DK/NA	1	0	1	0	0
			.1%	.0%	.3%	.0%	.1%

		Ballot Test - Sales Tax
		DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	30
	Very satisfied	13 43.4%
	Somewhat satisfied	16 52.8%
	Somewhat dissatisfied	1 3.7%
	Very dissatisfied	0 .1%
	DK/NA	0 .0%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	B				
	Somewhat satisfied		A			
	Somewhat dissatisfied					
	Very dissatisfied			B		
	DK/NA	a		a		a

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		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	596	223	163	58	119
	Very satisfied	252	106	66	28	45
		42.3%	47.3%	40.3%	47.8%	37.3%
	Somewhat satisfied	236	74	77	20	45
		39.6%	33.0%	47.6%	35.0%	37.8%
	Somewhat dissatisfied	57	30	12	5	9
		9.5%	13.4%	7.5%	8.8%	7.9%
Very dissatisfied	49	14	7	5	19	
	8.3%	6.3%	4.1%	8.4%	16.0%	
DK/NA	2	0	1	0	1	
	.3%	.0%	.5%	.0%	1.0%	

		Ballot Test - Vehicle Registration Levy
		DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	33
	Very satisfied	9 26.5%
	Somewhat satisfied	19 59.0%
	Somewhat dissatisfied	0 .0%
	Very dissatisfied	5 14.5%
	DK/NA	0 .0%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		A			A
	Somewhat satisfied					a
	Somewhat dissatisfied				AB	a
	Very dissatisfied	a		a		a
	DK/NA					a

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	924	271	5
	Very satisfied	493	367	123	3
		41.1%	39.7%	45.4%	61.5%
	Somewhat satisfied	501	406	93	2
		41.8%	44.0%	34.3%	38.4%
	Somewhat dissatisfied	122	88	33	0
	10.1%	9.6%	12.3%	.0%	
Very dissatisfied	81	61	21	0	
	6.8%	6.6%	7.6%	.0%	
DK/NA	3	2	1	0	
	.2%	.2%	.4%	.0%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	B		a
	Somewhat satisfied			a
	Somewhat dissatisfied			a
	Very dissatisfied			a
	DK/NA			a

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		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	924	54	310	435	89
	Very satisfied	367	25	119	168	35
		39.7%	46.1%	38.5%	38.6%	39.6%
	Somewhat satisfied	406	22	147	190	35
		44.0%	41.4%	47.3%	43.6%	39.3%
	Somewhat dissatisfied	88	3	25	49	10
	9.6%	6.1%	8.1%	11.3%	11.2%	
Very dissatisfied	61	3	19	28	9	
	6.6%	6.4%	6.1%	6.4%	9.7%	
DK/NA	2	0	0	1	0	
	.2%	.0%	.0%	.1%	.1%	

		Type of Internet Connection	
		Other	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	17	19
	Very satisfied	8	12
		48.0%	60.3%
	Somewhat satisfied	7	5
		43.8%	28.1%
	Somewhat dissatisfied	0	1
	.0%	5.7%	
Very dissatisfied	1	0	
	8.2%	1.4%	
DK/NA	0	1	
	.0%	4.4%	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection				
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
		(A)	(B)	(C)	(D)	(E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied					
	Somewhat satisfied					a
	Somewhat dissatisfied					a
	Very dissatisfied	a	a			a
	DK/NA					a

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection
		DK/NA
		(F)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied	
	Somewhat satisfied	
	Somewhat dissatisfied	
	Very dissatisfied	
	DK/NA	C

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	1200	481	706	13
Very satisfied	493 41.1%	172 35.8%	315 44.6%	6 42.0%
Somewhat satisfied	501 41.8%	218 45.3%	278 39.4%	6 42.2%
Somewhat dissatisfied	122 10.1%	47 9.7%	75 10.6%	0 2.3%
Very dissatisfied	81 6.8%	42 8.8%	37 5.3%	2 13.5%
DK/NA	3 .2%	2 .4%	1 .1%	0 .0%

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence		
	Rent (A)	Own (B)	DK/NA (C)
Very satisfied		A	
Somewhat satisfied			
Somewhat dissatisfied			
Very dissatisfied			a
DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnicity				
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total	1200	67	15	48	468
Very satisfied	493 41.1%	22 32.6%	4 26.2%	29 60.8%	174 37.3%
Somewhat satisfied	501 41.8%	30 45.0%	7 48.3%	15 31.0%	205 43.8%
Somewhat dissatisfied	122 10.1%	6 9.6%	2 15.4%	4 8.2%	48 10.2%
Very dissatisfied	81 6.8%	9 12.8%	2 10.1%	0 .0%	39 8.3%
DK/NA	3 .2%	0 .0%	0 .0%	0 .0%	2 .5%

	Ethnicity				
	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	589	2	22	2	6
Very satisfied	251 42.6%	2 99.9%	10 46.4%	1 49.1%	4 66.3%
Somewhat satisfied	245 41.7%	0 .0%	7 29.7%	1 50.9%	2 25.5%
Somewhat dissatisfied	58 9.8%	0 .0%	3 14.5%	0 .0%	0 3.9%
Very dissatisfied	35 5.9%	0 .0%	1 6.6%	0 .0%	0 4.3%
DK/NA	0 .0%	0 .0%	1 2.8%	0 .0%	0 .0%

Comparisons of Column Proportions^{c,d}

	Ethnicity				
	African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)
Very satisfied			D		
Somewhat satisfied					
Somewhat dissatisfied			.b		
Very dissatisfied	.b	.b	.b		.b
DK/NA					

Comparisons of Column Proportions^{c,d}

	Ethnicity			
	Native Hawaiian or other Pacific Islander (F)	Two or more races (G)	Other (H)	DK/NA (I)
Very satisfied			a	
Somewhat satisfied			a	
Somewhat dissatisfied	.b		a,b	
Very dissatisfied	.b		a,b	
DK/NA			a,b	.b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	589	203	232	83	55	16
	Very satisfied	232 39.5%	83 41.1%	92 39.7%	31 37.1%	15 27.3%	11 69.2%
	Somewhat satisfied	269 45.6%	91 44.7%	104 44.8%	41 49.7%	29 52.0%	4 25.5%
	Somewhat dissatisfied	44 7.4%	15 7.3%	18 7.7%	5 5.9%	6 10.4%	1 3.8%
	Very dissatisfied	43 7.3%	13 6.3%	18 7.8%	6 7.2%	6 10.3%	0 1.5%
	DK/NA	1 .2%	1 .6%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied					D
	Somewhat satisfied					
	Somewhat dissatisfied					
	Very dissatisfied					
	DK/NA		a	a	a	a

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	384	207	149	12	9	7
	Very satisfied	173 45.0%	84 40.4%	75 50.3%	5 46.5%	2 23.3%	7 93.3%
	Somewhat satisfied	147 38.2%	86 41.5%	51 33.9%	3 29.2%	7 76.7%	0 .0%
	Somewhat dissatisfied	40 10.4%	20 9.8%	17 11.1%	3 24.3%	0 .0%	0 6.6%
	Very dissatisfied	24 6.1%	17 8.0%	7 4.6%	0 .0%	0 .0%	0 .0%
	DK/NA	1 .2%	1 .3%	0 .1%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied					
	Somewhat satisfied				E	
	Somewhat dissatisfied				a	
	Very dissatisfied			a	a	
	DK/NA					a

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	88	129	179	155
	Very satisfied	493 41.1%	34 38.5%	51 39.3%	82 46.0%	59 38.1%
	Somewhat satisfied	501 41.8%	33 38.0%	46 35.7%	70 39.1%	75 48.4%
	Somewhat dissatisfied	122 10.1%	11 12.5%	22 17.1%	14 8.1%	12 7.5%
	Very dissatisfied	81 6.8%	8 9.6%	9 7.3%	12 6.8%	9 6.0%
	DK/NA	3 .2%	1 1.4%	1 .7%	0 .0%	0 .1%

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	40	193	133	83
	Very satisfied	7 17.6%	72 37.4%	58 43.8%	40 47.7%
	Somewhat satisfied	25 63.3%	91 47.1%	56 41.8%	32 37.9%
	Somewhat dissatisfied	5 12.7%	20 10.2%	11 8.0%	6 7.3%
	Very dissatisfied	3 6.3%	10 5.0%	8 6.4%	6 7.1%
	DK/NA	0 .0%	1 .3%	0 .0%	0 .0%

		Household Income	
		More than \$50,000/no further information	DK/NA
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	33	166
	Very satisfied	14 42.3%	76 45.5%
	Somewhat satisfied	16 46.8%	58 34.7%
	Somewhat dissatisfied	1 2.2%	21 12.4%
	Very dissatisfied	3 8.7%	12 7.4%
	DK/NA	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			E	
	Somewhat satisfied				
	Somewhat dissatisfied				
	Very dissatisfied			a	
	DK/NA			.	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied				
	Somewhat satisfied	J			
	Somewhat dissatisfied				
	Very dissatisfied	a		a	a
	DK/NA	.		.	.

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied		
	Somewhat satisfied		
	Somewhat dissatisfied		
	Very dissatisfied	a	a
	DK/NA	.	.

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		Supervisorial District					
		Total	1	2	3	4	5
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	221	230	176	361	212
	Very satisfied	493 41.1%	90 40.9%	101 43.6%	70 39.7%	135 37.4%	97 45.8%
	Somewhat satisfied	501 41.8%	83 37.4%	90 39.0%	80 45.3%	171 47.3%	78 36.9%
	Somewhat dissatisfied	122 10.1%	24 10.8%	20 8.5%	15 8.3%	33 9.1%	31 14.6%
	Very dissatisfied	81 6.8%	23 10.5%	19 8.3%	12 6.7%	22 6.1%	5 2.4%
	DK/NA	3 .2%	1 .4%	1 .5%	0 .0%	0 .0%	1 .3%

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1 (A)	2 (B)	3 (C)	4 (D)	5 (E)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied					
	Somewhat satisfied					
	Somewhat dissatisfied					
	Very dissatisfied	E		a		
	DK/NA	.		.		

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Total	1200	226	298	298	308	61	9
	Very satisfied	493 41.1%	81 35.8%	115 38.6%	146 49.2%	116 37.5%	29 48.3%	5 61.3%
	Somewhat satisfied	501 41.8%	101 44.7%	125 42.1%	107 36.0%	138 44.6%	29 47.5%	1 14.7%
	Somewhat dissatisfied	122 10.1%	23 10.0%	32 10.8%	30 10.2%	35 11.5%	0 .0%	1 14.7%
	Very dissatisfied	81 6.8%	21 9.4%	23 7.6%	14 4.7%	20 6.4%	3 4.1%	1 9.3%
	DK/NA	3 .2%	0 .0%	3 .9%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
1. Generally speaking are you satisfied or dissatisfied with the quality of life in your city or town?	Very satisfied			A			
	Somewhat satisfied					a	
	Somewhat dissatisfied						
	Very dissatisfied						
	DK/NA	a		a	a	a	a

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	1200
	Much better	183	183
	Somewhat better	308	308
	Stay about the same	302	302
	Somewhat worse	208	208
	Much worse	128	128
	DK/NA	71	71
		5.9%	5.9%

Comparisons of Column Proportions^{a,b}

		Total
		(A)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	.
	Somewhat better	.
	Stay about the same	.
	Somewhat worse	.
	Much worse	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	615	585
	Much better	183	98	85
	Somewhat better	308	149	159
	Stay about the same	302	157	145
	Somewhat worse	208	106	102
	Much worse	128	71	57
	DK/NA	71	33	38
		5.9%	5.4%	6.4%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		
	Somewhat better		
	Stay about the same		
	Somewhat worse		
	Much worse		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	193	243	214	215	98	70
	Much better	183	36	38	32	33	14	11
	Somewhat better	308	62	59	51	63	22	13
	Stay about the same	302	55	67	63	42	19	17
	Somewhat worse	208	22	49	42	32	18	16
	Much worse	128	9	21	15	24	17	9
	DK/NA	71	10	10	12	20	7	4
		5.9%	4.9%	4.0%	5.5%	9.2%	7.5%	5.1%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
Total		92	51	15	9
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	6 6.9%	10 19.1%	2 11.4%	1 9.7%
	Somewhat better	22 23.5%	16 31.0%	0 .0%	1 7.6%
	Stay about the same	18 20.0%	13 25.4%	6 38.9%	1 15.8%
	Somewhat worse	18 19.7%	4 8.4%	5 31.8%	1 12.7%
	Much worse	23 25.6%	5 9.4%	1 6.9%	5 49.1%
	DK/NA	4 4.3%	3 6.7%	2 11.0%	0 5.1%

Comparisons of Column Proportions^{a,b}

		Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better							
	Somewhat better							
	Stay about the same							
	Somewhat worse							
	Much worse					A		A B C
DK/NA								

Comparisons of Column Proportions^{a,b}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			
	Somewhat better			
	Stay about the same			
	Somewhat worse			
	Much worse			A B C D
DK/NA				

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
Total		1200	18	95	170	917
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	183 15.3%	5 29.6%	16 16.5%	29 17.3%	133 14.5%
	Somewhat better	308 25.6%	3 14.8%	26 27.1%	40 23.6%	239 26.1%
	Stay about the same	302 25.2%	6 31.3%	34 35.6%	44 26.1%	218 23.8%
	Somewhat worse	208 17.3%	2 8.9%	6 6.5%	21 12.5%	179 19.5%
	Much worse	128 10.7%	1 4.0%	7 7.8%	12 7.1%	108 11.8%
	DK/NA	71 5.9%	2 11.4%	6 6.4%	23 13.4%	40 4.4%

Comparisons of Column Proportions^{a,b}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				
	Somewhat better				
	Stay about the same				
	Somewhat worse				B
	Much worse				
DK/NA				D	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
Total		1200	53	943	89	116
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	183 15.3%	7 13.9%	159 16.8%	8 8.5%	10 8.3%
	Somewhat better	308 25.6%	18 33.5%	243 25.8%	19 21.0%	28 24.6%
	Stay about the same	302 25.2%	12 22.5%	229 24.3%	21 23.9%	40 34.4%
	Somewhat worse	208 17.3%	10 18.5%	153 16.2%	25 28.3%	20 17.3%
	Much worse	128 10.7%	3 6.3%	104 11.0%	9 10.5%	12 10.2%
	DK/NA	71 5.9%	3 5.3%	55 5.9%	7 7.8%	6 5.2%

Comparisons of Column Proportions ^{a,b}

		Home Zip Code Area			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				
	Somewhat better				
	Stay about the same			B	
	Somewhat worse				
	Much worse DK/NA				

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		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	20	110	852	62	22
	Much better	183	3	22	137	4	0
		15.3%	14.3%	19.6%	16.1%	5.9%	.0%
	Somewhat better	308	4	24	232	15	5
		25.6%	17.5%	21.5%	27.2%	24.9%	23.3%
	Stay about the same	302	7	22	212	14	8
		25.2%	35.4%	19.9%	24.9%	22.5%	35.3%
	Somewhat worse	208	1	19	149	11	4
	17.3%	5.4%	17.0%	17.4%	18.2%	18.2%	
Much worse	128	2	10	80	11	5	
	10.7%	8.8%	9.3%	9.4%	18.3%	23.1%	
DK/NA	71	4	14	42	6	0	
	5.9%	18.6%	12.7%	5.0%	10.2%	.1%	

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	61	37	35
	Much better	6	6	5
		10.2%	17.7%	15.3%
	Somewhat better	14	6	8
		22.7%	16.6%	22.0%
	Stay about the same	17	15	7
		27.4%	39.6%	21.5%
	Somewhat worse	13	5	7
	20.8%	12.9%	19.3%	
Much worse	10	5	4	
	16.7%	13.2%	12.7%	
DK/NA	1	0	3	
	2.2%	.0%	9.2%	

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School					
		Bike (A)	Carpool (B)	Drive alone (car, truck, motorcycle, scooter) (C)	Public Transit (Bus or shuttle) (D)	Walk (E)	Work from home/Don't work outside the home (F)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better						
	Somewhat better						
	Stay about the same					a	
	Somewhat worse						
	Much worse DK/NA		C				

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School	
		Other (G)	DK/NA (H)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		
	Somewhat better		
	Stay about the same		
	Somewhat worse		
	Much worse DK/NA	a	

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	604	242	177	57	98
	Much better	84	60	17	1	4
		13.9%	24.7%	9.4%	2.6%	4.5%
	Somewhat better	153	56	60	15	19
		25.3%	23.0%	33.7%	26.5%	19.2%
	Stay about the same	161	59	42	19	34
		26.7%	24.2%	23.9%	34.3%	34.4%
	Somewhat worse	108	41	31	5	24
	17.9%	16.7%	17.4%	9.2%	25.1%	
Much worse	65	17	17	10	15	
	10.7%	7.1%	9.6%	18.3%	15.0%	
DK/NA	32	10	11	5	2	
	5.4%	4.3%	6.0%	9.2%	1.9%	

		Ballot Test - Sales Tax
		DK/NA
Total		30
Much better		2 5.7%
Somewhat better		4 12.8%
Stay about the same		7 24.9%
Somewhat worse		7 23.6%
Much worse		6 18.4%
DK/NA		4 14.6%

Comparisons of Column Proportions^{a,b}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	B	C	D		
	Somewhat better					
	Stay about the same					
	Somewhat worse					
	Much worse					
	DK/NA					D

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		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		596	223	163	58	119
Much better		99 16.7%	47 21.0%	29 18.0%	6 11.2%	13 10.8%
Somewhat better		155 25.9%	59 26.4%	62 38.0%	11 18.8%	17 14.2%
Stay about the same		140 23.5%	47 20.8%	28 17.1%	22 38.0%	34 28.6%
Somewhat worse		100 16.8%	41 18.2%	24 14.9%	9 15.0%	21 17.6%
Much worse		63 10.6%	24 10.5%	6 3.7%	6 10.9%	24 20.2%
DK/NA		39 6.5%	7 3.1%	13 8.3%	4 6.2%	10 8.5%

		Ballot Test - Vehicle Registration Levy
		DK/NA
Total		33
Much better		4 11.5%
Somewhat better		6 18.4%
Stay about the same		10 30.2%
Somewhat worse		5 15.8%
Much worse		3 10.2%
DK/NA		5 13.8%

Comparisons of Column Proportions^{a,b}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better					
	Somewhat better		D			
	Stay about the same			B		
	Somewhat worse					
	Much worse					B
	DK/NA					

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
Total		1200	924	271	5
Much better		183 15.3%	139 15.0%	44 16.3%	0 3.9%
Somewhat better		308 25.6%	236 25.5%	71 26.3%	0 9.4%
Stay about the same		302 25.2%	236 25.5%	65 24.0%	1 16.0%
Somewhat worse		208 17.3%	165 17.9%	43 15.9%	0 .0%
Much worse		128 10.7%	97 10.5%	30 10.9%	2 34.9%
DK/NA		71 5.9%	52 5.6%	18 6.5%	2 35.8%

Comparisons of Column Proportions^{a,b}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			
	Somewhat better			
	Stay about the same			
	Somewhat worse			
	Much worse			
	DK/NA			A B

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	924	54	310	435	89
	Much better	139	16	45	62	9
	Somewhat better	236	13	92	105	20
	Stay about the same	236	11	76	124	20
	Somewhat worse	165	7	59	67	23
	Much worse	97	3	24	55	10
	DK/NA	52	5	14	23	8
			5.6%	9.7%	4.6%	5.2%	9.0%

		Type of Internet Connection	
		Other	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	17	19
	Much better	2	6
	Somewhat better	5	2
	Stay about the same	4	2
	Somewhat worse	4	5
	Much worse	2	3
	DK/NA	0	1
		1.7%	5.4%

Comparisons of Column Proportions^{a,b}

		Type of Internet Connection				
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	D				
	Somewhat better					
	Stay about the same					
	Somewhat worse					
	Much worse					
	DK/NA					

Comparisons of Column Proportions^{a,b}

		Type of Internet Connection
		DK/NA
		(F)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better	
	Somewhat better	
	Stay about the same	
	Somewhat worse	
	Much worse	
	DK/NA	

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	481	706	13
	Much better	183	79	101	3
	Somewhat better	308	134	173	1
	Stay about the same	302	125	174	3
	Somewhat worse	208	72	132	3
	Much worse	128	42	82	4
	DK/NA	71	28	43	0
		5.9%	5.9%	6.1%	.0%
		15.3%	16.5%	14.3%	23.4%
		25.6%	27.9%	24.5%	3.8%

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			
	Somewhat better			
	Stay about the same			
	Somewhat worse			
	Much worse			
	DK/NA			a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	67	15	48	468
	Much better	183	4	1	12	47
		15.3%	6.7%	8.9%	24.8%	10.1%
	Somewhat better	308	26	3	9	76
		25.6%	38.1%	16.5%	18.6%	16.3%
	Stay about the same	302	14	3	6	138
		25.2%	21.0%	19.8%	12.4%	29.5%
	Somewhat worse	208	8	5	3	108
	17.3%	11.6%	31.1%	6.4%	23.0%	
Much worse	128	9	2	11	75	
	10.7%	13.6%	12.4%	23.5%	16.0%	
DK/NA	71	6	2	7	24	
	5.9%	9.0%	11.3%	14.2%	5.1%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	589	2	22	2	6
	Much better	114	0	5	1	2
		19.4%	5.4%	22.8%	64.8%	24.8%
	Somewhat better	195	0	0	0	0
		33.2%	6.5%	.3%	.0%	4.2%
	Stay about the same	132	1	7	0	3
		22.4%	26.7%	31.4%	.0%	43.0%
	Somewhat worse	85	1	4	1	0
	14.5%	56.8%	18.8%	35.2%	5.5%	
Much worse	30	0	5	0	1	
	5.2%	4.5%	23.2%	.0%	22.5%	
DK/NA	32	0	1	0	0	
	5.4%	.0%	3.5%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better					D
	Somewhat better	D G				D G
	Stay about the same					
	Somewhat worse				E	
	Much worse			E	E	
	DK/NA					

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			a	
	Somewhat better			a, b	
	Stay about the same			a, b	
	Somewhat worse		E	a	
	Much worse			a, b	
	DK/NA			a, b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	589	203	232	83	55	16
	Much better	100	24	46	18	7	5
		17.0%	11.7%	19.8%	21.7%	13.1%	33.6%
	Somewhat better	169	57	81	19	12	1
		28.7%	27.9%	34.8%	22.5%	21.4%	5.2%
	Stay about the same	138	51	58	12	14	2
		23.5%	25.2%	25.0%	15.0%	26.1%	15.0%
	Somewhat worse	101	29	35	24	8	4
		17.2%	14.2%	15.3%	29.3%	15.1%	26.4%
	Much worse	54	24	9	5	13	3
	9.2%	11.9%	3.8%	6.0%	24.2%	19.7%	
DK/NA	26	18	3	5	0	0	
	4.4%	9.0%	1.4%	5.6%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better					
	Somewhat better					
	Stay about the same			A		
	Somewhat worse				B C	B
	Much worse	B				B
	DK/NA	B				a

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	384	207	149	12	9	7
	Much better	66 17.2%	30 14.4%	28 18.8%	1 6.8%	5 56.2%	2 32.6%
	Somewhat better	91 23.8%	54 26.0%	36 23.9%	0 .0%	2 20.7%	0 1.6%
	Stay about the same	88 22.9%	53 25.5%	30 20.1%	4 31.5%	0 .0%	1 19.8%
	Somewhat worse	61 16.0%	33 15.8%	22 15.0%	4 36.0%	2 23.1%	0 .0%
	Much worse	56 14.7%	28 13.4%	24 15.8%	2 14.0%	0 .0%	3 46.0%
	DK/NA	21 5.5%	10 5.0%	9 6.3%	1 11.7%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				A	
	Somewhat better			a		
	Stay about the same				a	
	Somewhat worse				a	
	Much worse				a	
	DK/NA				a	a

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	88	129	179	155
	Much better	183 15.3%	15 16.6%	24 18.8%	26 14.5%	25 16.1%
	Somewhat better	308 25.6%	20 22.3%	29 22.1%	72 40.3%	57 36.8%
	Stay about the same	302 25.2%	16 18.5%	34 26.0%	40 22.3%	27 17.3%
	Somewhat worse	208 17.3%	15 17.1%	23 17.9%	17 9.3%	28 18.2%
	Much worse	128 10.7%	20 23.0%	10 7.7%	13 7.4%	8 4.9%
	DK/NA	71 5.9%	2 2.6%	10 7.5%	11 6.2%	10 6.7%

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	40	193	133	83
	Much better	3 6.8%	17 9.0%	21 15.6%	9 11.1%
	Somewhat better	6 13.9%	51 26.2%	33 25.0%	12 14.6%
	Stay about the same	10 25.1%	60 31.1%	38 28.8%	30 35.9%
	Somewhat worse	13 33.0%	40 20.6%	29 21.5%	11 13.1%
	Much worse	2 3.9%	12 6.4%	12 8.9%	17 20.8%
	DK/NA	7 17.3%	13 6.7%	0 .2%	4 4.5%

		Household Income	
		More than \$50,000/no further information	DK/NA
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	33	166
	Much better	7 19.6%	37 22.2%
	Somewhat better	4 10.7%	25 15.0%
	Stay about the same	5 15.3%	42 25.3%
	Somewhat worse	11 31.8%	22 13.2%
	Much worse	5 13.8%	29 17.7%
	DK/NA	3 8.7%	11 6.5%

Comparisons of Column Proportions^{a,b}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better			B H J	H J
	Somewhat better				
	Stay about the same				
	Somewhat worse	C D F			
	Much worse				
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better				
	Somewhat better				
	Stay about the same				
	Somewhat worse	C			D F
	Much worse				
	DK/NA	G			

Comparisons of Column Proportions^{a,b}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better		F
	Somewhat better		
	Stay about the same		
	Somewhat worse	C	
	Much worse		D F
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisory District					
		Total	1	2	3	4	5
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	221	230	176	361	212
	Much better	183	36	26	29	52	40
		15.3%	16.4%	11.4%	16.5%	14.5%	18.7%
	Somewhat better	308	60	67	37	99	45
		25.6%	27.2%	29.2%	20.8%	27.3%	21.4%
	Stay about the same	302	47	55	46	88	65
		25.2%	21.4%	24.0%	26.4%	24.4%	30.6%
	Somewhat worse	208	30	38	38	74	28
		17.3%	13.7%	16.6%	21.5%	20.5%	13.1%
	Much worse	128	30	27	15	33	23
	10.7%	13.5%	11.7%	8.8%	9.1%	11.0%	
DK/NA	71	18	17	11	15	11	
	5.9%	7.9%	7.3%	6.0%	4.2%	5.3%	

Comparisons of Column Proportions^{a,b}

		Supervisory District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better					
	Somewhat better					
	Stay about the same					
	Somewhat worse					
	Much worse					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Total	1200	226	298	298	308	61	9
	Much better	183	28	38	42	54	19	2
		15.3%	12.4%	12.8%	14.2%	17.6%	30.8%	18.5%
	Somewhat better	308	53	62	81	86	22	4
		25.6%	23.6%	20.7%	27.0%	27.9%	35.9%	48.2%
	Stay about the same	302	44	87	65	96	9	1
		25.2%	19.4%	29.2%	21.7%	31.1%	15.0%	14.7%
	Somewhat worse	208	53	56	56	38	5	1
		17.3%	23.2%	18.9%	18.9%	12.2%	7.5%	9.3%
	Much worse	128	37	36	33	17	5	0
	10.7%	16.5%	12.0%	11.2%	5.6%	7.5%	.0%	
DK/NA	71	11	19	21	17	2	1	
	5.9%	4.9%	6.5%	7.0%	5.5%	3.4%	9.3%	

Comparisons of Column Proportions ^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
2. Looking ahead to the next 20 years, do you think the quality of life in your city or town will stay about the same as today, or will it be better or worse?	Much better					A B C	
	Somewhat better				A		
	Stay about the same						
	Somewhat worse	D					
	Much worse	D					. ^a
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
3A. Creating more high paying jobs	Total	1200	1200
	'0' Not Important	40 3.3%	40 3.3%
	1	22 1.8%	22 1.8%
	2	96 8.0%	96 8.0%
	3	193 16.1%	193 16.1%
	'4' Extremely Important	833 69.4%	833 69.4%
	DK/NA	16 1.4%	16 1.4%
	Total	1200	1200
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	50 4.1%	50 4.1%
	1	38 3.2%	38 3.2%
	2	117 9.7%	117 9.7%
	3	297 24.7%	297 24.7%
	'4' Extremely Important	687 57.3%	687 57.3%
	DK/NA	12 1.0%	12 1.0%
	Total	1200	1200
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	56 4.7%
1		46 3.9%	46 3.9%
2		156 13.0%	156 13.0%
3		312 26.0%	312 26.0%
'4' Extremely Important		615 51.3%	615 51.3%
DK/NA		14 1.1%	14 1.1%
Total		1200	1200
3D. Creating more affordable housing		'0' Not Important	83 6.9%
	1	71 5.9%	71 5.9%
	2	161 13.4%	161 13.4%
	3	244 20.4%	244 20.4%
	'4' Extremely Important	634 52.8%	634 52.8%
	DK/NA	7 .6%	7 .6%
	Total	1200	1200

		Total	
		Total	Total
3E. Expanding highways	Total	1200	1200
	'0' Not Important	87 7.3%	87 7.3%
	1	86 7.1%	86 7.1%
	2	227 18.9%	227 18.9%
	3	286 23.9%	286 23.9%
	'4' Extremely Important	505 42.1%	505 42.1%
	DK/NA	9 .7%	9 .7%
3F. Reducing traffic congestion	Total	1200	1200
	'0' Not Important	84 7.0%	84 7.0%
	1	81 6.8%	81 6.8%
	2	182 15.1%	182 15.1%
	3	270 22.5%	270 22.5%
	'4' Extremely Important	580 48.4%	580 48.4%
	DK/NA	3 .2%	3 .2%
3G. Maintaining local streets and roads	Total	1200	1200
	'0' Not Important	28 2.3%	28 2.3%
	1	19 1.6%	19 1.6%
	2	106 8.8%	106 8.8%
	3	282 23.5%	282 23.5%
	'4' Extremely Important	763 63.6%	763 63.6%
	DK/NA	3 .3%	3 .3%
3H. Expanding local bus services	Total	1200	1200
	'0' Not Important	101 8.5%	101 8.5%
	1	93 7.7%	93 7.7%
	2	269 22.4%	269 22.4%
	3	281 23.4%	281 23.4%
	'4' Extremely Important	437 36.4%	437 36.4%
	DK/NA	19 1.6%	19 1.6%

		Total	
		Total	Total
3I. Improving public transportation to other cities	Total	1200	1200
	'0' Not Important	112 9.3%	112 9.3%
	1	72 6.0%	72 6.0%
	2	231 19.2%	231 19.2%
	3	295 24.6%	295 24.6%
	'4' Extremely Important	480 40.0%	480 40.0%
	DK/NA	12 1.0%	12 1.0%
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	1200
	'0' Not Important	66 5.5%	66 5.5%
	1	62 5.2%	62 5.2%
	2	212 17.7%	212 17.7%
	3	328 27.4%	328 27.4%
	'4' Extremely Important	524 43.7%	524 43.7%
	DK/NA	7 .6%	7 .6%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	1200
	'0' Not Important	93 7.7%	93 7.7%
	1	83 6.9%	83 6.9%
	2	244 20.4%	244 20.4%
	3	317 26.4%	317 26.4%
	'4' Extremely Important	451 37.6%	451 37.6%
	DK/NA	11 .9%	11 .9%
3L. Improving air quality	Total	1200	1200
	'0' Not Important	45 3.7%	45 3.7%
	1	39 3.2%	39 3.2%
	2	108 9.0%	108 9.0%
	3	178 14.8%	178 14.8%
	'4' Extremely Important	825 68.8%	825 68.8%
	DK/NA	5 .4%	5 .4%

		Total	
		Total	Total
3M. Preserving water supply	Total	1200	1200
	'0' Not Important	28 2.4%	28 2.4%
	1	30 2.5%	30 2.5%
	2	72 6.0%	72 6.0%
	3	194 16.2%	194 16.2%
	'4' Extremely Important	871 72.6%	871 72.6%
	DK/NA	5 .4%	5 .4%
	3N. Improving water quality	Total	1200	1200
'0' Not Important		41 3.4%	41 3.4%
1		32 2.7%	32 2.7%
2		102 8.5%	102 8.5%
3		180 15.0%	180 15.0%
'4' Extremely Important		840 70.0%	840 70.0%
DK/NA		5 .4%	5 .4%
3O. Preserving open spaces and native animal habitats		Total	1200
	'0' Not Important	75 6.3%	75 6.3%
	1	69 5.8%	69 5.8%
	2	201 16.8%	201 16.8%
	3	305 25.4%	305 25.4%
	'4' Extremely Important	538 44.8%	538 44.8%
	DK/NA	11 .9%	11 .9%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	1200
'0' Not Important		131 10.9%	131 10.9%
1		76 6.3%	76 6.3%
2		266 22.2%	266 22.2%
3		320 26.7%	320 26.7%
'4' Extremely Important		394 32.8%	394 32.8%
DK/NA		14 1.1%	14 1.1%

		Total	
		Total	Total
3Q. Providing programs to improve energy efficiency	Total	1200	1200
	'0' Not Important	62 5.2%	62 5.2%
	1	56 4.7%	56 4.7%
	2	187 15.6%	187 15.6%
	3	300 25.0%	300 25.0%
	'4' Extremely Important	582 48.5%	582 48.5%
	DK/NA	13 1.1%	13 1.1%
	3R. Providing programs to conserve natural resources	Total	1200	1200
'0' Not Important		65 5.4%	65 5.4%
1		47 3.9%	47 3.9%
2		196 16.3%	196 16.3%
3		304 25.4%	304 25.4%
'4' Extremely Important		578 48.1%	578 48.1%
DK/NA		10 .8%	10 .8%
3S. Improving the energy efficiency of local government buildings		Total	1200	1200
	'0' Not Important	108 9.0%	108 9.0%
	1	74 6.2%	74 6.2%
	2	216 18.0%	216 18.0%
	3	338 28.2%	338 28.2%
	'4' Extremely Important	434 36.1%	434 36.1%
	DK/NA	30 2.5%	30 2.5%
	3T. Purchasing government vehicles that use clean fuel technology	Total	1200	1200
'0' Not Important		126 10.5%	126 10.5%
1		99 8.3%	99 8.3%
2		270 22.5%	270 22.5%
3		284 23.7%	284 23.7%
'4' Extremely Important		401 33.4%	401 33.4%
DK/NA		19 1.6%	19 1.6%

		Total	
		Total	Total
3U. Providing information on how to reduce energy usage and save money	Total	1200	1200
	'0' Not Important	67 5.6%	67 5.6%
	1	51 4.2%	51 4.2%
	2	210 17.5%	210 17.5%
	3	288 24.0%	288 24.0%
	'4' Extremely Important	565 47.1%	565 47.1%
	DK/NA	19 1.6%	19 1.6%

Comparisons of Column Proportions a,b

		Total
		Total
		(A)
3A. Creating more high paying jobs	'0' Not Important	.
	1	.
	2	.
	3	.
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	2	.
	3	.
	'4' Extremely Important	.
	DK/NA	.
3D. Creating more affordable housing	'0' Not Important	.
	1	.
	2	.
	3	.
3E. Expanding highways	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.
3F. Reducing traffic congestion	2	.
	3	.
	'4' Extremely Important	.
	DK/NA	.
3G. Maintaining local streets and roads	'0' Not Important	.
	1	.
	2	.
	3	.
3H. Expanding local bus services	'4' Extremely Important	.
	DK/NA	.
	1	.
	2	.

Comparisons of Column Proportions ^{a,b}

		Total
		Total
		(A)
3I. Improving public transportation to other cities	'0' Not Important	.
	1	.
	2	.
	3	.
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.
3K. Providing public transportation, carpooling, and other alternatives to driving alone	2	.
	3	.
	'4' Extremely Important	.
	DK/NA	.
3L. Improving air quality	'0' Not Important	.
	1	.
	2	.
	3	.
3M. Preserving water supply	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.
3N. Improving water quality	2	.
	3	.
	'4' Extremely Important	.
	DK/NA	.
3O. Preserving open spaces and native animal habitats	'0' Not Important	.
	1	.
	2	.
	3	.
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	.
	DK/NA	.
	1	.
	2	.

Comparisons of Column Proportions ^{a,b}

		Total
		Total
		(A)
3Q. Providing programs to improve energy efficiency	'0' Not Important	.
	1	.
	2	.
	3	.
3R. Providing programs to conserve natural resources	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.
3S. Improving the energy efficiency of local government buildings	2	.
	3	.
	'4' Extremely Important	.
	DK/NA	.
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	.
	1	.
	2	.
	3	.
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	.
	DK/NA	.
	'0' Not Important	.
	1	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	
3A. Creating more high paying jobs	Total	1200	615	585
	'0' Not Important	40 3.3%	26 4.3%	13 2.3%
	1	22 1.8%	12 1.9%	11 1.8%
	2	96 8.0%	54 8.7%	42 7.2%
	3	193 16.1%	95 15.5%	98 16.7%
	'4' Extremely Important	833 69.4%	420 68.4%	413 70.5%
	DK/NA	16 1.4%	8 1.2%	9 1.5%
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	615	585
	'0' Not Important	50 4.1%	33 5.3%	17 2.9%
	1	38 3.2%	15 2.5%	23 3.9%
	2	117 9.7%	60 9.8%	57 9.7%
	3	297 24.7%	147 23.9%	150 25.6%
	'4' Extremely Important	687 57.3%	355 57.7%	332 56.8%
	DK/NA	12 1.0%	5 .8%	7 1.2%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	615	585
	'0' Not Important	56 4.7%	35 5.6%	21 3.7%
	1	46 3.9%	30 4.9%	16 2.8%
	2	156 13.0%	80 13.0%	77 13.1%
	3	312 26.0%	172 28.0%	140 24.0%
	'4' Extremely Important	615 51.3%	290 47.2%	325 55.5%
	DK/NA	14 1.1%	8 1.3%	6 1.0%
3D. Creating more affordable housing	Total	1200	615	585
	'0' Not Important	83 6.9%	58 9.4%	25 4.3%
	1	71 5.9%	31 5.1%	39 6.7%
	2	161 13.4%	99 16.1%	62 10.6%
	3	244 20.4%	132 21.5%	112 19.2%
	'4' Extremely Important	634 52.8%	291 47.4%	343 58.6%
	DK/NA	7 .6%	3 .5%	4 .6%

	Respondent's Gender			
	Total	Male	Female	
3E. Expanding highways	Total	1200	615	585
	'0' Not Important	87 7.3%	48 7.8%	40 6.8%
	1	86 7.1%	50 8.2%	35 6.0%
	2	227 18.9%	132 21.5%	95 16.2%
	3	286 23.9%	136 22.2%	150 25.6%
	'4' Extremely Important	505 42.1%	246 40.0%	259 44.3%
	DK/NA	9 .7%	2 .4%	6 1.1%
3F. Reducing traffic congestion	Total	1200	615	585
	'0' Not Important	84 7.0%	49 8.0%	35 5.9%
	1	81 6.8%	55 8.9%	26 4.5%
	2	182 15.1%	98 16.0%	83 14.3%
	3	270 22.5%	138 22.5%	132 22.6%
	'4' Extremely Important	580 48.4%	272 44.3%	308 52.7%
	DK/NA	3 .2%	2 .3%	1 .1%
3G. Maintaining local streets and roads	Total	1200	615	585
	'0' Not Important	28 2.3%	15 2.4%	13 2.2%
	1	19 1.6%	10 1.6%	9 1.5%
	2	106 8.8%	55 8.9%	51 8.7%
	3	282 23.5%	157 25.5%	125 21.3%
	'4' Extremely Important	763 63.6%	377 61.3%	386 65.9%
	DK/NA	3 .3%	1 .2%	2 .3%
3H. Expanding local bus services	Total	1200	615	585
	'0' Not Important	101 8.5%	66 10.7%	35 6.1%
	1	93 7.7%	59 9.6%	34 5.7%
	2	269 22.4%	151 24.5%	118 20.2%
	3	281 23.4%	147 23.9%	134 22.9%
	'4' Extremely Important	437 36.4%	186 30.2%	251 42.9%
	DK/NA	19 1.6%	6 1.0%	13 2.2%

		Respondent's Gender		
		Total	Male	Female
3I. Improving public transportation to other cities	Total	1200	615	585
	'0' Not Important	112 9.3%	73 11.9%	38 6.6%
	1	72 6.0%	43 7.0%	29 4.9%
	2	231 19.2%	128 20.8%	103 17.5%
	3	295 24.6%	141 22.9%	154 26.3%
	'4' Extremely Important	480 40.0%	228 37.0%	252 43.1%
	DK/NA	12 1.0%	2 .3%	10 1.7%
	3J. Maintaining and improving sidewalks and bike lanes	Total	1200	615	585
'0' Not Important		66 5.5%	38 6.2%	28 4.8%
1		62 5.2%	42 6.8%	20 3.4%
2		212 17.7%	133 21.6%	79 13.6%
3		328 27.4%	162 26.4%	166 28.3%
'4' Extremely Important		524 43.7%	237 38.5%	288 49.2%
DK/NA		7 .6%	3 .4%	5 .8%
3K. Providing public transportation, carpooling, and other alternatives to driving alone		Total	1200	615	585
	'0' Not Important	93 7.7%	61 10.0%	31 5.3%
	1	83 6.9%	58 9.5%	25 4.3%
	2	244 20.4%	134 21.7%	111 18.9%
	3	317 26.4%	150 24.4%	167 28.5%
	'4' Extremely Important	451 37.6%	208 33.9%	243 41.5%
	DK/NA	11 .9%	3 .5%	8 1.4%
	3L. Improving air quality	Total	1200	615	585
'0' Not Important		45 3.7%	27 4.4%	18 3.0%
1		39 3.2%	24 4.0%	14 2.4%
2		108 9.0%	76 12.4%	32 5.5%
3		178 14.8%	106 17.2%	72 12.3%
'4' Extremely Important		825 68.8%	378 61.4%	447 76.5%
DK/NA		5 .4%	4 .6%	2 .3%

		Respondent's Gender		
		Total	Male	Female
3M. Preserving water supply	Total	1200	615	585
	'0' Not Important	28 2.4%	16 2.6%	12 2.1%
	1	30 2.5%	15 2.4%	15 2.6%
	2	72 6.0%	42 6.8%	30 5.1%
	3	194 16.2%	115 18.7%	79 13.4%
	'4' Extremely Important	871 72.6%	424 69.0%	447 76.3%
	DK/NA	5 .4%	2 .4%	3 .4%
	3N. Improving water quality	Total	1200	615	585
'0' Not Important		41 3.4%	24 4.0%	17 2.9%
1		32 2.7%	16 2.5%	17 2.9%
2		102 8.5%	74 12.0%	28 4.8%
3		180 15.0%	111 18.1%	68 11.7%
'4' Extremely Important		840 70.0%	385 62.6%	455 77.7%
DK/NA		5 .4%	5 .8%	0 .1%
3O. Preserving open spaces and native animal habitats		Total	1200	615	585
	'0' Not Important	75 6.3%	49 7.9%	27 4.6%
	1	69 5.8%	49 8.0%	20 3.4%
	2	201 16.8%	113 18.3%	89 15.2%
	3	305 25.4%	165 26.8%	141 24.0%
	'4' Extremely Important	538 44.8%	237 38.6%	301 51.4%
	DK/NA	11 .9%	3 .4%	8 1.4%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	615	585
'0' Not Important		131 10.9%	73 11.9%	57 9.8%
1		76 6.3%	39 6.3%	37 6.4%
2		266 22.2%	162 26.4%	104 17.7%
3		320 26.7%	156 25.4%	164 28.0%
'4' Extremely Important		394 32.8%	181 29.5%	212 36.3%
DK/NA		14 1.1%	3 .5%	11 1.8%

		Respondent's Gender		
		Total	Male	Female
3Q. Providing programs to improve energy efficiency	Total	1200	615	585
	'0' Not Important	62 5.2%	46 7.4%	16 2.8%
	1	56 4.7%	31 5.0%	25 4.3%
	2	187 15.6%	112 18.2%	75 12.9%
	3	300 25.0%	150 24.4%	150 25.7%
	'4' Extremely Important	582 48.5%	270 43.9%	312 53.4%
	DK/NA	13 1.1%	7 1.1%	6 1.0%
	3R. Providing programs to conserve natural resources	Total	1200	615	585
'0' Not Important		65 5.4%	51 8.3%	14 2.3%
1		47 3.9%	32 5.1%	16 2.7%
2		196 16.3%	111 18.0%	85 14.5%
3		304 25.4%	151 24.5%	154 26.2%
'4' Extremely Important		578 48.1%	264 43.0%	313 53.6%
DK/NA		10 .8%	6 .9%	4 .7%
3S. Improving the energy efficiency of local government buildings		Total	1200	615	585
	'0' Not Important	108 9.0%	72 11.7%	36 6.2%
	1	74 6.2%	46 7.5%	28 4.8%
	2	216 18.0%	122 19.8%	94 16.1%
	3	338 28.2%	159 25.9%	180 30.7%
	'4' Extremely Important	434 36.1%	203 33.1%	230 39.4%
	DK/NA	30 2.5%	13 2.1%	17 2.9%
	3T. Purchasing government vehicles that use clean fuel technology	Total	1200	615	585
'0' Not Important		126 10.5%	76 12.4%	50 8.5%
1		99 8.3%	61 9.9%	38 6.5%
2		270 22.5%	146 23.8%	124 21.2%
3		284 23.7%	136 22.1%	148 25.3%
'4' Extremely Important		401 33.4%	189 30.8%	212 36.2%
DK/NA		19 1.6%	6 1.0%	13 2.3%

		Respondent's Gender		
		Total	Male	Female
3U. Providing information on how to reduce energy usage and save money	Total	1200	615	585
	'0' Not Important	67 5.6%	42 6.8%	25 4.3%
	1	51 4.2%	32 5.2%	19 3.2%
	2	210 17.5%	124 20.2%	86 14.7%
	3	288 24.0%	140 22.8%	148 25.3%
	'4' Extremely Important	565 47.1%	269 43.8%	296 50.6%
	DK/NA	19 1.6%	8 1.2%	11 1.9%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
3A. Creating more high paying jobs	'0' Not Important		
	1		
	2		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	3		
	'4' Extremely Important		
	DK/NA	B	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important		
	1		
	2		
3D. Creating more affordable housing	3		
	'4' Extremely Important		A
	DK/NA		
3E. Expanding highways	'0' Not Important	B	
	1		
	2	B	
3F. Reducing traffic congestion	3		
	'4' Extremely Important		A
	DK/NA		
3G. Maintaining local streets and roads	'0' Not Important		
	1	B	
	2		
3H. Expanding local bus services	3		
	'4' Extremely Important		A
	DK/NA		

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
3I. Improving public transportation to other cities	'0' Not Important	B	
	1		
	2		
3J. Maintaining and improving sidewalks and bike lanes	3		
	'4' Extremely Important		A
	DK/NA		A
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important		
	1	B	
	2	B	
3L. Improving air quality	3		
	'4' Extremely Important		A
	DK/NA		
3M. Preserving water supply	'0' Not Important		
	1		
	2	B	
3N. Improving water quality	3	B	
	'4' Extremely Important		A
	DK/NA		
3O. Preserving open spaces and native animal habitats	'0' Not Important		
	1	B	
	2	B	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	3		
	'4' Extremely Important		A
	DK/NA		A

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
3Q. Providing programs to improve energy efficiency	'0' Not Important	B	
	1		
	2	B	
	3		
3R. Providing programs to conserve natural resources	'4' Extremely Important		A
	DK/NA		
	'0' Not Important	B	
	1	B	
3S. Improving the energy efficiency of local government buildings	2		
	3		
	'4' Extremely Important		A
	DK/NA		
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	B	
	1	B	
	2		
	3		
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		A
	DK/NA		
	'0' Not Important		
	1		
	2	B	
	3		
	'4' Extremely Important		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3A. Creating more high paying jobs	Total	1200	193	243	214	215	98	70
	'0' Not Important	40	0	5	4	6	8	1
		3.3%	.0%	2.2%	2.1%	2.8%	8.6%	1.2%
	1	22	2	6	4	1	4	0
		1.8%	1.2%	2.6%	1.6%	.4%	3.8%	.4%
	2	96	19	11	14	19	8	4
		8.0%	9.9%	4.5%	6.4%	8.7%	8.5%	5.5%
	3	193	35	45	37	25	12	13
		16.1%	18.3%	18.4%	17.4%	11.7%	12.0%	18.2%
	'4' Extremely Important	833	136	174	153	161	64	52
	69.4%	70.6%	71.4%	71.7%	75.0%	66.0%	74.6%	
DK/NA	16	0	2	2	3	1	0	
	1.4%	.0%	.9%	.8%	1.3%	1.2%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	193	243	214	215	98	70
	'0' Not Important	50	7	7	4	10	6	1
		4.1%	3.4%	2.8%	2.1%	4.5%	5.9%	1.9%
	1	38	6	11	4	6	4	4
		3.2%	3.1%	4.5%	2.1%	2.7%	4.4%	5.4%
	2	117	27	28	16	16	6	8
		9.7%	14.1%	11.5%	7.6%	7.6%	6.3%	11.6%
	3	297	57	76	44	49	23	14
		24.7%	29.6%	31.1%	20.7%	23.0%	23.1%	19.3%
	'4' Extremely Important	687	96	122	144	132	57	43
	57.3%	49.8%	50.2%	67.4%	61.7%	58.0%	61.8%	
DK/NA	12	0	0	0	1	2	0	
	1.0%	.0%	.0%	.1%	.4%	2.2%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	193	243	214	215	98	70
	'0' Not Important	56	6	6	6	11	9	2
		4.7%	3.0%	2.6%	2.6%	5.1%	9.2%	3.5%
	1	46	6	10	12	3	5	2
		3.9%	3.3%	4.1%	5.6%	1.3%	4.9%	3.3%
	2	156	31	33	21	29	7	7
		13.0%	16.0%	13.6%	9.8%	13.3%	7.1%	10.6%
	3	312	46	88	52	35	21	21
		26.0%	24.0%	36.1%	24.3%	16.5%	21.7%	30.1%
	'4' Extremely Important	615	104	103	122	133	55	36
	51.3%	53.6%	42.5%	57.1%	62.1%	56.7%	51.8%	
DK/NA	14	0	3	1	4	0	0	
	1.1%	.1%	1.0%	.6%	1.7%	.4%	.6%	
3D. Creating more affordable housing	Total	1200	193	243	214	215	98	70
	'0' Not Important	83	6	9	12	19	8	4
		6.9%	3.2%	3.6%	5.5%	9.0%	7.9%	5.8%
	1	71	3	19	11	14	4	8
		5.9%	1.6%	7.9%	5.0%	6.5%	4.0%	11.1%
	2	161	21	31	34	27	15	8
		13.4%	10.8%	12.9%	15.8%	12.7%	15.6%	10.9%
	3	244	53	54	40	33	19	10
		20.4%	27.5%	22.0%	18.6%	15.3%	19.7%	14.4%
	'4' Extremely Important	634	110	130	118	121	51	40
	52.8%	56.8%	53.6%	55.1%	56.4%	52.5%	56.4%	
DK/NA	7	0	0	0	0	0	1	
	.6%	.0%	.0%	.0%	.1%	.3%	1.5%	

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3A. Creating more high paying jobs	Total	92	51	15	9
	'0' Not Important	11 12.2%	1 1.9%	2 10.3%	1 13.8%
	1	2 2.3%	2 4.8%	0 1.8%	0 5.1%
	2	12 13.0%	9 17.9%	0 2.8%	0 .0%
	3	15 16.6%	5 9.7%	4 29.1%	1 11.9%
	'4' Extremely Important	50 54.6%	29 57.9%	5 36.0%	6 69.2%
	DK/NA	1 1.3%	4 7.9%	3 20.1%	0 .0%
	3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	92	51	15	9
'0' Not Important		10 11.2%	4 7.9%	1 5.1%	0 .0%
1		0 .4%	2 4.3%	0 .0%	0 1.3%
2		9 10.0%	3 6.7%	1 4.4%	1 12.7%
3		20 22.3%	10 19.9%	2 10.1%	2 19.0%
'4' Extremely Important		49 53.6%	29 56.5%	8 54.4%	6 67.0%
DK/NA		2 2.5%	2 4.7%	4 26.0%	0 .0%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown		Total	92	51	15	9
	'0' Not Important	9 9.5%	5 10.8%	2 12.2%	0 .0%
	1	6 6.4%	2 4.6%	0 .0%	0 .0%
	2	14 15.7%	12 24.5%	0 1.0%	1 15.2%
	3	33 35.8%	11 21.8%	3 21.1%	1 14.0%
	'4' Extremely Important	29 32.2%	18 35.7%	6 42.3%	7 70.7%
	DK/NA	0 .4%	1 2.7%	4 23.4%	0 .0%
	3D. Creating more affordable housing	Total	92	51	15	9
'0' Not Important		13 13.7%	10 19.9%	2 14.5%	0 1.3%
1		6 6.7%	5 10.3%	0 1.0%	0 .0%
2		20 21.8%	2 4.1%	2 11.9%	1 14.0%
3		19 20.7%	14 27.1%	2 12.5%	1 11.5%
'4' Extremely Important		33 35.7%	18 35.0%	7 45.8%	7 73.3%
DK/NA		1 1.4%	2 3.6%	2 14.3%	0 .0%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3E. Expanding highways	Total	1200	193	243	214	215	98	70
	'0' Not Important	87 7.3%	21 10.8%	11 4.4%	13 5.9%	17 8.0%	7 6.7%	4 5.4%
	1	86 7.1%	11 5.7%	30 12.4%	7 3.2%	12 5.4%	10 10.4%	2 2.8%
	2	227 18.9%	51 26.2%	46 19.0%	33 15.3%	33 15.5%	10 10.6%	22 30.8%
	3	286 23.9%	52 27.1%	60 24.7%	58 27.0%	43 20.0%	23 23.1%	10 13.6%
	'4' Extremely Important	505 42.1%	57 29.5%	96 39.5%	102 47.7%	109 50.6%	47 48.2%	33 47.3%
	DK/NA	9 .7%	1 .6%	0 .0%	2 .8%	1 .5%	1 1.0%	0 .0%
	3F. Reducing traffic congestion	Total	1200	193	243	214	215	98	70
'0' Not Important		84 7.0%	14 7.3%	15 6.2%	17 8.0%	15 6.9%	3 2.7%	8 10.7%
1		81 6.8%	19 9.6%	18 7.6%	12 5.6%	13 6.1%	3 3.5%	2 2.4%
2		182 15.1%	35 18.2%	49 20.3%	19 9.1%	30 14.0%	17 17.1%	13 19.2%
3		270 22.5%	43 22.1%	47 19.4%	52 24.3%	52 24.3%	16 16.1%	16 23.3%
'4' Extremely Important		580 48.4%	83 42.8%	113 46.5%	113 53.0%	105 48.8%	59 60.0%	31 44.4%
DK/NA		3 .2%	0 .0%	0 .0%	0 .0%	0 .0%	1 .6%	0 .0%
3G. Maintaining local streets and roads		Total	1200	193	243	214	215	98	70
	'0' Not Important	28 2.3%	6 3.1%	1 .5%	6 2.7%	2 .8%	5 4.9%	0 .0%
	1	19 1.6%	1 .8%	3 1.4%	6 2.7%	5 2.4%	0 .0%	1 1.6%
	2	106 8.8%	19 9.8%	29 12.1%	13 6.0%	18 8.4%	8 8.3%	5 7.8%
	3	282 23.5%	62 31.9%	66 27.2%	48 22.6%	37 17.1%	21 21.9%	15 21.1%
	'4' Extremely Important	763 63.6%	105 54.1%	143 58.7%	141 65.9%	153 71.2%	63 64.8%	49 69.4%
	DK/NA	3 .3%	1 .3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	3H. Expanding local bus services	Total	1200	193	243	214	215	98	70
'0' Not Important		101 8.5%	12 6.3%	13 5.5%	17 8.0%	21 9.8%	10 10.6%	6 7.9%
1		93 7.7%	21 11.1%	17 7.1%	9 4.0%	21 9.8%	7 7.2%	7 9.8%
2		269 22.4%	41 21.4%	71 29.2%	45 21.2%	41 19.0%	19 19.9%	14 20.0%
3		281 23.4%	58 29.8%	68 28.0%	42 19.5%	36 17.0%	27 28.2%	16 23.2%
'4' Extremely Important		437 36.4%	60 31.0%	72 29.6%	99 46.2%	91 42.2%	32 32.9%	27 38.8%
DK/NA		19 1.6%	1 .4%	2 .7%	2 1.1%	5 2.2%	1 1.2%	0 .3%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3E. Expanding highways	Total	92	51	15	9
	'0' Not Important	10 11.0%	3 6.2%	2 10.4%	1 10.7%
	1	9 10.3%	4 8.1%	0 .0%	0 .0%
	2	13 14.5%	15 30.2%	2 10.1%	2 19.5%
	3	28 30.3%	8 15.6%	4 25.1%	1 16.1%
	'4' Extremely Important	31 33.5%	19 37.5%	7 43.5%	4 48.6%
	DK/NA	0 .4%	1 2.4%	2 11.0%	0 5.1%
	3F. Reducing traffic congestion	Total	92	51	15	9
'0' Not Important		7 8.1%	4 7.4%	1 8.6%	0 .0%
1		8 8.8%	5 9.3%	0 .0%	1 10.7%
2		10 10.4%	7 13.9%	0 .0%	1 9.7%
3		27 29.4%	8 16.3%	7 47.7%	2 19.8%
'4' Extremely Important		40 43.1%	27 52.7%	5 32.7%	6 59.7%
DK/NA		0 .3%	0 .5%	2 11.0%	0 .0%
3G. Maintaining local streets and roads		Total	92	51	15	9
	'0' Not Important	7 7.6%	1 1.9%	0 .0%	0 .0%
	1	1 1.1%	1 1.2%	0 .0%	0 .0%
	2	10 10.8%	2 3.2%	1 8.5%	0 .0%
	3	20 21.3%	8 16.6%	3 21.6%	1 16.0%
	'4' Extremely Important	54 59.3%	38 75.0%	9 58.9%	8 84.0%
	DK/NA	0 .0%	1 2.2%	2 11.0%	0 .0%
	3H. Expanding local bus services	Total	92	51	15	9
'0' Not Important		15 16.2%	5 9.3%	2 10.3%	1 7.6%
1		6 6.9%	3 5.5%	0 .0%	1 15.1%
2		17 18.9%	14 26.7%	3 20.2%	3 29.7%
3		22 23.9%	8 16.2%	2 14.1%	1 8.5%
'4' Extremely Important		30 32.5%	17 34.3%	6 36.9%	4 39.1%
DK/NA		1 1.6%	4 7.9%	3 18.5%	0 .0%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3I. Improving public transportation to other cities	Total	1200	193	243	214	215	98	70
	'0' Not Important	112 9.3%	9 4.5%	15 6.2%	20 9.2%	18 8.2%	12 12.5%	5 6.9%
	1	72 6.0%	13 7.0%	18 7.2%	9 4.3%	9 4.0%	3 3.6%	6 9.0%
	2	231 19.2%	38 19.5%	52 21.4%	42 19.5%	40 18.5%	25 25.7%	8 11.6%
	3	295 24.6%	55 28.5%	74 30.4%	44 20.7%	46 21.2%	22 22.4%	20 29.1%
	'4' Extremely Important	480 40.0%	78 40.5%	84 34.4%	98 45.6%	103 48.1%	34 34.5%	30 43.1%
	DK/NA	12 1.0%	0 .0%	1 .3%	2 .7%	0 .0%	1 1.3%	0 .3%
	3J. Maintaining and improving sidewalks and bike lanes	Total	1200	193	243	214	215	98	70
'0' Not Important		66 5.5%	9 4.4%	10 4.2%	9 4.1%	11 4.9%	4 4.4%	2 2.9%
1		62 5.2%	7 3.6%	16 6.7%	8 3.5%	15 6.8%	4 4.0%	4 5.9%
2		212 17.7%	44 22.8%	47 19.3%	30 13.8%	21 9.9%	16 16.0%	16 23.2%
3		328 27.4%	47 24.5%	82 33.5%	59 27.4%	61 28.2%	28 28.5%	19 26.9%
'4' Extremely Important		524 43.7%	86 44.3%	87 35.7%	110 51.2%	108 50.1%	46 46.8%	29 41.2%
DK/NA		7 .6%	1 .3%	1 .6%	0 .0%	0 .0%	0 .3%	0 .0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone		Total	1200	193	243	214	215	98	70
	'0' Not Important	93 7.7%	8 4.1%	21 8.4%	13 6.0%	19 9.0%	14 13.8%	6 8.8%
	1	83 6.9%	15 7.6%	16 6.5%	12 5.5%	14 6.4%	2 2.5%	8 11.1%
	2	244 20.4%	47 24.4%	54 22.1%	42 19.4%	40 18.4%	19 19.4%	7 10.3%
	3	317 26.4%	58 30.1%	76 31.2%	55 25.8%	42 19.4%	26 26.8%	13 18.6%
	'4' Extremely Important	451 37.6%	65 33.9%	76 31.4%	93 43.4%	98 45.5%	36 37.1%	34 48.9%
	DK/NA	11 .9%	0 .0%	1 .3%	0 .0%	3 1.3%	0 .3%	2 2.3%
	3L. Improving air quality	Total	1200	193	243	214	215	98	70
'0' Not Important		45 3.7%	4 2.0%	7 2.7%	5 2.5%	6 2.7%	4 4.2%	4 6.4%
1		39 3.2%	3 1.4%	10 4.0%	5 2.5%	7 3.5%	2 2.0%	3 4.1%
2		108 9.0%	13 6.6%	23 9.4%	29 13.6%	16 7.4%	6 6.4%	9 13.1%
3		178 14.8%	25 13.1%	42 17.4%	22 10.3%	33 15.3%	14 14.8%	13 19.2%
'4' Extremely Important		825 68.8%	149 76.9%	162 66.5%	152 71.2%	152 70.8%	69 71.0%	40 57.0%
DK/NA		5 .4%	0 .0%	0 .0%	0 .0%	1 .3%	1 1.5%	0 .2%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3I. Improving public transportation to other cities	Total	92	51	15	9
	'0' Not Important	21 22.7%	9 18.3%	3 21.3%	0 1.3%
	1	7 7.3%	4 8.6%	0 1.0%	2 20.3%
	2	15 15.9%	10 19.0%	0 .0%	2 20.2%
	3	21 22.4%	9 17.9%	3 21.0%	1 6.4%
	'4' Extremely Important	28 30.5%	15 29.8%	6 38.3%	4 41.2%
	DK/NA	1 1.2%	3 6.3%	3 18.5%	1 10.6%
	3J. Maintaining and improving sidewalks and bike lanes	Total	92	51	15	9
'0' Not Important		12 13.4%	7 13.4%	2 12.1%	1 10.7%
1		7 7.1%	2 3.3%	0 .0%	0 1.3%
2		17 18.9%	15 29.3%	3 17.6%	4 40.5%
3		22 24.0%	7 13.1%	3 22.6%	1 13.6%
'4' Extremely Important		32 34.4%	21 40.9%	4 29.2%	3 33.9%
DK/NA		2 2.2%	0 .0%	3 18.5%	0 .0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone		Total	92	51	15	9
	'0' Not Important	8 8.8%	3 5.9%	1 6.9%	0 5.1%
	1	11 12.5%	3 6.7%	0 1.0%	2 24.5%
	2	19 21.0%	14 27.1%	2 10.1%	2 16.5%
	3	30 32.4%	11 22.1%	4 26.9%	2 19.8%
	'4' Extremely Important	23 25.3%	17 34.1%	5 35.1%	3 29.0%
	DK/NA	0 .0%	2 4.1%	3 20.1%	0 5.1%
	3L. Improving air quality	Total	92	51	15	9
'0' Not Important		8 8.2%	5 10.0%	2 12.1%	0 .0%
1		4 4.3%	4 7.7%	1 3.4%	0 2.1%
2		5 5.3%	5 10.3%	1 6.0%	1 12.7%
3		17 18.5%	7 14.2%	3 20.0%	0 5.1%
'4' Extremely Important		58 63.6%	28 55.2%	7 47.5%	7 80.1%
DK/NA		0 .0%	1 2.7%	2 11.0%	0 .0%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3M. Preserving water supply	Total	1200	193	243	214	215	98	70
	'0' Not Important	28 2.4%	1 .5%	6 2.3%	0 .0%	5 2.5%	6 5.6%	2 3.0%
	1	30 2.5%	2 1.2%	8 3.5%	2 1.2%	10 4.5%	1 .6%	2 3.1%
	2	72 6.0%	11 5.6%	18 7.5%	21 9.6%	7 3.5%	6 6.1%	3 3.6%
	3	194 16.2%	39 20.4%	50 20.5%	32 14.8%	32 15.1%	8 8.5%	7 9.9%
	'4' Extremely Important	871 72.6%	139 71.7%	161 66.2%	159 74.5%	159 74.0%	77 79.1%	56 80.3%
	DK/NA	5 .4%	1 .6%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%
	3N. Improving water quality	Total	1200	193	243	214	215	98	70
'0' Not Important		41 3.4%	3 1.8%	6 2.5%	5 2.4%	11 5.0%	3 2.8%	2 3.2%
1		32 2.7%	1 .8%	9 3.6%	5 2.3%	3 1.6%	3 3.1%	3 4.9%
2		102 8.5%	21 10.9%	18 7.3%	10 4.5%	22 10.1%	11 10.9%	3 4.6%
3		180 15.0%	33 16.9%	39 16.1%	35 16.5%	25 11.6%	12 12.2%	10 14.8%
'4' Extremely Important		840 70.0%	135 69.6%	171 70.5%	158 73.8%	154 71.7%	68 69.8%	51 72.4%
DK/NA		5 .4%	0 .0%	0 .0%	1 .5%	0 .1%	1 1.2%	0 .0%
3O. Preserving open spaces and native animal habitats		Total	1200	193	243	214	215	98	70
	'0' Not Important	75 6.3%	6 3.2%	8 3.4%	5 2.5%	20 9.5%	10 9.8%	3 4.4%
	1	69 5.8%	14 7.4%	7 2.7%	16 7.3%	12 5.7%	5 5.6%	4 5.8%
	2	201 16.8%	29 15.1%	64 26.4%	28 13.1%	33 15.3%	9 8.9%	14 19.7%
	3	305 25.4%	52 26.8%	66 27.2%	46 21.6%	54 25.0%	30 30.9%	18 26.2%
	'4' Extremely Important	538 44.8%	91 47.0%	98 40.3%	117 54.6%	92 42.8%	44 44.6%	31 43.9%
	DK/NA	11 .9%	1 .5%	0 .0%	2 .8%	4 1.8%	0 .3%	0 .0%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	193	243	214	215	98	70
'0' Not Important		131 10.9%	12 6.3%	17 7.1%	17 7.9%	29 13.7%	12 12.2%	6 8.6%
1		76 6.3%	5 2.3%	19 7.8%	16 7.6%	12 5.4%	7 7.5%	10 14.7%
2		266 22.2%	55 28.4%	54 22.1%	40 18.9%	45 21.1%	19 19.5%	11 15.4%
3		320 26.7%	57 29.7%	70 28.7%	62 28.9%	50 23.2%	18 18.4%	20 28.6%
'4' Extremely Important		394 32.8%	63 32.6%	83 34.2%	79 36.8%	74 34.4%	40 41.3%	21 30.5%
DK/NA		14 1.1%	1 .6%	0 .0%	0 .0%	4 2.1%	1 1.0%	2 2.3%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3M. Preserving water supply	Total	92	51	15	9
	'0' Not Important	7 7.6%	2 3.6%	0 .0%	0 .0%
	1	1 1.3%	3 5.8%	0 .0%	0 .0%
	2	4 4.7%	2 3.4%	0 1.0%	0 1.3%
	3	14 15.2%	6 12.3%	2 14.3%	3 33.2%
	'4' Extremely Important	64 70.1%	38 74.9%	11 73.7%	6 65.6%
	DK/NA	1 1.1%	0 .0%	2 11.0%	0 .0%
	3N. Improving water quality	Total	92	51	15	9
'0' Not Important		5 5.4%	6 11.5%	0 .0%	0 .0%
1		2 2.2%	5 9.9%	0 1.8%	0 .0%
2		11 11.7%	3 5.1%	2 13.5%	3 29.0%
3		17 18.8%	7 14.5%	1 3.4%	0 2.0%
'4' Extremely Important		56 61.4%	30 58.1%	11 70.3%	6 68.9%
DK/NA		0 .5%	0 .9%	2 11.0%	0 .0%
3O. Preserving open spaces and native animal habitats		Total	92	51	15	9
	'0' Not Important	13 13.7%	6 12.3%	2 15.4%	1 13.8%
	1	9 10.2%	1 1.7%	0 .0%	1 6.4%
	2	12 13.1%	10 19.4%	1 4.4%	2 24.6%
	3	25 27.7%	8 15.0%	5 30.1%	1 14.7%
	'4' Extremely Important	32 34.8%	24 47.2%	6 39.2%	4 40.5%
	DK/NA	0 .4%	2 4.3%	2 11.0%	0 .0%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	92	51	15	9
'0' Not Important		19 20.5%	16 30.5%	2 15.5%	0 .0%
1		3 3.0%	3 6.7%	0 1.0%	1 8.9%
2		20 22.2%	17 32.5%	1 9.1%	3 36.0%
3		28 30.6%	9 16.8%	3 23.2%	3 30.6%
'4' Extremely Important		21 22.7%	5 10.5%	5 32.6%	2 24.5%
DK/NA		1 1.1%	2 3.1%	3 18.5%	0 .0%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3Q. Providing programs to improve energy efficiency	Total	1200	193	243	214	215	98	70
	'0' Not Important	62 5.2%	1 .3%	15 6.3%	12 5.5%	11 5.1%	8 8.6%	3 4.6%
	1	56 4.7%	5 2.7%	10 4.2%	3 1.6%	11 5.1%	5 5.6%	4 5.2%
	2	187 15.6%	34 17.3%	39 16.2%	30 14.1%	39 18.2%	16 16.8%	11 15.8%
	3	300 25.0%	54 27.9%	64 26.3%	60 28.2%	53 24.6%	20 20.4%	12 16.7%
	'4' Extremely Important	582 48.5%	97 50.3%	114 47.0%	105 48.9%	101 47.0%	47 47.7%	40 57.6%
	DK/NA	13 1.1%	3 1.4%	0 .0%	4 1.7%	0 .0%	1 1.0%	0 .2%
	3R. Providing programs to conserve natural resources	Total	1200	193	243	214	215	98	70
'0' Not Important		65 5.4%	9 4.8%	8 3.2%	3 1.4%	19 8.6%	7 6.7%	3 4.8%
1		47 3.9%	6 2.9%	13 5.4%	8 3.9%	5 2.3%	3 2.8%	6 8.7%
2		196 16.3%	25 12.8%	41 16.6%	34 15.7%	38 17.8%	15 15.3%	8 10.8%
3		304 25.4%	65 33.6%	55 22.4%	56 26.1%	57 26.3%	24 24.2%	10 14.5%
'4' Extremely Important		578 48.1%	89 45.9%	126 51.6%	113 53.0%	93 43.5%	50 51.0%	43 60.6%
DK/NA		10 .8%	0 .0%	2 .7%	0 .0%	3 1.4%	0 .0%	0 .6%
3S. Improving the energy efficiency of local government buildings		Total	1200	193	243	214	215	98	70
	'0' Not Important	108 9.0%	15 7.9%	24 9.8%	14 6.7%	22 10.4%	7 7.6%	5 7.6%
	1	74 6.2%	14 7.1%	15 6.2%	11 5.1%	14 6.5%	5 4.8%	5 7.2%
	2	216 18.0%	31 16.3%	50 20.5%	34 15.9%	39 18.0%	19 19.3%	10 13.8%
	3	338 28.2%	75 38.9%	73 29.9%	54 25.2%	56 26.0%	28 28.2%	17 23.6%
	'4' Extremely Important	434 36.1%	54 28.0%	80 33.1%	98 45.6%	78 36.3%	38 38.5%	34 47.8%
	DK/NA	30 2.5%	4 1.9%	1 .6%	3 1.5%	6 2.8%	1 1.5%	0 .0%
	3T. Purchasing government vehicles that use clean fuel technology	Total	1200	193	243	214	215	98	70
'0' Not Important		126 10.5%	10 5.4%	18 7.5%	19 8.7%	34 15.9%	13 12.9%	5 7.0%
1		99 8.3%	9 4.7%	26 10.7%	22 10.4%	16 7.6%	7 7.1%	8 11.4%
2		270 22.5%	61 31.5%	68 27.8%	33 15.5%	39 18.2%	21 21.7%	11 16.3%
3		284 23.7%	63 32.8%	57 23.5%	45 21.0%	50 23.5%	24 24.7%	10 14.3%
'4' Extremely Important		401 33.4%	49 25.3%	74 30.6%	95 44.5%	70 32.4%	33 33.3%	34 48.4%
DK/NA		19 1.6%	1 .3%	0 .0%	0 .0%	5 2.4%	0 .3%	2 2.6%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3Q. Providing programs to improve energy efficiency	Total	92	51	15	9
	'0' Not Important	8 8.9%	3 5.2%	1 6.9%	0 .0%
	1	12 12.9%	5 8.9%	0 1.8%	1 6.4%
	2	9 9.8%	5 9.1%	2 13.4%	2 21.4%
	3	20 21.8%	12 23.8%	2 15.9%	3 28.8%
	'4' Extremely Important	42 46.2%	25 48.9%	7 43.4%	4 43.4%
	DK/NA	0 .4%	2 4.1%	3 18.5%	0 .0%
	3R. Providing programs to conserve natural resources	Total	92	51	15	9
'0' Not Important		12 13.1%	4 7.1%	1 6.9%	0 .0%
1		3 3.4%	2 4.6%	1 5.1%	0 1.3%
2		21 23.2%	10 20.6%	2 13.7%	2 24.7%
3		20 22.3%	13 25.5%	4 26.0%	1 14.0%
'4' Extremely Important		34 37.0%	20 38.6%	6 37.4%	5 54.9%
DK/NA		1 1.0%	2 3.6%	2 11.0%	0 5.1%
3S. Improving the energy efficiency of local government buildings		Total	92	51	15	9
	'0' Not Important	12 12.9%	6 11.0%	2 13.9%	0 .0%
	1	6 6.3%	2 4.8%	0 1.0%	2 25.8%
	2	21 23.0%	8 16.3%	2 13.5%	2 22.0%
	3	25 26.8%	8 16.5%	2 12.6%	2 19.8%
	'4' Extremely Important	26 28.6%	18 36.1%	5 35.6%	3 27.3%
	DK/NA	2 2.3%	8 15.4%	4 23.4%	0 5.1%
	3T. Purchasing government vehicles that use clean fuel technology	Total	92	51	15	9
'0' Not Important		20 22.3%	6 11.0%	1 6.9%	0 1.3%
1		3 3.0%	5 9.8%	2 10.1%	1 15.2%
2		22 23.9%	9 18.2%	2 16.6%	3 35.7%
3		20 22.1%	10 19.1%	2 14.6%	2 23.3%
'4' Extremely Important		22 24.2%	17 33.5%	5 31.6%	2 24.4%
DK/NA		4 4.6%	4 8.3%	3 20.1%	0 .0%

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
3U. Providing information on how to reduce energy usage and save money	Total	1200	193	243	214	215	98	70
	'0' Not Important	67 5.6%	5 2.4%	8 3.3%	9 4.1%	20 9.3%	7 7.5%	3 3.6%
	1	51 4.2%	9 4.9%	12 4.8%	8 3.5%	8 3.8%	4 4.0%	4 5.5%
	2	210 17.5%	38 19.8%	45 18.5%	32 14.8%	37 17.4%	20 20.5%	7 10.0%
	3	288 24.0%	41 21.0%	69 28.4%	55 25.9%	41 19.0%	24 25.0%	21 29.7%
	'4' Extremely Important	565 47.1%	100 51.7%	103 42.4%	109 50.8%	106 49.3%	42 42.6%	36 50.9%
	DK/NA	19 1.6%	1 .3%	6 2.7%	2 .9%	2 1.2%	0 .3%	0 .3%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
3U. Providing information on how to reduce energy usage and save money	Total	92	51	15	9
	'0' Not Important	11 12.0%	4 6.9%	1 8.7%	0 .0%
	1	3 2.9%	2 3.8%	1 3.4%	1 13.8%
	2	18 19.5%	9 18.6%	1 9.1%	2 20.3%
	3	25 26.9%	9 17.6%	2 15.8%	1 11.8%
	'4' Extremely Important	35 38.3%	23 46.1%	7 44.4%	5 54.1%
	DK/NA	0 .4%	4 6.9%	3 18.5%	0 .0%

Comparisons of Column Proportions^{b,c}

		Age							
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64		65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)		(G)
3A. Creating more high paying jobs	'0' Not Important	a						B C D	
	1								
	2								
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important				G I		a		
	DK/NA	a						C	
	'0' Not Important								
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	a	a	AB			a		
	DK/NA	a							
	'0' Not Important								
3D. Creating more affordable housing	'4' Extremely Important	G	D	G	B G H	G		D	
	DK/NA							AB	
	'0' Not Important						A		
3E. Expanding highways	'4' Extremely Important	G a	a	a	G				
	DK/NA	a							
	'0' Not Important		C						
3F. Reducing traffic congestion	'4' Extremely Important			A	A		a		
	DK/NA	a					a		
	'0' Not Important							B D	
3G. Maintaining local streets and roads	'4' Extremely Important	D		a	A a	a	a		
	DK/NA		a						
	'0' Not Important								
3H. Expanding local bus services	'4' Extremely Important			B					
	DK/NA								
	'0' Not Important								

Comparisons of Column Proportions^{b,c}

		Age			
		75 to 84	85 and over	DK/NA	
		(H)	(I)	(J)	
3A. Creating more high paying jobs	'0' Not Important				
	1				
	2	B			
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important				
	DK/NA	B C	B C D E G	a	
	'0' Not Important				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important				
	DK/NA	C	C D E G	a	
	'0' Not Important				
3D. Creating more affordable housing	'4' Extremely Important				
	DK/NA	A B C	A B C D E ...	a	
	'0' Not Important				
3E. Expanding highways	'4' Extremely Important				
	DK/NA		D E	a	
	'0' Not Important				
3F. Reducing traffic congestion	'4' Extremely Important				
	DK/NA		E G	a	
	'0' Not Important				
3G. Maintaining local streets and roads	'4' Extremely Important				
	DK/NA		A G	a	
	'0' Not Important				
3H. Expanding local bus services	'4' Extremely Important				
	DK/NA	A B	A B C D E F	a	
	'0' Not Important				

Comparisons of Column Proportions^{b,c}

		Age						(G)
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	
		(A)	(B)	(C)	(D)	(E)	(F)	
3I. Improving public transportation to other cities	'0' Not Important							A B D
	1							
	2							
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	a			a			
	DK/NA	.			.			
	'0' Not Important							
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important			B	a		a	
	DK/NA			a	.		.	
	'0' Not Important							
3L. Improving air quality	'4' Extremely Important	a		a		G		
	DK/NA	.		.				
	'0' Not Important							
3M. Preserving water supply	'4' Extremely Important	a	a	a			a	
	DK/NA	.	.	.			.
	'0' Not Important					C		A C
3N. Improving water quality	'4' Extremely Important	a	a					
	DK/NA	.	.					
	'0' Not Important							A B C
3O. Preserving open spaces and native animal habitats	'4' Extremely Important		C E					
	DK/NA		.					
	'0' Not Important							A B
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important		H	H	H	H		
	DK/NA		a	a				

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
3I. Improving public transportation to other cities	'0' Not Important	A		
	1			
	2			
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	B	B C E F G	B
	DK/NA			
	'0' Not Important		a	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	a	A B E G	a
	DK/NA	.		.
	'0' Not Important			
3L. Improving air quality	'4' Extremely Important			
	DK/NA		D	a
	'0' Not Important		a	a
3M. Preserving water supply	'4' Extremely Important			
	DK/NA		B D E G	
	'0' Not Important			
3N. Improving water quality	'4' Extremely Important			
	DK/NA			
	'0' Not Important			
3O. Preserving open spaces and native animal habitats	'4' Extremely Important	A	A D E	a
	DK/NA	A		a
	'0' Not Important			
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important			
	DK/NA		C D	a
	'0' Not Important			
3Q. Preserving open spaces and native animal habitats	'4' Extremely Important			
	DK/NA		A C	a
	'0' Not Important	A B C		
3R. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important			
	DK/NA		A D E G	a

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
3Q. Providing programs to improve energy efficiency	'0' Not Important		A			A	A	
	1						AC	
	2							
3R. Providing programs to conserve natural resources	'4' Extremely Important		a		a			
	DK/NA							
	'0' Not Important				C		BC	
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	a		a				
	DK/NA							
	'0' Not Important							
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important			A		a		
	DK/NA							
	'0' Not Important				A		ABC	
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		a	AG		A		
	DK/NA			a				
	'0' Not Important						A	

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
3Q. Providing programs to improve energy efficiency	'0' Not Important			
	1			
	2			
3R. Providing programs to conserve natural resources	'4' Extremely Important		ACEFG	a
	DK/NA			
	'0' Not Important			
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important		BE	
	DK/NA			
	'0' Not Important			
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	ABCDE	ABCDEG	
	DK/NA			
	'0' Not Important			
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	A	ADE	a
	DK/NA			
	'0' Not Important			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3A. Creating more high paying jobs	Total	1200	18	95	170	917
	'0' Not Important	40	1	1	1	37
		3.3%	4.8%	.7%	.8%	4.0%
	1	22	0	3	5	14
		1.8%	.0%	3.2%	2.9%	1.6%
	2	96	3	4	15	74
		8.0%	15.0%	4.6%	8.7%	8.1%
	3	193	1	13	21	158
	16.1%	8.3%	14.0%	12.1%	17.2%	
'4' Extremely Important	833	13	73	126	622	
	69.4%	71.9%	76.7%	73.9%	67.8%	
DK/NA	16	0	1	3	13	
	1.4%	.0%	.9%	1.7%	1.4%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	18	95	170	917
	'0' Not Important	50	1	1	5	43
		4.1%	6.8%	.7%	3.0%	4.7%
	1	38	0	4	0	34
		3.2%	.0%	4.3%	.0%	3.7%
	2	117	1	4	17	95
		9.7%	4.3%	4.3%	10.0%	10.3%
	3	297	3	17	51	226
	24.7%	16.3%	18.0%	30.0%	24.6%	
'4' Extremely Important	687	13	67	96	511	
	57.3%	72.7%	71.2%	56.5%	55.7%	
DK/NA	12	0	1	1	10	
	1.0%	.0%	1.5%	.4%	1.1%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	18	95	170	917
	'0' Not Important	56	1	1	3	51
		4.7%	6.1%	1.5%	1.7%	5.5%
	1	46	1	9	6	30
		3.9%	6.8%	9.8%	3.6%	3.3%
	2	156	2	11	14	129
		13.0%	12.8%	11.7%	8.3%	14.0%
	3	312	0	33	49	230
	26.0%	2.7%	34.8%	28.9%	25.0%	
'4' Extremely Important	615	12	37	94	472	
	51.3%	64.8%	39.4%	55.3%	51.5%	
DK/NA	14	1	3	4	6	
	1.1%	6.8%	2.7%	2.2%	.7%	
3D. Creating more affordable housing	Total	1200	18	95	170	917
	'0' Not Important	83	2	7	4	70

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3D. Creating more affordable housing	'0' Not Important	6.9%	9.5%	7.1%	2.4%	7.7%
	1	71	1	2	9	59
		5.9%	6.8%	2.0%	5.1%	6.4%
	2	161	3	20	19	119
		13.4%	15.0%	21.6%	11.1%	13.0%
	3	244	1	15	45	184
		20.4%	4.2%	15.6%	26.6%	20.0%
	'4' Extremely Important	634	11	51	93	479
		52.8%	64.6%	53.7%	54.8%	52.2%
	DK/NA	7	0	0	0	7
	.6%	.0%	.0%	.0%	.8%	
3E. Expanding highways	Total	1200	18	95	170	917
	'0' Not Important	87	2	5	8	73
		7.3%	9.7%	5.1%	4.7%	8.0%
	1	86	1	7	14	64
		7.1%	4.9%	7.3%	8.0%	7.0%
	2	227	1	22	35	169
		18.9%	4.1%	23.5%	20.6%	18.4%
	3	286	2	24	47	213
		23.9%	12.9%	25.3%	27.6%	23.2%
	'4' Extremely Important	505	12	37	67	389
	42.1%	68.5%	38.8%	39.2%	42.4%	
DK/NA	9	0	0	0	9	
	.7%	.0%	.0%	.0%	.9%	
3F. Reducing traffic congestion	Total	1200	18	95	170	917
	'0' Not Important	84	1	6	10	66
		7.0%	8.2%	6.8%	5.7%	7.2%
	1	81	0	7	17	57
		6.8%	2.0%	7.8%	9.8%	6.2%
	2	182	5	14	32	132
		15.1%	25.5%	14.3%	18.7%	14.4%
	3	270	4	25	33	209
		22.5%	20.8%	26.2%	19.1%	22.8%
	'4' Extremely Important	580	8	43	79	451
	48.4%	43.5%	44.9%	46.6%	49.1%	
DK/NA	3	0	0	0	3	
	.2%	.0%	.0%	.0%	.3%	
3G. Maintaining local streets and roads	Total	1200	18	95	170	917
	'0' Not Important	28	2	0	1	24
		2.3%	11.5%	.0%	.9%	2.6%
	1	19	0	2	5	12
		1.6%	.0%	1.9%	3.1%	1.3%
	2	106	1	9	14	81
		8.8%	3.6%	10.0%	8.4%	8.9%
	3	282	1	24	43	215
		23.5%	3.4%	24.9%	25.1%	23.4%
	'4' Extremely Important	763	14	60	107	582
	63.6%	81.4%	63.1%	62.6%	63.4%	
DK/NA	3	0	0	0	3	
	.3%	.0%	.0%	.0%	.4%	

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3H. Expanding local bus services	Total	1200	18	95	170	917
	'0' Not Important	101	1	5	15	80
		8.5%	4.8%	5.7%	8.8%	8.8%
	1	93	1	11	14	66
		7.7%	6.8%	12.1%	8.0%	7.2%
	2	269	2	10	26	231
		22.4%	13.1%	10.4%	15.4%	25.1%
	3	281	3	28	50	200
		23.4%	16.3%	29.8%	29.1%	21.8%
'4' Extremely Important	437	10	40	59	328	
	36.4%	57.1%	42.0%	34.7%	35.8%	
DK/NA	19	0	0	7	12	
	1.6%	2.0%	.0%	4.1%	1.3%	
3I. Improving public transportation to other cities	Total	1200	18	95	170	917
	'0' Not Important	112	1	2	14	95
		9.3%	6.1%	2.2%	8.0%	10.3%
	1	72	0	8	6	58
		6.0%	.0%	8.2%	3.6%	6.3%
	2	231	1	16	37	177
		19.2%	4.9%	16.9%	21.6%	19.3%
	3	295	5	31	38	221
		24.6%	30.4%	32.2%	22.2%	24.1%
'4' Extremely Important	480	9	37	76	358	
	40.0%	49.9%	39.3%	44.5%	39.0%	
DK/NA	12	2	1	0	9	
	1.0%	8.8%	1.2%	.2%	1.0%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	18	95	170	917
	'0' Not Important	66	2	3	7	54
		5.5%	11.5%	2.9%	4.2%	5.9%
	1	62	0	5	12	44
		5.2%	2.2%	5.4%	7.2%	4.8%
	2	212	3	17	34	158
		17.7%	18.9%	17.9%	20.2%	17.2%
	3	328	4	17	52	255
		27.4%	22.4%	18.4%	30.6%	27.8%
'4' Extremely Important	524	8	51	64	401	
	43.7%	45.0%	54.2%	37.7%	43.7%	
DK/NA	7	0	1	0	6	
	.6%	.0%	1.2%	.2%	.6%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	18	95	170	917
	'0' Not Important	93	1	5	7	80

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	7.7%	4.8%	5.1%	4.1%	8.7%
	1	83	0	8	21	55
		6.9%	.0%	8.1%	12.3%	6.0%
	2	244	5	15	36	188
		20.4%	28.6%	15.4%	21.3%	20.5%
	3	317	3	31	45	239
		26.4%	14.3%	32.2%	26.4%	26.1%
	'4' Extremely Important	451	9	35	58	348
		37.6%	52.4%	37.4%	34.2%	38.0%
DK/NA	11	0	2	3	7	
	.9%	.0%	1.7%	1.7%	.7%	
3L. Improving air quality	Total	1200	18	95	170	917
	'0' Not Important	45	1	1	2	40
		3.7%	8.2%	.8%	1.4%	4.4%
	1	39	0	4	6	28
		3.2%	.0%	4.5%	3.7%	3.1%
	2	108	0	11	12	84
		9.0%	1.5%	12.1%	7.2%	9.2%
	3	178	0	12	28	138
		14.8%	2.0%	12.6%	16.5%	15.0%
'4' Extremely Important	825	16	66	121	622	
	68.8%	88.3%	70.0%	71.2%	67.8%	
DK/NA	5	0	0	0	5	
	.4%	.0%	.0%	.0%	.6%	
3M. Preserving water supply	Total	1200	18	95	170	917
	'0' Not Important	28	0	1	4	24
		2.4%	.0%	.8%	2.1%	2.6%
	1	30	0	6	2	22
		2.5%	.0%	6.4%	1.1%	2.4%
	2	72	1	4	8	59
		6.0%	4.8%	4.0%	4.9%	6.4%
	3	194	0	12	27	155
		16.2%	1.5%	12.9%	15.8%	16.9%
'4' Extremely Important	871	17	71	130	654	
	72.6%	93.7%	75.3%	76.2%	71.2%	
DK/NA	5	0	1	0	4	
	.4%	.0%	.7%	.0%	.5%	
3N. Improving water quality	Total	1200	18	95	170	917
	'0' Not Important	41	1	1	6	34
		3.4%	4.8%	.7%	3.2%	3.7%
	1	32	1	4	5	22
		2.7%	6.8%	4.0%	3.1%	2.4%
	2	102	0	10	9	83
		8.5%	1.5%	10.7%	5.0%	9.0%
	3	180	1	16	29	133
		15.0%	8.3%	16.4%	17.1%	14.6%
'4' Extremely Important	840	14	65	122	639	
	70.0%	78.7%	68.3%	71.5%	69.7%	
DK/NA	5	0	0	0	5	
	.4%	.0%	.0%	.0%	.6%	

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3O. Preserving open spaces and native animal habitats	Total	1200	18	95	170	917
	'0' Not Important	75	1	3	9	62
		6.3%	6.8%	3.0%	5.3%	6.8%
	1	69	0	9	9	51
		5.8%	2.6%	9.4%	5.2%	5.5%
	2	201	2	19	18	162
		16.8%	11.6%	20.1%	10.7%	17.7%
	3	305	2	13	49	241
		25.4%	12.9%	13.9%	28.8%	26.3%
'4' Extremely Important	538	12	51	82	393	
	44.8%	66.0%	53.6%	48.4%	42.8%	
DK/NA	11	0	0	3	8	
	.9%	.0%	.0%	1.7%	.9%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	18	95	170	917
	'0' Not Important	131	2	6	13	109
		10.9%	12.7%	6.7%	7.9%	11.8%
	1	76	2	5	9	60
		6.3%	11.5%	5.1%	5.6%	6.5%
	2	266	2	25	35	204
		22.2%	12.2%	26.0%	20.9%	22.2%
	3	320	2	27	58	233
		26.7%	11.4%	28.3%	34.0%	25.4%
'4' Extremely Important	394	9	32	50	303	
	32.8%	52.2%	33.9%	29.3%	33.0%	
DK/NA	14	0	0	4	10	
	1.1%	.0%	.0%	2.4%	1.0%	
3Q. Providing programs to improve energy efficiency	Total	1200	18	95	170	917
	'0' Not Important	62	2	2	7	51
		5.2%	9.5%	2.6%	4.3%	5.5%
	1	56	2	6	10	38
		4.7%	9.0%	5.9%	6.1%	4.2%
	2	187	4	21	29	135
		15.6%	21.1%	21.7%	16.8%	14.7%
	3	300	2	20	40	238
		25.0%	13.4%	21.2%	23.2%	25.9%
'4' Extremely Important	582	8	44	84	446	
	48.5%	47.0%	46.0%	49.3%	48.6%	
DK/NA	13	0	3	0	10	
	1.1%	.0%	2.7%	.2%	1.1%	
3R. Providing programs to conserve natural resources	Total	1200	18	95	170	917
	'0' Not Important	65	1	1	5	58

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
3R. Providing programs to conserve natural resources	'0' Not Important	5.4%	6.8%	1.5%	2.8%	6.3%
	1	47	1	9	5	32
		3.9%	6.8%	9.5%	3.0%	3.5%
	2	196	0	14	27	154
		16.3%	2.2%	15.1%	15.9%	16.8%
	3	304	5	26	35	238
		25.4%	26.2%	27.9%	20.5%	26.0%
	'4' Extremely Important	578	10	44	96	428
		48.1%	58.0%	45.9%	56.3%	46.7%
	DK/NA	10	0	0	2	7
	.8%	.0%	.0%	1.5%	.8%	
3S. Improving the energy efficiency of local government buildings	Total	1200	18	95	170	917
	'0' Not Important	108	1	10	11	86
		9.0%	6.1%	10.5%	6.2%	9.4%
	1	74	0	12	13	49
		6.2%	2.2%	12.7%	7.7%	5.3%
	2	216	4	12	34	166
		18.0%	24.3%	12.9%	19.7%	18.1%
	3	338	3	34	49	253
		28.2%	15.6%	36.3%	28.6%	27.5%
	'4' Extremely Important	434	9	26	62	337
	36.1%	51.8%	27.6%	36.3%	36.7%	
DK/NA	30	0	0	3	27	
	2.5%	.0%	.0%	1.5%	3.0%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	18	95	170	917
	'0' Not Important	126	3	12	22	90
		10.5%	14.9%	13.0%	12.7%	9.8%
	1	99	0	8	14	78
		8.3%	.0%	7.9%	8.0%	8.5%
	2	270	4	26	33	207
		22.5%	21.8%	28.0%	19.1%	22.6%
	3	284	0	24	41	219
		23.7%	2.0%	25.6%	24.2%	23.8%
	'4' Extremely Important	401	11	24	58	308
	33.4%	59.1%	25.0%	34.2%	33.6%	
DK/NA	19	0	0	3	15	
	1.6%	2.2%	.5%	1.9%	1.7%	
3U. Providing information on how to reduce energy usage and save money	Total	1200	18	95	170	917
	'0' Not Important	67	2	2	8	55
		5.6%	12.9%	1.7%	4.9%	6.0%
	1	51	1	4	7	38
		4.2%	6.8%	4.7%	4.4%	4.1%
	2	210	5	19	17	169
		17.5%	26.0%	20.6%	10.1%	18.4%
	3	288	1	27	46	214
		24.0%	4.0%	28.3%	27.2%	23.4%
	'4' Extremely Important	565	9	42	91	423
	47.1%	50.3%	44.8%	53.5%	46.1%	
DK/NA	19	0	0	0	19	
	1.6%	.0%	.0%	.0%	2.0%	

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
3A. Creating more high paying jobs	'0' Not Important	a			
	1	.			
	2	.			
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	a		a	
	DK/NA	.		.	
	'0' Not Important	a		.	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	a	D		
	DK/NA	.		.	
	'0' Not Important	a	D	.	
3D. Creating more affordable housing	'4' Extremely Important	a		a	
	DK/NA	.		.	
	'0' Not Important	a		.	
3E. Expanding highways	'4' Extremely Important	a	a	a	
	DK/NA	.	.	.	
	'0' Not Important	a		.	
3F. Reducing traffic congestion	'4' Extremely Important	a	a	a	
	DK/NA	.	.	.	
	'0' Not Important	C	a	.	
3G. Maintaining local streets and roads	'4' Extremely Important	a	a	a	
	DK/NA	.	.	.	
	'0' Not Important	a		.	
3H. Expanding local bus services	'4' Extremely Important	a	a		
	DK/NA	.	.	D	
	'0' Not Important	a			

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
3I. Improving public transportation to other cities	'0' Not Important	a			
	1	.			
	2	.			
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	C D			
	DK/NA	.			
	'0' Not Important	a			
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	a		D	
	DK/NA	.		.	
	'0' Not Important	a		.	
3L. Improving air quality	'4' Extremely Important	a	a	a	
	DK/NA	.	.	.	
	'0' Not Important	a		.	
3M. Preserving water supply	'4' Extremely Important	a	C		
	DK/NA	.	.	.	
	'0' Not Important	a		.	
3N. Improving water quality	'4' Extremely Important	a	a	a	
	DK/NA	.	.	.	
	'0' Not Important	a		.	
3O. Preserving open spaces and native animal habitats	'4' Extremely Important	a	a	B	B
	DK/NA	.	.	.	
	'0' Not Important	a			

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
3E. Expanding highways	Total	1200	53	943	89	116
	'0' Not Important	87 7.3%	4 7.7%	52 5.6%	15 17.1%	16 13.7%
	1	86 7.1%	4 7.5%	60 6.4%	12 12.9%	10 8.9%
	2	227 18.9%	10 18.1%	170 18.0%	19 21.2%	29 24.7%
	3	286 23.9%	11 20.7%	228 24.2%	20 22.8%	27 23.5%
	'4' Extremely Important	505 42.1%	24 45.3%	427 45.3%	22 24.8%	32 28.0%
	DK/NA	9 .7%	0 .7%	6 .6%	1 1.2%	1 1.2%
	Total	1200	53	943	89	116
3F. Reducing traffic congestion	'0' Not Important	84 7.0%	7 13.4%	37 4.0%	14 15.2%	26 22.3%
	1	81 6.8%	4 7.2%	54 5.8%	7 7.7%	16 13.9%
	2	182 15.1%	10 18.1%	125 13.3%	24 26.8%	23 19.9%
	3	270 22.5%	8 15.9%	218 23.1%	19 21.6%	25 21.4%
	'4' Extremely Important	580 48.4%	24 45.4%	506 53.7%	25 27.9%	25 21.9%
	DK/NA	3 .2%	0 .0%	1 .1%	1 .9%	1 .5%
	Total	1200	53	943	89	116
	3G. Maintaining local streets and roads	'0' Not Important	28 2.3%	3 6.1%	16 1.7%	5 6.0%	3 2.9%
1		19 1.6%	1 2.1%	14 1.5%	2 2.5%	1 1.0%
2		106 8.8%	5 8.8%	80 8.4%	9 10.3%	12 10.6%
3		282 23.5%	9 16.9%	220 23.3%	24 27.2%	29 24.9%
'4' Extremely Important		763 63.6%	34 64.9%	611 64.8%	48 54.0%	70 60.3%
DK/NA		3 .3%	1 1.1%	2 .3%	0 .0%	0 .2%
Total		1200	53	943	89	116
3H. Expanding local bus services		'0' Not Important	101 8.5%	5 9.8%	70 7.4%	10 11.5%
	1	93 7.7%	4 8.4%	72 7.6%	7 8.2%	9 7.8%
	2	269 22.4%	16 31.2%	201 21.4%	23 25.5%	28 24.4%
	3	281 23.4%	10 18.9%	230 24.4%	17 19.1%	24 20.8%
	'4' Extremely Important	437 36.4%	16 31.3%	357 37.8%	30 33.4%	34 29.6%
	DK/NA	19 1.6%	0 .5%	13 1.4%	2 2.5%	4 3.3%
	Total	1200	53	943	89	116

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
3I. Improving public transportation to other cities	Total	1200	53	943	89	116
	'0' Not Important	112 9.3%	3 5.2%	88 9.3%	11 11.8%	10 9.1%
	1	72 6.0%	4 8.2%	57 6.0%	3 3.8%	7 6.2%
	2	231 19.2%	12 23.4%	181 19.2%	18 19.7%	20 17.2%
	3	295 24.6%	11 20.1%	236 25.0%	20 22.2%	29 24.9%
	'4' Extremely Important	480 40.0%	22 42.6%	373 39.6%	36 40.5%	48 41.7%
	DK/NA	12 1.0%	0 .6%	9 .9%	2 2.0%	1 1.0%
	Total	1200	53	943	89	116
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important	66 5.5%	1 2.5%	47 5.0%	9 10.2%	9 7.7%
	1	62 5.2%	5 10.0%	41 4.3%	7 7.5%	9 7.8%
	2	212 17.7%	11 20.3%	158 16.8%	17 18.5%	27 23.4%
	3	328 27.4%	10 19.2%	266 28.2%	23 25.2%	30 25.9%
	'4' Extremely Important	524 43.7%	25 48.0%	428 45.4%	33 36.8%	39 33.4%
	DK/NA	7 .6%	0 .0%	3 .4%	2 1.8%	2 1.8%
	Total	1200	53	943	89	116
	3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	93 7.7%	5 9.4%	68 7.2%	10 10.7%
1		83 6.9%	4 6.7%	63 6.6%	5 5.4%	12 10.6%
2		244 20.4%	12 22.3%	183 19.4%	21 23.1%	29 25.4%
3		317 26.4%	11 21.2%	256 27.2%	24 26.6%	26 22.7%
'4' Extremely Important		451 37.6%	21 40.4%	368 39.0%	29 32.9%	33 28.6%
DK/NA		11 .9%	0 .0%	6 .6%	1 1.2%	4 3.7%
Total		1200	53	943	89	116
3L. Improving air quality		'0' Not Important	45 3.7%	2 3.8%	27 2.8%	8 8.8%	8 7.3%
	1	39 3.2%	1 1.1%	27 2.8%	4 4.3%	8 6.6%
	2	108 9.0%	9 17.8%	64 6.8%	13 15.1%	22 18.7%
	3	178 14.8%	7 13.8%	136 14.5%	11 11.9%	24 20.5%
	'4' Extremely Important	825 68.8%	33 63.4%	686 72.7%	53 59.2%	53 46.1%
	DK/NA	5 .4%	0 .0%	4 .4%	1 .7%	1 .8%
	Total	1200	53	943	89	116

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
3M. Preserving water supply	Total	1200	53	943	89	116
	'0' Not Important	28 2.4%	0 .0%	19 2.0%	4 4.2%	6 4.9%
	1	30 2.5%	0 .0%	27 2.9%	2 2.0%	1 .9%
	2	72 6.0%	6 11.0%	49 5.2%	6 6.8%	11 9.2%
	3	194 16.2%	8 15.2%	145 15.3%	15 16.8%	26 22.7%
	'4' Extremely Important	871 72.6%	38 73.2%	699 74.1%	62 69.6%	72 62.1%
	DK/NA	5 .4%	0 .6%	4 .4%	1 .7%	0 .2%
	Total	1200	53	943	89	116
3N. Improving water quality	'0' Not Important	41 3.4%	2 3.4%	31 3.3%	6 6.9%	2 2.0%
	1	32 2.7%	1 2.0%	23 2.5%	3 3.6%	5 4.2%
	2	102 8.5%	7 13.2%	70 7.5%	10 11.4%	14 12.4%
	3	180 15.0%	8 15.2%	127 13.5%	17 19.3%	27 23.5%
	'4' Extremely Important	840 70.0%	34 65.6%	688 73.0%	52 57.7%	66 56.7%
	DK/NA	5 .4%	0 .5%	3 .3%	1 1.1%	1 1.3%
	Total	1200	53	943	89	116
	3O. Preserving open spaces and native animal habitats	'0' Not Important	75 6.3%	3 6.1%	59 6.3%	6 7.2%	7 5.8%
1		69 5.8%	4 7.0%	54 5.7%	2 2.8%	9 8.0%
2		201 16.8%	9 17.1%	155 16.4%	16 18.0%	21 18.5%
3		305 25.4%	12 23.4%	238 25.3%	21 23.6%	34 29.3%
'4' Extremely Important		538 44.8%	24 45.4%	431 45.8%	43 47.7%	40 34.5%
DK/NA		11 .9%	1 1.2%	5 .6%	1 .7%	4 3.8%
Total		1200	53	943	89	116
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		'0' Not Important	131 10.9%	2 4.5%	88 9.3%	23 25.6%
	1	76 6.3%	4 7.6%	55 5.8%	9 10.0%	8 7.1%
	2	266 22.2%	15 28.8%	200 21.2%	24 26.5%	28 23.8%
	3	320 26.7%	10 18.5%	263 27.9%	15 16.6%	32 28.1%
	'4' Extremely Important	394 32.8%	21 40.6%	329 34.9%	17 19.4%	26 22.6%
	DK/NA	14 1.1%	0 .0%	8 .9%	2 1.9%	4 3.1%
	Total	1200	53	943	89	116

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
3Q. Providing programs to improve energy efficiency	Total	1200	53	943	89	116
	'0' Not Important	62 5.2%	2 3.0%	44 4.7%	8 8.8%	8 7.2%
	1	56 4.7%	2 3.5%	46 4.8%	6 6.5%	3 2.4%
	2	187 15.6%	11 20.5%	133 14.1%	19 21.6%	24 21.0%
	3	300 25.0%	10 18.5%	228 24.2%	24 26.6%	38 33.2%
	'4' Extremely Important	582 48.5%	29 54.5%	481 51.1%	31 34.6%	41 35.6%
	DK/NA	13 1.1%	0 .0%	10 1.1%	2 1.9%	1 .6%
	Total	1200	53	943	89	116
3R. Providing programs to conserve natural resources	'0' Not Important	65 5.4%	3 5.3%	45 4.7%	12 13.4%	6 4.8%
	1	47 3.9%	7 12.7%	35 3.7%	1 1.4%	5 3.9%
	2	196 16.3%	6 12.1%	138 14.7%	17 19.0%	34 29.5%
	3	304 25.4%	10 19.5%	240 25.4%	20 22.6%	34 29.6%
	'4' Extremely Important	578 48.1%	26 49.2%	478 50.7%	37 41.8%	37 31.7%
	DK/NA	10 .8%	1 1.2%	7 .8%	2 1.7%	1 .5%
	Total	1200	53	943	89	116
	3S. Improving the energy efficiency of local government buildings	'0' Not Important	108 9.0%	5 8.9%	72 7.6%	13 14.5%
1		74 6.2%	6 10.6%	53 5.6%	7 7.5%	9 7.7%
2		216 18.0%	9 16.3%	163 17.3%	20 22.2%	25 21.5%
3		338 28.2%	15 28.3%	265 28.1%	20 22.3%	39 33.9%
'4' Extremely Important		434 36.1%	18 34.5%	368 39.0%	27 30.1%	21 18.1%
DK/NA		30 2.5%	1 1.4%	23 2.4%	3 3.5%	3 2.7%
Total		1200	53	943	89	116
3T. Purchasing government vehicles that use clean fuel technology		'0' Not Important	126 10.5%	7 12.7%	85 9.0%	18 20.6%
	1	99 8.3%	5 8.8%	78 8.3%	6 6.6%	11 9.3%
	2	270 22.5%	11 21.1%	211 22.4%	18 20.3%	30 26.2%
	3	284 23.7%	12 23.1%	224 23.8%	19 20.8%	29 25.4%
	'4' Extremely Important	401 33.4%	18 33.6%	331 35.2%	27 29.8%	25 21.8%
	DK/NA	19 1.6%	0 .7%	13 1.4%	2 2.0%	4 3.7%
	Total	1200	53	943	89	116

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	1200	53	943	89	116
'0' Not Important	67 5.6%	1 1.7%	51 5.4%	6 7.2%	9 7.7%
1	51 4.2%	4 7.2%	36 3.8%	5 5.1%	7 5.8%
2	210 17.5%	9 17.9%	146 15.5%	24 27.1%	30 26.1%
3	288 24.0%	7 13.9%	237 25.2%	14 15.7%	29 25.4%
'4' Extremely Important	565 47.1%	31 59.2%	459 48.7%	38 42.6%	37 31.7%
DK/NA	19 1.6%	0 .1%	13 1.4%	2 2.3%	4 3.4%

Comparisons of Column Proportions^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
'0' Not Important				
1				
2				
3				
'4' Extremely Important		C		
DK/NA				
'0' Not Important				
1				
2				
3				
'4' Extremely Important				
DK/NA				
'0' Not Important			B	
1				
2				
3				
'4' Extremely Important		C		
DK/NA				
'0' Not Important			B	B
1				
2				
3				
'4' Extremely Important		C D		
DK/NA				
'0' Not Important	B		B	B
1				
2			B	
3				
'4' Extremely Important	D ^a	C D		
DK/NA				
'0' Not Important			B	
1				
2				
3				
'4' Extremely Important			a	
DK/NA				
'0' Not Important				
1				
2				
3				
'4' Extremely Important				
DK/NA				

Comparisons of Column Proportions^{b,c}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
3I. Improving public transportation to other cities	'0' Not Important				
	1				
	2				
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	a			
	DK/NA				
	'0' Not Important				
3L. Improving air quality	'4' Extremely Important				
	DK/NA				
	'0' Not Important			B	B
3M. Preserving water supply	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3N. Improving water quality	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3O. Preserving open spaces and native animal habitats	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important				
	DK/NA				
	'0' Not Important				

Comparisons of Column Proportions^{b,c}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
3Q. Providing programs to improve energy efficiency	'0' Not Important				
	1				
	2				
3R. Providing programs to conserve natural resources	'4' Extremely Important	a			
	DK/NA				
	'0' Not Important				
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important				
	DK/NA				
	'0' Not Important				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	
3A. Creating more high paying jobs	Total	1200	20	110	852	62	22	
	'0' Not Important	40 3.3%	0 2.4%	3 2.9%	23 2.7%	3 5.5%	4 16.6%	
	1	22 1.8%	0 .0%	1 1.0%	20 2.3%	0 .4%	0 .0%	
	2	96 8.0%	4 19.8%	6 5.6%	54 6.4%	4 5.7%	10 46.0%	
	3	193 16.1%	4 17.5%	17 15.0%	146 17.1%	6 10.1%	4 15.7%	
	'4' Extremely Important	833 69.4%	12 58.8%	82 74.7%	601 70.6%	48 78.3%	5 21.7%	
	DK/NA	16 1.4%	0 1.6%	1 .8%	8 .9%	0 .0%	0 .0%	
		Total	1200	20	110	852	62	22
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	50 4.1%	0 .0%	7 6.2%	32 3.7%	2 3.3%	4 16.6%	
	1	38 3.2%	1 7.2%	5 4.4%	28 3.2%	0 .0%	2 9.9%	
	2	117 9.7%	1 5.3%	4 3.4%	90 10.6%	7 11.0%	2 10.5%	
	3	297 24.7%	3 15.1%	27 24.3%	207 24.2%	25 39.9%	4 18.2%	
	'4' Extremely Important	687 57.3%	14 70.9%	66 59.7%	492 57.7%	28 45.8%	10 44.8%	
	DK/NA	12 1.0%	0 1.5%	2 2.1%	5 .6%	0 .0%	0 .0%	
		Total	1200	20	110	852	62	22
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	56 4.7%	0 .0%	4 3.6%	35 4.1%	0 .4%	8 35.9%
1		46 3.9%	1 7.2%	5 4.2%	33 3.8%	4 6.6%	1 2.6%	
2		156 13.0%	3 16.5%	12 10.5%	111 13.0%	4 5.9%	6 27.0%	
3		312 26.0%	5 26.9%	36 32.4%	224 26.2%	15 25.0%	2 6.7%	
'4' Extremely Important		615 51.3%	10 49.5%	54 49.3%	444 52.1%	36 57.5%	6 27.8%	
DK/NA		14 1.1%	0 .0%	0 .0%	6 .6%	3 4.6%	0 .0%	
		Total	1200	20	110	852	62	22
3D. Creating more affordable housing		'0' Not Important	83	0	8	58	0	5

		Typical Transportation to Work or School			
		Work from home/Don't work outside the home	Other	DK/NA	
3A. Creating more high paying jobs	Total	61	37	35	
	'0' Not Important	3 4.5%	1 3.3%	2 7.0%	
	1	0 .0%	0 .8%	1 1.6%	
	2	6 9.6%	6 17.1%	5 15.5%	
	3	9 14.5%	5 13.2%	4 10.2%	
	'4' Extremely Important	43 69.3%	23 62.4%	18 52.7%	
	DK/NA	1 2.2%	1 3.3%	5 13.1%	
		Total	61	37	35
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	2 3.8%	1 2.5%	2 6.9%	
	1	2 2.8%	0 .0%	0 .0%	
	2	5 8.0%	2 5.5%	6 16.4%	
	3	14 23.0%	10 26.3%	8 22.0%	
	'4' Extremely Important	38 62.0%	23 61.8%	16 47.2%	
	DK/NA	0 .4%	1 4.0%	3 7.5%	
		Total	61	37	35
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	5 8.5%	1 2.5%	2 7.0%
1		3 4.4%	0 .6%	0 .3%	
2		7 10.7%	9 25.0%	5 14.7%	
3		14 22.8%	6 15.8%	11 31.2%	
'4' Extremely Important		32 51.4%	20 53.7%	13 37.6%	
DK/NA		1 2.2%	1 2.3%	3 9.2%	
		Total	61	37	35
3D. Creating more affordable housing		'0' Not Important	6	2	5

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
3D. Creating more affordable housing	'0' Not Important	6.9%	.0%	7.1%	6.8%	.0%	21.5%
	1	71 5.9%	2 7.9%	3 2.9%	57 6.6%	1 1.1%	0 2.1%
	2	161 13.4%	6 28.9%	18 16.0%	106 12.4%	8 13.3%	6 27.0%
	3	244 20.4%	4 17.9%	27 24.9%	172 20.2%	10 15.5%	5 23.2%
	'4' Extremely Important	634 52.8%	9 43.7%	54 49.2%	456 53.5%	43 70.2%	6 26.2%
	DK/NA	7 .6%	0 1.6%	0 .0%	4 .5%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3E. Expanding highways	'0' Not Important	87 7.3%	4 17.4%	8 7.0%	60 7.0%	2 2.9%	3 13.8%
	1	86 7.1%	0 .0%	11 10.4%	62 7.2%	5 7.4%	5 21.5%
	2	227 18.9%	8 38.5%	21 19.0%	160 18.8%	16 26.1%	3 15.2%
	3	286 23.9%	3 15.2%	20 18.5%	203 23.8%	13 20.4%	4 16.9%
	'4' Extremely Important	505 42.1%	6 28.9%	50 45.1%	364 42.7%	27 42.9%	7 32.5%
	DK/NA	9 .7%	0 .0%	0 .0%	4 .5%	0 .4%	0 .0%
	Total	1200	20	110	852	62	22
3F. Reducing traffic congestion	'0' Not Important	84 7.0%	2 10.1%	10 9.1%	62 7.3%	1 2.0%	2 9.1%
	1	81 6.8%	3 16.6%	8 7.1%	52 6.1%	8 12.7%	4 18.2%
	2	182 15.1%	3 13.3%	14 12.3%	135 15.9%	10 16.0%	5 24.2%
	3	270 22.5%	3 12.9%	28 25.3%	185 21.7%	11 17.0%	6 28.0%
	'4' Extremely Important	580 48.4%	9 45.5%	51 46.1%	418 49.1%	32 52.3%	5 20.4%
	DK/NA	3 .2%	0 1.6%	0 .0%	0 .0%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3G. Maintaining local streets and roads	'0' Not Important	28 2.3%	1 4.3%	0 .4%	15 1.8%	2 3.9%	9 39.5%
	1	19 1.6%	0 .0%	0 .1%	15 1.7%	2 2.7%	1 2.6%
	2	106 8.8%	3 12.5%	12 11.2%	68 8.0%	6 10.5%	1 5.5%
	3	282 23.5%	6 30.6%	37 33.5%	195 22.9%	11 17.1%	3 12.4%
	'4' Extremely Important	763 63.6%	11 52.5%	60 54.8%	559 65.5%	41 65.8%	9 40.0%
	DK/NA	3 .3%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
3D. Creating more affordable housing	'0' Not Important	10.0%	4.1%	14.0%
	1	4 5.9%	2 4.4%	3 8.4%
	2	7 12.0%	5 12.5%	6 16.6%
	3	11 17.2%	10 27.4%	6 16.3%
	'4' Extremely Important	34 54.9%	18 50.2%	14 38.9%
	DK/NA	0 .0%	1 1.4%	2 5.7%
	Total	61	37	35
3E. Expanding highways	'0' Not Important	2 3.3%	5 14.7%	4 12.0%
	1	2 2.8%	0 .0%	1 4.2%
	2	10 17.1%	3 7.7%	5 14.9%
	3	23 37.9%	12 32.5%	9 25.6%
	'4' Extremely Important	24 38.9%	16 43.5%	12 33.4%
	DK/NA	0 .0%	1 1.6%	3 9.9%
	Total	61	37	35
3F. Reducing traffic congestion	'0' Not Important	1 2.1%	2 6.1%	3 8.2%
	1	5 8.0%	1 2.7%	0 .4%
	2	6 10.3%	1 2.1%	8 21.9%
	3	19 30.6%	11 31.0%	8 23.9%
	'4' Extremely Important	30 48.3%	21 58.0%	14 40.9%
	DK/NA	0 .7%	0 .0%	2 4.7%
	Total	61	37	35
3G. Maintaining local streets and roads	'0' Not Important	0 .0%	0 .0%	0 .2%
	1	1 1.4%	0 .0%	1 2.0%
	2	7 11.9%	3 8.1%	4 12.6%
	3	15 25.1%	6 15.3%	9 26.7%
	'4' Extremely Important	38 61.5%	28 76.6%	18 50.5%
	DK/NA	0 .0%	0 .0%	3 7.9%
	Total	61	37	35

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
3H. Expanding local bus services	Total	1200	20	110	852	62	22
	'0' Not Important	101	3	8	77	0	4
	1	93	3	3	80	0	2
	2	269	3	34	186	10	6
	3	281	5	30	204	11	2
	'4' Extremely Important	437	6	33	293	40	8
	DK/NA	19	0	2	12	1	0
		1.6%	.0%	2.1%	1.5%	1.0%	1.6%
3I. Improving public transportation to other cities	Total	1200	20	110	852	62	22
	'0' Not Important	112	3	7	81	1	5
	1	72	2	5	53	0	1
	2	231	4	25	169	7	2
	3	295	1	25	229	7	2
	'4' Extremely Important	480	10	47	317	44	11
	DK/NA	12	0	0	4	3	0
		1.0%	.0%	.0%	.4%	4.2%	1.6%
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	20	110	852	62	22
	'0' Not Important	66	2	6	39	2	6
	1	62	2	1	53	1	1
	2	212	2	14	161	10	2
	3	328	4	36	242	12	2
	'4' Extremely Important	524	11	53	357	38	13
	DK/NA	7	0	1	1	0	0
		.6%	.0%	1.3%	.2%	.0%	.0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	20	110	852	62	22
	'0' Not Important	93	2	14	67	0	2

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
3H. Expanding local bus services	Total	61	37	35
	'0' Not Important	5	1	3
	1	3	1	0
	2	17	7	5
	3	16	7	7
	'4' Extremely Important	20	20	17
	DK/NA	0	1	3
		.4%	1.5%	7.9%
3I. Improving public transportation to other cities	Total	61	37	35
	'0' Not Important	8	4	2
	1	6	1	3
	2	14	5	3
	3	13	8	10
	'4' Extremely Important	20	16	14
	DK/NA	1	2	3
		1.0%	5.4%	7.9%
3J. Maintaining and improving sidewalks and bike lanes	Total	61	37	35
	'0' Not Important	6	2	3
	1	2	3	0
	2	12	4	9
	3	18	7	8
	'4' Extremely Important	24	19	12
	DK/NA	0	2	3
		.0%	4.9%	7.5%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	61	37	35
	'0' Not Important	1	2	5

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	7.7%	10.3%	13.1%	7.9%	.0%	9.1%
	1	83 6.9%	4 19.5%	1 .9%	59 6.9%	3 4.7%	5 22.2%
	2	244 20.4%	4 21.3%	17 15.6%	181 21.2%	11 18.1%	7 30.3%
	3	317 26.4%	4 17.4%	33 29.7%	228 26.7%	9 14.8%	5 22.2%
	'4' Extremely Important	451 37.6%	6 29.9%	45 40.7%	312 36.5%	39 62.3%	4 16.2%
	DK/NA	11 .9%	0 1.6%	0 .0%	6 .7%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3L. Improving air quality	'0' Not Important	45 3.7%	0 .0%	0 .4%	32 3.7%	0 .4%	4 16.6%
	1	39 3.2%	1 5.3%	0 .0%	29 3.4%	3 4.8%	1 4.9%
	2	108 9.0%	3 13.6%	10 8.9%	79 9.2%	7 10.5%	1 3.1%
	3	178 14.8%	3 15.7%	19 17.1%	127 14.9%	9 15.3%	2 8.2%
	'4' Extremely Important	825 68.8%	13 63.7%	80 72.5%	585 68.6%	43 68.9%	15 67.2%
	DK/NA	5 .4%	0 1.6%	1 1.1%	1 .1%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3M. Preserving water supply	'0' Not Important	28 2.4%	0 .0%	2 2.0%	15 1.8%	2 3.9%	4 16.6%
	1	30 2.5%	1 7.3%	0 .0%	23 2.6%	1 1.1%	0 .0%
	2	72 6.0%	0 1.5%	8 7.1%	50 5.8%	5 8.2%	4 16.6%
	3	194 16.2%	5 26.3%	16 15.0%	148 17.4%	6 10.0%	2 10.6%
	'4' Extremely Important	871 72.6%	13 64.9%	84 75.9%	615 72.1%	48 76.8%	13 56.2%
	DK/NA	5 .4%	0 .0%	0 .0%	2 .3%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3N. Improving water quality	'0' Not Important	41 3.4%	0 .0%	2 1.4%	33 3.9%	0 .0%	4 16.6%
	1	32 2.7%	2 8.3%	2 1.7%	21 2.4%	3 5.5%	0 .0%
	2	102 8.5%	4 17.5%	10 8.9%	71 8.3%	7 11.1%	2 10.0%
	3	180 15.0%	4 19.2%	15 13.5%	119 13.9%	9 14.7%	5 22.9%
	'4' Extremely Important	840 70.0%	11 54.9%	81 73.3%	607 71.2%	42 68.7%	11 50.5%
	DK/NA	5 .4%	0 .0%	1 1.1%	2 .2%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	.9%	4.5%	13.1%
	1	8 12.6%	2 5.6%	1 4.2%
	2	11 17.7%	5 12.7%	9 25.2%
	3	22 35.6%	11 30.5%	6 16.3%
	'4' Extremely Important	18 29.4%	17 46.8%	12 33.2%
	DK/NA	2 3.8%	0 .0%	3 7.9%
	Total	61	37	35
3L. Improving air quality	'0' Not Important	2 2.5%	3 7.6%	4 11.7%
	1	1 2.1%	2 4.5%	1 4.2%
	2	5 8.4%	2 5.7%	2 7.1%
	3	10 16.5%	2 4.2%	6 17.1%
	'4' Extremely Important	43 70.4%	29 77.9%	18 52.0%
	DK/NA	0 .0%	0 .0%	3 7.9%
	Total	61	37	35
3M. Preserving water supply	'0' Not Important	2 3.0%	2 4.2%	1 3.8%
	1	3 4.6%	0 1.4%	2 5.2%
	2	4 5.7%	2 4.1%	0 1.0%
	3	7 11.6%	3 8.0%	5 15.2%
	'4' Extremely Important	46 75.1%	30 82.3%	23 67.3%
	DK/NA	0 .0%	0 .0%	3 7.5%
	Total	61	37	35
3N. Improving water quality	'0' Not Important	1 1.9%	0 .0%	2 5.7%
	1	3 4.6%	1 3.6%	1 2.0%
	2	2 2.6%	3 7.0%	4 12.4%
	3	18 30.0%	4 10.1%	6 16.1%
	'4' Extremely Important	37 60.9%	29 78.3%	20 58.7%
	DK/NA	0 .0%	0 .9%	2 5.1%
	Total	61	37	35

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	
3O. Preserving open spaces and native animal habitats	Total	1200	20	110	852	62	22	
	'0' Not Important	75 6.3%	4 20.4%	3 3.0%	54 6.3%	1 1.1%	4 18.7%	
	1	69 5.8%	0 .0%	3 2.6%	53 6.3%	3 5.4%	0 2.2%	
	2	201 16.8%	0 1.5%	24 22.1%	139 16.3%	10 15.7%	9 40.5%	
	3	305 25.4%	5 25.6%	25 23.1%	223 26.1%	13 20.2%	6 25.2%	
	'4' Extremely Important	538 44.8%	10 50.8%	53 48.1%	377 44.2%	36 57.5%	3 13.5%	
	DK/NA	11 .9%	0 1.6%	1 1.0%	6 .8%	0 .0%	0 .0%	
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	20	110	852	62	22
		'0' Not Important	131 10.9%	2 8.2%	9 8.3%	95 11.2%	2 2.8%	5 21.5%
1		76 6.3%	2 10.9%	6 5.5%	61 7.2%	1 1.9%	0 2.1%	
2		266 22.2%	3 13.7%	25 23.0%	185 21.7%	12 18.6%	8 34.7%	
3		320 26.7%	8 38.5%	33 29.7%	224 26.3%	20 32.2%	4 18.0%	
'4' Extremely Important		394 32.8%	6 28.7%	36 32.5%	279 32.7%	28 44.5%	5 23.7%	
DK/NA		14 1.1%	0 .0%	1 1.0%	8 1.0%	0 .0%	0 .0%	
3Q. Providing programs to improve energy efficiency		Total	1200	20	110	852	62	22
		'0' Not Important	62 5.2%	0 1.6%	5 4.8%	48 5.6%	0 .0%	4 17.1%
	1	56 4.7%	0 .0%	6 5.6%	35 4.2%	1 1.5%	1 4.9%	
	2	187 15.6%	2 10.1%	17 15.8%	135 15.8%	13 20.4%	11 47.6%	
	3	300 25.0%	6 29.3%	27 24.1%	214 25.1%	10 15.9%	5 20.2%	
	'4' Extremely Important	582 48.5%	12 58.9%	55 49.8%	415 48.7%	37 59.0%	2 10.1%	
	DK/NA	13 1.1%	0 .0%	0 .0%	5 .6%	2 3.2%	0 .0%	
	3R. Providing programs to conserve natural resources	Total	1200	20	110	852	62	22
		'0' Not Important	65	1	5	45	0	9

		Typical Transportation to Work or School			
		Work from home/Don't work outside the home	Other	DK/NA	
3O. Preserving open spaces and native animal habitats	Total	61	37	35	
	'0' Not Important	6 9.8%	1 1.6%	3 8.3%	
	1	5 7.7%	2 5.3%	2 6.5%	
	2	8 13.8%	3 7.4%	7 21.4%	
	3	17 27.7%	10 27.3%	7 19.6%	
	'4' Extremely Important	25 41.1%	21 57.5%	13 36.3%	
	DK/NA	0 .0%	0 .9%	3 7.9%	
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	61	37	35
		'0' Not Important	10 17.0%	3 9.2%	4 12.4%
1		2 3.2%	3 7.2%	0 .7%	
2		13 21.6%	9 24.7%	11 31.5%	
3		18 28.7%	8 21.6%	6 17.5%	
'4' Extremely Important		16 26.8%	14 37.4%	11 30.4%	
DK/NA		2 2.7%	0 .0%	3 7.5%	
3Q. Providing programs to improve energy efficiency		Total	61	37	35
		'0' Not Important	2 3.6%	1 2.5%	2 5.6%
	1	10 16.5%	2 5.1%	0 1.0%	
	2	2 3.5%	5 13.6%	3 8.1%	
	3	14 23.4%	10 27.6%	15 42.1%	
	'4' Extremely Important	32 52.3%	19 50.5%	10 30.2%	
	DK/NA	0 .8%	0 .7%	5 13.1%	
	3R. Providing programs to conserve natural resources	Total	61	37	35
		'0' Not Important	2	1	3

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
3R. Providing programs to conserve natural resources	'0' Not Important	5.4%	5.4%	4.7%	5.2%	.5%	39.5%
	1	47 3.9%	0 .0%	2 1.8%	41 4.8%	0 .4%	0 .0%
	2	196 16.3%	2 8.4%	7 6.4%	150 17.6%	8 12.7%	6 24.9%
	3	304 25.4%	9 45.3%	27 24.2%	222 26.0%	16 26.3%	4 16.0%
	'4' Extremely Important	578 48.1%	8 40.9%	68 62.0%	392 46.0%	37 60.1%	4 19.6%
	DK/NA	10 .8%	0 .0%	1 1.0%	4 .4%	0 .0%	0 .0%
	Total	1200	20	110	852	62	22
3S. Improving the energy efficiency of local government buildings	'0' Not Important	108 9.0%	1 6.9%	15 13.4%	76 8.9%	2 2.5%	9 39.5%
	1	74 6.2%	1 7.2%	3 3.0%	54 6.3%	4 6.7%	3 13.9%
	2	216 18.0%	3 17.1%	19 17.2%	156 18.3%	12 18.6%	4 16.1%
	3	338 28.2%	6 28.9%	31 28.2%	243 28.5%	15 23.6%	3 14.3%
	'4' Extremely Important	434 36.1%	8 39.8%	38 34.8%	307 36.0%	28 44.6%	4 16.2%
	DK/NA	30 2.5%	0 .0%	4 3.3%	17 2.0%	3 4.2%	0 .0%
	Total	1200	20	110	852	62	22
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	126 10.5%	1 3.9%	12 11.0%	87 10.3%	6 9.7%	8 34.2%
	1	99 8.3%	1 3.0%	6 5.5%	69 8.1%	5 8.6%	3 14.3%
	2	270 22.5%	9 43.0%	31 28.2%	199 23.4%	7 11.1%	2 8.6%
	3	284 23.7%	4 18.6%	29 26.2%	209 24.6%	16 25.2%	2 7.0%
	'4' Extremely Important	401 33.4%	6 29.9%	31 28.1%	279 32.7%	28 44.5%	8 35.9%
	DK/NA	19 1.6%	0 1.6%	1 1.0%	9 1.0%	1 1.0%	0 .0%
	Total	1200	20	110	852	62	22
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	67 5.6%	1 7.3%	3 3.2%	49 5.7%	1 2.0%	6 26.0%
	1	51 4.2%	1 3.0%	3 2.4%	38 4.5%	3 4.7%	3 14.1%
	2	210 17.5%	2 8.7%	23 20.6%	160 18.8%	4 6.8%	5 22.7%
	3	288 24.0%	5 26.0%	25 22.5%	200 23.5%	12 19.8%	4 16.9%
	'4' Extremely Important	565 47.1%	11 53.5%	54 49.0%	395 46.4%	39 62.5%	5 20.3%
	DK/NA	19 1.6%	0 1.6%	3 2.3%	10 1.2%	3 4.2%	0 .0%
	Total	1200	20	110	852	62	22

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
3R. Providing programs to conserve natural resources	'0' Not Important	2.9%	1.6%	7.4%
	1	3 5.3%	1 2.7%	0 .0%
	2	11 17.9%	6 17.4%	6 18.6%
	3	14 22.5%	5 13.3%	8 24.1%
	'4' Extremely Important	29 48.1%	23 62.5%	15 43.8%
	DK/NA	2 3.4%	1 2.6%	2 6.0%
	Total	61	37	35
3S. Improving the energy efficiency of local government buildings	'0' Not Important	1 1.4%	3 7.1%	2 6.2%
	1	6 9.9%	1 3.2%	1 2.6%
	2	9 15.2%	6 15.4%	8 22.2%
	3	22 35.2%	10 28.0%	9 25.9%
	'4' Extremely Important	22 35.9%	16 44.5%	11 31.5%
	DK/NA	1 2.4%	1 1.9%	4 11.6%
	Total	61	37	35
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	4 7.1%	3 9.5%	4 12.3%
	1	9 14.1%	4 11.1%	2 6.5%
	2	12 19.3%	3 8.2%	8 21.9%
	3	11 18.3%	7 18.0%	7 21.2%
	'4' Extremely Important	21 34.2%	19 51.3%	10 27.7%
	DK/NA	4 6.9%	1 1.9%	4 10.4%
	Total	61	37	35
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	1 1.1%	1 2.5%	5 13.6%
	1	2 3.1%	1 3.4%	0 1.0%
	2	6 10.1%	4 11.5%	6 16.7%
	3	21 34.0%	12 32.7%	9 25.9%
	'4' Extremely Important	32 51.7%	18 48.6%	12 34.8%
	DK/NA	0 .0%	0 1.3%	3 7.9%
	Total	61	37	35

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
3A. Creating more high paying jobs	'0' Not Important	.				C a
	1	.				
	2	.				B C D F
	3	.				
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important		E	E	E	a
	DK/NA	.			.	a
	'0' Not Important	.			.	
	1	.			.	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important				.	a
	DK/NA	.			.	a
	'0' Not Important	.			.	B C D G
	1	.			.	
3D. Creating more affordable housing	'4' Extremely Important	a	a		C	a
	DK/NA	.			a	
	'0' Not Important	.			.	
	1	.			.	
3E. Expanding highways	'4' Extremely Important				E	a
	DK/NA	.	a		a	
	'0' Not Important	.			.	
	1	.			.	
3F. Reducing traffic congestion	'4' Extremely Important				.	a
	DK/NA	.	a		.	a
	'0' Not Important	.			.	B C D G H
	1	.			.	
3G. Maintaining local streets and roads	'4' Extremely Important				.	a
	DK/NA	.	a		.	a
	'0' Not Important	.			.	
	1	.			.	

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
3A. Creating more high paying jobs	'0' Not Important	.		
	1	.		
	2	.		
	3	.		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	E		
	DK/NA	.		B C
	'0' Not Important	.	a	a
	1	.		
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important			
	DK/NA	.		C
	'0' Not Important	.		
	1	.		
3D. Creating more affordable housing	'4' Extremely Important			
	DK/NA	.		C
	'0' Not Important	.		
	1	.		
3E. Expanding highways	'4' Extremely Important			
	DK/NA	.		C
	'0' Not Important	.	a	
	1	.		
3F. Reducing traffic congestion	'4' Extremely Important			
	DK/NA	.	a	C
	'0' Not Important	.	a	
	1	.		
3G. Maintaining local streets and roads	'4' Extremely Important			
	DK/NA	.	a	C
	'0' Not Important	.	a	
	1	.		

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
3H. Expanding local bus services	'0' Not Important				a	D
	1				.	
	2					
3I. Improving public transportation to other cities	'4' Extremely Important	a			B C F	
	DK/NA	.				
	'0' Not Important				a	
3J. Maintaining and improving sidewalks and bike lanes	1					C D
	2					
	3					
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	a	a		B C F	
	DK/NA	.	.		C	
	'0' Not Important					C D
3L. Improving air quality	1	B				B
	2					
	3					
3M. Preserving water supply	'4' Extremely Important	a	a		C E F	a
	DK/NA	.	.		a	.
	'0' Not Important					B D
3N. Improving water quality	1					
	2					
	3					
	'4' Extremely Important	a	a		a	a
	DK/NA	.	.		.	.
	'0' Not Important					B C D
	1					a
	2					.
	3					.
	'4' Extremely Important	a			a	a
	DK/NA	.			.	.
	'0' Not Important					

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
3H. Expanding local bus services	'0' Not Important			
	1			
	2			
3I. Improving public transportation to other cities	'4' Extremely Important			
	DK/NA			
	'0' Not Important			
3J. Maintaining and improving sidewalks and bike lanes	1			
	2			
	3			
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	a	C	C
	DK/NA	.	.	.
	'0' Not Important			
3L. Improving air quality	1	B		
	2			
	3			
3M. Preserving water supply	'4' Extremely Important		a	C
	DK/NA	.	.	B
	'0' Not Important			
3N. Improving water quality	1			
	2			
	3			
	'4' Extremely Important	a	a	C
	DK/NA	.	.	.
	'0' Not Important			
	1			
	2			
	3			
	'4' Extremely Important	a	a	C
	DK/NA	.	.	.
	'0' Not Important			
	1			
	2			
	3			
	'4' Extremely Important	C		
	DK/NA	.		
	'0' Not Important			

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
3O. Preserving open spaces and native animal habitats	'0' Not Important	D				
	1	a				
	2					
	3					
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important				E	a
	DK/NA				a	a
	'0' Not Important					
	1					
3Q. Providing programs to improve energy efficiency	'4' Extremely Important	a			a	a
	DK/NA	a			a	a
	'0' Not Important	a				BCFH
	1					
3R. Providing programs to conserve natural resources	'4' Extremely Important	E	E	E	E	a
	DK/NA	a	a			a
	'0' Not Important	a				BCDFG
	1					
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important		CE		E	a
	DK/NA	a			a	a
	'0' Not Important					CDF
	1					
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	a				a
	DK/NA					
	'0' Not Important					C
	1					
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	D				
	DK/NA					a
	'0' Not Important					BCDF
	1					
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important				E	a
	DK/NA					
	'0' Not Important					
	1					

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
3O. Preserving open spaces and native animal habitats	'0' Not Important			
	1			
	2			
	3			
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	a	E	C
	DK/NA			
	'0' Not Important			
	1			
3Q. Providing programs to improve energy efficiency	'4' Extremely Important			
	DK/NA		a	C
	'0' Not Important			
	1	C		
3R. Providing programs to conserve natural resources	'4' Extremely Important	E	E	C
	DK/NA			
	'0' Not Important			a
	1			
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important		E	C
	DK/NA			
	'0' Not Important			
	1			
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important			
	DK/NA			C
	'0' Not Important			
	1			
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	C		C
	DK/NA			
	'0' Not Important			
	1			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3A. Creating more high paying jobs	Total	604	242	177	57	98
	'0' Not Important	16 2.6%	4 1.7%	7 4.0%	1 1.7%	3 3.3%
	1	17 2.8%	3 1.2%	8 4.4%	0 .5%	2 2.3%
	2	47 7.8%	16 6.7%	11 6.1%	4 7.7%	12 12.6%
	3	99 16.3%	34 13.9%	36 20.4%	9 16.7%	17 17.3%
	'4' Extremely Important	417 69.1%	185 76.3%	115 65.0%	42 73.4%	61 62.7%
	DK/NA	8 1.4%	0 .2%	0 .0%	0 .0%	2 1.8%
	Total	604	242	177	57	98
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	28 4.6%	2 .9%	9 5.2%	5 7.9%	5 5.3%
	1	13 2.2%	5 2.2%	2 1.4%	1 2.6%	4 3.8%
	2	65 10.8%	22 8.9%	19 10.5%	8 14.4%	12 12.8%
	3	131 21.7%	61 25.4%	43 24.1%	5 9.4%	16 16.1%
	'4' Extremely Important	360 59.7%	151 62.5%	103 58.1%	37 65.6%	58 59.7%
	DK/NA	6 1.0%	0 .1%	1 .8%	0 .0%	2 2.2%
	Total	604	242	177	57	98
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	24 4.0%	8 3.4%	4 2.1%	3 5.8%	9 9.0%
1		23 3.9%	6 2.3%	9 5.3%	6 10.3%	3 2.8%
2		77 12.7%	23 9.7%	22 12.6%	10 17.3%	16 16.8%
3		136 22.6%	56 23.2%	43 24.0%	10 17.6%	20 20.3%
'4' Extremely Important		331 54.8%	145 59.7%	99 55.8%	26 46.2%	49 50.6%
DK/NA		12 2.0%	4 1.7%	0 .1%	2 2.9%	1 .5%
Total		604	242	177	57	98
3D. Creating more affordable housing		'0' Not Important	42 6.9%	11 4.7%	7 3.9%	8 14.4%
	1	28 4.7%	5 1.9%	6 3.4%	4 7.3%	13 13.5%
	2	80 13.3%	30 12.2%	22 12.1%	7 11.8%	19 19.4%
	3	133 22.1%	47 19.5%	50 28.2%	12 21.2%	16 16.6%
	'4' Extremely Important	316 52.3%	147 60.7%	93 52.3%	25 43.6%	36 36.5%
	DK/NA	5 .8%	2 1.0%	0 .0%	1 1.7%	1 .5%
	Total	604	242	177	57	98

		Ballot Test - Sales Tax
		DK/NA
3A. Creating more high paying jobs	Total	30
	'0' Not Important	0 .0%
	1	4 12.2%
	2	3 10.8%
	3	2 8.0%
	'4' Extremely Important	15 48.6%
	DK/NA	6 20.4%
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	30
	'0' Not Important	7 22.7%
	1	0 .0%
	2	4 13.8%
	3	6 20.6%
	'4' Extremely Important	11 35.1%
	DK/NA	2 7.9%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	30
	'0' Not Important	0 .0%
	1	0 .0%
	2	5 16.2%
	3	8 26.1%
	'4' Extremely Important	12 38.9%
	DK/NA	6 18.8%
3D. Creating more affordable housing	Total	30
	'0' Not Important	2 7.4%
	1	0 1.3%
	2	3 11.3%
	3	8 25.8%
	'4' Extremely Important	15 51.7%
	DK/NA	1 2.5%

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3E. Expanding highways	Total	604	242	177	57	98
	'0' Not Important	40 6.7%	14 5.7%	7 4.0%	8 13.5%	9 8.8%
	1	48 7.9%	15 6.4%	13 7.4%	7 12.9%	7 7.3%
	2	113 18.7%	36 15.0%	39 21.8%	16 28.5%	18 18.7%
	3	135 22.3%	52 21.4%	36 20.3%	13 22.5%	25 25.7%
	'4' Extremely Important	266 44.0%	124 51.3%	82 46.0%	13 22.5%	37 38.1%
	DK/NA	3 .5%	0 .1%	1 .6%	0 .0%	1 1.4%
3F. Reducing traffic congestion	Total	604	242	177	57	98
	'0' Not Important	43 7.1%	15 6.1%	4 2.3%	8 13.5%	15 15.1%
	1	38 6.3%	12 4.9%	14 8.0%	5 8.8%	6 6.2%
	2	98 16.2%	40 16.6%	28 15.6%	14 25.2%	13 12.9%
	3	123 20.4%	44 18.1%	39 21.8%	10 17.7%	22 23.0%
	'4' Extremely Important	300 49.7%	131 54.3%	92 52.1%	20 34.7%	42 42.7%
	DK/NA	1 .2%	0 .1%	0 .2%	0 .0%	0 .1%
3G. Maintaining local streets and roads	Total	604	242	177	57	98
	'0' Not Important	11 1.8%	2 1.0%	4 2.5%	2 3.8%	2 2.1%
	1	9 1.5%	0 .0%	5 2.8%	1 2.5%	3 3.0%
	2	52 8.7%	15 6.1%	17 9.7%	5 9.4%	14 14.0%
	3	140 23.2%	44 18.3%	47 26.3%	18 30.9%	24 24.7%
	'4' Extremely Important	389 64.5%	180 74.3%	104 58.7%	30 53.4%	55 56.2%
	DK/NA	2 .3%	1 .2%	0 .0%	0 .0%	0 .0%
3H. Expanding local bus services	Total	604	242	177	57	98
	'0' Not Important	46 7.6%	11 4.6%	9 5.0%	9 16.3%	12 12.5%
	1	46 7.6%	13 5.3%	10 5.5%	5 9.6%	15 15.0%
	2	136 22.5%	39 16.3%	43 24.3%	19 33.1%	30 31.1%
	3	146 24.2%	59 24.5%	57 32.2%	12 21.4%	12 11.8%
	'4' Extremely Important	218 36.1%	118 48.7%	53 29.9%	11 19.6%	29 29.4%
	DK/NA	12 2.0%	1 .6%	5 3.0%	0 .0%	0 .1%

		Ballot Test - Sales Tax
		DK/NA
3E. Expanding highways	Total	30
	'0' Not Important	3 10.0%
	1	5 15.0%
	2	4 11.8%
	3	9 29.1%
	'4' Extremely Important	10 33.1%
	DK/NA	0 .9%
	3F. Reducing traffic congestion	Total	30
'0' Not Important		2 5.8%
1		1 4.1%
2		3 11.0%
3		8 27.7%
'4' Extremely Important		15 50.5%
DK/NA		0 .9%
3G. Maintaining local streets and roads	Total	30
	'0' Not Important	0 .0%
	1	0 .0%
	2	1 4.6%
	3	7 23.9%
	'4' Extremely Important	20 66.9%
DK/NA	1 4.6%	
3H. Expanding local bus services	Total	30
	'0' Not Important	4 14.6%
	1	3 10.7%
	2	4 13.5%
	3	6 19.1%
	'4' Extremely Important	7 24.3%
DK/NA	5 17.9%	

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3I. Improving public transportation to other cities	Total	604	242	177	57	98
	'0' Not Important	53 8.7%	7 2.8%	8 4.3%	9 16.5%	24 24.1%
	1	44 7.4%	10 4.3%	14 7.9%	8 14.0%	11 11.5%
	2	119 19.7%	45 18.6%	35 19.5%	12 20.7%	23 23.4%
	3	144 23.8%	66 27.2%	57 32.3%	8 14.4%	9 8.7%
	'4' Extremely Important	238 39.4%	114 46.9%	62 35.0%	17 30.5%	31 31.3%
	DK/NA	7 1.2%	1 .2%	2 1.1%	2 3.9%	1 1.0%
	3J. Maintaining and improving sidewalks and bike lanes	Total	604	242	177	57	98
'0' Not Important		33 5.5%	4 1.6%	5 3.0%	12 21.5%	9 8.9%
1		38 6.3%	13 5.4%	11 6.1%	3 5.8%	11 11.0%
2		104 17.2%	35 14.2%	39 21.9%	8 14.3%	17 17.5%
3		166 27.5%	58 24.0%	45 25.1%	25 44.2%	29 30.1%
'4' Extremely Important		258 42.7%	130 53.7%	77 43.4%	8 14.2%	32 32.6%
DK/NA		4 .7%	2 1.0%	1 .4%	0 .0%	0 .0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	604	242	177	57	98
	'0' Not Important	41 6.8%	12 4.9%	6 3.3%	4 7.6%	15 15.7%
	1	46 7.7%	13 5.5%	12 6.9%	7 12.3%	14 14.3%
	2	135 22.3%	49 20.4%	41 22.9%	12 21.8%	26 26.5%
	3	154 25.5%	49 20.0%	62 35.0%	19 34.3%	14 14.2%
	'4' Extremely Important	219 36.3%	117 48.4%	56 31.4%	14 23.9%	29 29.3%
	DK/NA	8 1.4%	2 .8%	1 .4%	0 .0%	0 .0%
3L. Improving air quality	Total	604	242	177	57	98
	'0' Not Important	18 3.0%	10 4.1%	1 .4%	2 4.2%	3 2.9%
	1	20 3.4%	3 1.2%	4 2.3%	2 3.0%	12 11.9%
	2	53 8.8%	17 7.0%	16 9.0%	9 15.6%	10 10.0%
	3	85 14.1%	17 6.9%	34 19.2%	11 19.2%	18 18.7%
	'4' Extremely Important	424 70.2%	195 80.6%	122 69.0%	33 58.0%	54 55.3%
DK/NA	3 .5%	1 .3%	0 .0%	0 .0%	1 1.2%	

		Ballot Test - Sales Tax
		DK/NA
3I. Improving public transportation to other cities	Total	30
	'0' Not Important	5 17.4%
	1	1 2.3%
	2	5 15.2%
	3	4 12.9%
	'4' Extremely Important	14 47.6%
	DK/NA	1 4.6%
3J. Maintaining and improving sidewalks and bike lanes	Total	30
	'0' Not Important	3 10.4%
	1	0 .0%
	2	6 18.5%
	3	9 29.8%
	'4' Extremely Important	11 37.1%
	DK/NA	1 4.2%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	30
	'0' Not Important	4 12.7%
	1	0 .0%
	2	6 21.5%
	3	10 33.5%
	'4' Extremely Important	4 13.6%
	DK/NA	6 18.8%
3L. Improving air quality	Total	30
	'0' Not Important	2 6.6%
	1	0 .0%
	2	2 5.5%
	3	5 17.2%
	'4' Extremely Important	20 66.1%
	DK/NA	1 4.6%

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3M. Preserving water supply	Total	604	242	177	57	98
	'0' Not Important	13 2.1%	6 2.4%	3 1.4%	1 2.2%	2 2.0%
	1	15 2.5%	0 .1%	5 2.7%	2 3.8%	7 6.8%
	2	32 5.3%	10 4.0%	9 4.9%	4 7.4%	10 9.9%
	3	101 16.7%	29 12.0%	32 18.3%	14 25.4%	18 18.0%
	'4' Extremely Important	442 73.2%	198 81.6%	129 72.7%	35 61.2%	62 63.3%
	DK/NA	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%
3N. Improving water quality	Total	604	242	177	57	98
	'0' Not Important	17 2.8%	1 .6%	3 1.4%	4 7.2%	7 7.2%
	1	19 3.2%	3 1.1%	9 4.9%	3 4.7%	5 5.3%
	2	54 9.0%	19 7.9%	13 7.2%	7 13.0%	14 14.8%
	3	72 11.9%	22 9.3%	24 13.8%	8 13.4%	15 15.1%
	'4' Extremely Important	439 72.7%	196 81.1%	129 72.7%	35 61.7%	55 56.3%
	DK/NA	2 .3%	0 .1%	0 .1%	0 .0%	1 1.2%
3O. Preserving open spaces and native animal habitats	Total	604	242	177	57	98
	'0' Not Important	33 5.5%	11 4.4%	6 3.6%	6 11.1%	10 10.0%
	1	27 4.5%	6 2.6%	6 3.4%	5 9.5%	10 9.8%
	2	103 17.0%	26 10.8%	34 19.4%	14 24.9%	26 26.9%
	3	156 25.9%	66 27.3%	52 29.3%	17 30.8%	14 14.1%
	'4' Extremely Important	277 45.8%	133 55.0%	79 44.3%	12 22.0%	38 39.2%
	DK/NA	8 1.3%	0 .0%	0 .0%	1 1.7%	0 .0%
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	604	242	177	57	98
	'0' Not Important	58 9.6%	21 8.5%	14 8.2%	5 9.6%	16 16.3%
	1	37 6.2%	7 2.8%	12 6.7%	7 13.2%	11 11.3%
	2	146 24.1%	46 18.8%	48 27.3%	14 24.5%	30 31.2%
	3	151 25.1%	62 25.5%	50 28.1%	19 32.8%	12 12.3%
	'4' Extremely Important	203 33.6%	107 44.3%	53 29.7%	11 19.2%	26 26.7%
	DK/NA	8 1.4%	0 .0%	0 .0%	0 .7%	2 2.2%

		Ballot Test - Sales Tax	
		DK/NA	
3M. Preserving water supply	Total	30	
	'0' Not Important	1 3.7%	
	1	1 4.0%	
	2	0 .0%	
	3	7 24.1%	
	'4' Extremely Important	19 64.0%	
	DK/NA	1 4.2%	
	3N. Improving water quality	Total	30
		'0' Not Important	2 7.4%
1		0 .0%	
2		1 2.3%	
3		3 9.4%	
'4' Extremely Important		24 80.0%	
DK/NA		0 .9%	
3O. Preserving open spaces and native animal habitats	Total	30	
	'0' Not Important	0 .4%	
	1	0 .0%	
	2	2 5.6%	
	3	7 23.6%	
	'4' Extremely Important	14 46.7%	
	DK/NA	7 23.7%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	30	
	'0' Not Important	2 5.5%	
	1	0 .4%	
	2	7 24.4%	
	3	9 30.4%	
	'4' Extremely Important	6 20.3%	
	DK/NA	6 19.1%	

		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	
3Q. Providing programs to improve energy efficiency	Total	604	242	177	57	98	
	'0' Not Important	28 4.7%	7 3.0%	3 1.5%	3 5.7%	12 11.9%	
	1	27 4.5%	4 1.8%	6 3.2%	5 8.7%	12 12.2%	
	2	101 16.7%	33 13.7%	35 19.9%	11 20.2%	12 12.4%	
	3	166 27.5%	58 23.9%	57 31.9%	21 37.1%	22 22.6%	
	'4' Extremely Important	277 45.9%	139 57.3%	77 43.5%	14 24.8%	39 39.9%	
	DK/NA	5 .8%	1 .3%	0 .0%	2 3.4%	1 1.0%	
	3R. Providing programs to conserve natural resources	Total	604	242	177	57	98
		'0' Not Important	27 4.4%	5 2.2%	9 5.1%	3 5.0%	9 9.6%
1		17 2.8%	3 1.3%	3 1.4%	6 11.0%	5 5.1%	
2		101 16.7%	26 10.8%	28 15.9%	15 27.0%	21 21.3%	
3		159 26.3%	45 18.4%	62 34.7%	19 34.2%	25 25.7%	
'4' Extremely Important		295 48.8%	162 66.9%	76 42.6%	13 22.1%	33 33.8%	
DK/NA		6 1.0%	1 .3%	0 .3%	0 .8%	4 4.5%	
3S. Improving the energy efficiency of local government buildings	Total	604	242	177	57	98	
	'0' Not Important	47 7.7%	14 5.7%	10 5.9%	8 13.5%	13 13.0%	
	1	30 4.9%	7 2.8%	7 4.2%	6 10.2%	9 8.9%	
	2	121 20.1%	39 16.1%	38 21.4%	15 27.2%	25 25.2%	
	3	167 27.6%	59 24.5%	63 35.7%	17 30.1%	16 16.3%	
	'4' Extremely Important	218 36.2%	119 49.1%	51 29.0%	8 13.9%	31 31.9%	
	DK/NA	21 3.5%	4 1.7%	7 3.9%	3 5.1%	5 4.7%	
3T. Purchasing government vehicles that use clean fuel technology	Total	604	242	177	57	98	
	'0' Not Important	63 10.5%	23 9.6%	14 7.8%	7 12.7%	15 15.6%	
	1	42 6.9%	7 3.1%	14 8.1%	7 11.6%	13 13.7%	
	2	140 23.2%	51 21.0%	39 21.8%	20 34.9%	27 27.5%	
	3	152 25.2%	51 21.1%	59 33.1%	17 30.7%	17 17.4%	
	'4' Extremely Important	194 32.1%	107 44.4%	49 27.6%	6 9.7%	24 24.8%	
	DK/NA	13 2.1%	2 .9%	3 1.7%	0 .4%	1 1.0%	

		Ballot Test - Sales Tax	
		DK/NA	
3Q. Providing programs to improve energy efficiency	Total	30	
	'0' Not Important	4 12.2%	
	1	0 .0%	
	2	9 28.7%	
	3	8 27.4%	
	'4' Extremely Important	8 27.1%	
	DK/NA	1 4.6%	
	3R. Providing programs to conserve natural resources	Total	30
		'0' Not Important	0 .4%
1		0 .0%	
2		10 33.8%	
3		8 26.9%	
'4' Extremely Important		11 37.9%	
DK/NA		0 .9%	
3S. Improving the energy efficiency of local government buildings	Total	30	
	'0' Not Important	2 7.1%	
	1	1 4.0%	
	2	4 13.8%	
	3	11 36.8%	
	'4' Extremely Important	9 30.0%	
	DK/NA	2 8.3%	
3T. Purchasing government vehicles that use clean fuel technology	Total	30	
	'0' Not Important	4 12.9%	
	1	0 .0%	
	2	4 12.9%	
	3	8 26.3%	
	'4' Extremely Important	8 25.7%	
	DK/NA	7 22.2%	

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3U. Providing information on how to reduce energy usage and save money	Total	604	242	177	57	98
	'0' Not Important	27 4.6%	8 3.1%	6 3.2%	6 10.7%	8 8.4%
	1	23 3.8%	5 1.9%	6 3.1%	3 5.8%	9 9.6%
	2	105 17.5%	34 14.1%	22 12.2%	12 20.4%	31 31.9%
	3	153 25.3%	48 20.0%	65 36.4%	13 22.4%	15 15.3%
	'4' Extremely Important	285 47.2%	145 59.9%	77 43.4%	21 37.2%	32 33.0%
	DK/NA	10 1.7%	2 .8%	3 1.7%	2 3.4%	2 1.8%

		Ballot Test - Sales Tax
		DK/NA
3U. Providing information on how to reduce energy usage and save money	Total	30
	'0' Not Important	0 .0%
	1	0 .0%
	2	7 23.1%
	3	12 40.9%
	'4' Extremely Important	9 31.4%
	DK/NA	1 4.6%

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3A. Creating more high paying jobs	Total	596	223	163	58	119
	'0' Not Important	24 4.1%	4 1.8%	4 2.4%	2 4.2%	11 8.8%
	1	5 .9%	2 .9%	1 .7%	1 1.9%	1 .7%
	2	49 8.2%	13 5.6%	15 8.9%	3 5.9%	15 12.6%
	3	94 15.8%	34 15.1%	20 12.2%	11 19.3%	17 14.5%
	'4' Extremely Important	415 69.7%	168 75.2%	122 75.0%	38 65.8%	74 61.8%
	DK/NA	8 1.4%	3 1.4%	1 .7%	2 3.0%	2 1.5%
	Total	596	223	163	58	119
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	22 3.7%	8 3.6%	4 2.6%	0 .0%	10 8.0%
	1	25 4.2%	7 3.0%	9 5.5%	3 5.5%	3 2.3%
	2	52 8.6%	17 7.7%	12 7.2%	11 18.3%	8 6.5%
	3	165 27.7%	53 23.9%	57 34.9%	15 25.7%	29 23.9%
	'4' Extremely Important	327 54.8%	136 61.0%	80 49.2%	29 50.5%	69 58.1%
	DK/NA	6 1.0%	2 .8%	1 .7%	0 .0%	2 1.3%
	Total	596	223	163	58	119
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	32 5.4%	8 3.6%	5 3.0%	4 7.2%
1		23 3.9%	9 4.2%	4 2.7%	3 5.4%	6 5.0%
2		79 13.3%	11 5.1%	34 20.8%	11 19.4%	17 14.1%
3		176 29.5%	61 27.2%	45 27.8%	23 39.4%	33 27.9%
'4' Extremely Important		284 47.7%	134 59.9%	74 45.5%	17 28.7%	47 39.6%
DK/NA		2 .3%	0 .0%	0 .1%	0 .0%	1 1.1%
Total		596	223	163	58	119
3D. Creating more affordable housing		'0' Not Important	41 6.9%	9 4.0%	6 3.9%	2 3.4%	20 17.2%
	1	42 7.1%	8 3.6%	12 7.6%	8 14.4%	13 11.0%
	2	81 13.6%	29 13.1%	21 13.0%	7 11.8%	19 16.1%
	3	111 18.6%	35 15.7%	41 25.4%	16 27.4%	15 12.5%
	'4' Extremely Important	319 53.4%	142 63.3%	81 50.1%	25 42.5%	50 41.7%
	DK/NA	2 .4%	0 .1%	0 .0%	0 .6%	2 1.4%
	Total	596	223	163	58	119

		Ballot Test - Vehicle Registration Levy
		DK/NA
3A. Creating more high paying jobs	Total	33
	'0' Not Important	4 10.8%
	1	0 .8%
	2	3 10.1%
	3	12 37.1%
	'4' Extremely Important	13 40.4%
	DK/NA	0 .8%
	Total	33
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	0 .0%
	1	3 10.3%
	2	4 13.0%
	3	12 36.2%
	'4' Extremely Important	12 37.0%
	DK/NA	1 3.4%
	Total	33
	3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important	0 .9%
1		0 .0%
2		6 18.3%
3		14 42.0%
'4' Extremely Important		12 38.0%
DK/NA		0 .8%
Total		33
3D. Creating more affordable housing		'0' Not Important	3 9.8%
	1	0 .0%
	2	4 13.6%
	3	4 12.0%
	'4' Extremely Important	21 64.6%
	DK/NA	0 .0%
	Total	33

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3E. Expanding highways	Total	596	223	163	58	119
	'0' Not Important	47 7.9%	20 9.1%	12 7.7%	2 3.9%	12 10.1%
	1	38 6.4%	19 8.4%	7 4.3%	2 3.7%	8 6.9%
	2	114 19.1%	30 13.5%	35 21.7%	10 17.8%	27 23.0%
	3	152 25.5%	65 29.0%	30 18.2%	25 43.8%	24 20.3%
	'4' Extremely Important	239 40.1%	87 38.9%	78 48.1%	18 30.8%	45 38.0%
	DK/NA	6 1.0%	2 1.1%	0 .0%	0 .0%	2 1.7%
	3F. Reducing traffic congestion	Total	596	223	163	58	119
'0' Not Important		41 6.9%	16 7.3%	8 4.8%	3 5.5%	10 8.5%
1		43 7.2%	17 7.4%	12 7.6%	3 6.0%	10 8.7%
2		84 14.1%	24 10.5%	22 13.7%	9 15.8%	23 19.5%
3		147 24.6%	57 25.7%	43 26.5%	21 36.6%	19 16.0%
'4' Extremely Important		280 47.0%	110 49.0%	77 47.4%	20 35.4%	55 46.2%
DK/NA		2 .3%	0 .0%	0 .0%	0 .8%	1 1.1%
3G. Maintaining local streets and roads		Total	596	223	163	58	119
	'0' Not Important	17 2.8%	5 2.3%	5 3.2%	1 2.1%	5 4.3%
	1	9 1.6%	5 2.1%	3 1.6%	0 .7%	2 1.5%
	2	53 9.0%	22 9.9%	12 7.4%	5 8.5%	11 8.9%
	3	142 23.8%	44 19.7%	35 21.7%	18 31.8%	33 27.7%
	'4' Extremely Important	373 62.6%	148 66.1%	107 66.1%	33 57.0%	67 56.4%
	DK/NA	1 .2%	0 .0%	0 .0%	0 .0%	1 1.1%
	3H. Expanding local bus services	Total	596	223	163	58	119
'0' Not Important		55 9.3%	14 6.2%	13 8.0%	4 6.5%	22 18.5%
1		47 7.9%	16 7.0%	13 8.2%	6 10.8%	8 7.1%
2		133 22.3%	29 13.1%	51 31.6%	14 24.5%	33 27.5%
3		135 22.6%	67 30.1%	30 18.4%	11 19.5%	16 13.4%
'4' Extremely Important		219 36.7%	97 43.5%	55 33.8%	21 36.6%	38 31.7%
DK/NA		7 1.2%	0 .2%	0 .0%	1 2.0%	2 2.0%

		Ballot Test - Vehicle Registration Levy
		DK/NA
3E. Expanding highways	Total	33
	'0' Not Important	0 .8%
	1	2 6.3%
	2	11 32.1%
	3	8 24.3%
	'4' Extremely Important	11 32.7%
	DK/NA	1 3.7%
	3F. Reducing traffic congestion	Total	33
'0' Not Important		4 10.8%
1		0 .0%
2		6 16.9%
3		6 18.9%
'4' Extremely Important		18 53.5%
DK/NA		0 .0%
3G. Maintaining local streets and roads		Total	33
	'0' Not Important	0 .0%
	1	0 .0%
	2	4 11.1%
	3	11 33.8%
	'4' Extremely Important	18 55.1%
	DK/NA	0 .0%
	3H. Expanding local bus services	Total	33
'0' Not Important		3 8.5%
1		3 10.1%
2		5 16.2%
3		11 32.2%
'4' Extremely Important		8 23.6%
DK/NA		3 9.4%

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3I. Improving public transportation to other cities	Total	596	223	163	58	119
	'0' Not Important	59 9.9%	17 7.5%	6 3.9%	5 9.4%	28 23.7%
	1	27 4.6%	9 3.9%	9 5.5%	4 6.2%	6 5.0%
	2	112 18.8%	37 16.4%	31 19.3%	8 13.2%	26 21.6%
	3	151 25.4%	61 27.4%	46 28.2%	18 31.2%	17 14.5%
	'4' Extremely Important	242 40.6%	99 44.4%	69 42.3%	23 40.0%	40 33.8%
	DK/NA	5 .8%	1 .5%	1 .7%	0 .0%	2 1.4%
	Total	596	223	163	58	119
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important	33 5.5%	11 4.8%	6 3.6%	1 1.6%	15 12.7%
	1	24 4.0%	7 3.1%	8 4.8%	2 3.2%	5 4.6%
	2	108 18.2%	28 12.6%	33 20.1%	16 27.3%	20 16.7%
	3	162 27.2%	53 23.6%	49 29.9%	17 29.7%	34 28.2%
	'4' Extremely Important	266 44.7%	125 55.8%	66 40.9%	22 38.3%	44 36.7%
	DK/NA	3 .5%	0 .1%	1 .7%	0 .0%	1 1.1%
	Total	596	223	163	58	119
	3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	52 8.7%	11 5.0%	15 9.2%	4 6.3%	22 18.3%
1		37 6.2%	9 4.1%	7 4.4%	1 1.5%	17 14.3%
2		110 18.4%	33 14.8%	31 19.0%	14 24.8%	22 18.5%
3		163 27.3%	67 30.0%	55 34.1%	15 25.4%	16 13.2%
'4' Extremely Important		232 38.9%	103 46.1%	54 33.3%	24 41.4%	41 34.4%
DK/NA		3 .5%	0 .0%	0 .0%	0 .6%	2 1.3%
Total		596	223	163	58	119
3L. Improving air quality		'0' Not Important	27 4.5%	7 3.0%	4 2.7%	1 2.5%
	1	18 3.1%	8 3.5%	3 1.7%	1 .9%	6 5.1%
	2	55 9.3%	13 5.6%	16 10.0%	5 8.4%	19 15.8%
	3	93 15.6%	27 12.1%	26 16.1%	15 26.4%	19 15.7%
	'4' Extremely Important	401 67.2%	169 75.7%	113 69.5%	35 61.0%	60 50.5%
	DK/NA	2 .3%	0 .0%	0 .0%	0 .8%	1 1.1%
	Total	596	223	163	58	119

		Ballot Test - Vehicle Registration Levy
		DK/NA
3I. Improving public transportation to other cities	Total	33
	'0' Not Important	2 6.9%
	1	0 .0%
	2	10 31.1%
	3	9 26.5%
	'4' Extremely Important	11 32.1%
	DK/NA	1 3.4%
	Total	33
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important	0 .9%
	1	2 5.3%
	2	12 35.5%
	3	10 30.5%
	'4' Extremely Important	9 27.7%
	DK/NA	0 .0%
	Total	33
	3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	0 .0%
1		2 7.2%
2		9 28.0%
3		10 30.9%
'4' Extremely Important		10 30.5%
DK/NA		1 3.4%
Total		33
3L. Improving air quality		'0' Not Important	0 .9%
	1	1 3.4%
	2	3 8.2%
	3	5 16.7%
	'4' Extremely Important	23 70.1%
	DK/NA	0 .8%
	Total	33

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3M. Preserving water supply	Total	596	223	163	58	119
	'0' Not Important	16 2.6%	3 1.5%	3 2.0%	0 .0%	9 7.6%
	1	15 2.5%	6 2.8%	3 1.9%	1 1.5%	5 3.8%
	2	40 6.7%	7 2.9%	14 8.6%	6 9.9%	10 8.0%
	3	93 15.6%	33 14.7%	26 16.3%	11 19.1%	18 15.1%
	'4' Extremely Important	429 71.9%	174 77.9%	116 71.2%	40 69.4%	76 63.9%
	DK/NA	4 .6%	0 .1%	0 .0%	0 .0%	2 1.7%
	Total	596	223	163	58	119
3N. Improving water quality	'0' Not Important	24 4.0%	10 4.7%	1 .8%	2 4.0%	9 7.6%
	1	13 2.2%	3 1.5%	3 2.1%	0 .0%	6 5.3%
	2	48 8.0%	10 4.6%	16 10.0%	6 10.5%	12 10.3%
	3	108 18.0%	48 21.3%	28 17.1%	8 14.3%	19 16.0%
	'4' Extremely Important	400 67.2%	152 67.8%	113 69.3%	41 71.2%	71 59.3%
	DK/NA	3 .5%	0 .1%	1 .7%	0 .0%	2 1.5%
	Total	596	223	163	58	119
	3O. Preserving open spaces and native animal habitats	'0' Not Important	42 7.1%	9 4.0%	11 6.7%	6 9.9%
1		42 7.0%	11 5.0%	8 4.9%	2 3.8%	15 12.6%
2		99 16.6%	35 15.5%	26 15.8%	7 13.0%	24 19.9%
3		149 25.0%	51 22.8%	50 31.0%	18 31.1%	20 16.4%
'4' Extremely Important		261 43.8%	116 52.1%	68 41.6%	24 41.6%	45 37.9%
DK/NA		3 .5%	1 .5%	0 .0%	0 .6%	1 1.1%
Total		596	223	163	58	119
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		'0' Not Important	72 12.1%	28 12.4%	12 7.5%	5 8.1%	26 21.9%
	1	39 6.5%	8 3.6%	17 10.6%	4 7.1%	9 7.5%
	2	120 20.2%	36 16.2%	36 22.2%	14 23.6%	23 19.3%
	3	169 28.3%	67 30.0%	44 27.3%	23 40.5%	24 20.3%
	'4' Extremely Important	191 32.0%	83 37.0%	53 32.4%	12 20.7%	36 29.8%
	DK/NA	5 .9%	2 .7%	0 .0%	0 .0%	1 1.1%
	Total	596	223	163	58	119

		Ballot Test - Vehicle Registration Levy
3M. Preserving water supply	Total	33
	'0' Not Important	0 .0%
	1	0 .0%
	2	4 12.3%
	3	5 14.9%
	'4' Extremely Important	23 69.0%
	DK/NA	1 3.7%
	Total	33
3N. Improving water quality	'0' Not Important	1 3.0%
	1	0 .8%
	2	3 8.0%
	3	5 14.3%
	'4' Extremely Important	24 73.8%
	DK/NA	0 .0%
	Total	33
	3O. Preserving open spaces and native animal habitats	'0' Not Important	2 7.3%
1		6 16.8%
2		7 21.8%
3		10 30.4%
'4' Extremely Important		8 23.7%
DK/NA		0 .0%
Total		33
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		'0' Not Important	2 4.9%
	1	0 .8%
	2	11 34.2%
	3	10 29.3%
	'4' Extremely Important	8 23.6%
	DK/NA	2 7.2%
	Total	33

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
3Q. Providing programs to improve energy efficiency	Total	596	223	163	58	119
	'0' Not Important	34 5.6%	12 5.4%	5 2.9%	2 3.8%	14 11.4%
	1	29 4.9%	10 4.4%	5 3.1%	2 3.3%	9 7.8%
	2	87 14.6%	18 7.9%	20 12.2%	18 31.1%	22 18.8%
	3	134 22.5%	51 22.9%	44 27.0%	7 12.8%	24 20.2%
	'4' Extremely Important	305 51.2%	131 58.4%	87 53.7%	28 48.8%	48 40.4%
	DK/NA	8 1.3%	2 .9%	2 1.3%	0 .2%	2 1.4%
	Total	596	223	163	58	119
3R. Providing programs to conserve natural resources	'0' Not Important	38 6.4%	9 3.9%	9 5.8%	2 3.5%	17 14.2%
	1	30 5.1%	6 2.8%	4 2.3%	4 7.6%	11 9.1%
	2	95 16.0%	29 12.9%	23 14.1%	7 12.7%	27 22.3%
	3	146 24.4%	44 19.7%	50 30.9%	26 44.1%	19 15.5%
	'4' Extremely Important	283 47.5%	135 60.4%	75 46.2%	19 32.2%	45 37.4%
	DK/NA	4 .6%	1 .3%	1 .7%	0 .0%	2 1.5%
	Total	596	223	163	58	119
	'0' Not Important	61 10.3%	14 6.2%	21 12.7%	8 13.5%	17 14.4%
3S. Improving the energy efficiency of local government buildings	1	44 7.4%	16 7.3%	7 4.3%	8 13.2%	9 7.8%
	2	95 15.9%	29 12.9%	27 16.7%	12 20.6%	21 17.4%
	3	172 28.8%	66 29.6%	58 35.4%	13 22.4%	27 22.7%
	'4' Extremely Important	215 36.1%	97 43.4%	49 30.2%	18 30.4%	41 34.1%
	DK/NA	9 1.4%	1 .6%	1 .7%	0 .0%	4 3.7%
	Total	596	223	163	58	119
	'0' Not Important	63 10.5%	21 9.4%	15 9.0%	5 9.3%	18 15.5%
	1	57 9.6%	17 7.6%	7 4.3%	6 10.7%	24 20.5%
3T. Purchasing government vehicles that use clean fuel technology	2	130 21.9%	34 15.0%	39 23.8%	13 23.0%	31 25.9%
	3	132 22.2%	55 24.5%	40 24.5%	15 25.3%	16 13.3%
	'4' Extremely Important	207 34.7%	93 41.7%	62 38.3%	18 31.2%	28 23.4%
	DK/NA	6 1.1%	4 1.8%	0 .0%	0 .6%	2 1.4%

		Ballot Test - Vehicle Registration Levy
		DK/NA
3Q. Providing programs to improve energy efficiency	Total	33
	'0' Not Important	1 3.0%
	1	3 9.5%
	2	9 27.2%
	3	7 22.7%
	'4' Extremely Important	11 32.6%
	DK/NA	2 4.9%
	Total	33
3R. Providing programs to conserve natural resources	'0' Not Important	1 3.0%
	1	5 15.8%
	2	9 28.6%
	3	7 22.1%
	'4' Extremely Important	10 29.7%
	DK/NA	0 .8%
	Total	33
	'0' Not Important	2 6.3%
3S. Improving the energy efficiency of local government buildings	1	4 12.2%
	2	6 18.7%
	3	8 25.0%
	'4' Extremely Important	11 32.9%
	DK/NA	2 4.9%
	Total	33
	'0' Not Important	3 9.0%
	1	3 8.3%
3T. Purchasing government vehicles that use clean fuel technology	2	14 42.1%
	3	7 21.9%
	'4' Extremely Important	6 17.1%
	DK/NA	0 1.5%

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		596	223	163	58	119
'0' Not Important		40 6.7%	14 6.4%	5 2.9%	4 6.8%	16 13.8%
1		28 4.7%	2 1.1%	5 3.2%	6 10.6%	12 9.8%
2		105 17.5%	33 14.6%	33 20.3%	10 17.9%	21 17.3%
3		135 22.7%	51 22.7%	41 25.4%	17 29.2%	19 15.8%
'4' Extremely Important		280 47.0%	122 54.8%	76 46.7%	18 31.2%	50 42.0%
DK/NA		9 1.4%	1 .4%	2 1.5%	2 4.3%	2 1.3%

		Ballot Test - Vehicle Registration Levy	
		Total	DK/NA
Total		33	
'0' Not Important		0 .8%	
1		3 8.3%	
2		8 24.0%	
3		7 22.7%	
'4' Extremely Important		13 40.7%	
DK/NA		1 3.4%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
3A. Creating more high paying jobs	'0' Not Important				A	A
	1					
	2					
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	E	E			
	DK/NA			a		a
	'0' Not Important					
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important					
	DK/NA					
	'0' Not Important				A B	a
3D. Creating more affordable housing	'4' Extremely Important	C D				
	DK/NA	a				
	'0' Not Important				A B	a
3E. Expanding highways	'4' Extremely Important					
	DK/NA					
	'0' Not Important					
3F. Reducing traffic congestion	'4' Extremely Important					
	DK/NA	a	a			a
	'0' Not Important					a
3G. Maintaining local streets and roads	'4' Extremely Important					
	DK/NA	a	a	a		a
	'0' Not Important				A	
3H. Expanding local bus services	'4' Extremely Important		A			
	DK/NA					
	'0' Not Important					

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
3I. Improving public transportation to other cities	'0' Not Important				AB	a
	1					
	2					
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important			a		
	DK/NA				B	
	'0' Not Important					A
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	BDE		a		a
	DK/NA				A	
	'0' Not Important				AB	
3L. Improving air quality	'4' Extremely Important		D			
	DK/NA	a			AB	
	'0' Not Important				A	
3M. Preserving water supply	'4' Extremely Important	D	D	a		a
	DK/NA				A	a
	'0' Not Important				B	
3N. Improving water quality	'4' Extremely Important			a		
	DK/NA					a
	'0' Not Important				B	
3O. Preserving open spaces and native animal habitats	'4' Extremely Important	E		a		a
	DK/NA				B	
	'0' Not Important					
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important				D	
	DK/NA					A
	'0' Not Important					

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
3Q. Providing programs to improve energy efficiency	'0' Not Important				B	
	1					
	2			AB	A	A
3R. Providing programs to conserve natural resources	'4' Extremely Important	D				
	DK/NA				A	
	'0' Not Important					AB
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	CDE	D	AD		
	DK/NA			a		
	'0' Not Important				AB	
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important					
	DK/NA				AB	
	'0' Not Important					A
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	D	a			
	DK/NA				B	
	'0' Not Important			A	A	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
3A. Creating more high paying jobs	Total	1200	924	271	5
	'0' Not Important	40 3.3%	26 2.8%	13 4.8%	1 25.4%
	1	22 1.8%	14 1.5%	8 3.1%	0 .0%
	2	96 8.0%	76 8.2%	20 7.5%	0 .0%
	3	193 16.1%	159 17.2%	34 12.5%	0 .0%
	'4' Extremely Important	833 69.4%	641 69.4%	190 70.1%	2 38.0%
	DK/NA	16 1.4%	9 1.0%	5 2.0%	2 36.6%
	3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	924	271	5
'0' Not Important		50 4.1%	37 4.0%	12 4.6%	0 .0%
1		38 3.2%	34 3.7%	4 1.4%	0 .0%
2		117 9.7%	85 9.2%	31 11.5%	0 .0%
3		297 24.7%	236 25.6%	60 22.2%	0 9.4%
'4' Extremely Important		687 57.3%	526 56.9%	158 58.5%	3 63.5%
DK/NA		12 1.0%	6 .6%	5 1.8%	1 27.1%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown		Total	1200	924	271	5
	'0' Not Important	56 4.7%	43 4.7%	13 4.7%	0 .0%
	1	46 3.9%	37 4.1%	9 3.3%	0 .0%
	2	156 13.0%	130 14.1%	25 9.3%	1 14.0%
	3	312 26.0%	245 26.5%	67 24.8%	0 .0%
	'4' Extremely Important	615 51.3%	460 49.8%	152 56.3%	3 50.2%
	DK/NA	14 1.1%	7 .8%	4 1.6%	2 35.8%
	3D. Creating more affordable housing	Total	1200	924	271	5
'0' Not Important		83 6.9%	65 7.0%	18 6.5%	0 8.7%
1		71 5.9%	56 6.1%	14 5.3%	0 .0%
2		161 13.4%	134 14.5%	27 9.9%	0 .0%
3		244 20.4%	204 22.1%	40 14.7%	0 9.4%
'4' Extremely Important		634 52.8%	462 49.9%	170 62.9%	2 45.3%
DK/NA		7 .6%	3 .4%	2 .7%	2 36.6%

		Internet Access			
		Total	Yes	No	DK/NA
3E. Expanding highways	Total	1200	924	271	5
	'0' Not Important	87 7.3%	65 7.0%	22 8.3%	0 .0%
	1	86 7.1%	70 7.5%	16 6.0%	0 .0%
	2	227 18.9%	182 19.7%	45 16.5%	0 .0%
	3	286 23.9%	234 25.3%	52 19.3%	0 3.9%
	'4' Extremely Important	505 42.1%	369 40.0%	132 48.8%	3 68.9%
	DK/NA	9 .7%	4 .4%	3 1.3%	1 27.1%
	3F. Reducing traffic congestion	Total	1200	924	271	5
'0' Not Important		84 7.0%	64 6.9%	19 7.1%	1 18.2%
1		81 6.8%	65 7.0%	16 6.0%	0 .0%
2		182 15.1%	143 15.4%	39 14.4%	0 3.9%
3		270 22.5%	218 23.6%	52 19.2%	0 9.4%
'4' Extremely Important		580 48.4%	434 47.0%	144 53.2%	2 41.4%
DK/NA		3 .2%	1 .2%	0 .0%	1 27.1%
3G. Maintaining local streets and roads		Total	1200	924	271	5
	'0' Not Important	28 2.3%	19 2.1%	8 3.1%	0 .0%
	1	19 1.6%	15 1.7%	3 1.3%	0 .0%
	2	106 8.8%	72 7.7%	34 12.6%	0 .0%
	3	282 23.5%	236 25.6%	45 16.7%	0 .0%
	'4' Extremely Important	763 63.6%	581 62.8%	178 65.9%	4 72.8%
	DK/NA	3 .3%	1 .1%	1 .4%	1 27.1%
	3H. Expanding local bus services	Total	1200	924	271	5
'0' Not Important		101 8.5%	76 8.3%	24 9.0%	1 14.0%
1		93 7.7%	84 9.1%	7 2.6%	2 34.9%
2		269 22.4%	224 24.2%	44 16.4%	0 9.4%
3		281 23.4%	221 24.0%	59 21.9%	0 3.9%
'4' Extremely Important		437 36.4%	307 33.3%	129 47.7%	1 10.7%
DK/NA		19 1.6%	12 1.2%	6 2.3%	1 27.1%

		Internet Access			
		Total	Yes	No	DK/NA
3I. Improving public transportation to other cities	Total	1200	924	271	5
	'0' Not Important	112	82	29	0
		9.3%	8.9%	10.7%	8.7%
	1	72	58	13	1
		6.0%	6.3%	4.8%	14.0%
	2	231	195	34	1
		19.2%	21.1%	12.5%	25.4%
	3	295	240	54	0
	24.6%	26.0%	19.9%	9.4%	
'4' Extremely Important	480	344	135	1	
	40.0%	37.2%	49.7%	15.4%	
DK/NA	12	4	6	1	
	1.0%	.5%	2.3%	27.1%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	924	271	5
	'0' Not Important	66	47	19	1
		5.5%	5.1%	6.8%	18.2%
	1	62	49	13	0
		5.2%	5.3%	4.9%	.0%
	2	212	184	27	1
		17.7%	19.9%	10.2%	14.0%
	3	328	255	72	1
	27.4%	27.6%	26.6%	13.3%	
'4' Extremely Important	524	386	137	1	
	43.7%	41.7%	50.7%	27.4%	
DK/NA	7	4	2	1	
	.6%	.4%	.8%	27.1%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	924	271	5
	'0' Not Important	93	76	16	0
		7.7%	8.2%	6.0%	8.7%
	1	83	69	13	1
		6.9%	7.5%	4.8%	25.4%
	2	244	192	53	0
		20.4%	20.7%	19.5%	.0%
	3	317	251	65	1
	26.4%	27.2%	23.9%	23.3%	
'4' Extremely Important	451	328	122	1	
	37.6%	35.5%	45.2%	15.4%	
DK/NA	11	8	2	1	
	.9%	.8%	.8%	27.1%	
3L. Improving air quality	Total	1200	924	271	5
	'0' Not Important	45	36	8	0
		3.7%	3.9%	2.9%	9.5%
	1	39	28	11	0
		3.2%	3.0%	4.0%	.0%
	2	108	87	22	0
		9.0%	9.4%	8.0%	.0%
	3	178	135	43	0
	14.8%	14.6%	15.9%	.0%	
'4' Extremely Important	825	636	186	3	
	68.8%	68.8%	68.6%	63.4%	
DK/NA	5	3	1	1	
	.4%	.3%	.5%	27.1%	

		Internet Access			
		Total	Yes	No	DK/NA
3M. Preserving water supply	Total	1200	924	271	5
	'0' Not Important	28	20	8	0
		2.4%	2.2%	2.9%	.0%
	1	30	17	12	0
		2.5%	1.9%	4.6%	.0%
	2	72	60	12	0
		6.0%	6.5%	4.4%	.0%
	3	194	159	32	2
	16.2%	17.2%	12.0%	43.3%	
'4' Extremely Important	871	664	206	1	
	72.6%	71.8%	76.1%	29.6%	
DK/NA	5	3	0	1	
	.4%	.4%	.0%	27.1%	
3N. Improving water quality	Total	1200	924	271	5
	'0' Not Important	41	34	7	0
		3.4%	3.7%	2.7%	.0%
	1	32	22	11	0
		2.7%	2.3%	4.0%	.0%
	2	102	78	22	2
		8.5%	8.4%	8.1%	39.4%
	3	180	144	35	0
	15.0%	15.6%	13.0%	.0%	
'4' Extremely Important	840	644	194	2	
	70.0%	69.6%	71.8%	33.5%	
DK/NA	5	3	1	1	
	.4%	.3%	.4%	27.1%	
3O. Preserving open spaces and native animal habitats	Total	1200	924	271	5
	'0' Not Important	75	59	15	2
		6.3%	6.4%	5.5%	34.1%
	1	69	56	13	0
		5.8%	6.1%	4.6%	9.4%
	2	201	170	31	1
		16.8%	18.4%	11.4%	14.0%
	3	305	229	76	0
	25.4%	24.8%	28.0%	.0%	
'4' Extremely Important	538	403	134	1	
	44.8%	43.6%	49.5%	15.4%	
DK/NA	11	7	3	1	
	.9%	.8%	.9%	27.1%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	924	271	5
	'0' Not Important	131	99	32	0
		10.9%	10.7%	11.7%	.0%
	1	76	62	14	0
		6.3%	6.7%	5.2%	.0%
	2	266	224	41	0
		22.2%	24.3%	15.1%	9.4%
	3	320	244	75	1
	26.7%	26.4%	27.6%	17.9%	
'4' Extremely Important	394	287	105	2	
	32.8%	31.0%	38.9%	36.1%	
DK/NA	14	8	4	2	
	1.1%	.9%	1.4%	36.6%	

		Internet Access			
		Total	Yes	No	DK/NA
3Q. Providing programs to improve energy efficiency	Total	1200	924	271	5
	'0' Not Important	62	50	12	0
		5.2%	5.4%	4.4%	8.7%
	1	56	39	17	0
		4.7%	4.2%	6.4%	.0%
	2	187	162	24	1
		15.6%	17.5%	9.0%	25.5%
	3	300	251	49	1
	25.0%	27.1%	17.9%	17.9%	
'4' Extremely Important	582	421	159	1	
	48.5%	45.6%	58.9%	20.8%	
DK/NA	13	2	9	1	
	1.1%	.2%	3.4%	27.1%	
3R. Providing programs to conserve natural resources	Total	1200	924	271	5
	'0' Not Important	65	52	13	0
		5.4%	5.6%	4.8%	.0%
	1	47	39	8	0
		3.9%	4.2%	3.1%	.0%
	2	196	156	38	2
		16.3%	16.9%	14.0%	39.4%
	3	304	250	54	0
	25.4%	27.0%	20.0%	9.4%	
'4' Extremely Important	578	422	155	1	
	48.1%	45.6%	57.3%	15.4%	
DK/NA	10	6	2	2	
	.8%	.7%	.8%	35.8%	
3S. Improving the energy efficiency of local government buildings	Total	1200	924	271	5
	'0' Not Important	108	87	20	1
		9.0%	9.4%	7.5%	18.2%
	1	74	64	9	1
		6.2%	7.0%	3.2%	25.4%
	2	216	177	39	0
		18.0%	19.2%	14.3%	.0%
	3	338	278	59	1
	28.2%	30.1%	21.8%	23.3%	
'4' Extremely Important	434	300	133	0	
	36.1%	32.5%	49.1%	5.9%	
DK/NA	30	17	11	1	
	2.5%	1.8%	4.2%	27.1%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	924	271	5
	'0' Not Important	126	96	29	0
		10.5%	10.4%	10.8%	8.7%
	1	99	82	17	0
		8.3%	8.9%	6.4%	.0%
	2	270	230	37	3
		22.5%	24.9%	13.7%	52.7%
	3	284	217	67	0
	23.7%	23.5%	24.8%	.0%	
'4' Extremely Important	401	287	113	1	
	33.4%	31.1%	41.8%	11.5%	
DK/NA	19	11	7	1	
	1.6%	1.2%	2.5%	27.1%	

		Internet Access			
		Total	Yes	No	DK/NA
3U. Providing information on how to reduce energy usage and save money	Total	1200	924	271	5
	'0' Not Important	67	52	15	0
		5.6%	5.6%	5.6%	8.7%
	1	51	43	7	1
		4.2%	4.6%	2.5%	25.4%
	2	210	171	38	1
		17.5%	18.5%	14.0%	14.0%
	3	288	234	54	1
	24.0%	25.3%	19.9%	13.3%	
'4' Extremely Important	565	414	151	1	
	47.1%	44.8%	55.7%	11.5%	
DK/NA	19	11	6	1	
	1.6%	1.2%	2.3%	27.1%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
3A. Creating more high paying jobs	'0' Not Important			A
	1			a
	2			.
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important			A B
	DK/NA			
	'0' Not Important			
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important			A B
	DK/NA			
	'0' Not Important			a
3D. Creating more affordable housing	'4' Extremely Important	B	A	A B
	DK/NA			
	'0' Not Important			a
3E. Expanding highways	'4' Extremely Important		A	A B
	DK/NA			
	'0' Not Important			a
3F. Reducing traffic congestion	'4' Extremely Important		a	A
	DK/NA			
	'0' Not Important			a
3G. Maintaining local streets and roads	'4' Extremely Important	B	A	A B
	DK/NA			
	'0' Not Important			B
3H. Expanding local bus services	'4' Extremely Important	B	A	A B
	DK/NA			

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
3I. Improving public transportation to other cities	'0' Not Important	B		
	1			
	2			
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important		A	A B
	DK/NA			
	'0' Not Important			
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important		A	A B
	DK/NA			
	'0' Not Important			a
3L. Improving air quality	'4' Extremely Important			a
	DK/NA			.
	'0' Not Important			a
3M. Preserving water supply	'4' Extremely Important		A	A B
	DK/NA			
	'0' Not Important			a
3N. Improving water quality	'4' Extremely Important			A B
	DK/NA			
	'0' Not Important			A B
3O. Preserving open spaces and native animal habitats	'4' Extremely Important	B		a
	DK/NA			
	'0' Not Important			A B
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	B	A	A B
	DK/NA			

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
3Q. Providing programs to improve energy efficiency	'0' Not Important			a
	1			
	2	B		
	3	B		
3R. Providing programs to conserve natural resources	'4' Extremely Important		A	A B
	DK/NA		A	
	'0' Not Important			a
	1			
3S. Improving the energy efficiency of local government buildings	2			
	3			
	'4' Extremely Important		A	A B
	DK/NA			A B
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important			B
	1			
	2	B		
	3	B		
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		A	A B
	DK/NA			A B
	'0' Not Important			B
	1			
	'4' Extremely Important		A	A B
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3A. Creating more high paying jobs	Total	924	54	310	435	89
	'0' Not Important	26	2	7	11	4
		2.8%	3.9%	2.3%	2.5%	4.2%
	1	14	0	4	10	0
		1.5%	.0%	1.2%	2.3%	.0%
	2	76	5	25	35	9
		8.2%	8.6%	8.0%	8.2%	9.9%
	3	159	2	64	69	15
		17.2%	4.1%	20.5%	15.9%	17.4%
	'4' Extremely Important	641	45	208	304	61
	69.4%	82.9%	66.9%	69.9%	68.5%	
DK/NA	9	0	3	5	0	
	1.0%	.5%	1.0%	1.2%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	924	54	310	435	89
	'0' Not Important	37	3	14	13	7
		4.0%	5.3%	4.5%	2.9%	7.5%
	1	34	0	13	17	4
		3.7%	.0%	4.0%	3.8%	4.0%
	2	85	3	28	42	5
		9.2%	5.5%	9.0%	9.7%	5.3%
	3	236	13	83	111	20
		25.6%	23.5%	26.7%	25.6%	22.6%
	'4' Extremely Important	526	35	171	250	54
	56.9%	65.7%	55.1%	57.5%	60.6%	
DK/NA	6	0	2	2	0	
	.6%	.0%	.7%	.5%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	924	54	310	435	89
	'0' Not Important	43	3	13	20	5
		4.7%	6.0%	4.3%	4.5%	5.4%
	1	37	3	8	23	3
		4.1%	5.8%	2.7%	5.3%	3.5%
	2	130	3	57	47	13
		14.1%	5.1%	18.2%	10.9%	14.2%
	3	245	14	93	100	28
		26.5%	25.9%	29.9%	23.0%	31.7%
	'4' Extremely Important	460	31	136	241	40
	49.8%	57.2%	43.9%	55.3%	45.3%	
DK/NA	7	0	3	4	0	
	.8%	.0%	.9%	1.0%	.0%	
3D. Creating more affordable housing	Total	924	54	310	435	89
	'0' Not Important	65	4	25	29	5

		Type of Internet Connection	
		Other	DK/NA
3A. Creating more high paying jobs	Total	17	19
	'0' Not Important	1 6.0%	1 4.1%
	1	0 .0%	0 .0%
	2	2 10.2%	0 .0%
	3	2 13.5%	6 33.3%
	'4' Extremely Important	12 68.7%	12 62.5%
	DK/NA	0 1.7%	0 .0%
	3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	17	19
'0' Not Important		1 4.2%	0 1.6%
1		1 8.8%	0 .0%
2		1 7.2%	6 33.1%
3		3 19.9%	6 31.4%
'4' Extremely Important		10 58.4%	5 28.4%
DK/NA		0 1.7%	1 5.4%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown		Total	17	19
	'0' Not Important	1 7.7%	1 4.8%
	1	0 .0%	0 .0%
	2	6 35.0%	5 27.9%
	3	6 37.5%	4 18.9%
	'4' Extremely Important	3 18.1%	9 48.4%
	DK/NA	0 1.7%	0 .0%
	3D. Creating more affordable housing	Total	17	19
'0' Not Important		1	2

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3D. Creating more affordable housing	'0' Not Important	7.0%	6.8%	7.9%	6.6%	5.2%
	1	56 6.1%	2 3.5%	23 7.3%	24 5.5%	5 5.3%
	2	134 14.5%	2 3.6%	49 15.9%	67 15.4%	11 11.9%
	3	204 22.1%	6 10.3%	66 21.3%	106 24.4%	18 20.7%
	'4' Extremely Important	462 49.9%	40 75.4%	148 47.5%	208 47.8%	49 55.6%
	DK/NA	3 .4%	0 .5%	0 .1%	1 .3%	1 1.2%
	Total	924	54	310	435	89
	'0' Not Important	65 7.0%	5 8.5%	24 7.7%	28 6.3%	9 9.8%
3E. Expanding highways	1	70 7.5%	0 .6%	19 6.0%	35 8.1%	12 13.5%
	2	182 19.7%	7 12.7%	49 15.6%	96 22.1%	18 19.9%
	3	234 25.3%	10 19.5%	86 27.7%	110 25.4%	20 22.4%
	'4' Extremely Important	369 40.0%	32 58.8%	132 42.4%	164 37.8%	31 34.4%
	DK/NA	4 .4%	0 .0%	2 .5%	1 .3%	0 .0%
	Total	924	54	310	435	89
	'0' Not Important	64 6.9%	3 5.6%	25 8.0%	27 6.2%	7 7.8%
	1	65 7.0%	2 3.0%	20 6.6%	31 7.2%	9 10.1%
3F. Reducing traffic congestion	2	143 15.4%	2 4.3%	48 15.4%	80 18.4%	7 8.4%
	3	218 23.6%	13 23.7%	97 31.4%	73 16.8%	29 32.4%
	'4' Extremely Important	434 47.0%	34 62.9%	120 38.6%	224 51.4%	36 41.1%
	DK/NA	1 .2%	0 .5%	0 .0%	0 .1%	0 .1%
	Total	924	54	310	435	89
	'0' Not Important	19 2.1%	3 6.1%	4 1.3%	7 1.7%	4 4.6%
	1	15 1.7%	0 .0%	6 1.9%	8 1.8%	0 .4%
	2	72 7.7%	1 1.6%	36 11.6%	26 5.9%	8 9.5%
3G. Maintaining local streets and roads	3	236 25.6%	5 8.8%	83 26.9%	116 26.6%	24 27.0%
	'4' Extremely Important	581 62.8%	45 83.4%	181 58.3%	279 64.0%	52 58.4%
	DK/NA	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%

		Type of Internet Connection	
		Other	DK/NA
3D. Creating more affordable housing	'0' Not Important	5.6%	10.8%
	1	3 18.8%	0 .0%
	2	2 13.6%	3 17.3%
	3	3 18.7%	5 24.0%
	'4' Extremely Important	7 41.7%	9 47.9%
	DK/NA	0 1.7%	0 .0%
	Total	17	19
3E. Expanding highways	'0' Not Important	0 1.9%	0 .2%
	1	4 20.9%	0 .0%
	2	5 27.4%	8 42.1%
	3	1 6.4%	6 32.7%
	'4' Extremely Important	7 41.7%	4 21.7%
	DK/NA	0 1.7%	1 3.3%
	Total	17	19
3F. Reducing traffic congestion	'0' Not Important	1 5.6%	1 3.5%
	1	0 .0%	2 12.4%
	2	5 29.3%	0 .8%
	3	4 21.1%	2 12.4%
	'4' Extremely Important	7 40.6%	14 70.8%
	DK/NA	1 3.5%	0 .0%
	Total	17	19
3G. Maintaining local streets and roads	'0' Not Important	0 .5%	0 2.5%
	1	1 7.2%	0 .0%
	2	1 3.7%	0 .0%
	3	5 27.0%	4 20.3%
	'4' Extremely Important	10 56.5%	15 77.2%
	DK/NA	1 5.1%	0 .0%
	Total	17	19

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3H. Expanding local bus services	Total	924	54	310	435	89
	'0' Not Important	76 8.3%	2 4.0%	21 6.8%	45 10.2%	5 6.1%
	1	84 9.1%	4 7.7%	34 11.0%	34 7.9%	7 8.1%
	2	224 24.2%	6 11.8%	76 24.4%	113 25.9%	18 20.2%
	3	221 24.0%	8 14.4%	79 25.6%	103 23.6%	25 28.6%
	'4' Extremely Important	307 33.3%	31 58.1%	99 31.9%	134 30.8%	33 37.0%
	DK/NA	12 1.2%	2 4.2%	1 .3%	7 1.6%	0 .0%
3I. Improving public transportation to other cities	Total	924	54	310	435	89
	'0' Not Important	82 8.9%	2 4.6%	32 10.3%	38 8.7%	5 5.3%
	1	58 6.3%	2 4.3%	15 4.7%	30 7.0%	6 6.6%
	2	195 21.1%	6 12.0%	81 26.3%	93 21.4%	13 15.1%
	3	240 26.0%	9 16.2%	77 24.7%	114 26.2%	27 30.9%
	'4' Extremely Important	344 37.2%	34 62.9%	104 33.4%	157 36.2%	37 42.1%
	DK/NA	4 .5%	0 .0%	2 .6%	2 .6%	0 .0%
3J. Maintaining and improving sidewalks and bike lanes	Total	924	54	310	435	89
	'0' Not Important	47 5.1%	4 7.0%	19 6.1%	18 4.2%	5 5.1%
	1	49 5.3%	2 3.5%	15 4.8%	28 6.4%	4 4.3%
	2	184 19.9%	5 10.2%	68 22.0%	81 18.5%	24 27.4%
	3	255 27.6%	13 23.5%	84 27.0%	120 27.5%	23 26.2%
	'4' Extremely Important	386 41.7%	30 55.8%	123 39.7%	186 42.8%	33 37.1%
	DK/NA	4 .4%	0 .0%	1 .3%	2 .6%	0 .0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	924	54	310	435	89
	'0' Not Important	76	1	31	36	3

	Total	Type of Internet Connection	
		Other	DK/NA
3H. Expanding local bus services	17	17	19
'0' Not Important	2	14.2%	3.1%
1	3	15.9%	7.8%
2	5	30.6%	31.5%
3	1	3.5%	28.8%
'4' Extremely Important	6	34.1%	23.3%
DK/NA	0	1.7%	5.4%
3I. Improving public transportation to other cities	17	17	19
'0' Not Important	3	15.7%	13.8%
1	3	17.8%	8.8%
2	0	.0%	4.7%
3	8	45.0%	29.6%
'4' Extremely Important	3	19.9%	43.1%
DK/NA	0	1.7%	.0%
3J. Maintaining and improving sidewalks and bike lanes	17	17	19
'0' Not Important	1	4.2%	2.5%
1	0	.0%	.0%
2	3	17.3%	12.1%
3	11	65.6%	25.8%
'4' Extremely Important	2	11.3%	59.5%
DK/NA	0	1.7%	.0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone	17	17	19
'0' Not Important	4		1

	Total	Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3K. Providing public transportation, carpooling, and other alternatives to driving alone	924	54	310	435	89
'0' Not Important	36	3	12	13	7
1	28	1	15	9	1
2	87	1	32	42	3
3	135	6	41	57	20
'4' Extremely Important	636	43	209	313	58
DK/NA	3	1	1	0	0
3L. Improving air quality	924	54	310	435	89
'0' Not Important	20	4	5	6	5
1	17	0	13	2	0
2	60	2	19	37	2
3	159	3	57	74	16
'4' Extremely Important	664	44	215	315	65
DK/NA	3	0	2	2	0
3M. Preserving water supply	924	54	310	435	89
'0' Not Important	34	0	14	13	4
1	22	1	9	10	1
2	78	3	27	42	1
3	144	4	46	71	16
'4' Extremely Important	644	45	212	299	67
DK/NA	3	0	2	1	0
3N. Improving water quality	924	54	310	435	89
'0' Not Important	34	0	14	13	4
1	22	1	9	10	1
2	78	3	27	42	1
3	144	4	46	71	16
'4' Extremely Important	644	45	212	299	67
DK/NA	3	0	2	1	0

		Type of Internet Connection	
		Other	DK/NA
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	21.4%	5.7%
	1	0	2
		.0%	12.6%
	2	3	2
		17.5%	12.0%
	3	2	5
		9.6%	24.5%
'4' Extremely Important	8	9	
	49.8%	45.2%	
DK/NA	0	0	
	1.7%	.0%	
Total		17	19
3L. Improving air quality	'0' Not Important	1	1
		4.2%	3.3%
	1	2	0
		10.1%	.2%
	2	1	6
		8.8%	32.6%
	3	7	4
	43.0%	19.5%	
'4' Extremely Important	5	9	
	32.4%	44.4%	
DK/NA	0	0	
	1.7%	.0%	
Total		17	19
3M. Preserving water supply	'0' Not Important	1	0
		4.2%	.0%
	1	2	0
		10.1%	.0%
	2	0	0
		.0%	.6%
	3	3	7
	15.1%	35.7%	
'4' Extremely Important	12	12	
	69.0%	63.7%	
DK/NA	0	0	
	1.7%	.0%	
Total		17	19
3N. Improving water quality	'0' Not Important	1	1
		4.2%	5.5%
	1	1	0
		7.2%	.0%
	2	5	0
		27.1%	.2%
	3	4	4
	24.9%	20.2%	
'4' Extremely Important	6	14	
	35.1%	74.1%	
DK/NA	0	0	
	1.7%	.0%	

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3O. Preserving open spaces and native animal habitats	Total	924	54	310	435	89
	'0' Not Important	59	5	24	21	6
		6.4%	9.7%	7.8%	4.9%	6.5%
	1	56	1	26	23	4
		6.1%	2.1%	8.4%	5.3%	4.0%
	2	170	5	58	76	18
		18.4%	9.4%	18.6%	17.4%	19.9%
3	229	8	73	119	23	
	24.8%	15.2%	23.6%	27.4%	25.5%	
'4' Extremely Important	403	33	128	191	39	
	43.6%	61.9%	41.4%	43.9%	44.2%	
DK/NA	7	1	1	5	0	
	.8%	1.8%	.3%	1.1%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	924	54	310	435	89
	'0' Not Important	99	6	48	30	11
		10.7%	11.4%	15.4%	6.8%	11.9%
	1	62	3	22	23	11
		6.7%	4.8%	7.1%	5.4%	12.4%
	2	224	11	66	121	22
		24.3%	19.6%	21.3%	27.9%	24.7%
3	244	9	88	122	15	
	26.4%	16.1%	28.4%	28.1%	17.3%	
'4' Extremely Important	287	26	85	132	30	
	31.0%	48.1%	27.4%	30.4%	33.6%	
DK/NA	8	0	2	6	0	
	.9%	.0%	.5%	1.4%	.0%	
3Q. Providing programs to improve energy efficiency	Total	924	54	310	435	89
	'0' Not Important	50	3	15	24	5
		5.4%	5.1%	4.8%	5.6%	5.3%
	1	39	1	17	18	0
		4.2%	2.7%	5.6%	4.1%	.2%
	2	162	3	58	78	20
		17.5%	6.0%	18.8%	18.0%	22.2%
3	251	8	92	116	25	
	27.1%	14.7%	29.8%	26.7%	28.0%	
'4' Extremely Important	421	38	127	197	39	
	45.6%	71.0%	40.9%	45.4%	44.2%	
DK/NA	2	0	1	1	0	
	.2%	.5%	.2%	.2%	.0%	
3R. Providing programs to conserve natural resources	Total	924	54	310	435	89
	'0' Not Important	52	3	19	23	4

		Type of Internet Connection	
		Other	DK/NA
3O. Preserving open spaces and native animal habitats	Total	17	19
	'0' Not Important	1 5.5%	1 5.9%
	1	1 8.8%	1 4.0%
	2	8 48.9%	6 29.1%
	3	3 18.1%	3 17.5%
	'4' Extremely Important	3 17.1%	8 43.5%
	DK/NA	0 1.7%	0 .0%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	17	19
'0' Not Important		1 5.6%	4 19.6%
1		2 11.9%	1 6.3%
2		4 23.3%	0 2.0%
3		4 26.2%	6 28.5%
'4' Extremely Important		5 31.3%	8 43.6%
DK/NA		0 1.7%	0 .0%
3Q. Providing programs to improve energy efficiency		Total	17	19
	'0' Not Important	2 14.2%	1 3.1%
	1	2 10.6%	0 .8%
	2	1 6.4%	1 5.0%
	3	2 11.0%	7 38.2%
	'4' Extremely Important	10 56.1%	10 52.8%
	DK/NA	0 1.7%	0 .0%
	3R. Providing programs to conserve natural resources	Total	17	19
'0' Not Important		1	2

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
3R. Providing programs to conserve natural resources	'0' Not Important	5.6%	6.0%	6.2%	5.4%	4.3%
	1	39 4.2%	0 .0%	11 3.5%	21 4.8%	3 3.6%
	2	156 16.9%	6 10.9%	61 19.8%	70 16.1%	14 15.8%
	3	250 27.0%	8 14.4%	86 27.6%	116 26.6%	31 34.5%
	'4' Extremely Important	422 45.6%	36 67.6%	129 41.6%	204 47.0%	37 41.9%
	DK/NA	6 .7%	1 1.2%	4 1.3%	0 .1%	0 .0%
	Total	924	54	310	435	89
	3S. Improving the energy efficiency of local government buildings	'0' Not Important	87 9.4%	3 5.3%	29 9.2%	44 10.1%
1		64 7.0%	1 1.4%	25 7.9%	30 6.9%	4 4.8%
2		177 19.2%	11 20.6%	70 22.5%	72 16.6%	15 17.2%
3		278 30.1%	9 16.8%	99 32.0%	128 29.5%	31 35.0%
'4' Extremely Important		300 32.5%	29 53.8%	84 27.2%	150 34.5%	28 31.4%
DK/NA		17 1.8%	1 2.2%	4 1.2%	10 2.4%	1 .7%
Total		924	54	310	435	89
3T. Purchasing government vehicles that use clean fuel technology		'0' Not Important	96 10.4%	3 6.3%	28 8.9%	52 11.9%
	1	82 8.9%	2 4.4%	29 9.5%	39 8.9%	7 7.9%
	2	230 24.9%	10 18.4%	87 27.9%	100 22.9%	22 24.3%
	3	217 23.5%	11 21.1%	82 26.5%	104 23.9%	15 16.5%
	'4' Extremely Important	287 31.1%	27 49.8%	83 26.8%	131 30.2%	35 39.7%
	DK/NA	11 1.2%	0 .0%	1 .4%	10 2.2%	0 .0%
	Total	924	54	310	435	89
	3U. Providing information on how to reduce energy usage and save money	'0' Not Important	52 5.6%	6 10.3%	19 6.0%	19 4.5%	7 8.1%
1		43 4.6%	1 2.0%	14 4.6%	23 5.3%	2 1.8%
2		171 18.5%	6 11.2%	68 22.0%	81 18.6%	10 11.6%
3		234 25.3%	5 9.0%	83 26.6%	116 26.6%	22 24.9%
'4' Extremely Important		414 44.8%	36 67.0%	123 39.6%	192 44.1%	46 51.3%
DK/NA		11 1.2%	0 .6%	4 1.2%	4 .8%	2 2.3%
Total		924	54	310	435	89

		Type of Internet Connection	
		Other	DK/NA
3R. Providing programs to conserve natural resources	'0' Not Important	3.7%	8.2%
	1	4 22.0%	0 .0%
	2	3 18.8%	1 6.9%
	3	1 8.2%	9 44.8%
	'4' Extremely Important	8 45.6%	7 37.0%
	DK/NA	0 1.7%	1 3.1%
	Total	17	19
3S. Improving the energy efficiency of local government buildings	'0' Not Important	1 4.2%	1 5.9%
	1	5 26.8%	0 .0%
	2	7 40.9%	2 10.1%
	3	3 20.5%	7 36.3%
	'4' Extremely Important	1 6.0%	8 42.2%
	DK/NA	0 1.7%	1 5.4%
	Total	17	19
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	3 16.4%	1 2.8%
	1	3 18.8%	1 5.6%
	2	8 48.0%	4 23.2%
	3	1 3.5%	4 22.7%
	'4' Extremely Important	2 11.7%	9 45.6%
	DK/NA	0 1.7%	0 .2%
	Total	17	19
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	0 .5%	1 3.1%
	1	3 15.9%	0 .2%
	2	3 20.2%	2 12.4%
	3	3 16.8%	5 27.8%
	'4' Extremely Important	8 45.0%	10 51.0%
	DK/NA	0 1.7%	1 5.5%
	Total	17	19

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
3A. Creating more high paying jobs	'0' Not Important				
	1	a			
	2				
	3				
	'4' Extremely Important				a
	DK/NA				.
	'0' Not Important				
	1	a			
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	a			a
	DK/NA	.			.
	'0' Not Important				
	1				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	a		B E	a
	DK/NA	.			.
	'0' Not Important				
	1				
3D. Creating more affordable housing	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	B C			
	DK/NA	.			.
	'0' Not Important				
	1				
3E. Expanding highways	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	C a			a
	DK/NA	.			.
	'0' Not Important				
	1				
3F. Reducing traffic congestion	'0' Not Important				
	1				
	2		C		
	3				
	'4' Extremely Important	B		B	C
	DK/NA	.			.
	'0' Not Important				
	1				
3G. Maintaining local streets and roads	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	B D a	a	a	a
	DK/NA	.	.	.	.
	'0' Not Important				
	1				
3H. Expanding local bus services	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	B C			a
	DK/NA	.			.
	'0' Not Important				
	1				

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection	
		Other (E)	DK/NA (F)
3A. Creating more high paying jobs	'0' Not Important	a	a
	1	.	a
	2	.	A
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important		
	DK/NA		
	'0' Not Important		a
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	1		A B C D
	2		
	3		
3D. Creating more affordable housing	'4' Extremely Important		
	DK/NA		
	'0' Not Important	a	a
3E. Expanding highways	1	A C	
	2		
	3		
3F. Reducing traffic congestion	'4' Extremely Important		a
	DK/NA		a
	'0' Not Important		
3G. Maintaining local streets and roads	1	A	a
	2		B
	3		
3H. Expanding local bus services	'4' Extremely Important		
	DK/NA		
	'0' Not Important		a
	1		a
	2		a
	3		

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection			
		A dial-up connection (A)	A DSL connection (B)	Through a cable provider (C)	Through a satellite provider (D)
3I. Improving public transportation to other cities	'0' Not Important				
	1				
	2				
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	B C E			a
	DK/NA	a			.
	'0' Not Important				
3K. Providing public transportation, carpooling, and other alternatives to driving alone	1				
	2	E			a
	3	a			.
3L. Improving air quality	'4' Extremely Important		E	E	a
	DK/NA				.
	'0' Not Important	C			
3M. Preserving water supply	1	a		C	
	2	.			
	3				
3N. Improving water quality	'4' Extremely Important				a
	DK/NA				.
	'0' Not Important				
3O. Preserving open spaces and native animal habitats	1				
	2	E			E
	3	a			a
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important				a
	DK/NA				.
	'0' Not Important		C		
	1				
	2				
	3				
	'4' Extremely Important	B			a
	DK/NA	a			.

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection	
		Other (E)	DK/NA (F)
3I. Improving public transportation to other cities	'0' Not Important		
	1	a	
	2		
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important		a
	DK/NA		
	'0' Not Important		
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	ABCD	Ea
	DK/NA		
	'0' Not Important	Aa	
3L. Improving air quality	'4' Extremely Important		a
	DK/NA		
	'0' Not Important		
3M. Preserving water supply	'4' Extremely Important		a
	DK/NA		
	'0' Not Important	CDa	
3N. Improving water quality	'4' Extremely Important		a
	DK/NA		
	'0' Not Important		
3O. Preserving open spaces and native animal habitats	'4' Extremely Important		a
	DK/NA		
	'0' Not Important		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important		a
	DK/NA		
	'0' Not Important		

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection			
		A dial-up connection (A)	A DSL connection (B)	Through a cable provider (C)	Through a satellite provider (D)
3Q. Providing programs to improve energy efficiency	'0' Not Important				
	1				
	2				
3R. Providing programs to conserve natural resources	'4' Extremely Important	BCD			a
	DK/NA				
	'0' Not Important				
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	BD			a
	DK/NA				
	'0' Not Important				
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	BE			
	DK/NA				
	'0' Not Important				
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	Ba			a
	DK/NA				
	'0' Not Important				

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
3Q. Providing programs to improve energy efficiency	'0' Not Important		
	1		
	2		
	3		
	'4' Extremely Important		a
3R. Providing programs to conserve natural resources	DK/NA		.
	'0' Not Important		
	1	A B C D	a
	2		.
	3		
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important		
	DK/NA		.
	'0' Not Important		
	1	A C D	a
	2		.
3T. Purchasing government vehicles that use clean fuel technology	3		
	'4' Extremely Important		
	DK/NA		.
	'0' Not Important		
	1		
3U. Providing information on how to reduce energy usage and save money	2		
	3		
	'4' Extremely Important		
	DK/NA		.
	'0' Not Important		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
3A. Creating more high paying jobs	Total	1200	481	706	13
	'0' Not Important	40	12	27	1
		3.3%	2.4%	3.8%	9.8%
	1	22	12	11	0
		1.8%	2.4%	1.5%	.0%
	2	96	30	64	2
		8.0%	6.3%	9.0%	14.1%
	3	193	61	129	3
		16.1%	12.8%	18.3%	19.2%
	'4' Extremely Important	833	362	464	7
	69.4%	75.3%	65.7%	53.4%	
DK/NA	16	4	12	0	
	1.4%	.8%	1.7%	3.5%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	481	706	13
	'0' Not Important	50	14	36	0
		4.1%	2.8%	5.1%	.3%
	1	38	9	27	1
		3.2%	1.9%	3.9%	8.7%
	2	117	46	69	2
		9.7%	9.6%	9.8%	11.5%
	3	297	117	177	3
		24.7%	24.4%	25.1%	20.2%
	'4' Extremely Important	687	289	390	8
	57.3%	60.2%	55.3%	56.8%	
DK/NA	12	5	6	0	
	1.0%	1.1%	.9%	2.5%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	481	706	13
	'0' Not Important	56	15	39	2
		4.7%	3.2%	5.5%	13.5%
	1	46	16	30	0
		3.9%	3.4%	4.3%	.0%
	2	156	54	100	3
		13.0%	11.2%	14.1%	19.6%
	3	312	122	188	2
		26.0%	25.5%	26.7%	11.7%
	'4' Extremely Important	615	265	342	7
	51.3%	55.2%	48.5%	55.2%	
DK/NA	14	7	7	0	
	1.1%	1.5%	1.0%	.0%	
3D. Creating more affordable housing	Total	1200	481	706	13
	'0' Not Important	83	18	62	3
		6.9%	3.7%	8.8%	18.9%
	1	71	13	58	0
		5.9%	2.7%	8.2%	.0%
	2	161	54	107	0
		13.4%	11.3%	15.1%	.0%
	3	244	91	151	3
		20.4%	18.9%	21.4%	20.2%
	'4' Extremely Important	634	304	322	8
	52.8%	63.3%	45.6%	57.4%	
DK/NA	7	0	6	0	
	.6%	.1%	.9%	3.5%	

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
3E. Expanding highways	Total	1200	481	706	13
	'0' Not Important	87 7.3%	40 8.3%	48 6.8%	0 .3%
	1	86 7.1%	31 6.4%	54 7.6%	1 7.7%
	2	227 18.9%	85 17.7%	138 19.6%	4 26.2%
	3	286 23.9%	113 23.5%	169 23.9%	5 38.0%
	'4' Extremely Important	505 42.1%	212 44.2%	289 41.0%	3 25.2%
	DK/NA	9 .7%	0 .0%	8 1.2%	0 2.5%
	3F. Reducing traffic congestion	Total	1200	481	706	13
'0' Not Important		84 7.0%	19 3.9%	64 9.0%	1 9.3%
1		81 6.8%	38 8.0%	42 6.0%	0 2.3%
2		182 15.1%	77 16.1%	104 14.7%	1 6.9%
3		270 22.5%	103 21.5%	165 23.4%	2 14.8%
'4' Extremely Important		580 48.4%	243 50.6%	328 46.5%	9 66.7%
DK/NA		3 .2%	0 .0%	3 .4%	0 .0%
3G. Maintaining local streets and roads		Total	1200	481	706	13
	'0' Not Important	28 2.3%	11 2.2%	17 2.4%	0 .0%
	1	19 1.6%	5 1.1%	14 1.9%	0 .0%
	2	106 8.8%	48 10.0%	57 8.1%	0 1.0%
	3	282 23.5%	113 23.6%	165 23.3%	4 27.0%
	'4' Extremely Important	763 63.6%	302 62.9%	451 63.8%	10 71.9%
	DK/NA	3 .3%	1 .1%	3 .4%	0 .0%
	3H. Expanding local bus services	Total	1200	481	706	13
'0' Not Important		101 8.5%	33 6.9%	66 9.3%	2 18.0%
1		93 7.7%	29 6.1%	61 8.7%	2 13.3%
2		269 22.4%	88 18.4%	179 25.3%	2 13.3%
3		281 23.4%	107 22.3%	170 24.1%	3 22.9%
'4' Extremely Important		437 36.4%	213 44.4%	219 31.1%	4 32.4%
DK/NA		19 1.6%	9 1.8%	11 1.5%	0 .0%

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
3I. Improving public transportation to other cities	Total	1200	481	706	13
	'0' Not Important	112 9.3%	29 6.1%	81 11.4%	2 12.0%
	1	72 6.0%	19 3.9%	52 7.4%	1 5.2%
	2	231 19.2%	87 18.2%	140 19.9%	3 20.9%
	3	295 24.6%	107 22.3%	186 26.3%	2 15.4%
	'4' Extremely Important	480 40.0%	233 48.4%	241 34.2%	6 43.9%
	DK/NA	12 1.0%	5 1.1%	6 .9%	0 2.5%
	3J. Maintaining and improving sidewalks and bike lanes	Total	1200	481	706	13
'0' Not Important		66 5.5%	16 3.4%	50 7.0%	0 3.5%
1		62 5.2%	28 5.9%	32 4.6%	1 9.8%
2		212 17.7%	64 13.4%	146 20.7%	2 15.6%
3		328 27.4%	139 28.8%	186 26.4%	3 25.7%
'4' Extremely Important		524 43.7%	231 48.0%	288 40.7%	6 45.3%
DK/NA		7 .6%	3 .5%	5 .6%	0 .0%
3K. Providing public transportation, carpooling, and other alternatives to driving alone		Total	1200	481	706	13
	'0' Not Important	93 7.7%	23 4.8%	68 9.7%	1 10.2%
	1	83 6.9%	28 5.8%	52 7.3%	4 26.2%
	2	244 20.4%	87 18.2%	157 22.2%	0 3.0%
	3	317 26.4%	128 26.6%	186 26.4%	3 22.2%
	'4' Extremely Important	451 37.6%	211 43.9%	235 33.3%	5 38.5%
	DK/NA	11 .9%	4 .8%	8 1.1%	0 .0%
	3L. Improving air quality	Total	1200	481	706	13
'0' Not Important		45 3.7%	13 2.7%	31 4.4%	0 3.5%
1		39 3.2%	10 2.0%	28 4.0%	1 7.1%
2		108 9.0%	43 9.0%	64 9.1%	1 5.4%
3		178 14.8%	58 12.1%	117 16.6%	2 17.4%
'4' Extremely Important		825 68.8%	355 73.9%	461 65.3%	9 66.6%
DK/NA		5 .4%	1 .3%	4 .6%	0 .0%

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
3M. Preserving water supply	Total	1200	481	706	13
	'0' Not Important	28 2.4%	7 1.4%	22 3.0%	0 .0%
	1	30 2.5%	10 2.1%	20 2.8%	0 .0%
	2	72 6.0%	29 6.1%	41 5.8%	2 14.2%
	3	194 16.2%	72 15.0%	117 16.5%	5 38.7%
	'4' Extremely Important	871 72.6%	362 75.3%	503 71.3%	6 47.1%
	DK/NA	5 .4%	1 .2%	4 .5%	0 .0%
	3N. Improving water quality	Total	1200	481	706	13
'0' Not Important		41 3.4%	17 3.4%	24 3.4%	1 5.4%
1		32 2.7%	8 1.7%	25 3.5%	0 .0%
2		102 8.5%	38 7.9%	60 8.5%	4 28.1%
3		180 15.0%	69 14.3%	108 15.3%	3 21.5%
'4' Extremely Important		840 70.0%	347 72.2%	487 68.9%	6 45.0%
DK/NA		5 .4%	3 .5%	3 .4%	0 .0%
3O. Preserving open spaces and native animal habitats		Total	1200	481	706	13
	'0' Not Important	75 6.3%	24 5.0%	50 7.1%	1 9.8%
	1	69 5.8%	25 5.3%	43 6.1%	1 4.5%
	2	201 16.8%	83 17.2%	118 16.7%	1 7.0%
	3	305 25.4%	104 21.7%	199 28.1%	3 18.6%
	'4' Extremely Important	538 44.8%	239 49.8%	291 41.2%	8 57.6%
	DK/NA	11 .9%	5 1.1%	5 .8%	0 2.5%
	3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	481	706	13
'0' Not Important		131 10.9%	27 5.7%	100 14.2%	3 20.7%
1		76 6.3%	21 4.4%	55 7.8%	0 .0%
2		266 22.2%	101 21.0%	162 23.0%	3 23.2%
3		320 26.7%	113 23.4%	204 28.9%	3 22.1%
'4' Extremely Important		394 32.8%	213 44.4%	177 25.0%	4 30.5%
DK/NA		14 1.1%	6 1.2%	8 1.1%	0 3.5%

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
3Q. Providing programs to improve energy efficiency	Total	1200	481	706	13
	'0' Not Important	62 5.2%	16 3.4%	45 6.3%	1 9.8%
	1	56 4.7%	15 3.2%	41 5.8%	0 .3%
	2	187 15.6%	72 15.0%	114 16.1%	1 10.5%
	3	300 25.0%	100 20.8%	196 27.8%	4 31.5%
	'4' Extremely Important	582 48.5%	273 56.8%	303 42.9%	6 47.8%
	DK/NA	13 1.1%	4 .9%	8 1.2%	0 .0%
	3R. Providing programs to conserve natural resources	Total	1200	481	706	13
'0' Not Important		65 5.4%	21 4.3%	43 6.1%	1 10.2%
1		47 3.9%	15 3.1%	32 4.6%	0 .0%
2		196 16.3%	71 14.7%	123 17.4%	2 16.5%
3		304 25.4%	95 19.7%	208 29.4%	2 15.5%
'4' Extremely Important		578 48.1%	277 57.6%	293 41.5%	7 55.4%
DK/NA		10 .8%	3 .6%	7 1.0%	0 2.5%
3S. Improving the energy efficiency of local government buildings		Total	1200	481	706	13
	'0' Not Important	108 9.0%	38 8.0%	68 9.6%	2 13.7%
	1	74 6.2%	25 5.2%	47 6.7%	2 11.8%
	2	216 18.0%	78 16.3%	135 19.2%	2 17.7%
	3	338 28.2%	133 27.6%	201 28.4%	5 35.8%
	'4' Extremely Important	434 36.1%	193 40.3%	238 33.7%	2 18.5%
	DK/NA	30 2.5%	12 2.6%	17 2.4%	0 2.5%
	3T. Purchasing government vehicles that use clean fuel technology	Total	1200	481	706	13
'0' Not Important		126 10.5%	53 11.0%	72 10.1%	1 10.2%
1		99 8.3%	27 5.6%	72 10.3%	0 .0%
2		270 22.5%	111 23.0%	156 22.1%	4 28.8%
3		284 23.7%	98 20.5%	181 25.6%	5 38.6%
'4' Extremely Important		401 33.4%	181 37.7%	217 30.8%	3 19.9%
DK/NA		19 1.6%	11 2.3%	8 1.1%	0 2.5%

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	1200	481	706	13
'0' Not Important	67	20	47	1
	5.6%	4.1%	6.6%	4.4%
1	51	14	35	1
	4.2%	3.0%	5.0%	9.8%
2	210	83	125	2
	17.5%	17.3%	17.7%	13.9%
3	288	92	192	4
	24.0%	19.1%	27.3%	28.8%
'4' Extremely Important	565	266	293	6
	47.1%	55.4%	41.5%	43.0%
DK/NA	19	5	13	0
	1.6%	1.1%	1.9%	.0%

Comparisons of Column Proportions ^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
3A. Creating more high paying jobs			
'0' Not Important			a
1			.
2		A	.
3			.
'4' Extremely Important	B		.
DK/NA			.
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy			
'0' Not Important			a
1			.
2			.
3			.
'4' Extremely Important			a
DK/NA			.
3C. Revitalizing older neighborhoods and business districts that are becoming rundown			
'0' Not Important		A	A
1		A	a
2			.
3			.
3D. Creating more affordable housing			
'4' Extremely Important	B		.
DK/NA			A
'0' Not Important			.
3E. Expanding highways			
'4' Extremely Important		A	A
DK/NA			.
'0' Not Important			.
3F. Reducing traffic congestion			
'4' Extremely Important	a		a
DK/NA	.		a
'0' Not Important			a
1			.
3G. Maintaining local streets and roads			
'4' Extremely Important			a
DK/NA			.
'0' Not Important			.
3H. Expanding local bus services			
'4' Extremely Important	B	A	.
DK/NA			.

Comparisons of Column Proportions ^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
3I. Improving public transportation to other cities	'0' Not Important		A	
	1		A	
	2			
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	B		
	DK/NA			
	'0' Not Important		A	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	B		a
	DK/NA			.
	'0' Not Important		A	A B
3L. Improving air quality	'4' Extremely Important	B		a
	DK/NA			.
	'0' Not Important			
3M. Preserving water supply	'4' Extremely Important			a
	DK/NA			.
	'0' Not Important			
3N. Improving water quality	'4' Extremely Important			a
	DK/NA			.
	'0' Not Important			A B
3O. Preserving open spaces and native animal habitats	'4' Extremely Important	B		
	DK/NA			
	'0' Not Important		A	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	B		a
	DK/NA			.

Comparisons of Column Proportions ^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
3Q. Providing programs to improve energy efficiency	'0' Not Important			
	1			
	2		A	
3R. Providing programs to conserve natural resources	'4' Extremely Important	B		a
	DK/NA			.
	'0' Not Important			
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	B		a
	DK/NA			.
	'0' Not Important		A	
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	B		a
	DK/NA			.
	'0' Not Important			
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	B		a
	DK/NA			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3A. Creating more high paying jobs	Total	1200	67	15	48	468
	'0' Not Important	40	1	1	4	24
		3.3%	2.2%	4.8%	7.7%	5.0%
	1	22	2	0	4	9
		1.8%	3.3%	.0%	7.6%	1.9%
	2	96	3	1	6	49
		8.0%	5.1%	6.1%	12.1%	10.5%
	3	193	13	3	7	96
	16.1%	19.1%	21.1%	14.2%	20.6%	
'4' Extremely Important	833	47	10	25	280	
	69.4%	70.3%	68.0%	52.5%	59.8%	
DK/NA	16	0	0	3	11	
	1.4%	.0%	.0%	6.0%	2.3%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	67	15	48	468
	'0' Not Important	50	0	1	7	25
		4.1%	.0%	5.0%	15.3%	5.3%
	1	38	0	0	4	21
		3.2%	.0%	.0%	7.8%	4.5%
	2	117	7	2	7	46
		9.7%	10.8%	10.3%	13.9%	9.9%
	3	297	20	1	3	126
	24.7%	29.4%	7.9%	5.7%	27.0%	
'4' Extremely Important	687	40	12	28	240	
	57.3%	59.8%	76.8%	57.4%	51.2%	
DK/NA	12	0	0	0	10	
	1.0%	.0%	.0%	.0%	2.1%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	67	15	48	468
	'0' Not Important	56	2	2	7	30
		4.7%	2.4%	15.0%	14.1%	6.4%
	1	46	5	1	0	22
		3.9%	7.6%	6.1%	.0%	4.7%
	2	156	12	1	9	73
		13.0%	18.1%	5.5%	19.5%	15.7%
	3	312	17	4	7	129
	26.0%	25.5%	27.5%	15.1%	27.5%	
'4' Extremely Important	615	31	7	22	206	
	51.3%	46.4%	45.9%	45.3%	44.1%	
DK/NA	14	0	0	3	8	
	1.1%	.0%	.0%	6.0%	1.6%	
3D. Creating more affordable housing	Total	1200	67	15	48	468
	'0' Not Important	83	2	3	4	50

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3A. Creating more high paying jobs	Total	589	2	22	2	6
	'0' Not Important	11	0	2	1	0
		1.9%	.0%	8.5%	35.2%	.7%
	1	6	0	0	0	1
		1.0%	.0%	1.3%	.0%	17.0%
	2	35	0	3	0	0
		5.9%	.0%	13.0%	.0%	.0%
	3	71	1	2	0	3
	12.0%	56.8%	8.4%	.1%	39.4%	
'4' Extremely Important	463	1	15	1	3	
	78.7%	43.1%	68.8%	64.7%	42.9%	
DK/NA	3	0	0	0	0	
	.5%	.0%	.0%	.0%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	589	2	22	2	6
	'0' Not Important	19	0	1	0	1
		3.1%	.0%	5.1%	.0%	15.4%
	1	12	0	1	0	0
		2.0%	.0%	4.0%	.0%	1.8%
	2	49	1	3	1	1
		8.3%	56.9%	13.1%	35.2%	17.0%
	3	148	0	5	0	0
	25.0%	5.5%	24.0%	.1%	1.8%	
'4' Extremely Important	360	1	12	1	4	
	61.2%	37.7%	53.8%	64.8%	63.9%	
DK/NA	2	0	0	0	0	
	.3%	.0%	.0%	.0%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	589	2	22	2	6
	'0' Not Important	14	0	3	0	2
		2.3%	.1%	15.3%	.1%	28.7%
	1	18	0	1	1	0
		3.0%	.0%	4.0%	35.2%	.1%
	2	55	1	3	0	2
		9.4%	26.7%	12.8%	15.7%	24.8%
	3	157	1	2	1	2
	26.6%	63.3%	10.6%	49.0%	26.6%	
'4' Extremely Important	342	0	13	0	1	
	58.0%	10.0%	57.4%	.1%	19.7%	
DK/NA	3	0	0	0	0	
	.6%	.0%	.0%	.0%	.0%	
3D. Creating more affordable housing	Total	589	2	22	2	6
	'0' Not Important	23	0	4	0	1

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3D. Creating more affordable housing	'0' Not Important	6.9%	3.7%	16.4%	7.7%	10.6%
	1	71	0	0	6	43
		5.9%	.0%	.0%	12.9%	9.1%
	2	161	9	2	6	80
		13.4%	14.1%	15.7%	12.8%	17.0%
	3	244	8	2	14	109
		20.4%	11.5%	14.9%	29.8%	23.4%
	'4' Extremely Important	634	47	8	18	180
		52.8%	70.7%	53.1%	36.8%	38.4%
	DK/NA	7	0	0	0	7
		.6%	.0%	.0%	.0%	1.5%
3E. Expanding highways	Total	1200	67	15	48	468
	'0' Not Important	87	2	2	3	38
		7.3%	3.6%	10.0%	6.4%	8.2%
	1	86	3	0	10	46
		7.1%	4.6%	.0%	20.4%	9.9%
	2	227	14	3	11	93
		18.9%	20.6%	16.8%	21.8%	19.9%
3	286	18	5	6	124	
	23.9%	26.6%	35.2%	12.4%	26.4%	
	'4' Extremely Important	505	30	6	19	160
		42.1%	44.6%	38.1%	39.0%	34.2%
	DK/NA	9	0	0	0	7
		.7%	.0%	.0%	.0%	1.4%
3F. Reducing traffic congestion	Total	1200	67	15	48	468
	'0' Not Important	84	5	1	2	44
		7.0%	6.8%	7.7%	5.2%	9.4%
	1	81	7	0	4	34
		6.8%	11.0%	1.6%	7.7%	7.3%
	2	182	7	2	3	82
		15.1%	10.0%	10.4%	6.4%	17.4%
3	270	19	1	17	113	
	22.5%	28.5%	9.4%	34.6%	24.1%	
	'4' Extremely Important	580	29	11	22	192
		48.4%	43.8%	71.0%	46.2%	41.1%
	DK/NA	3	0	0	0	3
		.2%	.0%	.0%	.0%	.6%
3G. Maintaining local streets and roads	Total	1200	67	15	48	468
	'0' Not Important	28	2	1	9	12
		2.3%	3.3%	9.3%	19.2%	2.5%
	1	19	0	1	0	11
		1.6%	.0%	4.5%	.0%	2.3%
	2	106	4	2	0	41
		8.8%	6.4%	15.2%	.0%	8.7%
3	282	22	1	3	120	
	23.5%	32.7%	9.7%	6.4%	25.6%	
	'4' Extremely Important	763	39	9	36	282
		63.6%	57.6%	61.3%	74.4%	60.3%
	DK/NA	3	0	0	0	3
		.3%	.0%	.0%	.0%	.6%

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3D. Creating more affordable housing	'0' Not Important	3.9%	.0%	17.0%	.1%	22.2%
	1	18	0	2	1	1
		3.0%	.0%	8.6%	35.2%	18.9%
	2	56	1	5	0	3
		9.5%	56.8%	22.9%	15.7%	39.9%
	3	111	1	3	0	1
		18.9%	36.7%	13.6%	.0%	15.2%
	'4' Extremely Important	381	0	8	1	0
		64.7%	6.5%	37.8%	49.0%	3.7%
	DK/NA	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%
3E. Expanding highways	Total	589	2	22	2	6
	'0' Not Important	41	1	2	0	0
		6.9%	26.7%	8.0%	.0%	.7%
	1	27	1	2	0	0
		4.6%	56.8%	8.1%	.0%	4.3%
	2	100	0	8	0	2
		17.0%	5.5%	35.7%	.1%	29.9%
3	133	0	3	0	2	
	22.7%	6.5%	14.3%	.0%	27.2%	
	'4' Extremely Important	286	0	8	2	2
		48.5%	4.6%	33.9%	99.9%	37.8%
	DK/NA	2	0	0	0	0
		.4%	.0%	.0%	.0%	.0%
3F. Reducing traffic congestion	Total	589	2	22	2	6
	'0' Not Important	30	0	1	0	0
		5.1%	.0%	5.1%	.1%	5.1%
	1	40	0	1	0	1
		6.8%	.0%	4.0%	.0%	17.6%
	2	83	0	6	0	4
		14.1%	11.9%	27.7%	.0%	55.9%
3	116	1	5	1	1	
	19.8%	56.8%	22.2%	35.2%	17.6%	
	'4' Extremely Important	320	1	9	1	0
		54.3%	31.2%	41.0%	64.7%	3.9%
	DK/NA	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%
3G. Maintaining local streets and roads	Total	589	2	22	2	6
	'0' Not Important	7	0	1	0	0
		1.2%	.0%	3.8%	.0%	.0%
	1	4	1	2	0	0
		.8%	56.8%	8.1%	.0%	.0%
	2	54	0	3	0	1
		9.2%	6.5%	13.5%	.0%	13.4%
3	130	0	4	1	2	
	22.1%	4.6%	15.9%	35.2%	32.1%	
	'4' Extremely Important	393	1	13	1	3
		66.7%	32.1%	58.7%	64.8%	54.5%
	DK/NA	1	0	0	0	0
		.1%	.0%	.0%	.0%	.0%

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3H. Expanding local bus services	Total	1200	67	15	48	468
	'0' Not Important	101	1	1	10	59
		8.5%	1.4%	9.7%	20.4%	12.6%
	1	93	4	0	4	35
		7.7%	6.6%	.0%	7.8%	7.5%
	2	269	11	1	20	123
		22.4%	16.0%	7.7%	40.6%	26.2%
	3	281	13	3	0	100
	23.4%	19.3%	21.7%	.0%	21.3%	
'4' Extremely Important	437	38	9	12	141	
	36.4%	56.6%	56.8%	25.2%	30.1%	
DK/NA	19	0	1	3	11	
	1.6%	.0%	4.1%	6.0%	2.3%	
3I. Improving public transportation to other cities	Total	1200	67	15	48	468
	'0' Not Important	112	1	1	7	69
		9.3%	2.2%	9.7%	15.3%	14.7%
	1	72	0	0	0	47
		6.0%	.0%	2.2%	.0%	10.1%
	2	231	9	2	13	96
		19.2%	13.8%	11.3%	27.6%	20.5%
	3	295	26	3	7	104
	24.6%	38.2%	19.5%	14.4%	22.2%	
'4' Extremely Important	480	28	8	21	143	
	40.0%	41.9%	54.9%	42.8%	30.4%	
DK/NA	12	3	0	0	10	
	1.0%	3.9%	2.4%	.0%	2.0%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	67	15	48	468
	'0' Not Important	66	5	0	4	34
		5.5%	8.1%	.0%	7.7%	7.2%
	1	62	1	0	0	32
		5.2%	2.2%	3.1%	.0%	6.9%
	2	212	6	1	3	111
		17.7%	9.5%	9.3%	5.7%	23.7%
	3	328	27	2	14	125
	27.4%	39.7%	15.7%	28.4%	26.7%	
'4' Extremely Important	524	27	11	28	161	
	43.7%	40.5%	71.9%	58.2%	34.3%	
DK/NA	7	0	0	0	5	
	.6%	.0%	.0%	.0%	1.1%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	67	15	48	468
	'0' Not Important	93	0	1	4	48

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3H. Expanding local bus services	Total	589	2	22	2	6
	'0' Not Important	30	0	3	0	1
		5.0%	.0%	15.5%	.1%	13.3%
	1	43	2	3	0	1
		7.3%	83.5%	14.7%	.1%	19.6%
	2	111	0	3	0	1
		18.9%	10.0%	13.0%	.0%	20.8%
	3	162	0	2	0	2
	27.5%	6.5%	8.1%	15.7%	27.2%	
'4' Extremely Important	238	0	11	2	1	
	40.4%	.0%	48.8%	84.2%	19.2%	
DK/NA	5	0	0	0	0	
	.8%	.0%	.0%	.0%	.0%	
3I. Improving public transportation to other cities	Total	589	2	22	2	6
	'0' Not Important	29	1	5	0	2
		4.9%	26.7%	22.5%	.1%	30.6%
	1	22	1	1	0	0
		3.7%	56.8%	4.0%	.0%	.0%
	2	105	0	4	0	2
		17.8%	.0%	19.5%	.0%	30.8%
	3	159	0	3	0	1
	27.0%	11.0%	12.8%	.0%	19.4%	
'4' Extremely Important	274	0	9	2	1	
	46.5%	5.5%	41.2%	99.9%	19.2%	
DK/NA	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	
3J. Maintaining and improving sidewalks and bike lanes	Total	589	2	22	2	6
	'0' Not Important	24	0	3	0	1
		4.0%	.0%	15.4%	.1%	13.4%
	1	23	0	3	0	1
		3.9%	.0%	14.8%	.1%	18.8%
	2	84	2	3	1	3
		14.3%	99.9%	12.5%	35.2%	40.8%
	3	156	0	4	0	0
	26.5%	.0%	17.3%	.0%	6.1%	
'4' Extremely Important	300	0	9	1	1	
	51.0%	.0%	40.0%	64.7%	20.9%	
DK/NA	2	0	0	0	0	
	.4%	.0%	.0%	.0%	.0%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	589	2	22	2	6
	'0' Not Important	33	1	3	0	2

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	7.7%	.0%	7.9%	7.6%	10.3%
	1	83	3	0	4	46
		6.9%	4.8%	.0%	7.7%	9.8%
	2	244	14	2	9	114
		20.4%	21.3%	13.1%	18.0%	24.3%
	3	317	17	3	15	125
		26.4%	24.8%	20.0%	30.4%	26.7%
'4' Extremely Important	451	33	9	15	129	
	37.6%	49.2%	58.9%	30.3%	27.5%	
DK/NA	11	0	0	3	7	
	.9%	.0%	.0%	6.0%	1.4%	
Total	1200	67	15	48	468	
3L. Improving air quality	'0' Not Important	45	0	1	4	27
		3.7%	.0%	6.9%	7.7%	5.7%
	1	39	1	1	0	27
		3.2%	1.3%	6.1%	.0%	5.8%
	2	108	6	3	4	46
		9.0%	9.0%	16.5%	7.9%	9.8%
	3	178	11	1	3	68
	14.8%	16.7%	3.9%	5.7%	14.5%	
'4' Extremely Important	825	49	10	38	295	
	68.8%	73.0%	66.4%	78.8%	63.1%	
DK/NA	5	0	0	0	5	
	.4%	.0%	.0%	.0%	1.1%	
Total	1200	67	15	48	468	
3M. Preserving water supply	'0' Not Important	28	1	0	4	18
		2.4%	2.2%	.0%	7.7%	3.9%
	1	30	2	1	0	11
		2.5%	2.4%	4.5%	.0%	2.4%
	2	72	3	0	0	26
		6.0%	4.5%	.0%	.0%	5.6%
	3	194	9	2	6	91
	16.2%	13.7%	15.2%	11.7%	19.4%	
'4' Extremely Important	871	52	12	39	317	
	72.6%	77.2%	80.3%	80.6%	67.7%	
DK/NA	5	0	0	0	5	
	.4%	.0%	.0%	.0%	1.0%	
Total	1200	67	15	48	468	
3N. Improving water quality	'0' Not Important	41	1	0	4	28
		3.4%	1.4%	.0%	7.7%	5.9%
	1	32	3	1	0	20
		2.7%	4.6%	4.5%	.0%	4.3%
	2	102	6	0	0	51
		8.5%	9.3%	.0%	.0%	10.8%
	3	180	6	3	9	84
	15.0%	9.5%	18.3%	18.5%	18.0%	
'4' Extremely Important	840	50	12	36	281	
	70.0%	75.2%	77.2%	73.8%	60.1%	
DK/NA	5	0	0	0	4	
	.4%	.0%	.0%	.0%	.9%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	5.7%	56.8%	14.7%	.1%	30.3%
	1	33	1	1	0	0
		5.6%	26.7%	5.3%	.0%	.1%
	2	103	0	3	0	1
		17.4%	5.4%	15.0%	.1%	10.3%
	3	153	0	7	0	3
		26.0%	6.5%	33.0%	.0%	42.3%
'4' Extremely Important	265	0	7	2	17	
	45.0%	4.5%	32.1%	99.9%	17.0%	
DK/NA	2	0	0	0	0	
	.3%	.0%	.0%	.0%	.0%	
Total	589	2	22	2	6	
3L. Improving air quality	'0' Not Important	13	0	3	0	1
		2.2%	.0%	13.8%	.1%	13.4%
	1	10	1	0	0	0
		1.7%	26.7%	.0%	.0%	.8%
	2	49	0	1	0	1
		8.2%	.0%	2.8%	.1%	15.3%
	3	89	1	5	1	0
	15.0%	56.8%	22.8%	35.2%	.0%	
'4' Extremely Important	429	0	13	1	5	
	72.8%	16.5%	60.1%	64.7%	70.5%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.5%	.0%	.0%	
Total	589	2	22	2	6	
3M. Preserving water supply	'0' Not Important	9	0	0	0	0
		1.5%	.0%	.3%	.0%	.0%
	1	16	0	0	1	0
		2.6%	.0%	1.3%	35.2%	.0%
	2	37	0	3	0	2
		6.3%	6.5%	14.1%	.1%	32.1%
	3	83	0	2	0	2
	14.0%	.0%	8.1%	.0%	24.8%	
'4' Extremely Important	445	2	17	1	3	
	75.5%	93.5%	76.2%	64.8%	43.1%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
Total	589	2	22	2	6	
3N. Improving water quality	'0' Not Important	11	0	2	0	0
		1.8%	.0%	7.3%	.0%	.6%
	1	7	1	0	0	0
		1.2%	56.8%	1.6%	.0%	.0%
	2	39	0	3	0	3
		6.5%	.0%	15.3%	.1%	49.4%
	3	71	0	7	1	0
	12.0%	4.5%	33.2%	35.2%	.0%	
'4' Extremely Important	461	1	9	1	3	
	78.2%	38.6%	42.6%	64.7%	50.0%	
DK/NA	1	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3O. Preserving open spaces and native animal habitats	Total	1200	67	15	48	468
	'0' Not Important	75	3	1	7	38
		6.3%	4.6%	8.9%	15.4%	8.1%
	1	69	1	1	0	34
		5.8%	1.3%	4.5%	.0%	7.3%
	2	201	17	2	10	87
		16.8%	24.8%	14.7%	20.0%	18.5%
	3	305	24	3	10	118
	25.4%	36.3%	19.3%	20.6%	25.2%	
'4' Extremely Important	538	20	8	18	186	
	44.8%	30.5%	52.5%	38.0%	39.8%	
DK/NA	11	2	0	3	5	
	.9%	2.6%	.0%	6.0%	1.1%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	67	15	48	468
	'0' Not Important	131	4	5	4	71
		10.9%	5.3%	30.2%	7.7%	15.3%
	1	76	1	0	4	51
		6.3%	2.2%	2.2%	7.8%	10.8%
	2	266	15	2	18	122
		22.2%	23.0%	15.9%	36.9%	26.0%
	3	320	13	4	6	115
	26.7%	20.1%	26.2%	11.7%	24.5%	
'4' Extremely Important	394	33	4	14	102	
	32.8%	49.4%	25.4%	30.0%	21.8%	
DK/NA	14	0	0	3	8	
	1.1%	.0%	.0%	6.0%	1.7%	
3Q. Providing programs to improve energy efficiency	Total	1200	67	15	48	468
	'0' Not Important	62	2	1	7	31
		5.2%	2.5%	6.1%	15.3%	6.6%
	1	56	2	1	0	34
		4.7%	2.4%	6.1%	.0%	7.2%
	2	187	8	2	10	75
		15.6%	12.5%	15.3%	20.7%	16.0%
	3	300	15	2	10	137
	25.0%	22.1%	11.6%	20.3%	29.3%	
'4' Extremely Important	582	39	9	21	185	
	48.5%	57.5%	60.9%	43.7%	39.5%	
DK/NA	13	2	0	0	7	
	1.1%	2.9%	.0%	.0%	1.4%	
3R. Providing programs to conserve natural resources	Total	1200	67	15	48	468
	'0' Not Important	65	2	1	7	34

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3O. Preserving open spaces and native animal habitats	Total	589	2	22	2	6
	'0' Not Important	23	0	3	1	2
		3.9%	.0%	15.7%	35.2%	34.6%
	1	33	0	0	0	0
		5.5%	.0%	1.3%	15.7%	1.9%
	2	86	1	2	0	0
		14.7%	61.4%	10.6%	.1%	1.8%
	3	145	0	6	0	2
	24.6%	6.5%	25.6%	.0%	35.1%	
'4' Extremely Important	301	1	10	1	2	
	51.1%	32.1%	46.8%	49.0%	26.6%	
DK/NA	1	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	589	2	22	2	6
	'0' Not Important	44	0	4	0	2
		7.5%	4.6%	19.1%	.0%	35.1%
	1	17	0	3	0	0
		2.8%	5.4%	12.5%	.1%	6.0%
	2	105	1	6	0	3
		17.8%	26.7%	25.2%	.0%	41.2%
	3	180	1	3	1	1
	30.6%	63.3%	12.1%	50.9%	13.3%	
'4' Extremely Important	240	0	7	1	0	
	40.8%	.1%	31.0%	49.1%	4.4%	
DK/NA	3	0	0	0	0	
	.5%	.0%	.0%	.0%	.0%	
3Q. Providing programs to improve energy efficiency	Total	589	2	22	2	6
	'0' Not Important	20	0	2	0	3
		3.3%	.0%	9.8%	.0%	45.0%
	1	19	0	1	1	0
		3.2%	.1%	5.3%	35.2%	2.6%
	2	85	0	6	0	2
		14.4%	6.5%	25.6%	.1%	24.8%
	3	137	1	0	0	0
	23.3%	66.7%	.0%	.0%	6.7%	
'4' Extremely Important	325	1	13	1	1	
	55.2%	26.7%	58.8%	64.8%	20.9%	
DK/NA	4	0	0	0	0	
	.6%	.0%	.5%	.0%	.0%	
3R. Providing programs to conserve natural resources	Total	589	2	22	2	6
	'0' Not Important	22	0	2	0	1

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
3R. Providing programs to conserve natural resources	'0' Not Important	5.4%	3.8%	4.5%	14.1%	7.2%
	1	47	4	1	0	17
		3.9%	6.5%	5.0%	.0%	3.6%
	2	196	6	2	7	106
		16.3%	9.1%	15.9%	13.8%	22.6%
	3	304	10	2	16	120
		25.4%	15.5%	13.3%	34.2%	25.7%
'4' Extremely Important	578	44	9	18	185	
	48.1%	65.3%	57.3%	38.0%	39.5%	
DK/NA	10	0	1	0	7	
	.8%	.0%	3.9%	.0%	1.5%	
3S. Improving the energy efficiency of local government buildings	Total	1200	67	15	48	468
	'0' Not Important	108	4	3	7	45
		9.0%	6.1%	19.7%	14.1%	9.5%
	1	74	3	0	0	38
		6.2%	4.4%	1.6%	.0%	8.1%
	2	216	12	2	7	111
		18.0%	17.8%	15.6%	13.8%	23.6%
3	338	23	4	17	120	
	28.2%	34.2%	24.4%	34.6%	25.5%	
'4' Extremely Important	434	22	5	18	138	
	36.1%	32.4%	34.5%	37.6%	29.6%	
DK/NA	30	3	1	0	17	
	2.5%	5.1%	4.1%	.0%	3.7%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	67	15	48	468
	'0' Not Important	126	3	0	11	67
		10.5%	4.2%	.0%	22.3%	14.4%
	1	99	3	0	0	43
		8.3%	5.0%	1.6%	.0%	9.2%
	2	270	17	4	4	120
		22.5%	25.8%	24.5%	8.2%	25.7%
3	284	17	3	15	106	
	23.7%	26.0%	18.6%	31.5%	22.7%	
'4' Extremely Important	401	26	8	15	121	
	33.4%	39.0%	51.2%	31.9%	25.8%	
DK/NA	19	0	1	3	11	
	1.6%	.0%	4.1%	6.0%	2.4%	
3U. Providing information on how to reduce energy usage and save money	Total	1200	67	15	48	468
	'0' Not Important	67	4	1	4	35
		5.6%	6.2%	8.5%	7.7%	7.6%
	1	51	0	1	0	31
		4.2%	.0%	6.1%	.0%	6.7%
	2	210	10	2	12	94
		17.5%	14.9%	12.8%	24.5%	20.1%
3	288	11	1	8	124	
	24.0%	16.3%	6.1%	15.8%	26.5%	
'4' Extremely Important	565	39	10	25	172	
	47.1%	57.6%	62.4%	52.0%	36.8%	
DK/NA	19	3	1	0	10	
	1.6%	5.0%	4.1%	.0%	2.2%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
3R. Providing programs to conserve natural resources	'0' Not Important	3.8%	.0%	8.5%	.0%	16.1%
	1	22	1	0	0	1
		3.8%	56.8%	1.3%	.1%	18.8%
	2	70	0	4	1	1
		11.8%	4.5%	18.4%	35.2%	16.5%
	3	149	0	4	0	3
		25.3%	6.5%	16.6%	.0%	44.1%
'4' Extremely Important	323	1	12	1	0	
	54.9%	32.2%	55.3%	64.8%	4.4%	
DK/NA	2	0	0	0	0	
	.4%	.0%	.0%	.0%	.0%	
3S. Improving the energy efficiency of local government buildings	Total	589	2	22	2	6
	'0' Not Important	49	0	2	0	2
		8.3%	4.5%	8.8%	.1%	33.1%
	1	33	0	1	0	0
		5.6%	.0%	5.8%	.0%	1.9%
	2	82	2	3	1	0
		13.9%	83.5%	13.2%	35.2%	2.4%
3	169	0	7	0	3	
	28.7%	11.9%	30.8%	.0%	42.3%	
'4' Extremely Important	249	0	8	1	1	
	42.2%	.0%	37.9%	64.7%	20.3%	
DK/NA	8	0	1	0	0	
	1.3%	.0%	3.5%	.0%	.0%	
3T. Purchasing government vehicles that use clean fuel technology	Total	589	2	22	2	6
	'0' Not Important	44	1	3	0	1
		7.4%	56.8%	11.9%	.1%	19.6%
	1	49	0	1	1	1
		8.4%	.0%	5.9%	35.2%	20.6%
	2	119	0	6	0	3
		20.2%	6.5%	28.3%	.1%	44.3%
3	141	0	4	0	0	
	23.9%	.0%	15.8%	.0%	.1%	
'4' Extremely Important	232	1	8	1	1	
	39.4%	36.7%	34.5%	64.7%	15.4%	
DK/NA	4	0	1	0	0	
	.6%	.0%	3.5%	.0%	.0%	
3U. Providing information on how to reduce energy usage and save money	Total	589	2	22	2	6
	'0' Not Important	23	0	2	0	2
		3.8%	.0%	8.5%	.0%	27.5%
	1	16	1	1	0	1
		2.8%	56.8%	4.0%	.1%	17.7%
	2	89	0	3	0	0
		15.1%	.1%	13.3%	.1%	1.2%
3	136	0	6	0	3	
	23.1%	.0%	26.4%	.0%	43.8%	
'4' Extremely Important	321	1	11	2	1	
	54.5%	43.1%	47.8%	99.9%	9.8%	
DK/NA	4	0	0	0	0	
	.7%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
3A. Creating more high paying jobs	'0' Not Important		b	E		
	1					
	2				E	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	b	b	E	E	C D
	DK/NA	b		E		
	'0' Not Important	b	b			
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	b	b	b	E	D
	DK/NA				E	
	'0' Not Important			E	E	
3D. Creating more affordable housing	'4' Extremely Important	b	b	E	E	D
	DK/NA	b				
	'0' Not Important	b		E	E	
3E. Expanding highways	'4' Extremely Important	C D I	b	b	E	C D
	DK/NA	b				b
	'0' Not Important		b	E	E	
3F. Reducing traffic congestion	'4' Extremely Important	b	b	b		D
	DK/NA	b				b
	'0' Not Important	b		D E		
3G. Maintaining local streets and roads	'4' Extremely Important	b	b	b		
	DK/NA					
	'0' Not Important	C				

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
3A. Creating more high paying jobs	'0' Not Important	b		a,b	E
	1	b		a,b	
	2			a	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	b	b	a,b	b
	DK/NA	b		a,b	
	'0' Not Important	b		a,b	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	b	b	a,b	b
	DK/NA			a	
	'0' Not Important	b	E	a	E
3D. Creating more affordable housing	'4' Extremely Important	b	b	a,b	b
	DK/NA	b		a	
	'0' Not Important	b		a	
3E. Expanding highways	'4' Extremely Important	b	b	a,b	b
	DK/NA			a,b	
	'0' Not Important	A E		a,b	
3F. Reducing traffic congestion	'4' Extremely Important	b	b	a,b	b
	DK/NA	b		a	
	'0' Not Important			a,b	A C
3G. Maintaining local streets and roads	'4' Extremely Important	b	b	a,b	b
	DK/NA	b		a,b	b
	'0' Not Important	D E	E	a,b	b

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
3H. Expanding local bus services	'0' Not Important		b	A E	E	
	1		.	E	.	
	2		.	b	.	
	3		.	.	.	
3I. Improving public transportation to other cities	'4' Extremely Important	C D		E		D
	DK/NA			.		
	'0' Not Important			E	E	
	1	b		b	E	
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important			.	E	
	1			b	.	
	2			.	E	
	3			.	.	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	E	E	b	E	D
	DK/NA			.	.	
	'0' Not Important			b	.	
	1			.	E	
3L. Improving air quality	'4' Extremely Important	b	b	D b	.	D
	DK/NA	.	.	.	.
	'0' Not Important	b	.	.	.	
	1			b	E	
3M. Preserving water supply	'4' Extremely Important	D b	b	E		D
	DK/NA	b	.	.	E	
	'0' Not Important	.	.	b	E	
	1			.	.	
3N. Improving water quality	'4' Extremely Important	b	b	b	E	b
	DK/NA	.	.	.	.	.
	'0' Not Important			b	E	
	1			b	.	
3O. Improving water quality	'4' Extremely Important	b	b	b	.	D G
	DK/NA	.	.	.	.
	'0' Not Important			b	.	
	1			b	.	

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
3H. Expanding local bus services	'0' Not Important	b		a	
	1	A C D E		a	
	2			a,b	
	3			a	
3I. Improving public transportation to other cities	'4' Extremely Important		b	a,b	b
	DK/NA	b	b	a	
	'0' Not Important		A E	a,b	A
	1	E		a,b	
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	b	b	a,b	b
	DK/NA	.	.	a	
	'0' Not Important	b	.	a	
	1			a	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	A C E		a,b	
	DK/NA	b	b	a,b	b
	'0' Not Important	E		a	
	1			a,b	
3L. Improving air quality	'4' Extremely Important	b	b	a,b	b
	DK/NA	b	.	a	
	'0' Not Important	E		a,b	
	1			a	
3M. Preserving water supply	'4' Extremely Important	b	b	a,b	b
	DK/NA	b	.	a	
	'0' Not Important	b	.	a	b
	1			a	
3N. Improving water quality	'4' Extremely Important	b	b	a,b	b
	DK/NA	b	.	a,b	
	'0' Not Important	A D E G		a,b	A D E
	1			a	
3O. Improving water quality	'4' Extremely Important	b	b	a,b	b
	DK/NA	.	.	a	
	'0' Not Important			a	
	1			a	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
3O. Preserving open spaces and native animal habitats	'0' Not Important			E b		
	1			.		
	2			.		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	E	b	DE		AD
	DK/NA					
	'0' Not Important		E		E	
3Q. Providing programs to improve energy efficiency	'4' Extremely Important	D b	b	E		D
	DK/NA	.	.	E		
	'0' Not Important			E b		
3R. Providing programs to conserve natural resources	'4' Extremely Important	D b	b	b	E	D
	DK/NA	.	.	.		
	'0' Not Important			b		
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important			b	E	
	DK/NA			.		
	'0' Not Important			E b		
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	b		E		D
	DK/NA	.		.		
	'0' Not Important			b	E	
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	D		b		D
	DK/NA	E		.		

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
3O. Preserving open spaces and native animal habitats	'0' Not Important	b		a	E
	1	.	.	a	
	2	.	.	a	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	b	b	a,b	b
	DK/NA	.	.	a,b	
	'0' Not Important			a	
3Q. Providing programs to improve energy efficiency	'4' Extremely Important	b	b	a,b	b
	DK/NA	b	.	a,b	ADE
	'0' Not Important	b	.	a	
3R. Providing programs to conserve natural resources	'4' Extremely Important	G		a	
	DK/NA	b		a,b	b
	'0' Not Important	b		a,b	
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	DEG		a	
	DK/NA	.		a	
	'0' Not Important			a,b	
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important	b	b	a,b	b
	DK/NA	.	.	a	
	'0' Not Important	A		a	
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	b	b	a,b	b
	DK/NA	b	.	a,b	
	'0' Not Important	A		a	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3A. Creating more high paying jobs	Total	1200	611	203	232	83	55	16
	'0' Not Important	40	25	6	3	2	3	1
		3.3%	4.1%	2.8%	1.2%	2.2%	5.7%	8.2%
	1	22	16	2	3	0	0	0
		1.8%	2.7%	1.2%	1.4%	.0%	.0%	.0%
	2	96	64	14	6	8	3	1
		8.0%	10.4%	6.8%	2.7%	9.1%	5.9%	7.5%
	3	193	106	31	38	10	6	2
		16.1%	17.3%	15.2%	16.3%	12.5%	10.7%	14.2%
'4' Extremely Important	833	386	149	182	63	41	11	
	69.4%	63.3%	73.3%	78.4%	76.2%	74.6%	70.1%	
DK/NA	16	13	1	0	0	2	0	
	1.4%	2.2%	.6%	.0%	.0%	3.1%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	611	203	232	83	55	16
	'0' Not Important	50	31	7	4	5	3	1
		4.1%	5.0%	3.2%	1.7%	5.5%	4.5%	9.3%
	1	38	22	2	9	0	4	1
		3.2%	3.5%	1.0%	3.9%	.0%	7.4%	7.5%
	2	117	53	28	17	11	6	0
		9.7%	8.7%	14.0%	7.4%	13.8%	11.2%	.0%
	3	297	132	51	75	20	18	1
		24.7%	21.6%	25.0%	32.2%	24.4%	31.8%	9.2%
'4' Extremely Important	687	362	115	127	47	25	12	
	57.3%	59.3%	56.7%	54.7%	56.3%	45.0%	74.0%	
DK/NA	12	11	0	0	0	0	0	
	1.0%	1.8%	.1%	.1%	.0%	.0%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	611	203	232	83	55	16
	'0' Not Important	56	38	11	6	1	0	0
		4.7%	6.3%	5.3%	2.8%	.6%	.0%	.0%
	1	46	27	6	8	3	1	1
		3.9%	4.4%	3.2%	3.6%	3.5%	1.1%	7.5%
	2	156	91	25	24	8	9	1
		13.0%	14.8%	12.2%	10.2%	9.2%	16.0%	5.3%
	3	312	163	36	74	20	11	8
		26.0%	26.7%	18.0%	32.0%	23.7%	19.5%	52.9%
'4' Extremely Important	615	283	121	119	52	34	5	
	51.3%	46.3%	59.5%	51.4%	63.0%	61.9%	34.3%	
DK/NA	14	9	4	0	0	1	0	
	1.1%	1.5%	1.8%	.0%	.0%	1.5%	.0%	
3D. Creating more affordable housing	Total	1200	611	203	232	83	55	16
	'0' Not Important	83	56	8	9	3	5	2
		6.9%	9.1%	3.8%	4.0%	3.9%	9.7%	10.0%
	1	71	38	17	13	1	2	0
		5.9%	6.2%	8.1%	5.8%	1.0%	3.1%	.0%
	2	161	100	15	30	8	7	1
		13.4%	16.4%	7.4%	12.8%	10.2%	11.9%	8.8%
	3	244	133	43	43	20	3	2
		20.4%	21.7%	21.2%	18.6%	24.6%	6.0%	10.5%
'4' Extremely Important	634	278	120	136	50	38	11	
	52.8%	45.6%	59.1%	58.8%	60.2%	69.2%	70.7%	
DK/NA	7	6	1	0	0	0	0	
	.6%	1.0%	.3%	.0%	.0%	.0%	.0%	

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3E. Expanding highways	Total	1200	611	203	232	83	55	16
	'0' Not Important	87	50	16	19	1	1	0
		7.3%	8.1%	7.7%	8.4%	1.6%	2.5%	.0%
	1	86	51	16	12	4	2	0
		7.1%	8.4%	8.0%	5.3%	4.7%	3.7%	.0%
	2	227	124	38	39	15	8	2
		18.9%	20.3%	18.7%	16.8%	18.6%	14.6%	13.7%
	3	286	131	52	66	18	16	3
	23.9%	21.5%	25.7%	28.4%	21.2%	28.6%	22.2%	
'4' Extremely Important	505	246	80	95	45	28	10	
	42.1%	40.3%	39.7%	41.1%	53.9%	50.5%	64.1%	
DK/NA	9	8	1	0	0	0	0	
	.7%	1.3%	.3%	.0%	.0%	.0%	.0%	
3F. Reducing traffic congestion	Total	1200	611	203	232	83	55	16
	'0' Not Important	84	47	16	16	1	3	0
		7.0%	7.8%	7.9%	6.9%	1.3%	5.5%	1.5%
	1	81	52	8	15	3	3	0
		6.8%	8.5%	3.8%	6.3%	3.7%	6.3%	.0%
	2	182	91	28	34	20	9	1
		15.1%	14.8%	13.9%	14.7%	23.5%	15.6%	3.5%
	3	270	147	41	47	21	10	4
	22.5%	24.0%	20.4%	20.4%	24.9%	18.3%	26.7%	
'4' Extremely Important	580	272	109	120	39	30	11	
	48.4%	44.5%	53.8%	51.7%	46.6%	54.4%	68.3%	
DK/NA	3	2	0	0	0	0	0	
	.2%	.4%	.2%	.0%	.0%	.0%	.0%	
3G. Maintaining local streets and roads	Total	1200	611	203	232	83	55	16
	'0' Not Important	28	19	5	3	1	0	0
		2.3%	3.1%	2.3%	1.1%	1.6%	.0%	.0%
	1	19	11	0	6	1	0	0
		1.6%	1.8%	.0%	2.6%	1.7%	.0%	.0%
	2	106	54	14	21	11	5	0
		8.8%	8.9%	7.1%	9.1%	13.4%	8.7%	.0%
	3	282	149	39	62	10	18	3
	23.5%	24.4%	19.2%	26.8%	12.5%	32.1%	21.9%	
'4' Extremely Important	763	374	145	140	59	33	12	
	63.6%	61.2%	71.4%	60.3%	70.8%	59.3%	78.1%	
DK/NA	3	3	0	0	0	0	0	
	.3%	.5%	.0%	.0%	.0%	.0%	.0%	
3H. Expanding local bus services	Total	1200	611	203	232	83	55	16
	'0' Not Important	101	56	21	14	7	2	2
		8.5%	9.1%	10.2%	5.9%	8.6%	3.6%	13.8%
	1	93	53	22	10	5	2	1
		7.7%	8.7%	10.6%	4.2%	5.5%	3.7%	9.0%
	2	269	139	32	65	17	14	2
		22.4%	22.8%	15.9%	28.0%	20.3%	24.8%	10.5%
	3	281	133	50	57	22	13	6
	23.4%	21.8%	24.6%	24.6%	25.9%	23.1%	41.2%	
'4' Extremely Important	437	217	77	82	33	25	4	
	36.4%	35.4%	37.7%	35.4%	39.6%	44.8%	25.5%	
DK/NA	19	13	2	5	0	0	0	
	1.6%	2.1%	1.0%	1.9%	.0%	.0%	.0%	

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3I. Improving public transportation to other cities	Total	1200	611	203	232	83	55	16
	'0' Not Important	112	78	18	10	2	3	2
		9.3%	12.7%	8.8%	4.2%	1.9%	5.6%	10.0%
	1	72	43	6	12	5	5	1
		6.0%	7.0%	3.1%	5.1%	6.5%	9.0%	4.5%
	2	231	113	40	55	11	9	2
		19.2%	18.4%	19.6%	23.9%	13.6%	16.0%	15.7%
	3	295	146	49	64	20	8	7
	24.6%	24.0%	24.2%	27.6%	24.3%	14.7%	44.1%	
'4' Extremely Important	480	223	88	91	45	30	3	
	40.0%	36.5%	43.3%	39.1%	53.7%	54.7%	20.2%	
DK/NA	12	9	2	0	0	0	1	
	1.0%	1.4%	.9%	.2%	.0%	.0%	5.5%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	611	203	232	83	55	16
	'0' Not Important	66	41	13	9	1	3	0
		5.5%	6.8%	6.2%	3.8%	1.2%	4.5%	.0%
	1	62	39	8	6	3	4	1
		5.2%	6.4%	4.1%	2.4%	4.1%	7.4%	7.5%
	2	212	114	50	38	6	2	2
		17.7%	18.6%	24.6%	16.3%	7.5%	4.5%	12.5%
	3	328	167	38	80	25	11	7
	27.4%	27.4%	18.7%	34.6%	30.1%	19.6%	44.1%	
'4' Extremely Important	524	244	94	98	48	35	6	
	43.7%	40.0%	46.2%	42.0%	57.1%	64.0%	35.9%	
DK/NA	7	5	0	2	0	0	0	
	.6%	.8%	.2%	.9%	.0%	.0%	.0%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	611	203	232	83	55	16
	'0' Not Important	93	52	15	14	5	4	3
		7.7%	8.4%	7.4%	5.9%	6.2%	7.4%	20.3%
	1	83	45	14	14	3	6	1
		6.9%	7.3%	6.9%	6.2%	3.9%	10.6%	8.2%
	2	244	128	37	50	15	11	4
		20.4%	21.0%	18.0%	21.6%	17.5%	19.7%	25.2%
	3	317	168	52	62	21	13	1
	26.4%	27.5%	25.6%	26.6%	24.8%	24.1%	9.0%	
'4' Extremely Important	451	208	85	92	40	21	5	
	37.6%	34.1%	42.0%	39.7%	47.6%	38.2%	31.9%	
DK/NA	11	10	0	0	0	0	1	
	.9%	1.7%	.2%	.0%	.0%	.0%	5.5%	
3L. Improving air quality	Total	1200	611	203	232	83	55	16
	'0' Not Important	45	28	11	1	2	1	1
		3.7%	4.6%	5.3%	.6%	2.7%	1.5%	9.3%
	1	39	21	2	8	2	6	0
		3.2%	3.4%	1.2%	3.5%	1.8%	10.5%	.0%
	2	108	62	14	26	3	3	1
		9.0%	10.2%	6.7%	11.2%	3.3%	4.5%	7.5%
	3	178	101	26	29	18	5	0
	14.8%	16.5%	12.8%	12.3%	21.1%	9.1%	.0%	
'4' Extremely Important	825	395	149	168	59	41	13	
	68.8%	64.7%	73.5%	72.3%	71.0%	74.3%	83.2%	
DK/NA	5	4	1	0	0	0	0	
	.4%	.7%	.5%	.0%	.0%	.0%	.0%	

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3M. Preserving water supply	Total	1200	611	203	232	83	55	16
	'0' Not Important	28	19	4	4	2	0	0
		2.4%	3.0%	1.8%	1.9%	2.1%	.0%	.0%
	1	30	15	8	5	0	2	0
		2.5%	2.4%	3.9%	2.2%	.0%	3.7%	.0%
	2	72	43	12	9	7	0	1
		6.0%	7.0%	5.9%	3.7%	8.7%	.0%	8.2%
	3	194	106	23	34	19	7	5
	16.2%	17.4%	11.4%	14.5%	22.8%	11.9%	32.4%	
'4' Extremely Important	871	424	156	180	55	47	9	
	72.6%	69.5%	76.9%	77.4%	66.3%	84.4%	59.4%	
DK/NA	5	4	0	1	0	0	0	
	.4%	.6%	.1%	.3%	.0%	.0%	.0%	
3N. Improving water quality	Total	1200	611	203	232	83	55	16
	'0' Not Important	41	21	9	5	1	4	1
		3.4%	3.5%	4.2%	2.0%	1.7%	7.2%	9.3%
	1	32	18	4	8	2	0	0
		2.7%	3.0%	2.0%	3.5%	2.5%	.0%	.0%
	2	102	60	17	13	7	2	3
		8.5%	9.9%	8.4%	5.5%	8.1%	3.5%	20.2%
	3	180	104	23	37	10	5	0
	15.0%	17.1%	11.1%	16.0%	12.3%	9.8%	.0%	
'4' Extremely Important	840	402	150	170	63	44	11	
	70.0%	65.8%	74.1%	73.1%	75.5%	79.6%	70.5%	
DK/NA	5	5	0	0	0	0	0	
	.4%	.8%	.0%	.0%	.0%	.0%	.0%	
3O. Preserving open spaces and native animal habitats	Total	1200	611	203	232	83	55	16
	'0' Not Important	75	46	17	8	0	0	4
		6.3%	7.6%	8.5%	3.6%	.1%	.0%	22.7%
	1	69	35	9	16	4	3	2
		5.8%	5.7%	4.3%	6.9%	5.4%	5.9%	11.3%
	2	201	109	25	46	17	4	1
		16.8%	17.8%	12.1%	19.9%	20.5%	7.8%	4.5%
	3	305	151	48	62	23	20	2
	25.4%	24.8%	23.6%	26.6%	27.5%	35.8%	10.7%	
'4' Extremely Important	538	262	103	100	37	28	8	
	44.8%	42.9%	50.7%	43.1%	44.5%	50.4%	50.8%	
DK/NA	11	8	2	0	2	0	0	
	.9%	1.3%	.8%	.0%	2.1%	.0%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	611	203	232	83	55	16
	'0' Not Important	131	74	18	19	8	10	1
		10.9%	12.2%	8.7%	8.3%	9.5%	17.8%	9.3%
	1	76	45	10	15	4	2	0
		6.3%	7.4%	4.9%	6.3%	5.4%	3.6%	.0%
	2	266	154	40	37	18	14	2
		22.2%	25.3%	19.7%	16.0%	21.9%	25.4%	12.5%
	3	320	158	50	78	18	10	6
	26.7%	25.8%	24.6%	33.6%	21.6%	18.7%	39.4%	
'4' Extremely Important	394	167	84	83	35	19	6	
	32.8%	27.3%	41.5%	35.7%	41.7%	34.5%	38.8%	
DK/NA	14	12	1	0	0	0	0	
	1.1%	2.0%	.6%	.0%	.0%	.0%	.0%	

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3Q. Providing programs to improve energy efficiency	Total	1200	611	203	232	83	55	16
	'0' Not Important	62	39	9	9	2	2	1
		5.2%	6.4%	4.3%	3.7%	2.5%	3.6%	9.3%
	1	56	34	7	11	2	3	0
		4.7%	5.5%	3.6%	4.5%	1.8%	5.0%	.7%
	2	187	95	27	39	16	9	2
		15.6%	15.6%	13.1%	16.8%	19.0%	15.4%	15.7%
	3	300	132	53	77	22	10	6
	25.0%	21.6%	26.1%	33.2%	26.9%	17.3%	36.9%	
'4' Extremely Important	582	301	107	94	41	32	6	
	48.5%	49.2%	52.8%	40.7%	49.8%	58.6%	37.4%	
DK/NA	13	10	0	3	0	0	0	
	1.1%	1.6%	.1%	1.1%	.0%	.0%	.0%	
3R. Providing programs to conserve natural resources	Total	1200	611	203	232	83	55	16
	'0' Not Important	65	45	10	6	0	3	1
		5.4%	7.3%	4.7%	2.7%	.1%	5.2%	9.3%
	1	47	27	7	9	3	2	0
		3.9%	4.4%	3.4%	3.8%	3.0%	3.6%	.0%
	2	196	119	27	32	12	2	3
		16.3%	19.5%	13.1%	13.9%	14.6%	4.4%	21.0%
	3	304	138	50	80	22	12	2
	25.4%	22.6%	24.7%	34.5%	27.0%	21.7%	11.8%	
'4' Extremely Important	578	276	109	104	46	34	9	
	48.1%	45.2%	53.6%	44.6%	55.3%	61.9%	58.0%	
DK/NA	10	6	1	1	0	2	0	
	.8%	1.0%	.4%	.5%	.0%	3.1%	.0%	
3S. Improving the energy efficiency of local government buildings	Total	1200	611	203	232	83	55	16
	'0' Not Important	108	63	16	17	6	5	1
		9.0%	10.3%	8.1%	7.1%	7.3%	8.2%	9.3%
	1	74	48	10	9	3	2	2
		6.2%	7.8%	4.9%	3.9%	3.3%	4.1%	15.7%
	2	216	112	33	45	16	10	0
		18.0%	18.3%	16.3%	19.4%	19.2%	18.1%	.8%
	3	338	155	56	81	24	17	6
	28.2%	25.3%	27.6%	34.7%	29.1%	30.3%	40.2%	
'4' Extremely Important	434	217	80	75	34	22	5	
	36.1%	35.6%	39.5%	32.1%	41.1%	39.3%	34.1%	
DK/NA	30	16	7	6	0	0	0	
	2.5%	2.7%	3.6%	2.7%	.0%	.0%	.0%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	611	203	232	83	55	16
	'0' Not Important	126	68	23	22	5	6	2
		10.5%	11.1%	11.4%	9.3%	6.2%	11.7%	11.5%
	1	99	48	13	22	10	5	1
		8.3%	7.9%	6.2%	9.6%	11.9%	8.4%	8.8%
	2	270	147	44	45	18	13	4
		22.5%	24.0%	21.5%	19.2%	21.9%	24.1%	24.5%
	3	284	137	56	60	16	9	6
	23.7%	22.4%	27.7%	25.7%	19.0%	17.1%	40.8%	
'4' Extremely Important	401	195	67	81	34	21	2	
	33.4%	31.9%	33.0%	35.1%	40.9%	38.7%	14.4%	
DK/NA	19	17	0	2	0	0	0	
	1.6%	2.7%	.2%	1.1%	.0%	.0%	.0%	

	Children Under 18 Living in Household						
	Total	None	One	Two	Three	Four or more	DK/NA
Total	1200	611	203	232	83	55	16
'0' Not Important	67	40	14	8	2	2	1
	5.6%	6.5%	7.1%	3.3%	1.9%	3.6%	9.3%
1	51	34	5	8	2	1	1
	4.2%	5.6%	2.7%	3.3%	1.8%	2.0%	8.2%
2	210	122	28	31	15	10	4
	17.5%	19.9%	13.6%	13.5%	18.1%	17.7%	28.2%
3	288	134	43	77	19	9	6
	24.0%	22.0%	21.0%	33.3%	23.3%	16.6%	35.4%
'4' Extremely Important	565	273	111	105	42	32	3
	47.1%	44.6%	54.6%	45.2%	50.8%	57.0%	19.0%
DK/NA	19	8	2	3	3	2	0
	1.6%	1.4%	1.1%	1.4%	4.0%	3.1%	.0%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household					
	None	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
3A. Creating more high paying jobs						
'0' Not Important				a	a	
1				.	.	
2				.	.	
3				.	.	
'4' Extremely Important			A	a		a
DK/NA		
'0' Not Important				a		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy						
1				.	.	
2				.	.	
3			A	.	.	
'4' Extremely Important				a	a	a
DK/NA				.	a	a
'0' Not Important				.	.	.
3C. Revitalizing older neighborhoods and business districts that are becoming rundown						
1				.	.	
2				.	.	
3			B	.	.	B
'4' Extremely Important		A	a	a		a
DK/NA	
'0' Not Important				.	.	.
3D. Creating more affordable housing						
1				.	.	
2				.	.	
3				.	.	
'4' Extremely Important		A	A		A	a
DK/NA		.	.	.	a	a
'0' Not Important				.	.	.
3E. Expanding highways						
1				.	.	
2				.	.	
3				.	.	
'4' Extremely Important				a	a	a
DK/NA				.	.	.
'0' Not Important				.	.	.
3F. Reducing traffic congestion						
1				.	.	
2				.	.	
3				.	.	
'4' Extremely Important				a	a	a
DK/NA				.	a	a
'0' Not Important				.	a	a
3G. Maintaining local streets and roads						
1		a		.	a	a
2	
3	
'4' Extremely Important				a	a	a
DK/NA	
'0' Not Important				.	.	.
3H. Expanding local bus services						
1				.	.	
2				.	.	
3				.	.	
'4' Extremely Important			B	a	a	a
DK/NA		

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household					
		None (A)	One (B)	Two (C)	Three (D)	Four or more (E)	DK/NA (F)
3I. Improving public transportation to other cities	'0' Not Important	C					
	1						
	2						
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important				A	a	C
	DK/NA				a	.	
	'0' Not Important						
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important		D E				
	1						
	2						
3L. Improving air quality	'4' Extremely Important			B		A	a
	DK/NA				a	.	
	'0' Not Important						
3M. Preserving water supply	'4' Extremely Important				a	a	a
	DK/NA				a	.	
	'0' Not Important						
3N. Improving water quality	'4' Extremely Important					a	a
	DK/NA					a	.
	'0' Not Important						
3O. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	.
	'0' Not Important						
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important		A			a	a
	DK/NA					a	.
	'0' Not Important						

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household					
		None (A)	One (B)	Two (C)	Three (D)	Four or more (E)	DK/NA (F)
3Q. Providing programs to improve energy efficiency	'0' Not Important						
	1						
	2						
3R. Providing programs to conserve natural resources	'4' Extremely Important			A		a	a
	DK/NA				a	.	
	'0' Not Important						
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important			A		a	a
	DK/NA				a	.	
	'0' Not Important						
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important					a	a
	DK/NA					a	.
	'0' Not Important						
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important			A			a
	DK/NA						.
	'0' Not Important						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3A. Creating more high paying jobs	Total	1200	816	207	149	12	9	7
	'0' Not Important	40	23	14	1	0	0	2
		3.3%	2.8%	6.7%	.9%	.0%	.0%	22.7%
	1	22	10	11	2	0	0	0
		1.8%	1.2%	5.1%	1.3%	.0%	.0%	.0%
	2	96	60	21	12	3	0	0
		8.0%	7.3%	10.0%	8.3%	26.9%	.0%	.0%
	3	193	144	30	17	0	2	0
	16.1%	17.6%	14.5%	11.3%	.1%	23.1%	1.6%	
'4' Extremely Important	833	571	132	111	7	7	5	
	69.4%	70.0%	63.5%	74.4%	61.2%	76.9%	69.0%	
DK/NA	16	8	1	6	1	0	0	
	1.4%	1.0%	.3%	3.8%	11.7%	.0%	6.6%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	816	207	149	12	9	7
	'0' Not Important	50	22	18	7	1	0	1
		4.1%	2.7%	8.7%	4.6%	9.5%	.0%	20.0%
	1	38	33	4	0	0	0	0
		3.2%	4.1%	2.0%	.2%	.0%	.0%	.0%
	2	117	75	24	14	0	2	1
		9.7%	9.3%	11.7%	9.5%	1.0%	20.7%	10.0%
	3	297	207	45	39	1	4	0
	24.7%	25.4%	21.9%	26.0%	7.9%	46.0%	3.3%	
'4' Extremely Important	687	475	109	87	8	3	5	
	57.3%	58.3%	52.8%	58.1%	70.0%	33.3%	66.7%	
DK/NA	12	2	6	2	1	0	0	
	1.0%	.3%	2.8%	1.5%	11.7%	.0%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	816	207	149	12	9	7
	'0' Not Important	56	40	11	4	2	0	0
		4.7%	4.9%	5.1%	2.5%	19.5%	.0%	.0%
	1	46	33	7	6	0	0	0
		3.9%	4.1%	3.2%	3.9%	1.0%	.0%	5.0%
	2	156	106	28	20	0	2	1
		13.0%	13.0%	13.6%	13.2%	.0%	20.7%	11.4%
	3	312	213	60	35	2	2	0
	26.0%	26.1%	28.8%	23.6%	20.8%	23.1%	1.6%	
'4' Extremely Important	615	415	102	82	5	5	6	
	51.3%	50.9%	49.0%	54.9%	47.1%	56.2%	82.0%	
DK/NA	14	9	1	3	1	0	0	
	1.1%	1.1%	.3%	1.9%	11.7%	.0%	.0%	
3D. Creating more affordable housing	Total	1200	816	207	149	12	9	7
	'0' Not Important	83	49	17	15	0	0	2
		6.9%	6.0%	8.4%	9.8%	.0%	.0%	21.6%
	1	71	42	18	8	2	0	0
		5.9%	5.2%	8.8%	5.5%	13.9%	.0%	.0%
	2	161	112	28	17	1	2	0
		13.4%	13.7%	13.7%	11.6%	9.5%	23.1%	6.6%
	3	244	173	37	32	1	2	0
	20.4%	21.2%	17.8%	21.3%	7.9%	22.9%	1.6%	
'4' Extremely Important	634	437	104	77	7	5	5	
	52.8%	53.6%	50.1%	51.4%	57.1%	54.0%	63.5%	
DK/NA	7	2	3	1	1	0	0	
	.6%	.2%	1.2%	.4%	11.7%	.0%	6.6%	

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3E. Expanding highways	Total	1200	816	207	149	12	9	7
	'0' Not Important	87	61	12	11	1	2	0
		7.3%	7.4%	5.8%	7.7%	10.0%	23.3%	.0%
	1	86	62	19	5	0	0	0
		7.1%	7.6%	9.3%	3.1%	.0%	.0%	.0%
	2	227	146	47	30	3	0	1
		18.9%	18.0%	22.8%	19.9%	24.5%	.0%	8.2%
	3	286	203	41	36	2	4	0
	23.9%	24.9%	19.9%	23.9%	17.5%	46.0%	2.7%	
'4' Extremely Important	505	338	87	67	4	3	6	
	42.1%	41.5%	41.8%	44.6%	36.4%	30.7%	89.0%	
DK/NA	9	5	1	1	1	0	0	
	.7%	.6%	.5%	.8%	11.7%	.0%	.0%	
3F. Reducing traffic congestion	Total	1200	816	207	149	12	9	7
	'0' Not Important	84	59	14	9	1	0	0
		7.0%	7.2%	6.9%	6.0%	10.0%	.0%	6.6%
	1	81	51	20	6	2	0	2
		6.8%	6.3%	9.5%	4.2%	17.5%	.0%	28.3%
	2	182	125	40	15	0	0	1
		15.1%	15.4%	19.3%	10.4%	.8%	.0%	10.9%
	3	270	182	35	44	3	6	0
	22.5%	22.4%	17.0%	29.3%	25.2%	69.3%	.0%	
'4' Extremely Important	580	397	98	74	4	3	4	
	48.4%	48.7%	47.2%	49.9%	34.8%	30.7%	54.1%	
DK/NA	3	1	0	0	1	0	0	
	.2%	.1%	.0%	.3%	11.7%	.0%	.0%	
3G. Maintaining local streets and roads	Total	1200	816	207	149	12	9	7
	'0' Not Important	28	20	8	0	0	0	0
		2.3%	2.5%	3.7%	.0%	.0%	.0%	.0%
	1	19	9	9	1	0	0	0
		1.6%	1.1%	4.3%	.6%	.0%	.0%	.0%
	2	106	73	23	8	0	2	0
		8.8%	8.9%	11.1%	5.7%	.0%	20.7%	.0%
	3	282	203	37	36	0	3	2
	23.5%	24.9%	17.7%	24.3%	1.1%	33.1%	33.2%	
'4' Extremely Important	763	510	131	103	10	4	5	
	63.6%	62.6%	63.2%	68.6%	87.2%	46.2%	66.7%	
DK/NA	3	1	0	1	1	0	0	
	.3%	.1%	.1%	.7%	11.7%	.0%	.0%	
3H. Expanding local bus services	Total	1200	816	207	149	12	9	7
	'0' Not Important	101	62	24	12	0	0	2
		8.5%	7.6%	11.8%	8.1%	.0%	.0%	34.7%
	1	93	70	15	4	2	0	2
		7.7%	8.5%	7.2%	2.9%	17.5%	.0%	26.0%
	2	269	186	37	40	1	4	0
		22.4%	22.8%	18.0%	27.1%	12.7%	43.8%	1.6%
	3	281	196	46	35	1	1	3
	23.4%	24.0%	22.0%	23.2%	6.9%	10.0%	37.6%	
'4' Extremely Important	437	295	79	53	6	4	0	
	36.4%	36.2%	38.1%	35.3%	51.3%	46.2%	.0%	
DK/NA	19	7	6	5	1	0	0	
	1.6%	.9%	2.9%	3.3%	11.7%	.0%	.0%	

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3I. Improving public transportation to other cities	Total	1200	816	207	149	12	9	7
	'0' Not Important	112	66	21	22	1	0	2
		9.3%	8.1%	10.0%	14.7%	10.0%	.0%	21.6%
	1	72	51	15	5	0	0	1
		6.0%	6.3%	7.1%	3.2%	.0%	.0%	14.7%
	2	231	165	40	20	5	0	1
		19.2%	20.2%	19.0%	13.6%	41.8%	.0%	17.8%
	3	295	216	35	39	1	2	2
	24.6%	26.5%	16.8%	26.1%	7.5%	23.1%	29.9%	
'4' Extremely Important	480	314	92	62	3	7	1	
	40.0%	38.5%	44.4%	41.6%	29.0%	76.9%	16.0%	
DK/NA	12	4	5	1	1	0	0	
	1.0%	.5%	2.6%	.7%	11.7%	.0%	.0%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	816	207	149	12	9	7
	'0' Not Important	66	44	13	9	0	0	0
		5.5%	5.4%	6.1%	6.2%	.0%	.0%	6.6%
	1	62	44	13	3	2	0	0
		5.2%	5.4%	6.0%	2.0%	13.9%	.0%	5.0%
	2	212	144	39	29	0	0	1
		17.7%	17.6%	18.7%	19.1%	.7%	.0%	11.4%
	3	328	233	51	38	2	2	2
	27.4%	28.6%	24.4%	25.4%	18.5%	23.1%	32.6%	
'4' Extremely Important	524	348	91	69	6	7	3	
	43.7%	42.7%	44.0%	45.9%	55.3%	76.9%	44.4%	
DK/NA	7	2	1	2	1	0	0	
	.6%	.3%	.7%	1.3%	11.7%	.0%	.0%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	816	207	149	12	9	7
	'0' Not Important	93	64	12	15	0	0	1
		7.7%	7.9%	5.8%	10.1%	.0%	.0%	20.0%
	1	83	48	27	5	1	0	2
		6.9%	5.9%	13.2%	3.3%	10.0%	.0%	22.7%
	2	244	168	40	32	1	2	0
		20.4%	20.6%	19.5%	21.4%	11.4%	22.9%	4.9%
	3	317	226	39	41	4	4	3
	26.4%	27.8%	18.9%	27.6%	32.3%	43.8%	38.0%	
'4' Extremely Important	451	303	87	54	4	3	1	
	37.6%	37.1%	42.0%	35.8%	34.5%	33.3%	14.4%	
DK/NA	11	6	2	3	1	0	0	
	.9%	.7%	.7%	1.8%	11.7%	.0%	.0%	
3L. Improving air quality	Total	1200	816	207	149	12	9	7
	'0' Not Important	45	23	10	9	1	0	2
		3.7%	2.8%	4.8%	5.8%	10.0%	.0%	26.6%
	1	39	26	9	4	0	0	0
		3.2%	3.2%	4.2%	2.5%	.0%	.0%	5.0%
	2	108	70	24	13	0	2	0
		9.0%	8.6%	11.4%	8.4%	.0%	22.9%	.0%
	3	178	125	33	20	0	0	0
	14.8%	15.3%	15.7%	13.6%	.0%	.0%	5.0%	
'4' Extremely Important	825	570	132	103	9	7	5	
	68.8%	69.9%	63.6%	68.9%	78.3%	77.1%	63.4%	
DK/NA	5	2	1	1	1	0	0	
	.4%	.3%	.3%	.7%	11.7%	.0%	.0%	

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3M. Preserving water supply	Total	1200	816	207	149	12	9	7
	'0' Not Important	28	19	5	4	0	0	0
		2.4%	2.4%	2.6%	2.4%	.0%	.0%	.0%
	1	30	21	6	3	0	0	0
		2.5%	2.6%	3.0%	1.8%	.0%	.0%	.0%
	2	72	53	13	6	0	0	0
		6.0%	6.5%	6.1%	4.0%	.0%	.0%	6.6%
	3	194	129	32	27	1	3	2
	16.2%	15.8%	15.6%	17.8%	7.2%	33.1%	30.3%	
'4' Extremely Important	871	591	150	110	9	6	5	
	72.6%	72.5%	72.4%	73.4%	81.1%	66.9%	63.1%	
DK/NA	5	2	1	1	1	0	0	
	.4%	.2%	.3%	.7%	11.7%	.0%	.0%	
3N. Improving water quality	Total	1200	816	207	149	12	9	7
	'0' Not Important	41	27	8	5	0	0	1
		3.4%	3.3%	3.7%	3.5%	.0%	.0%	20.0%
	1	32	22	8	2	0	0	0
		2.7%	2.7%	3.7%	1.6%	.0%	.0%	.0%
	2	102	73	15	10	0	2	2
		8.5%	9.0%	7.1%	6.5%	.0%	20.7%	32.5%
	3	180	127	33	16	0	3	0
	15.0%	15.6%	16.1%	10.6%	.0%	32.8%	5.0%	
'4' Extremely Important	840	564	143	116	10	4	3	
	70.0%	69.1%	69.0%	77.3%	88.3%	46.4%	42.5%	
DK/NA	5	2	1	1	1	0	0	
	.4%	.3%	.4%	.4%	11.7%	.0%	.0%	
3O. Preserving open spaces and native animal habitats	Total	1200	816	207	149	12	9	7
	'0' Not Important	75	45	16	10	2	2	1
		6.3%	5.6%	7.6%	6.4%	13.9%	20.7%	17.8%
	1	69	50	9	10	0	0	0
		5.8%	6.1%	4.3%	6.6%	.0%	.0%	6.6%
	2	201	130	40	30	0	0	1
		16.8%	16.0%	19.3%	20.1%	.0%	.0%	14.8%
	3	305	209	52	33	3	5	3
	25.4%	25.6%	25.1%	22.1%	29.8%	55.9%	48.3%	
'4' Extremely Important	538	377	89	64	5	2	1	
	44.8%	46.2%	42.7%	43.1%	44.6%	23.3%	12.6%	
DK/NA	11	5	2	3	1	0	0	
	.9%	.6%	1.0%	1.9%	11.7%	.0%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	816	207	149	12	9	7
	'0' Not Important	131	78	23	25	2	1	1
		10.9%	9.5%	11.1%	16.9%	19.5%	10.0%	20.0%
	1	76	49	17	7	2	0	0
		6.3%	6.1%	8.3%	5.0%	14.9%	.0%	6.6%
	2	266	181	46	39	0	0	0
		22.2%	22.1%	22.1%	26.3%	.0%	.0%	3.2%
	3	320	217	51	43	4	4	1
	26.7%	26.6%	24.6%	28.9%	32.0%	46.0%	12.5%	
'4' Extremely Important	394	284	68	32	3	4	4	
	32.8%	34.8%	32.8%	21.2%	22.0%	44.1%	51.0%	
DK/NA	14	7	3	3	1	0	0	
	1.1%	.8%	1.2%	1.8%	11.7%	.0%	6.6%	

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3Q. Providing programs to improve energy efficiency	Total	1200	816	207	149	12	9	7
	'0' Not Important	62	39	11	10	0	0	1
		5.2%	4.8%	5.5%	6.7%	.0%	.0%	20.0%
	1	56	34	16	5	0	0	0
		4.7%	4.2%	7.9%	3.5%	.0%	.0%	6.6%
	2	187	134	32	18	0	0	3
		15.6%	16.4%	15.4%	12.2%	.0%	.0%	46.0%
	3	300	204	49	41	1	4	1
	25.0%	25.1%	23.5%	27.4%	7.5%	46.0%	14.1%	
'4' Extremely Important	582	396	97	73	9	5	1	
	48.5%	48.6%	46.8%	49.1%	80.8%	54.0%	13.3%	
DK/NA	13	8	2	2	1	0	0	
	1.1%	1.0%	.9%	1.1%	11.7%	.0%	.0%	
3R. Providing programs to conserve natural resources	Total	1200	816	207	149	12	9	7
	'0' Not Important	65	43	11	9	0	0	1
		5.4%	5.2%	5.5%	6.3%	.0%	.0%	20.0%
	1	47	34	8	5	0	0	0
		3.9%	4.2%	3.7%	3.4%	.0%	.0%	.0%
	2	196	133	38	21	1	0	2
		16.3%	16.3%	18.4%	14.0%	10.0%	.0%	34.1%
	3	304	218	42	40	0	4	0
	25.4%	26.8%	20.3%	26.7%	.8%	43.8%	1.6%	
'4' Extremely Important	578	382	105	73	9	5	3	
	48.1%	46.9%	50.8%	48.9%	77.5%	56.2%	44.2%	
DK/NA	10	5	3	1	1	0	0	
	.8%	.6%	1.3%	.7%	11.7%	.0%	.0%	
3S. Improving the energy efficiency of local government buildings	Total	1200	816	207	149	12	9	7
	'0' Not Important	108	78	14	12	2	0	2
		9.0%	9.5%	6.8%	8.3%	16.8%	.0%	26.6%
	1	74	47	24	1	0	0	1
		6.2%	5.8%	11.6%	1.0%	1.0%	.0%	17.8%
	2	216	151	39	24	2	0	0
		18.0%	18.6%	18.6%	16.1%	17.5%	.0%	1.7%
	3	338	258	38	34	1	4	3
	28.2%	31.7%	18.5%	22.9%	7.8%	43.8%	39.6%	
'4' Extremely Important	434	270	83	69	5	5	1	
	36.1%	33.2%	40.1%	46.0%	45.3%	56.2%	14.3%	
DK/NA	30	11	9	9	1	0	0	
	2.5%	1.3%	4.4%	5.7%	11.7%	.0%	.0%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	816	207	149	12	9	7
	'0' Not Important	126	85	16	22	1	0	2
		10.5%	10.4%	7.9%	14.6%	9.5%	.0%	26.6%
	1	99	70	19	9	1	0	0
		8.3%	8.5%	9.2%	6.1%	10.0%	.0%	1.6%
	2	270	187	45	26	2	6	4
		22.5%	22.9%	21.7%	17.7%	13.9%	66.7%	58.5%
	3	284	203	49	29	0	3	0
	23.7%	24.9%	23.7%	19.2%	1.7%	33.3%	.0%	
'4' Extremely Important	401	265	70	59	6	0	1	
	33.4%	32.5%	33.7%	39.2%	53.3%	.0%	13.2%	
DK/NA	19	6	8	5	1	0	0	
	1.6%	.7%	3.7%	3.1%	11.7%	.0%	.0%	

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
3U. Providing information on how to reduce energy usage and save money	Total	1200	816	207	149	12	9	7
	'0' Not Important	67	45	10	10	0	0	1
		5.6%	5.6%	4.9%	6.7%	.0%	.0%	20.0%
	1	51	38	10	2	0	0	1
		4.2%	4.6%	5.0%	1.2%	.0%	.0%	17.7%
	2	210	141	41	21	0	4	3
		17.5%	17.2%	19.8%	14.3%	.0%	43.8%	43.0%
	3	288	210	46	29	0	2	1
	24.0%	25.7%	22.4%	19.4%	.7%	22.9%	11.0%	
'4' Extremely Important	565	372	95	85	10	3	1	
	47.1%	45.6%	45.6%	56.6%	87.6%	33.3%	8.3%	
DK/NA	19	10	5	3	1	0	0	
	1.6%	1.2%	2.3%	1.8%	11.7%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

		Adults 65 and Over Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
3A. Creating more high paying jobs	'0' Not Important		A C		a		A C
	1		A		a		
	2				a		a
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important						
	DK/NA			A B	a		
	'0' Not Important		A		a		
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	1				a		
	2						
	3						
3D. Creating more affordable housing	'4' Extremely Important		A		a		a
	DK/NA			A	a		a
	'0' Not Important			C			
3E. Expanding highways	1						
	2						
	3						
3F. Reducing traffic congestion	'4' Extremely Important				a		a
	DK/NA			A B	a		
	'0' Not Important						
3G. Maintaining local streets and roads	1						
	2						
	3						
3H. Expanding local bus services	'4' Extremely Important				a		a
	DK/NA			A B C	a		
	'0' Not Important		A		a		a

Comparisons of Column Proportions ^{b,c}

		Adults 65 and Over Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
3I. Improving public transportation to other cities	'0' Not Important				a		
	1				a		
	2						
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important		A		A C		a
	DK/NA				a		
	'0' Not Important						
3K. Providing public transportation, carpooling, and other alternatives to driving alone	1						
	2						
	3						
3L. Improving air quality	'4' Extremely Important		A C		A B		a
	DK/NA				a		
	'0' Not Important						A
3M. Preserving water supply	1				a		
	2						
	3						
3N. Improving water quality	'4' Extremely Important				A B C		a
	DK/NA				a		
	'0' Not Important						
3O. Preserving open spaces and native animal habitats	1						
	2						
	3						
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important				A B C		a
	DK/NA				a		
	'0' Not Important						
3Q. Developing a variety of housing options, including apartments, townhomes and condominiums	1						
	2						
	3						
3R. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important		C		A		a
	DK/NA						
	'0' Not Important						

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
3Q. Providing programs to improve energy efficiency	'0' Not Important				a	a	
	1				a	a	
	2				.	.	
	3				.	.	
3R. Providing programs to conserve natural resources	'4' Extremely Important				A B	a	a
	DK/NA				a	a	.
	'0' Not Important				a	a	a
	1				.	.	.
3S. Improving the energy efficiency of local government buildings	'0' Not Important				A C	a	.
	1		A C		.	a	C
	2		.		.	a	.
	3	B	.		.	a	.
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important		A	A	A	a	a
	DK/NA		.	.	.	a	.
	'0' Not Important		A	A	A	a	.
	1		.	.	.	a	.
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		A		A	a	a
	DK/NA		.	.	.	a	.
	'0' Not Important		.	.	.	a	.
	1		.	.	.	a	C
					F	a	a
					A	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3A. Creating more high paying jobs	Total	1200	88	129	179	155
	'0' Not Important	40	7	8	1	2
		3.3%	8.4%	5.9%	.4%	1.1%
	1	22	4	4	0	4
		1.8%	4.5%	3.3%	.1%	2.7%
	2	96	4	7	14	5
		8.0%	4.6%	5.6%	7.8%	3.3%
	3	193	12	19	24	10
		16.1%	13.4%	14.8%	13.2%	6.2%
	'4' Extremely Important	833	61	90	141	132
	69.4%	69.2%	69.3%	78.4%	85.0%	
DK/NA	16	0	1	0	2	
	1.4%	.0%	1.1%	.0%	1.6%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	88	129	179	155
	'0' Not Important	50	5	4	3	4
		4.1%	5.3%	3.4%	1.8%	2.5%
	1	38	0	4	5	4
		3.2%	.0%	3.2%	2.7%	2.3%
	2	117	4	14	14	24
		9.7%	4.5%	10.8%	8.1%	15.7%
	3	297	17	40	40	39
		24.7%	18.9%	31.2%	22.1%	24.9%
	'4' Extremely Important	687	61	65	116	84
	57.3%	69.2%	50.4%	64.5%	54.4%	
DK/NA	12	2	1	1	0	
	1.0%	2.0%	1.0%	.8%	.1%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	88	129	179	155
	'0' Not Important	56	8	6	3	4
		4.7%	9.4%	5.0%	1.4%	2.3%
	1	46	5	1	10	2
		3.9%	5.8%	.9%	5.4%	1.1%
	2	156	8	19	22	14
		13.0%	9.4%	14.7%	12.5%	8.8%
	3	312	22	36	45	39
		26.0%	24.7%	27.9%	25.0%	24.9%
	'4' Extremely Important	615	42	66	100	97
	51.3%	47.2%	51.0%	55.7%	62.8%	
DK/NA	14	3	0	0	0	
	1.1%	3.4%	.4%	.0%	.0%	
3D. Creating more affordable housing	Total	1200	88	129	179	155
	'0' Not Important	83	4	7	4	3

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3A. Creating more high paying jobs	Total	40	193	133	83
	'0' Not Important	0 .3%	6 3.0%	2 1.4%	6 6.8%
	1	3 6.6%	4 2.3%	1 .9%	1 1.6%
	2	5 12.9%	13 6.8%	13 9.9%	12 15.0%
	3	6 14.8%	40 20.6%	34 25.3%	16 19.7%
	'4' Extremely Important	25 63.4%	127 65.9%	81 61.2%	47 56.9%
	DK/NA	1 1.9%	3 1.5%	2 1.3%	0 .0%
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	40	193	133	83
	'0' Not Important	0 .0%	7 3.5%	7 5.6%	4 4.7%
	1	1 3.0%	9 4.7%	1 1.0%	7 9.0%
	2	9 21.9%	20 10.2%	9 6.5%	6 7.8%
	3	14 35.4%	46 23.8%	37 28.1%	21 25.6%
	'4' Extremely Important	15 38.2%	110 57.1%	78 58.3%	44 52.9%
	DK/NA	1 1.5%	1 .7%	1 .5%	0 .0%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	40	193	133	83
	'0' Not Important	1 3.1%	5 2.7%	6 4.7%	8 10.1%
	1	3 6.3%	7 3.4%	10 7.5%	5 5.9%
	2	4 9.8%	31 16.0%	21 16.0%	12 14.0%
	3	15 38.2%	50 25.8%	30 22.4%	23 27.4%
	'4' Extremely Important	17 41.9%	97 50.0%	66 49.3%	34 41.1%
	DK/NA	0 .7%	4 2.2%	0 .2%	1 1.5%
3D. Creating more affordable housing	Total	40	193	133	83
	'0' Not Important	3	17	7	13

		Household Income	
		More than \$50,000/no further information	DK/NA
3A. Creating more high paying jobs	Total	33	166
	'0' Not Important	2 7.2%	7 3.9%
	1	0 .0%	0 .0%
	2	3 7.9%	19 11.5%
	3	8 24.6%	25 14.9%
	'4' Extremely Important	19 56.1%	110 66.3%
	DK/NA	1 4.1%	6 3.4%
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	33	166
	'0' Not Important	1 4.0%	14 8.5%
	1	2 5.9%	4 2.5%
	2	1 3.7%	15 9.0%
	3	7 20.0%	36 21.7%
	'4' Extremely Important	22 66.3%	92 55.6%
	DK/NA	0 .0%	5 2.7%
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	33	166
	'0' Not Important	3 9.1%	11 6.6%
	1	0 .0%	5 2.9%
	2	4 13.5%	21 12.5%
	3	7 22.5%	46 27.8%
	'4' Extremely Important	17 50.8%	80 48.4%
	DK/NA	1 4.1%	3 1.7%
3D. Creating more affordable housing	Total	33	166
	'0' Not Important	6	19

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3D. Creating more affordable housing	'0' Not Important	6.9%	4.8%	5.7%	2.5%	1.6%
	1	71	4	4	6	4
		5.9%	4.2%	3.2%	3.2%	2.7%
	2	161	8	14	15	11
		13.4%	9.1%	10.8%	8.2%	7.3%
	3	244	14	24	47	34
		20.4%	16.1%	18.2%	26.0%	22.2%
	'4' Extremely Important	634	57	80	106	102
		52.8%	65.2%	62.2%	59.4%	65.9%
	DK/NA	7	1	0	1	0
		.6%	.6%	.0%	.7%	.2%
	Total	1200	88	129	179	155
3E. Expanding highways	'0' Not Important	87	11	15	8	12
		7.3%	12.5%	11.5%	4.4%	7.4%
	1	86	10	5	10	12
		7.1%	11.0%	4.2%	5.5%	7.8%
	2	227	11	31	33	31
		18.9%	12.6%	24.0%	18.5%	19.8%
	3	286	18	22	45	37
	23.9%	20.9%	16.7%	25.1%	24.0%	
	'4' Extremely Important	505	38	56	83	64
		42.1%	42.9%	43.7%	46.4%	41.0%
	DK/NA	9	0	0	0	0
		.7%	.0%	.0%	.0%	.0%
	Total	1200	88	129	179	155
3F. Reducing traffic congestion	'0' Not Important	84	7	10	15	6
		7.0%	8.4%	7.8%	8.6%	4.0%
	1	81	7	8	2	11
		6.8%	7.9%	6.1%	1.0%	7.2%
	2	182	15	21	22	21
		15.1%	17.6%	16.0%	12.3%	13.4%
	3	270	18	26	39	29
	22.5%	20.8%	20.3%	21.8%	19.0%	
	'4' Extremely Important	580	40	64	101	87
		48.4%	45.4%	49.4%	56.4%	56.2%
	DK/NA	3	0	0	0	0
		.2%	.0%	.2%	.0%	.2%
	Total	1200	88	129	179	155
3G. Maintaining local streets and roads	'0' Not Important	28	10	2	3	1
		2.3%	11.1%	1.3%	1.8%	.6%
	1	19	0	0	4	1
		1.6%	.3%	.3%	2.0%	.8%
	2	106	2	16	24	15
		8.8%	2.5%	12.2%	13.5%	9.6%
	3	282	15	31	28	34
	23.5%	17.3%	24.2%	15.6%	22.1%	
	'4' Extremely Important	763	60	80	120	104
		63.6%	68.8%	61.6%	67.1%	66.9%
	DK/NA	3	0	1	0	0
		.3%	.0%	.5%	.0%	.0%

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3D. Creating more affordable housing	'0' Not Important	6.4%	8.8%	5.2%	15.2%
	1	3	14	13	8
		8.3%	7.0%	9.4%	9.8%
	2	8	26	35	19
		18.9%	13.6%	26.1%	23.2%
	3	8	34	27	14
		20.9%	17.6%	20.3%	16.6%
	'4' Extremely Important	16	102	52	29
		41.3%	53.0%	38.9%	35.1%
	DK/NA	2	0	0	0
		4.2%	.0%	.0%	.0%
	Total	40	193	133	83
3E. Expanding highways	'0' Not Important	5	13	7	4
		12.0%	6.6%	5.0%	4.9%
	1	1	16	8	12
		3.3%	8.3%	6.0%	14.7%
	2	3	32	26	19
		7.8%	16.8%	19.8%	22.3%
	3	14	60	31	21
	34.7%	30.9%	23.5%	25.2%	
	'4' Extremely Important	15	71	61	27
		36.8%	36.8%	45.5%	33.0%
	DK/NA	2	1	0	0
		5.3%	.6%	.2%	.0%
	Total	40	193	133	83
3F. Reducing traffic congestion	'0' Not Important	1	11	10	6
		2.5%	5.6%	7.5%	7.5%
	1	5	18	8	8
		13.3%	9.5%	6.4%	10.0%
	2	8	20	28	16
		20.1%	10.2%	20.7%	18.7%
	3	9	49	34	19
	22.9%	25.4%	25.8%	22.7%	
	'4' Extremely Important	16	95	53	34
		40.5%	49.3%	39.6%	41.0%
	DK/NA	0	0	0	0
		.7%	.1%	.0%	.0%
	Total	40	193	133	83
3G. Maintaining local streets and roads	'0' Not Important	0	2	2	5
		1.0%	1.0%	1.4%	5.9%
	1	2	4	6	1
		6.0%	2.0%	4.2%	.8%
	2	1	13	12	9
		3.2%	7.0%	9.2%	10.2%
	3	15	54	37	24
	37.7%	28.2%	27.5%	29.4%	
	'4' Extremely Important	20	120	77	45
		51.4%	61.9%	57.6%	53.7%
	DK/NA	0	0	0	0
		.7%	.0%	.0%	.0%

		Household Income	
		More than \$50,000/no further information	DK/NA
3D. Creating more affordable housing	'0' Not Important	17.3%	11.6%
	1	4 13.4%	11 6.5%
	2	5 13.7%	21 12.5%
	3	10 31.4%	32 19.3%
	'4' Extremely Important	8 24.3%	80 48.2%
	DK/NA	0 .0%	3 2.0%
	Total	33	166
3E. Expanding highways	'0' Not Important	2 5.8%	12 7.2%
	1	4 13.1%	7 4.1%
	2	11 32.4%	30 17.8%
	3	7 20.6%	32 19.1%
	'4' Extremely Important	9 28.2%	81 48.7%
	DK/NA	0 .0%	5 3.1%
	Total	33	166
3F. Reducing traffic congestion	'0' Not Important	5 14.2%	12 7.2%
	1	4 11.1%	9 5.5%
	2	4 10.6%	28 17.1%
	3	9 26.6%	37 22.3%
	'4' Extremely Important	12 37.6%	78 46.9%
	DK/NA	0 .0%	2 1.0%
	Total	33	166
3G. Maintaining local streets and roads	'0' Not Important	1 2.8%	2 1.3%
	1	0 .0%	1 .4%
	2	1 2.9%	12 7.4%
	3	9 26.0%	34 20.3%
	'4' Extremely Important	23 68.3%	115 69.2%
	DK/NA	0 .0%	2 1.5%
	Total	33	166

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3H. Expanding local bus services	Total	1200	88	129	179	155
	'0' Not Important	101 8.5%	10 11.2%	9 7.4%	12 6.9%	6 3.6%
	1	93 7.7%	5 6.2%	3 2.4%	12 6.7%	8 5.1%
	2	269 22.4%	12 13.8%	23 17.5%	31 17.1%	38 24.7%
	3	281 23.4%	17 19.1%	33 25.5%	36 20.3%	31 20.3%
	'4' Extremely Important	437 36.4%	41 47.1%	59 45.6%	81 45.4%	71 46.0%
	DK/NA	19 1.6%	2 2.6%	2 1.6%	7 3.7%	1 .4%
	Total	1200	88	129	179	155
	'0' Not Important	112 9.3%	9 10.0%	11 8.4%	9 5.0%	4 2.5%
3I. Improving public transportation to other cities	1	72 6.0%	5 5.2%	2 1.2%	4 2.5%	1 .4%
	2	231 19.2%	8 8.6%	24 18.3%	36 20.0%	28 18.1%
	3	295 24.6%	20 22.2%	23 17.7%	56 31.1%	38 24.3%
	'4' Extremely Important	480 40.0%	47 53.0%	70 54.0%	74 41.4%	82 52.7%
	DK/NA	12 1.0%	1 1.1%	1 .5%	0 .0%	3 2.0%
	Total	1200	88	129	179	155
	'0' Not Important	66 5.5%	4 4.9%	8 5.9%	9 5.1%	2 1.4%
	1	62 5.2%	3 3.6%	6 5.0%	5 3.0%	4 2.5%
	2	212 17.7%	4 5.1%	13 10.1%	33 18.6%	26 16.9%
3	328 27.4%	25 28.2%	34 26.0%	46 25.6%	38 24.6%	
'4' Extremely Important	524 43.7%	51 57.6%	69 53.1%	85 47.7%	83 53.7%	
DK/NA	7 .6%	1 .7%	0 .0%	0 .0%	1 .9%	
Total	1200	88	129	179	155	
'0' Not Important	93 7.7%	17 19.1%	7 5.4%	8 4.5%	3 1.9%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	88	129	179	155
	'0' Not Important	93	17	7	8	3

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3H. Expanding local bus services	Total	40	193	133	83
	'0' Not Important	2	11	10	17
		5.4%	5.5%	7.5%	20.5%
	1	2	25	12	10
		6.0%	13.1%	9.0%	11.7%
	2	15	46	36	18
		37.6%	23.8%	27.2%	21.1%
	3	9	47	40	20
	22.7%	24.1%	29.9%	24.6%	
'4' Extremely Important	11	61	35	18	
	27.6%	31.5%	26.3%	22.2%	
DK/NA	0	4	0	0	
	.7%	2.0%	.0%	.0%	
3I. Improving public transportation to other cities	Total	40	193	133	83
	'0' Not Important	5	16	16	14
		12.9%	8.1%	11.9%	16.3%
	1	2	22	14	7
		4.3%	11.5%	10.2%	8.5%
	2	6	37	25	24
		14.8%	19.3%	18.8%	28.5%
	3	12	35	39	22
	29.0%	18.1%	29.1%	26.9%	
'4' Extremely Important	15	82	40	15	
	37.5%	42.3%	30.0%	18.3%	
DK/NA	1	1	0	1	
	1.5%	.8%	.0%	1.5%	
3J. Maintaining and improving sidewalks and bike lanes	Total	40	193	133	83
	'0' Not Important	0	8	4	10
		1.0%	4.3%	2.7%	12.1%
	1	4	11	12	4
		10.4%	5.6%	9.3%	5.1%
	2	1	37	36	18
		2.2%	19.3%	27.0%	21.3%
	3	14	61	31	25
	35.7%	31.5%	23.3%	29.7%	
'4' Extremely Important	19	75	50	27	
	48.2%	39.0%	37.6%	31.9%	
DK/NA	1	0	0	0	
	2.4%	.2%	.0%	.0%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	40	193	133	83
	'0' Not Important	2	16	7	14

		Household Income	
		More than \$50,000/no further information	DK/NA
3H. Expanding local bus services	Total	33	166
	'0' Not Important	3	21
		9.7%	12.8%
	1	2	13
		7.2%	7.6%
	2	11	40
		32.3%	24.0%
	3	10	37
	29.9%	22.5%	
'4' Extremely Important	7	52	
	20.9%	31.0%	
DK/NA	0	4	
	.0%	2.1%	
3I. Improving public transportation to other cities	Total	33	166
	'0' Not Important	4	25
		12.8%	14.9%
	1	4	12
		13.5%	6.9%
	2	9	35
		26.2%	20.9%
	3	11	40
	33.5%	24.3%	
'4' Extremely Important	5	51	
	14.0%	30.7%	
DK/NA	0	4	
	.0%	2.4%	
3J. Maintaining and improving sidewalks and bike lanes	Total	33	166
	'0' Not Important	2	18
		6.4%	11.1%
	1	1	10
		3.9%	6.1%
	2	2	41
		7.0%	24.6%
	3	18	38
	53.1%	22.6%	
'4' Extremely Important	10	55	
	29.6%	33.4%	
DK/NA	0	4	
	.0%	2.3%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	33	166
	'0' Not Important	2	18

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	7.7%	19.2%	5.2%	4.4%	1.9%
	1	83	3	9	10	4
		6.9%	3.5%	7.0%	5.4%	2.7%
	2	244	12	19	36	35
		20.4%	13.8%	14.5%	20.0%	22.3%
	3	317	12	37	50	40
		26.4%	13.9%	28.4%	27.8%	25.9%
'4' Extremely Important	451	44	56	76	72	
	37.6%	49.6%	43.1%	42.4%	46.4%	
DK/NA	11	0	2	0	1	
	.9%	.0%	1.8%	.0%	.7%	
Total	1200	88	129	179	155	
3L. Improving air quality	'0' Not Important	45	1	6	1	3
		3.7%	1.4%	4.4%	.7%	2.2%
	1	39	1	1	0	3
		3.2%	1.1%	.7%	.3%	1.9%
	2	108	2	11	14	25
		9.0%	2.1%	8.8%	7.9%	16.0%
	3	178	12	20	27	21
	14.8%	13.5%	15.2%	15.0%	13.3%	
'4' Extremely Important	825	72	91	137	103	
	68.8%	81.9%	70.6%	76.2%	66.6%	
DK/NA	5	0	0	0	0	
	.4%	.0%	.3%	.0%	.0%	
Total	1200	88	129	179	155	
3M. Preserving water supply	'0' Not Important	28	5	2	1	0
		2.4%	5.4%	1.3%	.5%	.2%
	1	30	0	5	5	0
		2.5%	.3%	3.6%	2.5%	.1%
	2	72	6	5	21	7
		6.0%	7.2%	3.8%	11.9%	4.3%
	3	194	2	16	18	38
	16.2%	2.8%	12.3%	10.3%	24.5%	
'4' Extremely Important	871	74	102	134	110	
	72.6%	84.3%	79.0%	74.6%	70.9%	
DK/NA	5	0	0	0	0	
	.4%	.0%	.0%	.2%	.0%	
Total	1200	88	129	179	155	
3N. Improving water quality	'0' Not Important	41	4	5	3	3
		3.4%	4.4%	3.9%	1.6%	1.7%
	1	32	2	5	1	2
		2.7%	2.0%	3.7%	.8%	1.1%
	2	102	9	10	8	11
		8.5%	10.4%	7.4%	4.6%	7.1%
	3	180	8	11	28	16
	15.0%	9.1%	8.5%	15.6%	10.3%	
'4' Extremely Important	840	65	98	138	123	
	70.0%	74.2%	75.6%	77.2%	79.6%	
DK/NA	5	0	1	0	0	
	.4%	.0%	.9%	.1%	.2%	

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	4.7%	8.1%	5.0%	16.2%
	1	0	10	15	10
		1.2%	5.1%	11.4%	11.6%
	2	9	33	42	21
		22.3%	17.2%	31.8%	25.5%
	3	19	53	35	17
		48.9%	27.3%	26.4%	20.7%
'4' Extremely Important	9	78	34	22	
	21.5%	40.6%	25.3%	26.0%	
DK/NA	1	3	0	0	
	1.3%	1.5%	.2%	.0%	
Total	40	193	133	83	
3L. Improving air quality	'0' Not Important	2	8	4	7
		5.4%	4.2%	2.8%	8.2%
	1	2	13	10	2
		5.5%	6.6%	7.5%	1.9%
	2	4	10	13	11
		10.2%	5.0%	9.4%	13.3%
	3	4	34	24	13
	11.0%	17.8%	18.2%	15.2%	
'4' Extremely Important	27	127	82	51	
	67.2%	65.9%	61.6%	61.4%	
DK/NA	0	1	1	0	
	.7%	.6%	.5%	.0%	
Total	40	193	133	83	
3M. Preserving water supply	'0' Not Important	0	1	4	6
		1.0%	.6%	2.9%	7.0%
	1	6	4	4	3
		14.0%	2.1%	3.1%	3.2%
	2	0	11	4	7
		.9%	5.5%	3.0%	9.0%
	3	5	38	30	10
	13.2%	19.5%	22.8%	11.7%	
'4' Extremely Important	27	139	91	58	
	67.1%	72.0%	68.2%	69.2%	
DK/NA	2	1	0	0	
	3.8%	.3%	.0%	.0%	
Total	40	193	133	83	
3N. Improving water quality	'0' Not Important	2	5	4	7
		6.1%	2.6%	3.0%	7.9%
	1	2	3	8	5
		5.7%	1.7%	6.4%	6.4%
	2	0	14	14	10
		1.2%	7.2%	10.6%	12.5%
	3	5	40	28	15
	12.9%	20.7%	21.0%	17.6%	
'4' Extremely Important	29	130	79	46	
	73.0%	67.2%	59.0%	55.6%	
DK/NA	0	1	0	0	
	1.0%	.6%	.0%	.0%	

		Household Income	
		More than \$50,000/no further information	DK/NA
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	6.6%	11.1%
	1	6	16
		16.8%	9.9%
	2	3	34
		8.9%	20.6%
	3	16	37
		48.9%	22.4%
	'4' Extremely Important	5	57
		14.7%	34.3%
	DK/NA	1	3
		4.1%	1.7%
3L. Improving air quality	Total	33	166
	'0' Not Important	0	12
		.2%	7.4%
	1	2	5
		6.5%	2.9%
	2	1	18
		1.7%	11.0%
3	4	20	
	11.0%	11.9%	
	'4' Extremely Important	27	108
		80.6%	65.2%
	DK/NA	0	3
		.0%	1.7%
3M. Preserving water supply	Total	33	166
	'0' Not Important	3	6
		9.1%	3.8%
	1	1	3
		3.2%	1.7%
	2	2	8
		6.7%	4.9%
3	5	31	
	15.9%	18.4%	
	'4' Extremely Important	22	116
		65.0%	69.8%
	DK/NA	0	2
		.0%	1.4%
3N. Improving water quality	Total	33	166
	'0' Not Important	1	8
		2.8%	4.9%
	1	1	2
		3.2%	1.4%
	2	2	23
		4.9%	14.0%
3	5	24	
	15.9%	14.2%	
	'4' Extremely Important	24	107
		73.1%	64.4%
	DK/NA	0	2
		.0%	1.1%

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3O. Preserving open spaces and native animal habitats	Total	1200	88	129	179	155
	'0' Not Important	75	5	14	6	7
		6.3%	5.2%	10.6%	3.2%	4.7%
	1	69	2	1	9	5
		5.8%	1.9%	.8%	5.2%	3.2%
	2	201	18	19	35	27
		16.8%	21.0%	14.6%	19.7%	17.1%
	3	305	21	36	49	38
		25.4%	23.6%	27.7%	27.4%	24.3%
		'4' Extremely Important	538	41	60	79	79
		44.8%	47.0%	46.3%	44.3%	50.7%
	DK/NA	11	1	0	0	0
		.9%	1.3%	.0%	.1%	.0%
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	88	129	179	155
	'0' Not Important	131	14	15	5	16
		10.9%	15.5%	11.6%	2.8%	10.1%
	1	76	3	6	4	5
		6.3%	3.9%	4.3%	2.3%	3.3%
	2	266	17	22	41	26
		22.2%	19.0%	17.2%	23.0%	16.5%
	3	320	17	33	43	45
		26.7%	19.6%	25.2%	24.0%	29.1%
		'4' Extremely Important	394	36	54	85	63
		32.8%	40.7%	41.7%	47.2%	40.9%
	DK/NA	14	1	0	1	0
		1.1%	1.3%	.0%	.6%	.0%
3Q. Providing programs to improve energy efficiency	Total	1200	88	129	179	155
	'0' Not Important	62	7	6	5	4
		5.2%	7.4%	4.4%	2.6%	2.3%
	1	56	3	8	4	2
		4.7%	3.1%	6.5%	2.3%	1.0%
	2	187	14	14	24	26
		15.6%	16.4%	10.9%	13.3%	17.0%
	3	300	12	30	44	24
		25.0%	13.5%	23.2%	24.5%	15.7%
		'4' Extremely Important	582	50	71	99	99
		48.5%	56.6%	54.9%	55.4%	63.6%
	DK/NA	13	3	0	3	1
		1.1%	2.9%	.1%	1.8%	.4%
3R. Providing programs to conserve natural resources	Total	1200	88	129	179	155
	'0' Not Important	65	9	9	5	7

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3O. Preserving open spaces and native animal habitats	Total	40	193	133	83
	'0' Not Important	0	8	10	11
		1.2%	4.4%	7.9%	12.6%
	1	0	15	14	8
		.0%	7.9%	10.3%	9.8%
	2	1	34	20	12
		3.4%	17.7%	15.1%	14.4%
	3	16	41	41	23
		41.3%	21.4%	31.1%	28.0%
'4' Extremely Important	19	91	47	29	
	48.2%	47.1%	35.1%	35.2%	
DK/NA	2	3	1	0	
	5.9%	1.5%	.5%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	40	193	133	83
	'0' Not Important	2	21	18	17
		5.0%	10.8%	13.3%	20.4%
	1	6	18	15	9
		14.4%	9.1%	11.2%	11.0%
	2	8	42	31	22
		20.1%	21.5%	23.0%	26.7%
	3	10	58	37	20
		23.9%	29.8%	27.8%	24.3%
'4' Extremely Important	13	51	32	15	
	32.8%	26.5%	23.8%	17.6%	
DK/NA	2	4	1	0	
	3.8%	2.2%	.9%	.0%	
3Q. Providing programs to improve energy efficiency	Total	40	193	133	83
	'0' Not Important	0	8	7	10
		.0%	4.0%	5.0%	11.7%
	1	5	14	9	5
		11.4%	7.1%	6.6%	6.4%
	2	6	30	21	16
		14.1%	15.6%	16.0%	19.5%
	3	14	58	43	19
		35.3%	30.0%	32.1%	23.1%
'4' Extremely Important	15	83	53	33	
	38.6%	42.9%	40.1%	39.3%	
DK/NA	0	1	0	0	
	.7%	.5%	.2%	.0%	
3R. Providing programs to conserve natural resources	Total	40	193	133	83
	'0' Not Important	1	8	4	12

		Household Income	
		More than \$50,000/no further information	DK/NA
3O. Preserving open spaces and native animal habitats	Total	33	166
	'0' Not Important	1	13
		2.9%	7.9%
	1	3	12
		8.6%	7.3%
	2	8	27
		24.4%	16.0%
	3	12	28
		35.2%	16.7%
'4' Extremely Important	10	83	
	28.9%	49.9%	
DK/NA	0	4	
	.0%	2.2%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	33	166
	'0' Not Important	5	19
		14.5%	11.3%
	1	5	5
		16.5%	3.1%
	2	8	50
		24.6%	29.9%
	3	12	45
		37.0%	27.2%
'4' Extremely Important	2	43	
	7.3%	25.9%	
DK/NA	0	4	
	.0%	2.7%	
3Q. Providing programs to improve energy efficiency	Total	33	166
	'0' Not Important	3	14
		10.2%	8.4%
	1	3	4
		9.3%	2.2%
	2	4	32
		10.6%	19.2%
	3	14	42
		41.3%	25.4%
'4' Extremely Important	9	70	
	28.6%	42.0%	
DK/NA	0	5	
	.0%	2.8%	
3R. Providing programs to conserve natural resources	Total	33	166
	'0' Not Important	1	10

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
3R. Providing programs to conserve natural resources	'0' Not Important	5.4%	9.8%	6.6%	2.7%	4.8%
	1	47	2	2	3	2
		3.9%	2.6%	1.8%	1.4%	1.4%
	2	196	8	16	31	21
		16.3%	9.5%	12.6%	17.3%	13.4%
	3	304	14	28	54	42
		25.4%	16.0%	21.4%	30.2%	27.3%
	'4' Extremely Important	578	55	73	86	82
		48.1%	62.0%	56.5%	48.3%	53.1%
	DK/NA	10	0	1	0	0
		.8%	.0%	1.1%	.1%	.0%
	Total	1200	88	129	179	155
3S. Improving the energy efficiency of local government buildings	'0' Not Important	108	12	7	16	14
		9.0%	13.9%	5.1%	8.8%	9.0%
	1	74	3	8	6	5
		6.2%	3.1%	5.9%	3.6%	3.2%
	2	216	11	26	21	22
		18.0%	13.1%	20.2%	11.8%	14.2%
	3	338	17	22	54	36
	28.2%	19.7%	16.7%	30.2%	23.3%	
	'4' Extremely Important	434	41	60	78	76
		36.1%	46.7%	46.4%	43.5%	49.0%
	DK/NA	30	3	7	4	2
		2.5%	3.5%	5.7%	2.1%	1.4%
	Total	1200	88	129	179	155
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	126	15	11	17	12
		10.5%	16.5%	8.2%	9.7%	7.5%
	1	99	5	4	11	14
		8.3%	5.5%	3.1%	6.3%	9.0%
	2	270	11	33	30	39
		22.5%	12.0%	25.9%	16.7%	25.1%
	3	284	22	30	50	27
	23.7%	24.9%	23.6%	27.6%	17.2%	
	'4' Extremely Important	401	33	48	69	63
		33.4%	38.0%	37.3%	38.5%	40.5%
	DK/NA	19	3	2	2	1
		1.6%	3.0%	1.8%	1.0%	.7%
	Total	1200	88	129	179	155
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	67	3	10	9	6
		5.6%	3.0%	7.4%	4.8%	3.8%
	1	51	4	1	4	1
		4.2%	4.3%	1.0%	2.3%	.3%
	2	210	17	8	27	27
		17.5%	19.4%	6.2%	15.3%	17.3%
	3	288	17	25	38	31
	24.0%	19.0%	19.7%	21.4%	19.8%	
	'4' Extremely Important	565	44	83	100	90
		47.1%	50.5%	64.4%	55.6%	57.9%
	DK/NA	19	3	2	1	1
		1.6%	3.8%	1.3%	.7%	.9%

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
3R. Providing programs to conserve natural resources	'0' Not Important	1.9%	4.3%	2.7%	14.0%
	1	2	5	12	6
		5.8%	2.6%	9.0%	7.8%
	2	5	43	17	17
		12.5%	22.2%	12.5%	20.1%
	3	10	43	39	19
		25.6%	22.1%	29.0%	22.9%
	'4' Extremely Important	21	92	60	29
		52.7%	47.6%	45.0%	35.3%
	DK/NA	1	2	2	0
		1.5%	1.1%	1.8%	.0%
	Total	40	193	133	83
3S. Improving the energy efficiency of local government buildings	'0' Not Important	5	11	6	19
		11.4%	5.8%	4.9%	22.5%
	1	1	18	10	3
		2.2%	9.1%	7.8%	4.0%
	2	5	46	23	19
		12.3%	24.0%	17.6%	23.4%
	3	18	48	56	21
	43.9%	24.8%	42.2%	24.8%	
	'4' Extremely Important	11	68	34	20
		28.6%	35.1%	25.5%	23.8%
	DK/NA	1	2	3	1
		1.5%	1.2%	2.1%	1.5%
	Total	40	193	133	83
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	3	11	6	20
		7.8%	5.7%	4.9%	24.0%
	1	0	22	20	6
		.9%	11.4%	15.0%	7.7%
	2	7	40	39	19
		17.6%	20.5%	29.6%	23.0%
	3	10	53	39	14
	25.9%	27.2%	29.4%	17.1%	
	'4' Extremely Important	18	64	28	23
		46.2%	33.4%	21.2%	28.1%
	DK/NA	1	3	0	0
		1.5%	1.8%	.0%	.0%
	Total	40	193	133	83
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	1	5	5	10
		3.7%	2.5%	3.9%	12.5%
	1	4	8	10	7
		10.1%	4.0%	7.2%	9.0%
	2	7	40	30	19
		18.8%	20.6%	22.4%	22.8%
	3	14	45	47	18
	35.7%	23.1%	35.3%	21.4%	
	'4' Extremely Important	12	94	39	29
		31.1%	48.8%	29.2%	34.3%
	DK/NA	0	2	3	0
		.7%	.9%	1.9%	.0%

		Household Income	
		More than \$50,000/no further information	DK/NA
3R. Providing programs to conserve natural resources	'0' Not Important	2.9%	6.1%
	1	1 3.2%	11 6.5%
	2	7 20.3%	32 19.0%
	3	12 36.1%	44 26.2%
	'4' Extremely Important	12 37.4%	67 40.1%
	DK/NA	0 .0%	3 2.0%
	Total	33	166
3S. Improving the energy efficiency of local government buildings	'0' Not Important	2 5.8%	17 10.1%
	1	5 13.8%	16 9.5%
	2	8 24.1%	33 19.9%
	3	12 36.3%	55 33.2%
	'4' Extremely Important	7 20.0%	39 23.6%
	DK/NA	0 .0%	6 3.8%
	Total	33	166
3T. Purchasing government vehicles that use clean fuel technology	'0' Not Important	6 17.0%	26 15.4%
	1	2 5.8%	14 8.6%
	2	9 26.5%	43 26.0%
	3	7 20.1%	33 19.8%
	'4' Extremely Important	9 26.4%	44 26.6%
	DK/NA	1 4.1%	6 3.5%
	Total	33	166
3U. Providing information on how to reduce energy usage and save money	'0' Not Important	2 6.9%	16 9.8%
	1	4 12.6%	8 5.0%
	2	5 14.4%	30 18.0%
	3	15 44.1%	39 23.2%
	'4' Extremely Important	5 16.1%	69 41.4%
	DK/NA	2 5.8%	4 2.6%

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
3A. Creating more high paying jobs	'0' Not Important	C			
	1				
	2				
	3				
	'4' Extremely Important	a		GH	FGHIJ
	DK/NA	.		a	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'0' Not Important	a			
	1				
	2				
	3				
	'4' Extremely Important	E			
	DK/NA				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important			a	a
	DK/NA			.	.
3D. Creating more affordable housing	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	GHI	GHI	GHI	GHI
	DK/NA		a		
3E. Expanding highways	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	a			a
	DK/NA	.			.
3F. Reducing traffic congestion	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	a		a	
	DK/NA			.	
3G. Maintaining local streets and roads	'0' Not Important	CDFJ			
	1				
	2				
	3				
	'4' Extremely Important	a		a	a
	DK/NA	.		.	.

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
3A. Creating more high paying jobs	'0' Not Important	C J	D	D	D
	1				
	2				
	3				
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				
3D. Creating more affordable housing	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				
3E. Expanding highways	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				
3F. Reducing traffic congestion	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				
3G. Maintaining local streets and roads	'4' Extremely Important	C J	D	D	D
	DK/NA				
	'0' Not Important				
	1				

Comparisons of Column Proportions ^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
3A. Creating more high paying jobs	'0' Not Important	D	C D
	1		
	2		
	3		
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		
3D. Creating more affordable housing	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		
3E. Expanding highways	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		
3F. Reducing traffic congestion	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		
3G. Maintaining local streets and roads	'4' Extremely Important	D	C D
	DK/NA		
	'0' Not Important		
	1		

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
3H. Expanding local bus services	'0' Not Important				
	1				
	2				
3I. Improving public transportation to other cities	'4' Extremely Important	H	H	GH	GH
	DK/NA				
	'0' Not Important				
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important	GH IJ	GH IJ	H	GH IJ
	DK/NA				
	'0' Not Important				
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important	HJ	J ^a	^a	J
	DK/NA				
	'0' Not Important	CDG			
3L. Improving air quality	'4' Extremely Important	GI ^a		^a	GI
	DK/NA				
	'0' Not Important				
3M. Preserving water supply	'4' Extremely Important	^a		^a	^a
	DK/NA				
	'0' Not Important				
3N. Improving water quality	'4' Extremely Important	^a		GH	GH
	DK/NA				
	'0' Not Important				

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
3H. Expanding local bus services	'0' Not Important				DF
	1		B		
	2				
3I. Improving public transportation to other cities	'4' Extremely Important			^a	^a
	DK/NA				
	'0' Not Important				D
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important		BCD	D	D
	DK/NA				
	'0' Not Important				A
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important		H	^a	
	DK/NA				
	'0' Not Important				D
3L. Improving air quality	'4' Extremely Important			ABE	
	DK/NA				
	'0' Not Important				
3M. Preserving water supply	'4' Extremely Important			^a	^a
	DK/NA				
	'0' Not Important				D
3N. Improving water quality	'4' Extremely Important				
	DK/NA				
	'0' Not Important				C
3H. Expanding local bus services	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3I. Improving public transportation to other cities	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3L. Improving air quality	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3M. Preserving water supply	'4' Extremely Important				
	DK/NA				
	'0' Not Important				
3N. Improving water quality	'4' Extremely Important				
	DK/NA				
	'0' Not Important				

Comparisons of Column Proportions ^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
3H. Expanding local bus services	'0' Not Important		
	1		
	2		
	3		
3I. Improving public transportation to other cities	'4' Extremely Important	a	
	DK/NA		D
	'0' Not Important		
	1	B D	
3J. Maintaining and improving sidewalks and bike lanes	2		
	3		
	'4' Extremely Important		
	DK/NA	a	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important		D
	1		
	2		A
	3	G J	
3L. Improving air quality	'4' Extremely Important	a	
	DK/NA		D
	'0' Not Important		
	1	D	
3M. Preserving water supply	2		
	3	A	
	'4' Extremely Important		
	DK/NA		A
3N. Improving water quality	'0' Not Important		
	1		
	2		
	3	C D F	
	'4' Extremely Important	a	
	DK/NA		
	'0' Not Important		
	1		

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
3O. Preserving open spaces and native animal habitats	'0' Not Important				
	1				
	2				
	3				
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important		a		a
	DK/NA				
	'0' Not Important	C			
	1				
3Q. Providing programs to improve energy efficiency	2				
	3				
	'4' Extremely Important	H I	H I a	F G H I J	H I a
	DK/NA				
3R. Providing programs to conserve natural resources	'0' Not Important				
	1				
	2				
	3				F G H I J
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important	H J a			a
	DK/NA				
	'0' Not Important				
	1				
3T. Purchasing government vehicles that use clean fuel technology	2				
	3				
	'4' Extremely Important	J	G H J	G J	G H J
	DK/NA				
3U. Providing information on how to reduce energy usage and save money	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important			G	G
	DK/NA				
	'0' Not Important				
	1				
	2				
	3				
	'4' Extremely Important	I	E G H I J	G I	G H I
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
3O. Preserving open spaces and native animal habitats	'0' Not Important	.		B	
	1	a			
	2				
	3	J			
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important			C	C
	DK/NA				
	'0' Not Important	C		C	
	1				
3Q. Providing programs to improve energy efficiency	'4' Extremely Important				a
	DK/NA				.
	'0' Not Important	D			
	1			D	
3R. Providing programs to conserve natural resources	'4' Extremely Important				a
	DK/NA				.
	'0' Not Important				C
	1				
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important				B F G
	DK/NA				
	'0' Not Important	B		A B D F	
	1			B	D F G
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important			a	a
	DK/NA			.	.
	'0' Not Important				F
	1	D			D
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		B	B	B
	DK/NA		G I		a
	'0' Not Important				.
	1				

Comparisons of Column Proportions ^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
3O. Preserving open spaces and native animal habitats	'0' Not Important		
	1		
	2		
	3		
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important	a	
	DK/NA	.	
	'0' Not Important	C	
	1		
3Q. Providing programs to improve energy efficiency	'4' Extremely Important	a	
	DK/NA	.	
	'0' Not Important		
	1		
3R. Providing programs to conserve natural resources	'4' Extremely Important		
	DK/NA	a	
	'0' Not Important		
	1		
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important		
	DK/NA	a	
	'0' Not Important		
	1		
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important		
	DK/NA	a	
	'0' Not Important		
	1		
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important		
	DK/NA		
	'0' Not Important	B D	
	1		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
3A. Creating more high paying jobs	Total	1200	221	230	176	361	212
	'0' Not Important	40	5	11	5	13	7
		3.3%	2.1%	4.9%	2.7%	3.5%	3.2%
	1	22	9	0	4	3	6
		1.8%	4.2%	.0%	2.4%	.9%	2.6%
	2	96	15	24	11	28	18
		8.0%	6.9%	10.4%	6.4%	7.7%	8.4%
	3	193	27	43	32	67	24
	16.1%	12.3%	18.6%	18.1%	18.6%	11.4%	
'4' Extremely Important	833	159	149	121	246	158	
	69.4%	72.1%	64.7%	68.9%	68.0%	74.4%	
DK/NA	16	6	3	3	5	0	
	1.4%	2.5%	1.5%	1.5%	1.3%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	221	230	176	361	212
	'0' Not Important	50	11	7	2	17	12
		4.1%	5.1%	3.2%	1.3%	4.8%	5.6%
	1	38	2	11	7	9	9
		3.2%	.7%	4.8%	4.0%	2.4%	4.5%
	2	117	22	17	17	33	27
		9.7%	10.0%	7.4%	9.6%	9.3%	12.7%
	3	297	58	52	48	90	49
	24.7%	26.1%	22.5%	27.5%	24.9%	23.0%	
'4' Extremely Important	687	126	142	98	207	115	
	57.3%	57.2%	61.5%	55.7%	57.2%	54.2%	
DK/NA	12	2	1	3	5	0	
	1.0%	.8%	.6%	2.0%	1.4%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	221	230	176	361	212
	'0' Not Important	56	7	15	6	18	11
		4.7%	3.1%	6.4%	3.2%	5.0%	5.2%
	1	46	6	11	6	12	12
		3.9%	2.6%	4.7%	3.3%	3.3%	5.7%
	2	156	31	44	21	49	12
		13.0%	13.9%	19.1%	11.7%	13.7%	5.5%
	3	312	64	49	47	93	60
	26.0%	28.9%	21.1%	26.6%	25.8%	28.3%	
'4' Extremely Important	615	110	112	96	183	115	
	51.3%	49.6%	48.5%	54.5%	50.8%	54.1%	
DK/NA	14	4	0	1	5	3	
	1.1%	1.9%	.2%	.8%	1.5%	1.2%	
3D. Creating more affordable housing	Total	1200	221	230	176	361	212
	'0' Not Important	83	10	22	9	27	15
		6.9%	4.7%	9.7%	4.9%	7.4%	6.9%
	1	71	11	19	7	21	13
		5.9%	4.9%	8.3%	3.8%	5.8%	6.1%
	2	161	32	31	14	61	24
		13.4%	14.4%	13.3%	7.9%	16.8%	11.4%
	3	244	50	51	35	74	34
	20.4%	22.7%	22.2%	19.7%	20.6%	16.1%	
'4' Extremely Important	634	116	107	110	177	125	
	52.8%	52.6%	46.3%	62.3%	48.9%	59.0%	
DK/NA	7	1	0	2	2	1	
	.6%	.6%	.1%	1.4%	.5%	.5%	

		Supervisorial District					
		Total	1	2	3	4	5
3E. Expanding highways	Total	1200	221	230	176	361	212
	'0' Not Important	87 7.3%	17 7.9%	24 10.6%	8 4.7%	24 6.7%	13 6.2%
	1	86 7.1%	19 8.4%	26 11.2%	7 4.2%	25 6.9%	9 4.3%
	2	227 18.9%	54 24.6%	42 18.3%	28 15.6%	58 16.1%	45 21.1%
	3	286 23.9%	36 16.3%	49 21.2%	59 33.8%	78 21.5%	64 30.4%
	'4' Extremely Important	505 42.1%	93 41.9%	87 37.6%	72 40.9%	173 48.0%	80 38.0%
	DK/NA	9 .7%	2 .8%	3 1.1%	1 .8%	3 .8%	0 .0%
	Total	1200	221	230	176	361	212
3F. Reducing traffic congestion	'0' Not Important	84 7.0%	28 12.7%	26 11.2%	10 5.8%	16 4.5%	4 1.8%
	1	81 6.8%	17 7.9%	15 6.4%	6 3.2%	25 6.8%	19 8.8%
	2	182 15.1%	35 16.0%	48 21.0%	17 9.9%	51 14.1%	30 14.1%
	3	270 22.5%	36 16.4%	55 24.0%	53 29.9%	80 22.1%	47 22.0%
	'4' Extremely Important	580 48.4%	103 46.7%	86 37.3%	89 50.5%	190 52.5%	113 53.3%
	DK/NA	3 .2%	1 .4%	0 .2%	1 .8%	0 .0%	0 .0%
	Total	1200	221	230	176	361	212
	3G. Maintaining local streets and roads	'0' Not Important	28 2.3%	6 2.7%	8 3.3%	4 2.6%	6 1.7%	4 1.7%
1		19 1.6%	1 .4%	3 1.4%	3 1.5%	8 2.3%	4 1.8%
2		106 8.8%	16 7.4%	23 10.2%	17 9.7%	21 5.8%	28 13.2%
3		282 23.5%	52 23.5%	58 25.0%	41 23.2%	100 27.7%	31 14.9%
'4' Extremely Important		763 63.6%	146 65.9%	138 60.1%	110 62.3%	224 62.1%	145 68.4%
DK/NA		3 .3%	0 .1%	0 .0%	1 .8%	2 .5%	0 .0%
Total		1200	221	230	176	361	212
3H. Expanding local bus services		'0' Not Important	101 8.5%	25 11.5%	24 10.3%	10 5.7%	30 8.4%
	1	93 7.7%	26 11.7%	17 7.5%	14 8.1%	26 7.1%	10 4.5%
	2	269 22.4%	49 22.2%	49 21.2%	40 22.5%	87 24.0%	45 21.2%
	3	281 23.4%	40 18.3%	56 24.3%	37 20.9%	98 27.3%	49 23.2%
	'4' Extremely Important	437 36.4%	74 33.7%	82 35.7%	70 39.8%	114 31.6%	96 45.5%
	DK/NA	19 1.6%	6 2.5%	2 1.0%	5 3.1%	6 1.7%	0 .0%
	Total	1200	221	230	176	361	212

		Supervisorial District					
		Total	1	2	3	4	5
3I. Improving public transportation to other cities	Total	1200	221	230	176	361	212
	'0' Not Important	112 9.3%	17 7.9%	27 11.6%	12 7.0%	35 9.6%	20 9.6%
	1	72 6.0%	17 7.6%	6 2.4%	9 4.9%	31 8.5%	10 4.7%
	2	231 19.2%	39 17.6%	49 21.4%	40 22.8%	61 17.0%	41 19.4%
	3	295 24.6%	48 21.9%	55 23.9%	40 22.9%	107 29.8%	44 20.6%
	'4' Extremely Important	480 40.0%	98 44.4%	92 40.1%	73 41.6%	121 33.5%	95 44.8%
	DK/NA	12 1.0%	1 .7%	1 .6%	1 .8%	6 1.6%	2 .9%
	Total	1200	221	230	176	361	212
3J. Maintaining and improving sidewalks and bike lanes	'0' Not Important	66 5.5%	12 5.4%	16 7.1%	7 3.9%	16 4.3%	16 7.3%
	1	62 5.2%	14 6.3%	12 5.4%	9 5.3%	16 4.4%	10 4.8%
	2	212 17.7%	36 16.4%	57 24.6%	29 16.6%	60 16.6%	30 14.3%
	3	328 27.4%	54 24.4%	64 27.6%	50 28.5%	109 30.3%	51 24.2%
	'4' Extremely Important	524 43.7%	103 46.4%	80 34.9%	78 44.3%	159 44.1%	104 49.3%
	DK/NA	7 .6%	3 1.2%	1 .5%	2 1.3%	1 .3%	0 .0%
	Total	1200	221	230	176	361	212
	3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important	93 7.7%	16 7.5%	20 8.6%	16 9.1%	29 7.9%
1		83 6.9%	18 8.2%	19 8.5%	6 3.6%	22 6.1%	17 8.1%
2		244 20.4%	52 23.7%	46 19.8%	33 18.6%	79 21.9%	35 16.3%
3		317 26.4%	40 18.0%	68 29.3%	42 24.0%	108 29.9%	60 28.1%
'4' Extremely Important		451 37.6%	90 40.8%	76 33.2%	77 43.9%	121 33.4%	87 41.1%
DK/NA		11 .9%	4 1.8%	1 .6%	1 .8%	3 .8%	2 .8%
Total		1200	221	230	176	361	212
3L. Improving air quality		'0' Not Important	45 3.7%	10 4.7%	13 5.4%	2 1.1%	10 2.8%
	1	39 3.2%	11 4.8%	13 5.7%	4 2.2%	10 2.6%	1 .7%
	2	108 9.0%	26 11.9%	31 13.6%	11 6.2%	22 6.0%	18 8.6%
	3	178 14.8%	31 14.1%	37 16.0%	23 13.0%	66 18.2%	21 10.1%
	'4' Extremely Important	825 68.8%	141 63.8%	137 59.3%	135 76.7%	252 69.8%	161 75.9%
	DK/NA	5 .4%	2 .7%	0 .0%	1 .8%	2 .6%	0 .0%
	Total	1200	221	230	176	361	212

		Supervisorial District					
		Total	1	2	3	4	5
3M. Preserving water supply	Total	1200	221	230	176	361	212
	'0' Not Important	28 2.4%	3 1.5%	10 4.5%	3 1.9%	6 1.6%	6 2.7%
	1	30 2.5%	5 2.1%	5 2.4%	9 5.2%	5 1.5%	5 2.5%
	2	72 6.0%	12 5.6%	15 6.7%	14 8.1%	16 4.5%	13 6.3%
	3	194 16.2%	38 17.4%	39 16.8%	17 9.6%	68 18.9%	32 14.9%
	'4' Extremely Important	871 72.6%	162 73.3%	160 69.4%	130 73.8%	264 73.1%	156 73.5%
	DK/NA	5 .4%	0 .1%	1 .3%	2 1.3%	2 .4%	0 .0%
	Total	1200	221	230	176	361	212
3N. Improving water quality	'0' Not Important	41 3.4%	4 2.0%	8 3.3%	7 4.0%	14 4.0%	8 3.8%
	1	32 2.7%	10 4.3%	6 2.7%	6 3.4%	6 1.6%	5 2.4%
	2	102 8.5%	16 7.2%	25 10.7%	8 4.5%	38 10.5%	16 7.4%
	3	180 15.0%	32 14.5%	38 16.3%	35 20.0%	48 13.4%	26 12.5%
	'4' Extremely Important	840 70.0%	159 71.8%	152 66.2%	119 67.4%	253 70.2%	157 74.0%
	DK/NA	5 .4%	0 .2%	2 .9%	1 .8%	1 .4%	0 .0%
	Total	1200	221	230	176	361	212
	3O. Preserving open spaces and native animal habitats	'0' Not Important	75 6.3%	17 7.8%	15 6.6%	13 7.5%	14 4.0%
1		69 5.8%	17 7.8%	12 5.1%	7 4.0%	24 6.7%	9 4.2%
2		201 16.8%	35 15.8%	43 18.7%	28 15.9%	67 18.6%	28 13.4%
3		305 25.4%	54 24.6%	58 25.1%	42 24.1%	97 26.8%	54 25.5%
'4' Extremely Important		538 44.8%	92 41.6%	103 44.6%	84 47.7%	154 42.6%	105 49.8%
DK/NA		11 .9%	5 2.3%	0 .0%	1 .8%	5 1.3%	0 .0%
Total		1200	221	230	176	361	212
3P. Developing a variety of housing options, including apartments, townhomes and condominiums		'0' Not Important	131 10.9%	26 11.6%	32 14.0%	13 7.3%	35 9.8%	25 11.7%
	1	76 6.3%	11 5.1%	17 7.5%	6 3.2%	30 8.3%	12 5.6%
	2	266 22.2%	58 26.3%	48 21.0%	37 21.2%	81 22.5%	41 19.3%
	3	320 26.7%	56 25.2%	57 24.7%	42 24.1%	108 30.0%	57 26.8%
	'4' Extremely Important	394 32.8%	67 30.2%	75 32.7%	74 42.2%	102 28.2%	76 35.8%
	DK/NA	14 1.1%	4 1.7%	0 .2%	3 2.0%	4 1.2%	2 .8%
	Total	1200	221	230	176	361	212

		Supervisorial District					
		Total	1	2	3	4	5
3Q. Providing programs to improve energy efficiency	Total	1200	221	230	176	361	212
	'0' Not Important	62 5.2%	14 6.5%	16 7.1%	6 3.4%	15 4.2%	10 4.7%
	1	56 4.7%	11 5.0%	12 5.1%	12 6.7%	8 2.2%	13 6.3%
	2	187 15.6%	34 15.6%	43 18.6%	15 8.4%	72 20.0%	23 10.9%
	3	300 25.0%	59 26.6%	58 25.1%	43 24.7%	82 22.9%	57 27.1%
	'4' Extremely Important	582 48.5%	100 45.4%	99 43.1%	97 55.3%	179 49.5%	106 50.1%
	DK/NA	13 1.1%	2 .9%	2 .9%	2 1.4%	4 1.1%	2 .9%
	Total	1200	221	230	176	361	212
3R. Providing programs to conserve natural resources	'0' Not Important	65 5.4%	19 8.5%	16 6.9%	8 4.4%	15 4.1%	7 3.5%
	1	47 3.9%	9 4.2%	9 3.9%	5 3.1%	20 5.5%	4 1.7%
	2	196 16.3%	36 16.2%	50 21.8%	27 15.4%	61 16.9%	22 10.2%
	3	304 25.4%	54 24.4%	46 19.9%	36 20.2%	99 27.4%	70 33.2%
	'4' Extremely Important	578 48.1%	101 45.9%	109 47.3%	99 56.1%	163 45.2%	106 49.9%
	DK/NA	10 .8%	2 .7%	0 .2%	1 .8%	3 .9%	3 1.5%
	Total	1200	221	230	176	361	212
	3S. Improving the energy efficiency of local government buildings	'0' Not Important	108 9.0%	25 11.3%	21 9.3%	15 8.6%	32 9.0%
1		74 6.2%	20 9.0%	17 7.2%	6 3.6%	23 6.3%	9 4.1%
2		216 18.0%	27 12.4%	52 22.7%	30 17.2%	68 18.9%	38 17.8%
3		338 28.2%	65 29.3%	65 28.1%	57 32.5%	99 27.5%	53 25.0%
'4' Extremely Important		434 36.1%	77 34.6%	73 31.8%	64 36.7%	126 35.0%	93 43.9%
DK/NA		30 2.5%	7 3.3%	2 .9%	3 1.5%	12 3.4%	5 2.5%
Total		1200	221	230	176	361	212
3T. Purchasing government vehicles that use clean fuel technology		'0' Not Important	126 10.5%	27 12.1%	27 11.7%	20 11.3%	31 8.6%	21 10.0%
	1	99 8.3%	18 8.2%	20 8.5%	19 10.7%	29 7.9%	14 6.7%
	2	270 22.5%	55 25.0%	56 24.2%	35 19.6%	82 22.7%	43 20.2%
	3	284 23.7%	44 19.9%	52 22.7%	36 20.3%	88 24.3%	65 30.5%
	'4' Extremely Important	401 33.4%	69 31.5%	74 32.2%	63 36.0%	127 35.2%	67 31.5%
	DK/NA	19 1.6%	7 3.3%	2 .7%	3 2.0%	4 1.2%	2 1.1%
	Total	1200	221	230	176	361	212

	Supervisorial District					
	Total	1	2	3	4	5
Total	1200	221	230	176	361	212
'0' Not Important	67 5.6%	12 5.3%	12 5.2%	10 5.5%	23 6.4%	11 5.0%
1	51 4.2%	8 3.5%	12 5.0%	9 5.2%	12 3.4%	10 4.9%
2	210 17.5%	36 16.4%	57 24.8%	26 14.8%	62 17.1%	29 13.6%
3	288 24.0%	53 24.2%	47 20.3%	37 21.2%	99 27.4%	52 24.4%
'4' Extremely Important	565 47.1%	107 48.3%	100 43.6%	91 51.9%	160 44.2%	107 50.6%
DK/NA	19 1.6%	5 2.4%	2 1.1%	2 1.4%	5 1.5%	3 1.4%

Comparisons of Column Proportions^{b,c}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
'0' Not Important					
1	D	a			
2					
3					
'4' Extremely Important					a
DK/NA					.
'0' Not Important					
1					
2					
3					
'4' Extremely Important					a
DK/NA					.
'0' Not Important					
1	E	E		E	
2					
3					
'4' Extremely Important			B D		
DK/NA					
'0' Not Important					
1					
2					
3			A B D		A
'4' Extremely Important					a
DK/NA					.
'0' Not Important	D E	D E			
1					
2		C			
3			A		
'4' Extremely Important				B	B a
DK/NA					.
'0' Not Important					
1					
2					
3				E	
'4' Extremely Important		a			a
DK/NA					.
'0' Not Important					
1					
2					
3					
'4' Extremely Important					D a
DK/NA					.

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
3I. Improving public transportation to other cities	'0' Not Important				B	
	1					
	2					
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important					B a
	DK/NA					.
	'0' Not Important					
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'0' Not Important				A	
	1					
	2					
3L. Improving air quality	'4' Extremely Important			B		B a
	DK/NA					.
	'0' Not Important					
3M. Preserving water supply	'0' Not Important					
	1					
	2					
3N. Improving water quality	'4' Extremely Important					a
	DK/NA					.
	'0' Not Important					
3O. Preserving open spaces and native animal habitats	'4' Extremely Important					a
	DK/NA					.
	'0' Not Important					
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important			D		
	DK/NA					
	'0' Not Important					

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
3Q. Providing programs to improve energy efficiency	'0' Not Important					
	1					
	2					
3R. Providing programs to conserve natural resources	'4' Extremely Important		C		C E	
	DK/NA					
	'0' Not Important					
3S. Improving the energy efficiency of local government buildings	'0' Not Important					
	1					
	2					
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important		E			B C
	DK/NA					
	'0' Not Important					
3U. Providing information on how to reduce energy usage and save money	'0' Not Important					
	1					
	2					
	'4' Extremely Important		A			
	DK/NA					
	'0' Not Important					
	'0' Not Important					
	1					
	2					
	'4' Extremely Important					
	DK/NA					
	'0' Not Important					
	'0' Not Important					
	1					
	2					
	'4' Extremely Important		E			
	DK/NA					
	'0' Not Important					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3A. Creating more high paying jobs	Total	1200	226	298	298	308	61	9
	'0' Not Important	40	10	15	10	5	0	0
		3.3%	4.2%	5.0%	3.3%	1.8%	.0%	.0%
	1	22	6	8	3	3	2	0
		1.8%	2.8%	2.6%	1.0%	1.1%	3.4%	.0%
	2	96	25	31	20	19	0	0
		8.0%	11.2%	10.4%	6.8%	6.3%	.0%	.0%
	3	193	51	57	46	31	5	3
	16.1%	22.5%	19.2%	15.3%	10.0%	7.5%	38.9%	
'4' Extremely Important	833	130	181	216	247	54	5	
	69.4%	57.3%	60.9%	72.4%	80.0%	89.2%	61.1%	
DK/NA	16	4	6	3	3	0	0	
	1.4%	2.0%	1.9%	1.1%	.9%	.0%	.0%	
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	Total	1200	226	298	298	308	61	9
	'0' Not Important	50	14	10	10	6	9	0
		4.1%	6.4%	3.5%	3.4%	1.9%	15.0%	.0%
	1	38	9	14	4	11	0	0
		3.2%	3.8%	4.6%	1.5%	3.6%	.0%	.0%
	2	117	21	35	27	26	5	3
		9.7%	9.3%	11.7%	8.9%	8.5%	7.5%	36.1%
	3	297	76	67	66	73	13	2
	24.7%	33.5%	22.4%	22.2%	23.7%	21.7%	21.4%	
'4' Extremely Important	687	103	167	189	191	34	4	
	57.3%	45.5%	56.2%	63.4%	61.8%	55.8%	42.5%	
DK/NA	12	3	5	2	1	0	0	
	1.0%	1.5%	1.6%	.7%	.5%	.0%	.0%	
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	Total	1200	226	298	298	308	61	9
	'0' Not Important	56	12	21	18	6	0	0
		4.7%	5.1%	7.0%	5.9%	1.9%	.0%	.0%
	1	46	11	9	13	12	0	1
		3.9%	4.7%	3.1%	4.5%	4.0%	.0%	12.1%
	2	156	35	40	30	43	8	0
		13.0%	15.6%	13.5%	10.1%	13.9%	13.4%	.0%
	3	312	67	84	53	84	21	3
	26.0%	29.6%	28.2%	17.9%	27.2%	34.9%	36.1%	
'4' Extremely Important	615	100	139	181	162	29	5	
	51.3%	44.2%	46.6%	60.7%	52.5%	47.5%	51.8%	
DK/NA	14	2	5	3	2	3	0	
	1.1%	.8%	1.7%	1.0%	.5%	4.1%	.0%	
3D. Creating more affordable housing	Total	1200	226	298	298	308	61	9
	'0' Not Important	83	18	28	17	14	5	0
		6.9%	8.1%	9.5%	5.8%	4.7%	7.5%	.0%
	1	71	12	28	13	15	0	1
		5.9%	5.5%	9.4%	4.5%	5.0%	.0%	12.1%
	2	161	40	36	40	39	6	1
		13.4%	17.5%	12.0%	13.4%	12.6%	10.1%	12.1%
	3	244	59	60	57	56	9	4
	20.4%	26.1%	20.1%	19.2%	18.0%	14.2%	42.5%	
'4' Extremely Important	634	95	141	170	184	41	3	
	52.8%	41.9%	47.5%	57.0%	59.7%	68.3%	33.3%	
DK/NA	7	2	5	0	0	0	0	
	.6%	.9%	1.6%	.0%	.0%	.0%	.0%	

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3E. Expanding highways	Total	1200	226	298	298	308	61	9
	'0' Not Important	87	19	24	14	23	7	1
		7.3%	8.4%	8.0%	4.7%	7.5%	10.8%	9.3%
	1	86	13	27	25	20	2	0
		7.1%	5.5%	9.0%	8.3%	6.4%	3.4%	.0%
	2	227	51	57	48	62	7	2
		18.9%	22.8%	19.0%	16.0%	20.2%	10.8%	24.0%
	3	286	68	83	60	61	13	2
	23.9%	30.0%	27.8%	20.0%	19.7%	21.7%	24.2%	
'4' Extremely Important	505	74	104	152	139	32	4	
	42.1%	32.8%	34.9%	51.0%	45.1%	53.3%	42.5%	
DK/NA	9	1	4	0	3	0	0	
	.7%	.5%	1.4%	.0%	1.1%	.0%	.0%	
3F. Reducing traffic congestion	Total	1200	226	298	298	308	61	9
	'0' Not Important	84	17	19	20	24	2	1
		7.0%	7.6%	6.5%	6.8%	7.8%	3.4%	9.3%
	1	81	9	26	17	23	5	1
		6.8%	3.9%	8.8%	5.6%	7.6%	7.5%	14.7%
	2	182	28	52	48	45	8	2
		15.1%	12.2%	17.5%	16.0%	14.5%	12.4%	24.2%
	3	270	73	61	59	59	17	1
	22.5%	32.3%	20.4%	19.8%	19.2%	27.6%	14.7%	
'4' Extremely Important	580	99	137	155	157	30	3	
	48.4%	43.7%	46.0%	51.9%	50.8%	49.1%	37.1%	
DK/NA	3	1	2	0	0	0	0	
	.2%	.3%	.7%	.0%	.0%	.0%	.0%	
3G. Maintaining local streets and roads	Total	1200	226	298	298	308	61	9
	'0' Not Important	28	5	5	13	3	0	0
		2.3%	2.4%	1.8%	4.5%	1.1%	.0%	.0%
	1	19	2	6	5	7	0	0
		1.6%	.8%	1.9%	1.6%	2.2%	.0%	.0%
	2	106	19	30	19	26	9	2
		8.8%	8.3%	10.2%	6.5%	8.3%	15.0%	26.8%
	3	282	73	73	55	65	14	2
	23.5%	32.1%	24.5%	18.4%	21.1%	23.5%	21.4%	
'4' Extremely Important	763	126	182	205	208	37	5	
	63.6%	55.6%	61.0%	68.9%	67.4%	61.6%	51.8%	
DK/NA	3	2	2	0	0	0	0	
	.3%	.7%	.6%	.0%	.0%	.0%	.0%	
3H. Expanding local bus services	Total	1200	226	298	298	308	61	9
	'0' Not Important	101	25	34	22	18	2	0
		8.5%	11.1%	11.6%	7.5%	5.7%	3.4%	.0%
	1	93	18	26	22	23	2	2
		7.7%	7.7%	8.8%	7.4%	7.3%	3.4%	26.8%
	2	269	58	73	59	61	14	4
		22.4%	25.7%	24.5%	19.7%	19.7%	23.3%	45.4%
	3	281	42	69	66	76	27	0
	23.4%	18.5%	23.2%	22.3%	24.7%	45.0%	.0%	
'4' Extremely Important	437	76	93	125	126	15	2	
	36.4%	33.4%	31.1%	41.9%	41.0%	25.0%	27.8%	
DK/NA	19	8	3	4	5	0	0	
	1.6%	3.6%	.9%	1.2%	1.6%	.0%	.0%	

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3I. Improving public transportation to other cities	Total	1200	226	298	298	308	61	9
	'0' Not Important	112	31	38	17	23	2	0
		9.3%	13.6%	12.9%	5.7%	7.6%	3.4%	.0%
	1	72	16	29	14	10	0	3
		6.0%	7.0%	9.6%	4.6%	3.3%	.0%	36.1%
	2	231	43	61	57	60	8	2
		19.2%	19.0%	20.4%	19.0%	19.6%	12.4%	26.8%
	3	295	61	68	65	68	32	0
	24.6%	27.0%	22.8%	21.9%	22.1%	53.4%	.0%	
'4' Extremely Important	480	73	97	145	143	19	3	
	40.0%	32.1%	32.4%	48.8%	46.4%	30.8%	37.1%	
DK/NA	12	3	6	0	3	0	0	
	1.0%	1.3%	1.9%	.0%	1.0%	.0%	.0%	
3J. Maintaining and improving sidewalks and bike lanes	Total	1200	226	298	298	308	61	9
	'0' Not Important	66	16	20	14	12	5	0
		5.5%	7.3%	6.6%	4.6%	3.8%	7.5%	.0%
	1	62	11	14	18	16	0	2
		5.2%	5.1%	4.6%	6.2%	5.2%	.0%	24.2%
	2	212	44	58	43	49	13	4
		17.7%	19.4%	19.5%	14.5%	16.0%	21.7%	48.0%
	3	328	71	80	71	84	23	0
	27.4%	31.4%	26.7%	23.7%	27.3%	37.5%	.0%	
'4' Extremely Important	524	82	123	151	145	20	2	
	43.7%	36.4%	41.2%	50.7%	47.2%	33.3%	27.8%	
DK/NA	7	1	4	1	1	0	0	
	.6%	.4%	1.2%	.3%	.5%	.0%	.0%	
3K. Providing public transportation, carpooling, and other alternatives to driving alone	Total	1200	226	298	298	308	61	9
	'0' Not Important	93	23	35	13	21	0	2
		7.7%	10.0%	11.6%	4.5%	6.7%	.0%	18.5%
	1	83	16	21	25	19	0	1
		6.9%	7.2%	7.1%	8.5%	6.2%	.0%	12.1%
	2	244	41	68	59	59	14	4
		20.4%	18.0%	23.0%	19.8%	19.1%	22.5%	41.5%
	3	317	74	77	63	81	22	0
	26.4%	32.6%	25.9%	21.2%	26.3%	35.9%	.0%	
'4' Extremely Important	451	71	92	133	128	25	2	
	37.6%	31.4%	31.0%	44.5%	41.5%	41.6%	27.8%	
DK/NA	11	2	4	5	1	0	0	
	.9%	.7%	1.4%	1.5%	.3%	.0%	.0%	
3L. Improving air quality	Total	1200	226	298	298	308	61	9
	'0' Not Important	45	7	15	11	13	0	0
		3.7%	3.0%	4.9%	3.6%	4.1%	.0%	.0%
	1	39	6	17	6	10	0	0
		3.2%	2.7%	5.6%	2.1%	3.1%	.0%	.0%
	2	108	20	33	20	26	7	3
		9.0%	8.7%	11.1%	6.7%	8.3%	11.6%	36.1%
	3	178	43	39	45	41	8	2
	14.8%	19.0%	13.1%	15.0%	13.4%	12.4%	26.8%	
'4' Extremely Important	825	149	192	216	219	46	3	
	68.8%	65.8%	64.4%	72.5%	71.0%	75.9%	37.1%	
DK/NA	5	2	3	1	0	0	0	
	.4%	.8%	.9%	.2%	.0%	.0%	.0%	

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3M. Preserving water supply	Total	1200	226	298	298	308	61	9
	'0' Not Important	28	12	6	7	4	0	0
		2.4%	5.2%	1.9%	2.2%	1.4%	.0%	.0%
	1	30	5	8	4	13	0	0
		2.5%	2.3%	2.8%	1.2%	4.1%	.0%	.0%
	2	72	13	24	13	15	5	2
		6.0%	5.8%	8.0%	4.4%	4.9%	7.5%	26.8%
	3	194	41	50	44	37	21	2
	16.2%	17.9%	16.9%	14.6%	11.9%	34.1%	21.4%	
'4' Extremely Important	871	156	207	230	238	35	5	
	72.6%	68.8%	69.5%	77.2%	77.3%	58.4%	51.8%	
DK/NA	5	0	3	1	1	0	0	
	.4%	.0%	.9%	.3%	.4%	.0%	.0%	
3N. Improving water quality	Total	1200	226	298	298	308	61	9
	'0' Not Important	41	6	8	15	12	0	0
		3.4%	2.7%	2.8%	4.9%	4.0%	.0%	.0%
	1	32	9	11	4	9	0	0
		2.7%	4.1%	3.6%	1.3%	2.8%	.0%	.0%
	2	102	24	34	16	14	11	2
		8.5%	10.8%	11.3%	5.3%	4.7%	18.3%	24.0%
	3	180	40	51	42	38	7	2
	15.0%	17.7%	17.1%	14.0%	12.2%	11.6%	24.2%	
'4' Extremely Important	840	146	189	222	235	42	5	
	70.0%	64.7%	63.5%	74.4%	76.4%	70.0%	51.8%	
DK/NA	5	0	5	0	0	0	0	
	.4%	.0%	1.7%	.0%	.0%	.0%	.0%	
3O. Preserving open spaces and native animal habitats	Total	1200	226	298	298	308	61	9
	'0' Not Important	75	17	28	12	14	2	2
		6.3%	7.5%	9.5%	4.0%	4.5%	3.4%	26.8%
	1	69	16	15	16	22	0	1
		5.8%	6.9%	5.1%	5.2%	7.0%	.0%	12.1%
	2	201	29	57	46	59	10	1
		16.8%	12.9%	19.0%	15.3%	19.0%	16.6%	14.7%
	3	305	63	67	77	78	18	2
	25.4%	28.0%	22.4%	25.8%	25.2%	30.0%	27.8%	
'4' Extremely Important	538	99	127	144	135	30	2	
	44.8%	43.6%	42.7%	48.5%	43.9%	50.1%	18.5%	
DK/NA	11	3	4	4	1	0	0	
	.9%	1.1%	1.2%	1.2%	.4%	.0%	.0%	
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	Total	1200	226	298	298	308	61	9
	'0' Not Important	131	27	40	31	26	7	0
		10.9%	11.9%	13.5%	10.4%	8.3%	10.8%	.0%
	1	76	17	27	19	10	3	0
		6.3%	7.6%	9.2%	6.3%	3.3%	4.1%	.0%
	2	266	61	73	50	63	13	5
		22.2%	27.1%	24.5%	16.9%	20.3%	21.7%	57.5%
	3	320	65	70	70	98	15	2
	26.7%	28.9%	23.5%	23.5%	31.7%	25.0%	18.5%	
'4' Extremely Important	394	51	84	124	109	23	2	
	32.8%	22.5%	28.4%	41.5%	35.5%	38.3%	24.0%	
DK/NA	14	4	3	4	3	0	0	
	1.1%	1.9%	.8%	1.3%	.9%	.0%	.0%	

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3Q. Providing programs to improve energy efficiency	Total	1200	226	298	298	308	61	9
	'0' Not Important	62	15	23	10	14	0	0
		5.2%	6.6%	7.8%	3.4%	4.4%	.0%	.0%
	1	56	12	17	8	16	2	1
		4.7%	5.1%	5.8%	2.5%	5.3%	3.4%	12.1%
	2	187	29	40	55	46	16	2
		15.6%	12.9%	13.3%	18.3%	14.9%	25.8%	26.8%
	3	300	65	67	63	87	16	2
	25.0%	28.6%	22.5%	21.2%	28.2%	26.6%	18.5%	
'4' Extremely Important	582	102	146	160	144	27	4	
	48.5%	44.9%	49.0%	53.8%	46.5%	44.2%	42.5%	
DK/NA	13	4	5	2	2	0	0	
	1.1%	1.9%	1.5%	.7%	.6%	.0%	.0%	
3R. Providing programs to conserve natural resources	Total	1200	226	298	298	308	61	9
	'0' Not Important	65	10	23	14	13	5	0
		5.4%	4.4%	7.9%	4.6%	4.2%	7.5%	.0%
	1	47	6	13	14	8	3	3
		3.9%	2.7%	4.3%	4.8%	2.5%	4.1%	38.9%
	2	196	40	48	52	50	5	1
		16.3%	17.8%	16.0%	17.6%	16.2%	7.5%	9.3%
	3	304	66	74	61	88	15	1
	25.4%	29.2%	24.7%	20.4%	28.4%	25.0%	9.3%	
'4' Extremely Important	578	103	135	156	146	34	4	
	48.1%	45.7%	45.3%	52.3%	47.3%	55.8%	42.5%	
DK/NA	10	0	5	1	4	0	0	
	.8%	.1%	1.7%	.2%	1.3%	.0%	.0%	
3S. Improving the energy efficiency of local government buildings	Total	1200	226	298	298	308	61	9
	'0' Not Important	108	25	22	28	24	7	1
		9.0%	11.1%	7.5%	9.5%	7.7%	11.6%	14.7%
	1	74	8	18	15	24	7	2
		6.2%	3.5%	6.2%	5.2%	7.7%	10.8%	24.2%
	2	216	41	65	48	58	4	0
		18.0%	18.1%	21.9%	16.1%	18.7%	6.7%	.0%
	3	338	72	81	69	86	27	4
	28.2%	31.9%	27.1%	23.2%	27.8%	44.2%	42.5%	
'4' Extremely Important	434	73	101	132	109	16	2	
	36.1%	32.4%	33.9%	44.4%	35.4%	26.6%	18.5%	
DK/NA	30	7	10	5	8	0	0	
	2.5%	3.0%	3.4%	1.5%	2.6%	.0%	.0%	
3T. Purchasing government vehicles that use clean fuel technology	Total	1200	226	298	298	308	61	9
	'0' Not Important	126	21	42	32	24	7	0
		10.5%	9.2%	14.1%	10.8%	7.9%	10.8%	.0%
	1	99	31	22	17	22	5	3
		8.3%	13.5%	7.3%	5.7%	7.0%	8.3%	36.1%
	2	270	50	64	57	74	22	3
		22.5%	22.0%	21.5%	19.3%	24.1%	35.9%	30.6%
	3	284	50	56	78	80	21	0
	23.7%	22.2%	18.7%	26.1%	25.9%	34.1%	.0%	
'4' Extremely Important	401	71	109	108	103	7	3	
	33.4%	31.6%	36.6%	36.2%	33.4%	10.8%	33.3%	
DK/NA	19	3	5	5	5	0	0	
	1.6%	1.4%	1.8%	1.8%	1.8%	.0%	.0%	

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
3U. Providing information on how to reduce energy usage and save money	Total	1200	226	298	298	308	61	9
	'0' Not Important	67	13	13	21	17	4	0
		5.6%	5.5%	4.4%	7.0%	5.4%	6.7%	.0%
	1	51	7	16	11	12	2	2
		4.2%	2.9%	5.5%	3.9%	3.9%	3.4%	26.8%
	2	210	33	58	41	52	25	2
		17.5%	14.6%	19.3%	13.6%	16.9%	40.8%	21.4%
	3	288	74	58	62	81	14	0
	24.0%	32.6%	19.4%	20.7%	26.3%	23.3%	.0%	
'4' Extremely Important	565	97	146	158	143	16	5	
	47.1%	43.0%	49.1%	53.2%	46.3%	25.8%	51.8%	
DK/NA	19	3	7	5	4	0	0	
	1.6%	1.4%	2.3%	1.7%	1.2%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
3A. Creating more high paying jobs	'0' Not Important					a	a
	1					a	a
	2					a	a
3B. Encouraging new businesses to relocate to the County in order to diversify the local economy	'4' Extremely Important	D	D	AB	AB	AB	a
	DK/NA					a	a
	'0' Not Important					BCD	a
3C. Revitalizing older neighborhoods and business districts that are becoming rundown	'4' Extremely Important			A	A	a	a
	DK/NA					a	a
	'0' Not Important		D			a	a
3D. Creating more affordable housing	'4' Extremely Important	C	C	AB		a	a
	DK/NA					a	a
	'0' Not Important					a	a
3E. Expanding highways	'4' Extremely Important			A	AB	AB	a
	DK/NA			a		a	a
	'0' Not Important					a	a
3F. Reducing traffic congestion	'4' Extremely Important			AB		A	a
	DK/NA			a		a	a
	'0' Not Important					a	a
3G. Maintaining local streets and roads	'4' Extremely Important			A	a	a	a
	DK/NA			a		a	a
	'0' Not Important					a	a
3H. Expanding local bus services	'4' Extremely Important					ABCD	a
	DK/NA					a	a
	'0' Not Important					a	a

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
3I. Improving public transportation to other cities	'0' Not Important	C	C				a
	1		D			a	ACD
	2					a	a
3J. Maintaining and improving sidewalks and bike lanes	'4' Extremely Important			AB	AB	a	a
	DK/NA			a		a	a
	'0' Not Important					a	a
3K. Providing public transportation, carpooling, and other alternatives to driving alone	'4' Extremely Important			A		a	a
	DK/NA					a	a
	'0' Not Important		C			a	a
3L. Improving air quality	'4' Extremely Important	C		AB		a	a
	DK/NA					a	a
	'0' Not Important					a	a
3M. Preserving water supply	'4' Extremely Important			E	E	a	a
	DK/NA			a		a	a
	'0' Not Important					a	a
3N. Improving water quality	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3O. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3P. Developing a variety of housing options, including apartments, townhomes and condominiums	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3Q. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3R. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3S. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3T. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3U. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3V. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3W. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3X. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3Y. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3Z. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AA. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AB. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AC. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AD. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AE. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AF. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AG. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AH. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AI. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AJ. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AK. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AL. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AM. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AN. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AO. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AP. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AQ. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AR. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AS. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AT. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AU. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AV. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AW. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AX. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AY. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3AZ. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BA. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BB. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BC. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BD. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BE. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BF. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BG. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BH. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BI. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BJ. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BK. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BL. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BL. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BM. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BN. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BO. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BP. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BQ. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a
	DK/NA					a	a
	'0' Not Important					a	a
3BR. Preserving open spaces and native animal habitats	'4' Extremely Important					a	a

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
3Q. Providing programs to improve energy efficiency	'0' Not Important					a	a
	1						
	2						
3R. Providing programs to conserve natural resources	'4' Extremely Important					a	a
	DK/NA					.	a
	'0' Not Important						A B C D E
3S. Improving the energy efficiency of local government buildings	'4' Extremely Important					a	a
	DK/NA					.	.
	'0' Not Important						A
3T. Purchasing government vehicles that use clean fuel technology	'4' Extremely Important					a	a
	DK/NA					.	a
	'0' Not Important	C					B C D
3U. Providing information on how to reduce energy usage and save money	'4' Extremely Important	E	E	E	E	a	a
	DK/NA					.	a
	'0' Not Important						A C D
	'4' Extremely Important		E	E	E	a	a
	DK/NA	B C					.
							.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	1200
	A single-family home with a small yard	450	450
		37.5%	37.5%
	A single-family home with a large yard	521	521
		43.4%	43.4%
	A townhouse or condominium	54	54
		4.5%	4.5%
A building with offices and stores on the first floor and condominiums on the upper floors	6	6	
	.5%	.5%	
An apartment	159	159	
	13.2%	13.2%	
DK/NA	10	10	
	.8%	.8%	

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	.
	A single-family home with a large yard	.
	A townhouse or condominium	.
	A building with offices and stores on the first floor and condominiums on the upper floors	.
	An apartment	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	615	585
	A single-family home with a small yard	450 37.5%	241 39.2%	209 35.7%
	A single-family home with a large yard	521 43.4%	268 43.6%	253 43.3%
	A townhouse or condominium	54 4.5%	23 3.7%	31 5.3%
	A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	5 .7%	2 .3%
	An apartment	159 13.2%	73 11.9%	86 14.6%
	DK/NA	10 .8%	5 .9%	5 .8%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard		
	A single-family home with a large yard		
	A townhouse or condominium		
	A building with offices and stores on the first floor and condominiums on the upper floors		
	An apartment		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

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		Total	Age				
			18 to 24	25 to 34	35 to 44	45 to 54	55 to 59
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	193	243	214	215	98
	A single-family home with a small yard	450 37.5%	62 31.9%	89 36.8%	91 42.7%	77 36.0%	42 43.5%
	A single-family home with a large yard	521 43.4%	90 46.5%	93 38.3%	86 40.1%	96 44.9%	36 37.3%
	A townhouse or condominium	54 4.5%	8 4.2%	20 8.2%	9 4.0%	6 2.9%	4 3.6%
	A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	0 .0%	0 .0%	1 .3%	1 .5%	3 2.8%
	An apartment	159 13.2%	31 16.2%	41 16.7%	25 11.7%	32 14.9%	12 12.5%
	DK/NA	10 .8%	2 1.2%	0 .0%	3 1.3%	2 .8%	0 .4%

		Age				
		60 to 64	65 to 74	75 to 84	85 and over	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	70	92	51	15	9
	A single-family home with a small yard	34 48.1%	27 29.2%	17 32.6%	7 48.9%	4 38.7%
	A single-family home with a large yard	29 41.0%	54 58.5%	29 57.5%	6 38.8%	2 21.2%
	A townhouse or condominium	3 4.2%	3 2.8%	0 .5%	0 2.8%	1 15.7%
	A building with offices and stores on the first floor and condominiums on the upper floors	0 .0%	1 1.3%	0 .9%	0 .0%	0 .0%
	An apartment	4 5.5%	7 7.8%	4 8.5%	1 7.5%	1 10.2%
	DK/NA	1 1.2%	0 .4%	0 .0%	0 1.9%	1 14.2%

Comparisons of Column Proportions^{b,c}

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
		(A)	(B)	(C)	(D)	(E)	(F)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard						
	A single-family home with a large yard						
	A townhouse or condominium						
	A building with offices and stores on the first floor and condominiums on the upper floors	a	a				a
	An apartment						
	DK/NA		a				

Comparisons of Column Proportions^{b,c}

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
		(G)	(H)	(I)	(J)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard	B			
	A townhouse or condominium				
	A building with offices and stores on the first floor and condominiums on the upper floors		a		a
	An apartment				
	DK/NA		a		D E G

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	18	95	170
	A single-family home with a small yard	450 37.5%	2 12.3%	34 35.5%	62 36.2%
	A single-family home with a large yard	521 43.4%	7 40.4%	22 23.1%	69 40.5%
	A townhouse or condominium	54 4.5%	4 24.3%	6 6.8%	18 10.6%
	A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	0 .0%	0 .0%	1 .5%
	An apartment	159 13.2%	2 12.9%	32 33.5%	20 11.7%
	DK/NA	10 .8%	2 10.1%	1 1.2%	1 .5%

		Years Lived in Kern County
		10 years or more
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	917
	A single-family home with a small yard	353 38.5%
	A single-family home with a large yard	423 46.1%
	A townhouse or condominium	25 2.7%
	A building with offices and stores on the first floor and condominiums on the upper floors	5 .6%
	An apartment	105 11.4%
	DK/NA	6 .7%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			B	B
	A single-family home with a large yard				
	A townhouse or condominium	D		D	
	A building with offices and stores on the first floor and condominiums on the upper floors	a	a		
	An apartment		C D		
	DK/NA	C D			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	53	943	89	116
	A single-family home with a small yard	450 37.5%	20 37.2%	370 39.2%	23 25.3%	38 33.2%
	A single-family home with a large yard	521 43.4%	25 46.9%	392 41.5%	52 58.1%	53 45.9%
	A townhouse or condominium	54 4.5%	3 6.6%	45 4.8%	1 .7%	5 3.9%
	A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	1 1.0%	4 .4%	1 1.2%	1 .5%
	An apartment	159 13.2%	4 8.3%	127 13.5%	11 11.8%	17 14.3%
	DK/NA	10 .8%	0 .0%	5 .5%	3 2.9%	3 2.2%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			B	
	A single-family home with a large yard			B	
	A townhouse or condominium			B	
	A building with offices and stores on the first floor and condominiums on the upper floors			B	
	An apartment			B	
	DK/NA			B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	20	110	852	62	22
	A single-family home with a small yard	450	6	46	317	25	8
	A single-family home with a large yard	521	10	38	389	12	6
	A townhouse or condominium	54	0	5	39	7	0
	A building with offices and stores on the first floor and condominiums on the upper floors	6	0	0	4	1	0
	An apartment	159	3	21	97	17	7
	DK/NA	10	1	0	6	0	1

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	61	37	35
	A single-family home with a small yard	26	9	12
	A single-family home with a large yard	42.4%	25.2%	35.0%
	A townhouse or condominium	30	17	18
	A building with offices and stores on the first floor and condominiums on the upper floors	48.6%	45.9%	53.0%
	An apartment	2	1	0
	DK/NA	3.6%	2.7%	.0%

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			D		
	A single-family home with a large yard			D		
	A townhouse or condominium	a				
	A building with offices and stores on the first floor and condominiums on the upper floors	a				a
	An apartment		a		C F	a
	DK/NA				a	

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	(F)	(G)	(H)
	A single-family home with a large yard	D		D
	A townhouse or condominium			a
	A building with offices and stores on the first floor and condominiums on the upper floors	a		a
	An apartment	a		C

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		Ballot Test - Sales Tax			
		Total	Definitely yes	Probably yes	Probably no
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	604	242	177	57
	A single-family home with a small yard	215	90	63	18
		35.6%	37.2%	35.6%	32.6%
	A single-family home with a large yard	274	99	86	29
		45.3%	40.7%	48.4%	50.4%
	A townhouse or condominium	33	17	6	4
		5.5%	6.9%	3.4%	7.9%
	A building with offices and stores on the first floor and condominiums on the upper floors	3	3	1	0
	.6%	1.1%	.3%	.0%	
An apartment	76	34	21	4	
	12.6%	14.1%	11.7%	7.6%	
DK/NA	2	0	1	1	
	.4%	.0%	.6%	1.5%	

		Ballot Test - Sales Tax	
		Definitely no	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	98	30
	A single-family home with a small yard	33	10
		34.1%	33.5%
	A single-family home with a large yard	47	14
		48.0%	46.2%
	A townhouse or condominium	5	2
		4.8%	5.2%
	A building with offices and stores on the first floor and condominiums on the upper floors	0	0
	.3%	.0%	
An apartment	13	4	
	12.9%	14.2%	
DK/NA	0	0	
	.0%	.9%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard				
	A townhouse or condominium				
	A building with offices and stores on the first floor and condominiums on the upper floors			a	
	An apartment				
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax
		DK/NA
		(E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	
	A single-family home with a large yard	
	A townhouse or condominium	
	A building with offices and stores on the first floor and condominiums on the upper floors	a
	An apartment	
	DK/NA	

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		Ballot Test - Vehicle Registration Levy			
		Total	Definitely yes	Probably yes	Probably no
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	596	223	163	58
	A single-family home with a small yard	235	86	59	29
		39.5%	38.6%	36.2%	51.0%
	A single-family home with a large yard	247	93	70	19
		41.5%	41.4%	43.0%	33.2%
	A townhouse or condominium	21	13	3	2
		3.4%	6.0%	2.1%	3.5%
	A building with offices and stores on the first floor and condominiums on the upper floors	3	2	0	0
	.4%	1.1%	.0%	.0%	
An apartment	82	25	29	7	
	13.8%	11.2%	18.1%	11.7%	
DK/NA	8	4	1	0	
	1.3%	1.8%	.6%	.6%	

		Ballot Test - Vehicle Registration Levy	
		Definitely no	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	119	33
	A single-family home with a small yard	50 41.6%	11 33.7%
	A single-family home with a large yard	52 43.9%	13 40.7%
	A townhouse or condominium	1 1.2%	0 .8%
	A building with offices and stores on the first floor and condominiums on the upper floors	0 .2%	0 .0%
	An apartment	13 11.0%	8 24.5%
	DK/NA	2 2.0%	0 .3%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy			
		Definitely yes (A)	Probably yes (B)	Probably no (C)	Definitely no (D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard				
	A townhouse or condominium				
	A building with offices and stores on the first floor and condominiums on the upper floors		a	a	
	An apartment				
DK/NA					

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy
		DK/NA (E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	
	A single-family home with a large yard	
	A townhouse or condominium	
	A building with offices and stores on the first floor and condominiums on the upper floors	a
	An apartment	
DK/NA		

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		Internet Access			
		Total	Yes	No	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	924	271	5
	A single-family home with a small yard	450 37.5%	348 37.6%	100 37.1%	2 39.4%
	A single-family home with a large yard	521 43.4%	414 44.8%	105 38.9%	2 40.6%
	A townhouse or condominium	54 4.5%	47 5.1%	7 2.6%	0 .0%
	A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	5 .5%	1 .4%	0 .0%
	An apartment	159 13.2%	104 11.2%	54 20.0%	0 9.4%
	DK/NA	10 .8%	7 .7%	3 1.0%	1 10.6%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes (A)	No (B)	DK/NA (C)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			
	A single-family home with a large yard			
	A townhouse or condominium			a
	A building with offices and stores on the first floor and condominiums on the upper floors			a
	An apartment		A	
DK/NA			A	

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		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	924	54	310	435
	A single-family home with a small yard	348	14	117	173
	A single-family home with a large yard	414	28	143	184
	A townhouse or condominium	47	2	11	27
	A building with offices and stores on the first floor and condominiums on the upper floors	5	3	1	0
	An apartment	104	7	36	48
	DK/NA	7	0	2	3
		.7%	.6%	.8%	.6%

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	89	17	19
	A single-family home with a small yard	28	5	11
	A single-family home with a large yard	45	9	5
	A townhouse or condominium	5	0	2
	A building with offices and stores on the first floor and condominiums on the upper floors	1	0	0
	An apartment	9	3	0
	DK/NA	0	0	1
		.0%	1.7%	5.1%

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard				
	A townhouse or condominium				
	A building with offices and stores on the first floor and condominiums on the upper floors	B C			
	An apartment				
	DK/NA				a

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard		
	A single-family home with a large yard		
	A townhouse or condominium	a	
	A building with offices and stores on the first floor and condominiums on the upper floors	a	
	An apartment		a
	DK/NA		

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		Rent or Own Residence			
		Total	Rent	Own	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	481	706	13
	A single-family home with a small yard	450	141	302	8
	A single-family home with a large yard	521	143	374	5
	A townhouse or condominium	54	39	15	0
	A building with offices and stores on the first floor and condominiums on the upper floors	6	3	3	0
	An apartment	159	152	7	0
	DK/NA	10	2	6	1
		.8%	.5%	.9%	9.7%

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard	A	
	A single-family home with a large yard	A	
	A townhouse or condominium	B	a
	A building with offices and stores on the first floor and condominiums on the upper floors		a
	An apartment	B	a
DK/NA		AB	

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total	1200	67	15	48	468
A single-family home with a small yard	450 37.5%	17 25.6%	6 38.1%	31 64.9%	153 32.7%
A single-family home with a large yard	521 43.4%	21 30.8%	7 48.9%	7 13.9%	242 51.7%
A townhouse or condominium	54 4.5%	5 7.2%	1 4.2%	0 .0%	21 4.5%
A building with offices and stores on the first floor and condominiums on the upper floors	6 .5%	0 .0%	0 .0%	0 .0%	5 1.0%
An apartment	159 13.2%	23 34.6%	1 8.2%	10 21.1%	42 9.0%
DK/NA	10 .8%	1 1.8%	0 .6%	0 .0%	5 1.1%

	Ethnicity				
	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	589	2	22	2	6
A single-family home with a small yard	239 40.5%	2 83.5%	9 39.4%	1 50.9%	3 47.4%
A single-family home with a large yard	235 39.9%	0 11.1%	9 41.5%	1 49.1%	3 39.8%
A townhouse or condominium	28 4.7%	0 .0%	1 4.2%	0 .0%	0 .0%
A building with offices and stores on the first floor and condominiums on the upper floors	2 .3%	0 .0%	0 .0%	0 .0%	0 .0%
An apartment	83 14.1%	0 5.4%	3 14.9%	0 .0%	1 12.8%
DK/NA	4 .6%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{c,d}

	Ethnicity			
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
	(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			A D E
	A single-family home with a large yard			A C E
	A townhouse or condominium			b
	A building with offices and stores on the first floor and condominiums on the upper floors	b	b	b
	An apartment	D E		b
DK/NA			b	

Comparisons of Column Proportions^{e,d}

	Ethnicity					
	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA	
	(E)	(F)	(G)	(H)	(I)	
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard			a		
	A single-family home with a large yard	C		a		
	A townhouse or condominium		b		a,b	b
	A building with offices and stores on the first floor and condominiums on the upper floors		b	b	a,b	b
	An apartment		b		a,b	
DK/NA		b	b	a,b	b	

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- a. This category is not used in comparisons because the sum of case weights is less than two.
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		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	589	203	232	83	55	16
	A single-family home with a small yard	231	70	97	37	18	9
		39.2%	34.4%	41.9%	44.4%	33.4%	54.8%
	A single-family home with a large yard	250	86	97	36	26	5
		42.5%	42.5%	41.9%	42.7%	46.8%	35.2%
	A townhouse or condominium	25	10	12	2	0	0
		4.3%	5.1%	5.4%	2.7%	.0%	1.5%
	A building with offices and stores on the first floor and condominiums on the upper floors	1	1	0	0	0	0
	.1%	.3%	.0%	.0%	.0%	.0%	
An apartment	77	34	25	8	9	1	
	13.1%	16.7%	10.8%	10.2%	15.5%	8.5%	
DK/NA	4	2	0	0	2	0	
	.7%	.9%	.0%	.0%	4.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard					
	A single-family home with a large yard					
	A townhouse or condominium				a	
	A building with offices and stores on the first floor and condominiums on the upper floors		a	a	a	a
	An apartment					
	DK/NA		a	a		a

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	384	207	149	12	9	7
	A single-family home with a small yard	164	87	59	7	4	6
		42.5%	42.2%	39.4%	63.6%	44.1%	82.4%
	A single-family home with a large yard	168	93	71	3	1	1
		43.8%	44.8%	47.2%	29.4%	10.0%	11.0%
	A townhouse or condominium	11	5	4	0	2	0
		2.8%	2.6%	2.3%	.0%	23.1%	.0%
	A building with offices and stores on the first floor and condominiums on the upper floors	1	1	0	0	0	0
	.2%	.4%	.0%	.0%	.0%	.0%	
An apartment	38	20	15	1	2	0	
	10.0%	9.8%	10.2%	7.0%	22.9%	1.6%	
DK/NA	2	1	1	0	0	0	
	.6%	.3%	.8%	.0%	.0%	5.0%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard					
	A single-family home with a large yard					
	A townhouse or condominium			a	A B	a
	A building with offices and stores on the first floor and condominiums on the upper floors		a	a	a	a
	An apartment					
	DK/NA			a	a	

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		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	88	129	179
	A single-family home with a small yard	450	25	49	68
		37.5%	28.0%	37.7%	37.8%
	A single-family home with a large yard	521	26	49	69
		43.4%	29.9%	37.6%	38.3%
	A townhouse or condominium	54	5	4	7
		4.5%	5.8%	3.4%	4.0%
	A building with offices and stores on the first floor and condominiums on the upper floors	6	3	2	0
	.5%	3.1%	1.3%	.0%	
An apartment	159	29	25	36	
	13.2%	33.1%	19.1%	20.0%	
DK/NA	10	0	1	0	
	.8%	.1%	.9%	.0%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	155	40	193	133
	A single-family home with a small yard	69	13	81	55
		44.8%	32.7%	41.7%	41.0%
	A single-family home with a large yard	43	16	92	75
		28.0%	41.0%	47.8%	56.0%
	A townhouse or condominium	12	2	5	3
		7.7%	5.1%	2.8%	2.0%
	A building with offices and stores on the first floor and condominiums on the upper floors	0	0	1	1
	.0%	.0%	.3%	.5%	
An apartment	30	8	14	0	
	19.6%	20.5%	7.0%	.0%	
DK/NA	0	0	1	1	
	.0%	.7%	.4%	.5%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	83	33	166
	A single-family home with a small yard	25	9	58
		29.5%	26.5%	35.1%
	A single-family home with a large yard	51	19	81
		61.7%	57.1%	48.6%
	A townhouse or condominium	7	4	4
		8.8%	11.5%	2.5%
	A building with offices and stores on the first floor and condominiums on the upper floors	0	0	0
	.0%	.8%	.2%	
An apartment	0	1	16	
	.0%	4.1%	9.3%	
DK/NA	0	0	7	
	.0%	.0%	4.3%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard				
	A townhouse or condominium			a	a
	A building with offices and stores on the first floor and condominiums on the upper floors				
	An apartment	F I J	F	F	F
	DK/NA			a	a

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard				
	A single-family home with a large yard		D	A D	A B C D
	A townhouse or condominium	a			a
	A building with offices and stores on the first floor and condominiums on the upper floors			a	a
	An apartment				a
	DK/NA				a

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard		
	A single-family home with a large yard		D
	A townhouse or condominium		
	A building with offices and stores on the first floor and condominiums on the upper floors		
	An apartment		
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Supervisorial District						
		Total	1	2	3	4	5
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	221	230	176	361	212
	A single-family home with a small yard	450	100	75	74	125	76
		37.5%	45.1%	32.6%	42.2%	34.6%	35.9%
	A single-family home with a large yard	521	80	111	82	161	88
		43.4%	36.1%	48.1%	46.4%	44.6%	41.6%
	A townhouse or condominium	54	3	9	7	26	9
		4.5%	1.3%	3.9%	4.0%	7.2%	4.2%
	A building with offices and stores on the first floor and condominiums on the upper floors	6	2	2	2	1	0
	.5%	.8%	1.0%	.9%	.1%	.0%	
An apartment	159	32	31	11	48	36	
	13.2%	14.5%	13.4%	6.5%	13.4%	16.9%	
DK/NA	10	5	2	0	0	3	
	.8%	2.1%	1.0%	.0%	.0%	1.5%	

Comparisons of Column Proportions^{b,c}

	Supervisorial District					
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard					
	A single-family home with a large yard					
	A townhouse or condominium				A	
	A building with offices and stores on the first floor and condominiums on the upper floors					a
	An apartment					C
	DK/NA	D		a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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	Date							
		Total	May 9	May 10	May 11	May 13	May 14	May 18
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	Total	1200	226	298	298	308	61	9
	A single-family home with a small yard	450	71	117	120	115	26	1
		37.5%	31.3%	39.2%	40.3%	37.4%	43.4%	9.3%
	A single-family home with a large yard	521	115	130	121	127	21	6
		43.4%	50.8%	43.7%	40.8%	41.2%	34.9%	69.4%
	A townhouse or condominium	54	9	14	17	11	2	0
		4.5%	4.2%	4.8%	5.9%	3.4%	3.4%	.0%
	A building with offices and stores on the first floor and condominiums on the upper floors	6	4	0	1	2	0	0
	.5%	1.6%	.0%	.2%	.6%	.0%	.0%	
An apartment	159	24	33	37	51	11	2	
	13.2%	10.6%	11.2%	12.4%	16.6%	18.3%	21.4%	
DK/NA	10	3	3	1	2	0	0	
	.8%	1.4%	1.1%	.5%	.7%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

	Date						
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
4. Next, I'd like to talk to you about a variety of housing issues. Do you currently live in ...	A single-family home with a small yard						
	A single-family home with a large yard						
	A townhouse or condominium						a
	A building with offices and stores on the first floor and condominiums on the upper floors		a			a	a
	An apartment						
	DK/NA					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total		
	Total	Total	
Total	1200	1200	
5A. A single-family home with a small yard	Definitely yes	562 46.8%	562 46.8%
	Probably yes	274 22.8%	274 22.8%
	No	354 29.5%	354 29.5%
	DK/NA	10 .8%	10 .8%
	Total	1200	1200
5B. A single-family home with a large yard	Definitely yes	812 67.6%	812 67.6%
	Probably yes	176 14.6%	176 14.6%
	No	205 17.1%	205 17.1%
	DK/NA	8 .6%	8 .6%
	Total	1200	1200
5C. A townhouse or condominium	Definitely yes	205 17.1%	205 17.1%
	Probably yes	257 21.4%	257 21.4%
	No	733 61.1%	733 61.1%
	DK/NA	5 .4%	5 .4%
	Total	1200	1200
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	88 7.3%	88 7.3%
	Probably yes	105 8.7%	105 8.7%
	No	1000 83.4%	1000 83.4%
	DK/NA	7 .6%	7 .6%
	Total	1200	1200
5E. An apartment	Definitely yes	193 16.1%	193 16.1%
	Probably yes	132 11.0%	132 11.0%
	No	867 72.2%	867 72.2%
	DK/NA	8 .6%	8 .6%
	Total	1200	1200

Comparisons of Column Proportions ^{a,b}

	Total	
	Total	
	(A)	
5A. A single-family home with a small yard	Definitely yes	.
	Probably yes	.
	No	.
	DK/NA	.
5B. A single-family home with a large yard	Definitely yes	.
	Probably yes	.
	No	.
	DK/NA	.
5C. A townhouse or condominium	Definitely yes	.
	Probably yes	.
	No	.
	DK/NA	.
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	.
	Probably yes	.
	No	.
	DK/NA	.
5E. An apartment	Definitely yes	.
	Probably yes	.
	No	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
5A. A single-family home with a small yard	Total	1200	615	585
	Definitely yes	562 46.8%	291 47.4%	270 46.2%
	Probably yes	274 22.8%	134 21.8%	140 23.9%
	No	354 29.5%	188 30.6%	166 28.4%
	DK/NA	10 .8%	2 .3%	8 1.4%
5B. A single-family home with a large yard	Total	1200	615	585
	Definitely yes	812 67.6%	417 67.9%	394 67.4%
	Probably yes	176 14.6%	94 15.3%	82 14.0%
	No	205 17.1%	100 16.3%	105 17.9%
	DK/NA	8 .6%	4 .6%	4 .7%
5C. A townhouse or condominium	Total	1200	615	585
	Definitely yes	205 17.1%	92 14.9%	114 19.4%
	Probably yes	257 21.4%	136 22.2%	121 20.6%
	No	733 61.1%	384 62.4%	349 59.7%
	DK/NA	5 .4%	3 .5%	1 .2%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	615	585
	Definitely yes	88 7.3%	53 8.7%	35 5.9%
	Probably yes	105 8.7%	55 9.0%	49 8.5%
	No	1000 83.4%	503 81.8%	497 85.0%
	DK/NA	7 .6%	3 .5%	4 .6%
5E. An apartment	Total	1200	615	585
	Definitely yes	193 16.1%	100 16.2%	94 16.0%
	Probably yes	132 11.0%	71 11.6%	61 10.4%
	No	867 72.2%	441 71.8%	425 72.7%
	DK/NA	8 .6%	2 .4%	5 .9%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
5A. A single-family home with a small yard	Definitely yes		
	Probably yes		
	No		A
	DK/NA		
5B. A single-family home with a large yard	Definitely yes		
	Probably yes		
	No		A
5C. A townhouse or condominium	Definitely yes		
	Probably yes		
	No		
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes		
	Probably yes		
	No		
5E. An apartment	Definitely yes		
	Probably yes		
	No		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age							
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
5A. A single-family home with a small yard	Total	1200	193	243	214	215	98	70	92
	Definitely yes	562 46.8%	89 46.0%	110 45.4%	109 51.0%	99 46.3%	47 47.7%	36 51.4%	44 47.8%
	Probably yes	274 22.8%	50 25.7%	57 23.5%	56 26.1%	50 23.2%	19 19.1%	10 14.8%	17 18.5%
	No	354 29.5%	54 27.7%	73 30.2%	49 22.9%	63 29.1%	31 31.9%	24 33.8%	31 33.7%
	DK/NA	10 .8%	1 .5%	2 .9%	0 .0%	3 1.3%	1 1.3%	0 .0%	0 .0%
5B. A single-family home with a large yard	Total	1200	193	243	214	215	98	70	92
	Definitely yes	812 67.6%	133 68.8%	186 76.5%	157 73.4%	145 67.7%	57 58.8%	41 58.0%	57 62.5%
	Probably yes	176 14.6%	37 19.1%	42 17.3%	28 13.2%	27 12.4%	23 23.3%	5 6.9%	7 8.0%
	No	205 17.1%	22 11.3%	14 5.7%	28 13.2%	42 19.7%	17 17.6%	24 34.4%	27 29.5%
	DK/NA	8 .6%	1 .8%	1 .4%	0 .2%	0 .2%	0 .3%	0 .6%	0 .0%
5C. A townhouse or condominium	Total	1200	193	243	214	215	98	70	92
	Definitely yes	205 17.1%	56 28.9%	49 20.1%	25 11.9%	32 14.8%	15 15.1%	7 10.4%	17 18.3%
	Probably yes	257 21.4%	63 32.6%	50 20.7%	52 24.3%	34 16.0%	21 21.8%	12 16.6%	16 17.3%
	No	733 61.1%	72 37.4%	144 59.2%	136 63.7%	148 68.9%	61 62.8%	51 72.6%	59 64.4%
	DK/NA	5 .4%	2 1.1%	0 .0%	0 .1%	1 .3%	0 .3%	0 .4%	0 .0%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	193	243	214	215	98	70	92
	Definitely yes	88 7.3%	27 13.7%	17 7.0%	16 7.5%	11 5.1%	3 3.1%	2 2.3%	11 12.1%
	Probably yes	105 8.7%	25 12.8%	18 7.4%	16 7.5%	15 6.8%	15 15.6%	6 8.9%	8 8.3%
	No	1000 83.4%	138 71.5%	207 85.3%	182 85.0%	189 88.1%	79 81.0%	62 88.9%	73 79.3%
	DK/NA	7 .6%	4 2.0%	1 .3%	0 .0%	0 .0%	0 .3%	0 .0%	0 .4%
5E. An apartment	Total	1200	193	243	214	215	98	70	92
	Definitely yes	193 16.1%	62 32.1%	46 18.9%	26 12.1%	20 9.1%	9 9.1%	4 6.0%	20 21.7%
	Probably yes	132 11.0%	29 15.1%	32 13.4%	25 11.8%	15 6.9%	16 16.4%	1 2.1%	7 7.8%
	No	867 72.2%	102 52.9%	165 67.8%	163 76.1%	177 82.6%	72 74.2%	64 91.3%	64 69.4%
	DK/NA	8 .6%	0 .0%	0 .0%	0 .0%	3 1.3%	0 .3%	0 .6%	1 1.1%

		Age		
		75 to 84	85 and over	DK/NA
5A. A single-family home with a small yard	Total	51	15	9
	Definitely yes	17 34.2%	6 42.7%	3 37.4%
	Probably yes	12 23.2%	3 21.6%	0 2.2%
	No	20 40.0%	5 35.7%	4 46.2%
	DK/NA	1 2.6%	0 .0%	1 14.2%
5B. A single-family home with a large yard	Total	51	15	9
	Definitely yes	27 52.7%	4 25.6%	4 40.5%
	Probably yes	4 8.1%	2 15.2%	0 4.1%
	No	18 34.9%	9 59.2%	4 41.2%
	DK/NA	2 4.3%	0 .0%	1 14.2%
5C. A townhouse or condominium	Total	51	15	9
	Definitely yes	3 6.2%	0 1.9%	1 10.2%
	Probably yes	5 10.5%	2 13.5%	1 14.7%
	No	41 81.1%	13 84.7%	7 74.0%
	DK/NA	1 2.2%	0 .0%	0 1.1%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	51	15	9
	Definitely yes	2 3.6%	0 .0%	0 0%
	Probably yes	1 2.3%	1 4.4%	0 1.3%
	No	46 91.0%	14 95.6%	9 97.7%
	DK/NA	2 3.1%	0 .0%	0 1.1%
5E. An apartment	Total	51	15	9
	Definitely yes	5 9.2%	2 12.8%	0 5.1%
	Probably yes	4 8.4%	1 4.3%	1 9.6%
	No	40 79.0%	12 82.8%	7 71.1%
	DK/NA	2 3.4%	0 .0%	1 14.2%

Comparisons of Column Proportions^{b,c}

		Age							
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
5A. A single-family home with a small yard	Definitely yes								
	Probably yes								
	No			. ^a			. ^a	. ^a	
	DK/NA								
5B. A single-family home with a large yard	Definitely yes	I	E H I	I	I				
	Probably yes								
	No				B	B	A B C	A B C	A B C
	DK/NA								
5C. A townhouse or condominium	Definitely yes	C D H							
	Probably yes	D							
	No		. ^a	A	A	A	A	. ^a	A
	DK/NA								
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes								
	Probably yes		A	. ^a	. ^a		. ^a		
	No								
	DK/NA								
5E. An apartment	Definitely yes	C D E F H							
	Probably yes								
	No		. ^a	. ^a	A B	A	A B G		A
	DK/NA								

Comparisons of Column Proportions^{b,c}

		Age	
		85 and over (I)	DK/NA (J)
5A. A single-family home with a small yard	Definitely yes		
	Probably yes		
	No	. ^a	A B
	DK/NA		
5B. A single-family home with a large yard	Definitely yes		
	Probably yes	A B C D E	B
	No	. ^a	A B C D ...
	DK/NA		
5C. A townhouse or condominium	Definitely yes		
	Probably yes		
	No	. ^a	
	DK/NA		
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes		
	Probably yes		. ^a
	No		
	DK/NA		
5E. An apartment	Definitely yes		
	Probably yes		
	No	. ^a	E
	DK/NA		

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
5A. A single-family home with a small yard	Total	1200	18	95	170	917
	Definitely yes	562 46.8%	7 39.2%	60 63.8%	75 44.3%	419 45.7%
	Probably yes	274 22.8%	2 12.9%	16 16.8%	43 25.4%	213 23.2%
	No	354 29.5%	9 47.9%	18 19.3%	49 28.6%	279 30.4%
	DK/NA	10 .8%	0 .0%	0 .1%	3 1.7%	7 .8%
5B. A single-family home with a large yard	Total	1200	18	95	170	917
	Definitely yes	812 67.6%	12 67.3%	67 71.1%	112 65.5%	621 67.7%
	Probably yes	176 14.6%	2 12.8%	9 9.6%	28 16.6%	136 14.8%
	No	205 17.1%	4 19.8%	17 18.0%	30 17.6%	155 16.8%
	DK/NA	8 .6%	0 .0%	1 1.2%	0 .3%	6 .7%
5C. A townhouse or condominium	Total	1200	18	95	170	917
	Definitely yes	205 17.1%	3 16.9%	25 26.0%	30 17.5%	148 16.1%
	Probably yes	257 21.4%	5 30.9%	20 20.7%	49 28.7%	183 20.0%
	No	733 61.1%	9 52.3%	48 51.1%	91 53.7%	584 63.7%
	DK/NA	5 .4%	0 .0%	2 2.3%	0 .1%	2 .3%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	18	95	170	917
	Definitely yes	88 7.3%	5 27.7%	6 6.9%	12 7.1%	65 7.0%
	Probably yes	105 8.7%	1 6.8%	15 15.6%	20 11.5%	69 7.5%
	No	1000 83.4%	12 65.6%	73 77.1%	139 81.4%	777 84.7%
	DK/NA	7 .6%	0 .0%	0 .5%	0 .0%	7 .7%
5E. An apartment	Total	1200	18	95	170	917
	Definitely yes	193 16.1%	4 21.8%	27 28.2%	28 16.6%	135 14.7%
	Probably yes	132 11.0%	2 11.3%	7 7.3%	19 11.0%	105 11.4%
	No	867 72.2%	12 66.9%	61 64.4%	120 70.5%	674 73.5%
	DK/NA	8 .6%	0 .0%	0 .1%	3 2.0%	4 .5%

Comparisons of Column Proportions ^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
5A. A single-family home with a small yard	Definitely yes		C D		
	Probably yes				
	No	a			
5B. A single-family home with a large yard	Definitely yes	.			
	Probably yes				
	No	a			
5C. A townhouse or condominium	Definitely yes				
	Probably yes				
	No	a			
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	B C D	D		
	Probably yes		D		
	No	a		a	
5E. An apartment	Definitely yes		D		
	Probably yes				
	No	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area					
	Total	West Kern	Central Valley	Mountains	East Kern	
5A. A single-family home with a small yard	Total	1200	53	943	89	116
	Definitely yes	562 46.8%	25 47.7%	456 48.4%	29 32.0%	52 45.0%
	Probably yes	274 22.8%	14 26.7%	202 21.4%	27 29.7%	32 27.3%
	No	354 29.5%	13 25.6%	279 29.6%	33 37.0%	29 25.0%
	DK/NA	10 .8%	0 .0%	6 .6%	1 1.3%	3 2.8%
5B. A single-family home with a large yard	Total	1200	53	943	89	116
	Definitely yes	812 67.6%	36 69.5%	644 68.3%	59 66.2%	72 62.2%
	Probably yes	176 14.6%	10 18.3%	138 14.6%	11 12.0%	18 15.5%
	No	205 17.1%	5 10.1%	156 16.6%	19 21.3%	25 21.4%
	DK/NA	8 .6%	1 2.0%	5 .5%	0 .5%	1 .9%
5C. A townhouse or condominium	Total	1200	53	943	89	116
	Definitely yes	205 17.1%	7 12.5%	170 18.0%	9 9.6%	20 17.5%
	Probably yes	257 21.4%	8 16.1%	202 21.4%	20 22.9%	26 22.8%
	No	733 61.1%	38 71.4%	567 60.2%	60 66.8%	68 59.2%
	DK/NA	5 .4%	0 .0%	4 .4%	1 .7%	1 .5%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	53	943	89	116
	Definitely yes	88 7.3%	3 4.8%	71 7.5%	6 7.2%	8 6.9%
	Probably yes	105 8.7%	8 15.7%	80 8.5%	9 10.2%	7 6.1%
	No	1000 83.4%	42 79.5%	786 83.4%	73 81.3%	100 86.3%
	DK/NA	7 .6%	0 .0%	5 .5%	1 1.3%	1 .7%
5E. An apartment	Total	1200	53	943	89	116
	Definitely yes	193 16.1%	4 7.9%	166 17.6%	8 8.7%	15 13.0%
	Probably yes	132 11.0%	5 10.4%	107 11.4%	8 9.4%	11 9.5%
	No	867 72.2%	43 81.4%	665 70.5%	73 81.5%	86 74.7%
	DK/NA	8 .6%	0 .2%	4 .4%	0 .5%	3 2.8%

Comparisons of Column Proportions ^{b,c}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
5A. A single-family home with a small yard	Definitely yes		C		
	Probably yes				
	No	a			B
	DK/NA				
5B. A single-family home with a large yard	Definitely yes				
	Probably yes				
	No				
	DK/NA				
5C. A townhouse or condominium	Definitely yes				
	Probably yes				
	No	a			
	DK/NA				
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes				
	Probably yes				
	No	a			
	DK/NA				
5E. An apartment	Definitely yes				
	Probably yes				
	No				
	DK/NA				B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
5A. A single-family home with a small yard	Total	1200	20	110	852	62	22
	Definitely yes	562 46.8%	8 41.0%	50 45.8%	400 46.9%	31 50.6%	13 58.3%
	Probably yes	274 22.8%	3 16.6%	23 20.6%	207 24.3%	13 21.2%	5 20.4%
	No	354 29.5%	8 40.8%	37 33.6%	239 28.1%	15 24.6%	5 21.3%
	DK/NA	10 .8%	0 1.6%	0 .0%	6 .7%	2 3.6%	0 .0%
5B. A single-family home with a large yard	Total	1200	20	110	852	62	22
	Definitely yes	812 67.6%	14 68.0%	76 68.7%	597 70.0%	40 63.9%	14 63.6%
	Probably yes	176 14.6%	3 12.5%	14 12.7%	126 14.8%	10 16.1%	5 23.9%
	No	205 17.1%	4 17.9%	19 17.6%	125 14.7%	12 20.0%	3 12.6%
	DK/NA	8 .6%	0 1.6%	1 1.0%	4 .5%	0 .0%	0 .0%
5C. A townhouse or condominium	Total	1200	20	110	852	62	22
	Definitely yes	205 17.1%	6 29.3%	20 18.3%	143 16.8%	17 27.6%	7 30.0%
	Probably yes	257 21.4%	3 13.6%	23 20.6%	186 21.8%	21 33.9%	4 18.8%
	No	733 61.1%	11 55.5%	67 61.1%	521 61.1%	24 38.5%	11 51.2%
	DK/NA	5 .4%	0 1.6%	0 .0%	3 .4%	0 .0%	0 .0%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	20	110	852	62	22
	Definitely yes	88 7.3%	5 22.5%	12 10.9%	50 5.8%	10 16.7%	7 30.4%
	Probably yes	105 8.7%	2 9.9%	13 12.2%	69 8.1%	12 19.8%	3 11.7%
	No	1000 83.4%	13 66.0%	85 76.9%	729 85.5%	39 63.5%	13 57.9%
	DK/NA	7 .6%	0 1.6%	0 .0%	5 .6%	0 .0%	0 .0%
5E. An apartment	Total	1200	20	110	852	62	22
	Definitely yes	193 16.1%	9 42.7%	33 29.7%	117 13.7%	20 31.8%	4 17.7%
	Probably yes	132 11.0%	3 12.9%	10 8.8%	87 10.2%	19 31.1%	5 24.4%
	No	867 72.2%	9 42.8%	68 61.5%	643 75.4%	23 37.1%	13 57.4%
	DK/NA	8 .6%	0 1.6%	0 .0%	5 .6%	0 .0%	0 .5%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
5A. A single-family home with a small yard	Total	61	37	35
	Definitely yes	31 50.4%	17 45.0%	11 31.7%
	Probably yes	11 17.7%	7 20.1%	5 15.0%
	No	20 31.9%	12 31.9%	18 53.0%
	DK/NA	0 .0%	1 3.0%	0 .3%
5B. A single-family home with a large yard	Total	61	37	35
	Definitely yes	34 54.7%	17 46.2%	21 59.9%
	Probably yes	8 13.6%	6 15.6%	3 9.9%
	No	19 31.0%	13 35.2%	10 28.6%
	DK/NA	0 .7%	1 3.0%	1 1.5%
5C. A townhouse or condominium	Total	61	37	35
	Definitely yes	6 10.0%	3 9.4%	3 8.0%
	Probably yes	16 25.6%	1 3.9%	4 10.8%
	No	39 64.4%	31 83.7%	28 81.0%
	DK/NA	0 .0%	1 3.0%	0 .3%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	61	37	35
	Definitely yes	2 3.0%	2 5.9%	0 1.3%
	Probably yes	5 7.9%	0 .0%	1 1.6%
	No	55 89.0%	33 90.1%	34 96.9%
	DK/NA	0 .0%	1 4.0%	0 .3%
5E. An apartment	Total	61	37	35
	Definitely yes	5 9.0%	4 11.2%	2 4.5%
	Probably yes	4 6.2%	1 2.2%	3 9.7%
	No	50 82.3%	32 86.6%	29 84.2%
	DK/NA	2 2.6%	0 .0%	1 1.5%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School						
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
5A. A single-family home with a small yard	Definitely yes							
	Probably yes							
	No							
5B. A single-family home with a large yard	DK/NA	a				a		
	Definitely yes							
	Probably yes							
5C. A townhouse or condominium	No				a	a	C	
	DK/NA							
	Definitely yes				G			
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes			D			D	
	No							
	DK/NA	a			a	a	a	
5E. An apartment	Definitely yes				C	C F H		
	Probably yes	C F H	C					
	No			D E	a	a	D E	
	DK/NA				C F		a	
	Definitely yes				B C F G			
	Probably yes			A B D				
	No				a		A D	
	DK/NA						a	

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School
		DK/NA
		(H)
5A. A single-family home with a small yard	Definitely yes	
	Probably yes	
	No	C
5B. A single-family home with a large yard	DK/NA	
	Definitely yes	
	Probably yes	
5C. A townhouse or condominium	No	D
	DK/NA	
	Definitely yes	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes	A D E
	No	
	DK/NA	
5E. An apartment	Definitely yes	
	Probably yes	
	No	A D
	DK/NA	

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		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
5A. A single-family home with a small yard	Total	604	242	177	57	98	30
	Definitely yes	270	118	81	25	39	7
		44.7%	48.6%	45.5%	44.5%	40.4%	23.2%
	Probably yes	142	49	58	12	19	5
		23.6%	20.2%	32.6%	21.9%	19.2%	15.6%
	No	185	73	39	19	39	15
	30.7%	30.3%	22.0%	33.6%	39.5%	51.6%	
5B. A single-family home with a large yard	DK/NA	6	2	0	0	1	3
		1.0%	.9%	.0%	.0%	1.0%	9.6%
	Total	604	242	177	57	98	30
	Definitely yes	402	164	116	40	69	13
		66.6%	67.6%	65.5%	70.3%	71.1%	43.3%
	Probably yes	97	31	40	7	9	10
	16.1%	12.8%	22.5%	12.3%	9.2%	33.9%	
5C. A townhouse or condominium	No	103	46	21	9	19	7
		17.0%	19.0%	12.1%	16.6%	19.6%	22.8%
	DK/NA	2	2	0	0	0	0
		.3%	.6%	.0%	.8%	.0%	.0%
	Total	604	242	177	57	98	30
	Definitely yes	96	50	21	8	15	2
	15.8%	20.7%	11.6%	13.4%	15.4%	7.7%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes	128	50	35	19	16	8
		21.3%	20.7%	20.0%	32.9%	16.4%	27.3%
	No	379	141	121	30	67	19
		62.7%	58.1%	68.5%	53.7%	68.2%	65.0%
	DK/NA	1	1	0	0	0	0
		.2%	.5%	.0%	.0%	.0%	.0%
5E. An apartment	Total	604	242	177	57	98	30
	Definitely yes	45	24	11	3	7	0
		7.5%	10.0%	6.4%	4.5%	7.2%	.0%
	Probably yes	55	23	22	6	4	0
		9.1%	9.5%	12.2%	10.7%	4.4%	.0%
	No	502	194	144	48	86	30
	83.2%	80.0%	81.2%	84.8%	88.3%	100.0%	
5E. An apartment	DK/NA	1	1	0	0	0	0
		.2%	.5%	.2%	.0%	.0%	.0%
	Total	604	242	177	57	98	30
	Definitely yes	100	52	23	7	16	2
		16.5%	21.5%	13.1%	11.9%	16.6%	5.5%
	Probably yes	65	15	29	9	7	6
	10.7%	6.1%	16.3%	15.6%	6.9%	18.4%	
5E. An apartment	No	435	175	124	41	75	20
		72.0%	72.4%	70.1%	71.7%	76.4%	66.4%
	DK/NA	4	0	1	0	0	3
		.7%	.1%	.5%	.8%	.0%	9.6%

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
5A. A single-family home with a small yard	Total	596	223	163	58	119	33
	Definitely yes	292	113	78	31	53	17
		49.0%	50.7%	48.0%	53.8%	44.3%	50.3%
	Probably yes	132	45	48	9	21	8
		22.1%	20.2%	29.7%	15.5%	17.7%	24.4%
5B. A single-family home with a large yard	No	169	62	36	17	45	8
		28.3%	27.6%	22.3%	30.2%	38.0%	25.0%
	DK/NA	4	3	0	0	0	0
		.6%	1.5%	.0%	.6%	.0%	.3%
	Total	596	223	163	58	119	33
5C. A townhouse or condominium	Definitely yes	410	161	101	38	85	24
		68.7%	72.2%	62.2%	66.2%	70.8%	73.0%
	Probably yes	79	24	24	14	12	4
		13.2%	11.0%	14.5%	24.7%	10.3%	12.7%
	No	102	33	37	5	23	5
	17.2%	15.0%	22.6%	8.5%	18.9%	14.1%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	6	4	1	0	0	0
		.9%	1.8%	.7%	.6%	.0%	.3%
	Total	596	223	163	58	119	33
	Definitely yes	110	60	20	8	13	8
		18.4%	27.1%	12.4%	13.6%	11.2%	24.0%
5E. An apartment	Probably yes	129	43	48	13	19	6
		21.6%	19.1%	29.3%	23.2%	15.6%	18.8%
	No	354	120	93	36	87	18
		59.4%	53.8%	56.9%	61.6%	73.2%	56.2%
	DK/NA	4	0	2	1	0	0
	.6%	.0%	1.4%	1.6%	.0%	1.0%	
5A. A single-family home with a small yard	Total	596	223	163	58	119	33
	Definitely yes	43	17	14	3	7	2
		7.2%	7.7%	8.6%	5.0%	5.8%	5.4%
	Probably yes	49	26	13	4	5	1
		8.3%	11.7%	7.7%	7.2%	4.5%	4.0%
5B. A single-family home with a large yard	No	498	180	134	50	107	27
		83.6%	80.4%	82.4%	87.2%	89.7%	82.2%
	DK/NA	6	0	2	0	0	3
		.9%	.2%	1.3%	.6%	.0%	8.4%
	Total	596	223	163	58	119	33
5C. A townhouse or condominium	Definitely yes	93	36	30	8	13	7
		15.7%	15.9%	18.4%	14.7%	10.7%	20.1%
	Probably yes	68	22	24	6	13	2
		11.3%	9.9%	14.9%	10.7%	10.6%	7.3%
	No	432	165	108	43	92	24
	72.5%	73.7%	66.6%	74.1%	77.4%	72.4%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	3	1	0	0	2	0
		.5%	.5%	.0%	.6%	1.4%	.3%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
5A. A single-family home with a small yard	Definitely yes					
	Probably yes					
	No				B	a
	DK/NA		a			
5B. A single-family home with a large yard	Definitely yes					
	Probably yes					
	No				a	
	DK/NA					
5C. A townhouse or condominium	Definitely yes	B D				
	Probably yes					
	No				A B	a
	DK/NA	a				
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes					
	Probably yes					
	No				a	
	DK/NA					
5E. An apartment	Definitely yes					A
	Probably yes					
	No					
	DK/NA		a			

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		Internet Access			
		Total	Yes	No	DK/NA
5A. A single-family home with a small yard	Total	1200	924	271	5
	Definitely yes	562 46.8%	422 45.6%	137 50.6%	3 58.3%
	Probably yes	274 22.8%	220 23.8%	53 19.7%	1 12.6%
	No	354 29.5%	275 29.7%	78 28.9%	1 27.2%
	DK/NA	10 .8%	8 .8%	2 .8%	0 1.9%
5B. A single-family home with a large yard	Total	1200	924	271	5
	Definitely yes	812 67.6%	633 68.5%	177 65.2%	2 44.4%
	Probably yes	176 14.6%	141 15.3%	34 12.7%	0 3.9%
	No	205 17.1%	144 15.6%	59 21.6%	2 41.1%
	DK/NA	8 .6%	6 .6%	1 .4%	1 10.6%
5C. A townhouse or condominium	Total	1200	924	271	5
	Definitely yes	205 17.1%	164 17.7%	40 15.0%	1 18.8%
	Probably yes	257 21.4%	214 23.1%	42 15.7%	1 14.0%
	No	733 61.1%	545 59.0%	185 68.2%	3 65.2%
	DK/NA	5 .4%	1 .2%	3 1.2%	0 1.9%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	924	271	5
	Definitely yes	88 7.3%	63 6.8%	25 9.3%	0 .0%
	Probably yes	105 8.7%	84 9.1%	20 7.5%	0 .0%
	No	1000 83.4%	772 83.5%	224 82.6%	5 98.1%
	DK/NA	7 .6%	5 .6%	2 .6%	0 1.9%
5E. An apartment	Total	1200	924	271	5
	Definitely yes	193 16.1%	141 15.3%	52 19.2%	0 .0%
	Probably yes	132 11.0%	95 10.3%	36 13.4%	1 14.0%
	No	867 72.2%	683 73.9%	180 66.4%	4 75.4%
	DK/NA	8 .6%	5 .5%	3 1.0%	1 10.6%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
5A. A single-family home with a small yard	Definitely yes			
	Probably yes			
	No			
	DK/NA			
5B. A single-family home with a large yard	Definitely yes			
	Probably yes			
	No			A B
	DK/NA			
5C. A townhouse or condominium	Definitely yes			
	Probably yes	B		
	No		A	
	DK/NA			a
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes			a
	Probably yes			a
	No			.
	DK/NA			.
5E. An apartment	Definitely yes			a
	Probably yes			.
	No	B		
	DK/NA			A

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					Other
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	
5A. A single-family home with a small yard	Total	924	54	310	435	89	17
	Definitely yes	422	32	122	210	40	8
		45.6%	59.2%	39.5%	48.2%	44.9%	45.3%
	Probably yes	220	12	88	96	16	1
		23.8%	23.0%	28.4%	22.2%	18.5%	6.4%
No	275	9	99	122	33	8	
	29.7%	17.4%	31.8%	28.1%	36.6%	48.4%	
DK/NA	8	0	1	6	0	0	
	.8%	.5%	.4%	1.5%	.0%	.0%	
5B. A single-family home with a large yard	Total	924	54	310	435	89	17
	Definitely yes	633	43	214	285	64	14
		68.5%	79.7%	69.0%	65.5%	71.8%	83.2%
	Probably yes	141	5	35	83	11	1
		15.3%	9.8%	11.2%	19.1%	12.7%	8.2%
No	144	6	59	63	14	1	
	15.6%	10.5%	19.1%	14.5%	15.5%	8.6%	
DK/NA	6	0	2	4	0	0	
	.6%	.0%	.6%	.9%	.0%	.0%	
5C. A townhouse or condominium	Total	924	54	310	435	89	17
	Definitely yes	164	12	40	80	24	5
		17.7%	23.2%	12.8%	18.5%	27.2%	27.3%
	Probably yes	214	15	62	102	26	4
		23.1%	28.7%	19.9%	23.5%	28.8%	22.0%
No	545	26	208	252	39	9	
	59.0%	48.1%	67.0%	57.9%	44.0%	50.7%	
DK/NA	1	0	1	0	0	0	
	.2%	.0%	.3%	.1%	.0%	.0%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	924	54	310	435	89	17
	Definitely yes	63	3	13	32	10	2
		6.8%	6.3%	4.3%	7.5%	11.5%	12.6%
	Probably yes	84	6	26	40	8	4
		9.1%	11.3%	8.4%	9.2%	9.4%	21.1%
No	772	44	269	359	70	11	
	83.5%	82.5%	86.8%	82.5%	79.0%	66.2%	
DK/NA	5	0	2	4	0	0	
	.6%	.0%	.6%	.8%	.0%	.0%	
5E. An apartment	Total	924	54	310	435	89	17
	Definitely yes	141	12	40	72	11	4
		15.3%	21.5%	13.0%	16.7%	12.9%	21.9%
	Probably yes	95	2	35	39	15	4
		10.3%	2.9%	11.3%	9.0%	16.6%	20.8%
No	683	41	234	320	63	10	
	73.9%	75.6%	75.3%	73.5%	70.5%	57.2%	
DK/NA	5	0	1	3	0	0	
	.5%	.0%	.4%	.8%	.0%	.0%	

		Type of Internet Connection
		DK/NA
5A. A single-family home with a small yard	Total	19
	Definitely yes	10
		52.8%
	Probably yes	6
		29.2%
No	3	
	18.1%	
DK/NA	0	
	.0%	
5B. A single-family home with a large yard	Total	19
	Definitely yes	13
		66.8%
	Probably yes	5
		26.4%
No	1	
	6.9%	
DK/NA	0	
	.0%	
5C. A townhouse or condominium	Total	19
	Definitely yes	2
		12.7%
	Probably yes	5
		26.1%
No	12	
	59.6%	
DK/NA	0	
	1.6%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	19
	Definitely yes	1
		6.4%
	Probably yes	0
		.6%
No	18	
	93.0%	
DK/NA	0	
	.0%	
5E. An apartment	Total	19
	Definitely yes	2
		8.9%
	Probably yes	1
		4.5%
No	17	
	86.7%	
DK/NA	0	
	.0%	

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection					DK/NA
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	
		(A)	(B)	(C)	(D)	(E)	
5A. A single-family home with a small yard	Definitely yes						
	Probably yes						
	No				a	a	a
5B. A single-family home with a large yard	DK/NA				.	.	.
	Definitely yes						
	Probably yes						
5C. A townhouse or condominium	No	a			a	a	
	DK/NA	.			B	.	
	Definitely yes		D				
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes				a	a	
	No	a			a	a	a
	DK/NA	.			.	.	.
5E. An apartment	Definitely yes						
	Probably yes						
	No				a	a	a
	DK/NA	.			.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
5A. A single-family home with a small yard	Total	1200	481	706	13
	Definitely yes	562 46.8%	249 51.9%	308 43.7%	4 29.7%
	Probably yes	274 22.8%	115 24.0%	153 21.6%	6 47.3%
	No	354 29.5%	110 22.9%	243 34.4%	2 13.2%
	DK/NA	10 .8%	6 1.3%	2 .3%	1 9.7%
5B. A single-family home with a large yard	Total	1200	481	706	13
	Definitely yes	812 67.6%	329 68.5%	475 67.3%	8 55.9%
	Probably yes	176 14.6%	78 16.3%	95 13.5%	2 17.6%
	No	205 17.1%	71 14.8%	132 18.7%	2 16.7%
	DK/NA	8 .6%	2 .4%	4 .6%	1 9.7%
5C. A townhouse or condominium	Total	1200	481	706	13
	Definitely yes	205 17.1%	120 25.0%	82 11.6%	3 21.1%
	Probably yes	257 21.4%	133 27.7%	120 16.9%	4 30.8%
	No	733 61.1%	224 46.5%	503 71.2%	6 47.4%
	DK/NA	5 .4%	3 .7%	1 .2%	0 .7%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	481	706	13
	Definitely yes	88 7.3%	51 10.7%	37 5.2%	0 0%
	Probably yes	105 8.7%	47 9.7%	56 8.0%	1 10.2%
	No	1000 83.4%	378 78.8%	610 86.4%	12 89.1%
	DK/NA	7 .6%	4 .9%	3 .4%	0 .7%
5E. An apartment	Total	1200	481	706	13
	Definitely yes	193 16.1%	136 28.4%	56 7.9%	1 8.9%
	Probably yes	132 11.0%	78 16.2%	52 7.4%	2 18.2%
	No	867 72.2%	262 54.5%	596 84.5%	9 63.2%
	DK/NA	8 .6%	4 .9%	2 .3%	1 9.7%

Comparisons of Column Proportions ^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
5A. A single-family home with a small yard	Definitely yes	B		
	Probably yes			
	No		A	
	DK/NA			A B
5B. A single-family home with a large yard	Definitely yes			
	Probably yes			
	No			A B
	DK/NA			A B
5C. A townhouse or condominium	Definitely yes	B		
	Probably yes	B		
	No		A	
	DK/NA			. ^a
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	B		
	Probably yes			
	No		A	
	DK/NA			
5E. An apartment	Definitely yes	B		
	Probably yes	B		
	No		A	
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
5A. A single-family home with a small yard	Total	1200	67	15	48	468	589
	Definitely yes	562	25	7	24	191	316
		46.8%	37.8%	47.6%	50.1%	40.7%	53.6%
	Probably yes	274	18	3	7	114	127
		22.8%	26.8%	21.4%	14.2%	24.4%	21.6%
	No	354	20	5	14	158	145
	29.5%	30.4%	30.4%	29.8%	33.8%	24.7%	
DK/NA	10	3	0	3	5	1	
	.8%	5.1%	.6%	6.0%	1.0%	.2%	
5B. A single-family home with a large yard	Total	1200	67	15	48	468	589
	Definitely yes	812	43	12	27	295	429
		67.6%	64.5%	79.0%	55.7%	62.9%	72.9%
	Probably yes	176	12	1	13	57	90
		14.6%	17.4%	5.0%	27.8%	12.3%	15.3%
	No	205	11	2	8	111	69
	17.1%	16.3%	15.4%	16.5%	23.7%	11.6%	
DK/NA	8	1	0	0	5	1	
	.6%	1.8%	.6%	.0%	1.1%	.2%	
5C. A townhouse or condominium	Total	1200	67	15	48	468	589
	Definitely yes	205	22	1	11	69	106
		17.1%	32.1%	8.6%	22.4%	14.8%	17.9%
	Probably yes	257	13	3	9	82	151
		21.4%	19.5%	17.4%	18.8%	17.6%	25.6%
	No	733	32	11	28	315	331
	61.1%	48.4%	73.4%	58.8%	67.2%	56.2%	
DK/NA	5	0	0	0	2	2	
	.4%	.0%	.6%	.0%	.4%	.3%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	67	15	48	468	589
	Definitely yes	88	1	2	7	35	46
		7.3%	1.1%	10.1%	14.1%	7.4%	7.9%
	Probably yes	105	2	1	2	40	57
		8.7%	3.5%	9.4%	5.2%	8.4%	9.6%
	No	1000	64	12	39	391	482
	83.4%	95.4%	79.8%	80.8%	83.4%	81.8%	
DK/NA	7	0	0	0	3	4	
	.6%	.0%	.6%	.0%	.7%	.7%	
5E. An apartment	Total	1200	67	15	48	468	589
	Definitely yes	193	18	5	12	63	101
		16.1%	26.4%	29.6%	24.6%	13.6%	17.1%
	Probably yes	132	8	0	0	47	76
		11.0%	11.7%	.0%	.0%	10.1%	13.0%
	No	867	39	11	33	356	412
	72.2%	57.7%	69.8%	69.4%	76.0%	69.9%	
DK/NA	8	3	0	3	2	0	
	.6%	4.2%	.6%	6.0%	.4%	.0%	

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
5A. A single-family home with a small yard	Total	2	22	2	6
	Definitely yes	2	8	1	1
	Probably yes	0	3	0	4
	No	0	12	1	2
	DK/NA	0	0	0	0
5B. A single-family home with a large yard	Total	2	22	2	6
	Definitely yes	0	18	1	4
	Probably yes	0	1	1	3
	No	2	3	0	0
	DK/NA	0	0	0	0
5C. A townhouse or condominium	Total	2	22	2	6
	Definitely yes	1	3	0	1
	Probably yes	0	3	2	0
	No	1	16	0	5
	DK/NA	0	0	0	0
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	2	22	2	6
	Definitely yes	1	2	0	0
	Probably yes	0	3	1	0
	No	1	18	1	6
	DK/NA	0	0	0	0
5E. An apartment	Total	2	22	2	6
	Definitely yes	0	4	1	1
	Probably yes	0	2	1	0
	No	2	16	0	6
	DK/NA	0	0	0	0

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
5A. A single-family home with a small yard	Definitely yes					D
	Probably yes					
	No	E		E	E	
5B. A single-family home with a large yard	Definitely yes					D
	Probably yes					
	No				E	
5C. A townhouse or condominium	Definitely yes	D		b		
	Probably yes					D
	No	b		b	E	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes					
	Probably yes	F				
	No	b		b		
5E. An apartment	Definitely yes					
	Probably yes					
	No				A	
	DK/NA	D		D		b

Comparisons of Column Proportions ^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
5A. A single-family home with a small yard	Definitely yes	b		a	
	Probably yes			a	
	No	b	b	a,b	b
5B. A single-family home with a large yard	Definitely yes			a	
	Probably yes			a	
	No	E		a	
5C. A townhouse or condominium	Definitely yes	b		a,b	b
	Probably yes			a	
	No	b	b	a	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes	A		a	
	Probably yes	b		a	
	No			a	
5E. An apartment	Definitely yes	b		a,b	b
	Probably yes			a	
	No			a	
	DK/NA	b	b	a,b	b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household							
	Total	None	One	Two	Three	Four or more	DK/NA	
5A. A single-family home with a small yard	Total	1200	611	203	232	83	55	16
	Definitely yes	562 46.8%	288 47.2%	95 46.6%	106 45.7%	40 48.0%	22 39.0%	11 70.8%
	Probably yes	274 22.8%	138 22.5%	55 27.2%	52 22.2%	22 25.8%	6 11.7%	2 10.2%
	No	354 29.5%	179 29.4%	48 23.9%	74 32.0%	22 26.1%	27 49.3%	3 19.0%
	DK/NA	10 .8%	5 .9%	5 2.3%	0 .0%	0 .0%	0 .0%	0 .0%
5B. A single-family home with a large yard	Total	1200	611	203	232	83	55	16
	Definitely yes	812 67.6%	371 60.7%	145 71.6%	165 71.1%	69 83.3%	48 86.5%	13 84.7%
	Probably yes	176 14.6%	96 15.7%	32 15.7%	32 14.0%	12 14.5%	3 5.7%	0 2.7%
	No	205 17.1%	140 22.9%	24 11.9%	33 14.4%	1 1.8%	4 7.8%	2 12.6%
	DK/NA	8 .6%	5 .8%	2 .8%	1 .5%	0 .4%	0 .0%	0 .0%
5C. A townhouse or condominium	Total	1200	611	203	232	83	55	16
	Definitely yes	205 17.1%	107 17.5%	45 22.4%	28 12.0%	10 12.2%	9 16.2%	6 39.0%
	Probably yes	257 21.4%	125 20.4%	53 26.3%	57 24.7%	16 19.1%	3 4.8%	3 20.7%
	No	733 61.1%	378 61.9%	103 50.8%	145 62.4%	57 68.7%	44 79.0%	6 38.8%
	DK/NA	5 .4%	2 .2%	1 .5%	2 .9%	0 .0%	0 .0%	0 1.5%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	611	203	232	83	55	16
	Definitely yes	88 7.3%	52 8.5%	16 7.7%	8 3.5%	3 3.9%	9 16.6%	0 .0%
	Probably yes	105 8.7%	59 9.7%	18 8.7%	17 7.1%	11 13.6%	0 .0%	0 .7%
	No	1000 83.4%	498 81.5%	166 81.6%	207 89.4%	69 82.5%	46 83.4%	15 93.8%
	DK/NA	7 .6%	2 .3%	4 2.0%	0 .0%	0 .0%	0 .0%	1 5.5%
5E. An apartment	Total	1200	611	203	232	83	55	16
	Definitely yes	193 16.1%	105 17.2%	46 22.6%	27 11.5%	7 8.2%	8 14.7%	1 5.5%
	Probably yes	132 11.0%	69 11.3%	28 13.6%	18 7.9%	13 15.4%	4 7.0%	1 4.5%
	No	867 72.2%	431 70.5%	128 63.0%	187 80.6%	64 76.3%	43 78.4%	14 90.0%
	DK/NA	8 .6%	6 1.0%	2 .8%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
5A. A single-family home with a small yard	Definitely yes						
	Probably yes						
	No			a	a	A B	a
	DK/NA					a	
5B. A single-family home with a large yard	Definitely yes				A	A	
	Probably yes	B D		D			
	No					a	a
	DK/NA						C
5C. A townhouse or condominium	Definitely yes			E			
	Probably yes		E				
	No				a	B F	a
	DK/NA					a	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes					C	a
	Probably yes					a	
	No		A	a	a	a	A
	DK/NA		C				
5E. An apartment	Definitely yes						
	Probably yes			A B			
	No			a	a	a	a
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
5A. A single-family home with a small yard	Total	1200	816	207	149	12	9	7
	Definitely yes	562	391	83	69	4	8	7
		46.8%	47.9%	40.1%	46.4%	33.2%	90.0%	92.4%
	Probably yes	274	193	56	24	1	0	0
		22.8%	23.7%	27.1%	15.9%	4.6%	.0%	2.7%
5B. A single-family home with a large yard	No	354	224	67	55	7	1	0
		29.5%	27.5%	32.3%	36.8%	62.2%	10.0%	4.9%
	DK/NA	10	7	1	1	0	0	0
		.8%	.9%	.5%	1.0%	.0%	.0%	.0%
	Total	1200	816	207	149	12	9	7
5C. A townhouse or condominium	Definitely yes	812	576	112	105	8	7	4
		67.6%	70.6%	54.1%	70.1%	68.8%	76.9%	52.7%
	Probably yes	176	121	35	16	0	2	3
		14.6%	14.8%	16.7%	10.5%	.0%	23.1%	35.9%
	No	205	114	60	27	4	0	1
	17.1%	14.0%	28.7%	17.9%	31.2%	.0%	11.4%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	8	4	1	2	0	0	0
		.6%	.5%	.5%	1.6%	.0%	.0%	.0%
	Total	1200	816	207	149	12	9	7
	Definitely yes	205	143	33	24	1	2	3
		17.1%	17.6%	15.8%	15.8%	6.8%	23.3%	39.9%
5E. An apartment	Probably yes	257	183	41	23	4	6	1
		21.4%	22.4%	19.7%	15.3%	34.7%	66.7%	9.8%
	No	733	487	133	102	7	1	4
		61.1%	59.7%	63.9%	68.3%	58.5%	10.0%	50.4%
	DK/NA	5	3	1	1	0	0	0
	.4%	.3%	.5%	.6%	.0%	.0%	.0%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	1200	816	207	149	12	9	7
	Definitely yes	88	61	16	11	0	0	0
		7.3%	7.5%	7.9%	7.2%	.0%	.0%	.0%
	Probably yes	105	70	18	16	0	0	0
		8.7%	8.6%	8.7%	10.9%	.0%	.0%	1.6%
5E. An apartment	No	1000	679	172	122	12	9	7
		83.4%	83.3%	82.7%	81.6%	100.0%	100.0%	98.4%
	DK/NA	7	5	2	0	0	0	0
		.6%	.6%	.8%	.2%	.0%	.0%	.0%
	Total	1200	816	207	149	12	9	7
5E. An apartment	Definitely yes	193	135	30	22	2	2	2
		16.1%	16.5%	14.7%	14.7%	17.5%	22.9%	29.9%
	Probably yes	132	89	29	13	0	0	1
		11.0%	10.9%	14.2%	9.0%	.1%	.0%	9.8%
	No	867	587	147	113	10	7	4
	72.2%	71.9%	70.7%	75.5%	82.4%	77.1%	60.4%	
5E. An apartment	DK/NA	8	5	1	1	0	0	0
		.6%	.7%	.5%	.9%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
5A. A single-family home with a small yard	Definitely yes					B	
	Probably yes					a	
	No					a	a
5B. A single-family home with a large yard	DK/NA				a	a	a
	Definitely yes	B		B			
	Probably yes				a		
5C. A townhouse or condominium	No		A			a	a
	DK/NA				a	a	a
	Definitely yes					A B C	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes	E	E	E			a
	No				a	a	a
	DK/NA				a	a	a
5E. An apartment	Definitely yes					a	
	Probably yes					a	
	No					a	a
	DK/NA					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
5A. A single-family home with a small yard	Total	1200	88	129	179	155
	Definitely yes	562	41	59	97	81
		46.8%	47.1%	45.5%	53.9%	52.1%
	Probably yes	274	17	34	44	37
		22.8%	19.2%	26.3%	24.7%	24.0%
5B. A single-family home with a large yard	No	354	28	36	38	35
		29.5%	32.4%	28.2%	21.4%	22.3%
	DK/NA	10	1	0	0	2
		.8%	1.4%	.0%	.0%	1.6%
	Total	1200	88	129	179	155
5C. A townhouse or condominium	Definitely yes	812	46	77	129	120
		67.6%	52.8%	59.4%	72.2%	77.2%
	Probably yes	176	20	26	24	22
		14.6%	22.2%	20.5%	13.4%	14.3%
	No	205	21	26	25	13
5D. A building with offices and stores on the first floor and condominiums on the upper floors		17.1%	23.7%	20.1%	14.2%	8.5%
	DK/NA	8	1	0	0	0
		.6%	1.4%	.0%	.2%	.0%
	Total	1200	88	129	179	155
	Definitely yes	205	18	25	34	29
5E. An apartment		17.1%	20.2%	19.6%	19.1%	18.5%
	Probably yes	257	20	31	40	40
		21.4%	22.7%	23.9%	22.6%	25.8%
	No	733	49	73	103	86
		61.1%	55.5%	56.5%	57.2%	55.7%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	5	2	0	2	0
		.4%	1.7%	.0%	1.1%	.0%
	Total	1200	88	129	179	155
	Definitely yes	88	6	14	14	5
		7.3%	7.2%	10.5%	7.9%	3.5%
5E. An apartment	Probably yes	105	9	12	19	16
		8.7%	10.0%	9.1%	10.5%	10.4%
	No	1000	72	104	145	130
		83.4%	81.5%	80.5%	81.1%	84.2%
	DK/NA	7	1	0	1	3
5E. An apartment		.6%	1.4%	.0%	.5%	1.9%
	Total	1200	88	129	179	155
	Definitely yes	193	24	25	44	27
		16.1%	27.1%	19.6%	24.3%	17.5%
	Probably yes	132	12	27	21	20
5E. An apartment		11.0%	14.1%	21.2%	11.6%	12.9%
	No	867	52	75	115	108
		72.2%	58.7%	58.0%	64.2%	69.6%
	DK/NA	8	0	2	0	0
		.6%	.1%	1.3%	.0%	.0%

		Household Income				
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
5A. A single-family home with a small yard	Total	40	193	133	83	33
	Definitely yes	19	90	60	42	10
		47.8%	46.7%	45.2%	50.9%	28.8%
	Probably yes	10	50	27	13	6
		24.8%	26.1%	20.4%	15.1%	19.2%
	No	11	49	46	28	17
	27.4%	25.2%	34.4%	34.0%	52.0%	
5B. A single-family home with a large yard	DK/NA	0	4	0	0	0
		.0%	2.0%	.0%	.0%	.0%
	Total	40	193	133	83	33
	Definitely yes	21	140	93	61	18
		52.2%	72.2%	69.8%	72.8%	55.2%
	Probably yes	10	23	14	9	2
	24.7%	11.7%	10.7%	10.3%	7.3%	
No	9	31	25	13	11	
	23.1%	15.9%	18.7%	15.2%	34.2%	
DK/NA	0	0	1	1	1	
	.0%	.2%	.8%	1.8%	3.3%	
5C. A townhouse or condominium	Total	40	193	133	83	33
	Definitely yes	5	32	19	21	4
		12.6%	16.5%	14.1%	24.8%	12.5%
	Probably yes	9	54	16	11	8
		21.5%	27.8%	11.9%	13.7%	24.3%
	No	26	108	98	51	21
	65.9%	55.7%	73.9%	60.7%	63.1%	
DK/NA	0	0	0	1	0	
	.0%	.0%	.0%	.7%	.0%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	40	193	133	83	33
	Definitely yes	4	12	10	12	3
		9.4%	6.4%	7.3%	14.5%	8.8%
	Probably yes	2	17	6	9	3
		4.9%	9.0%	4.9%	11.1%	9.1%
	No	34	163	117	62	27
	85.7%	84.6%	87.8%	74.4%	82.2%	
DK/NA	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
5E. An apartment	Total	40	193	133	83	33
	Definitely yes	8	24	5	10	3
		21.0%	12.7%	4.0%	11.5%	10.0%
	Probably yes	3	21	7	7	3
		6.8%	10.8%	5.4%	8.0%	9.1%
	No	28	145	121	67	27
	69.8%	75.0%	90.7%	80.5%	80.9%	
DK/NA	1	3	0	0	0	
	2.4%	1.6%	.0%	.0%	.0%	

		Household Income
		DK/NA
5A. A single-family home with a small yard	Total	166
	Definitely yes	63
		37.8%
	Probably yes	35
		21.4%
	No	65
	39.3%	
DK/NA	2	
	1.5%	
5B. A single-family home with a large yard	Total	166
	Definitely yes	107
		64.6%
	Probably yes	26
		15.5%
	No	31
	18.7%	
DK/NA	2	
	1.2%	
5C. A townhouse or condominium	Total	166
	Definitely yes	19
		11.3%
	Probably yes	28
		17.0%
	No	119
	71.4%	
DK/NA	1	
	.3%	
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Total	166
	Definitely yes	8
		4.5%
	Probably yes	11
		6.7%
	No	146
	87.5%	
DK/NA	2	
	1.3%	
5E. An apartment	Total	166
	Definitely yes	23
		13.5%
	Probably yes	12
		7.0%
	No	130
	78.3%	
DK/NA	2	
	1.2%	

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
5A. A single-family home with a small yard	Definitely yes					
	Probably yes					
	No					
5B. A single-family home with a large yard	DK/NA		a	a	A	a
	Definitely yes					
	Probably yes	D				
5C. A townhouse or condominium	No					
	DK/NA		a		a	a
	Definitely yes					
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes					
	No					
	DK/NA		a			a
5E. An apartment	Definitely yes	G	G	G	G	G
	Probably yes		G J			
	No					
	DK/NA			a	a	

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
5A. A single-family home with a small yard	Definitely yes					
	Probably yes					
	No					
5B. A single-family home with a large yard	DK/NA		a	a	C D	C D
	Definitely yes					
	Probably yes					
5C. A townhouse or condominium	No				D	
	DK/NA					
	Definitely yes					
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Probably yes	G				
	No		F			
	DK/NA	a	a		a	
5E. An apartment	Definitely yes					
	Probably yes					
	No					
	DK/NA		a	a	a	a
	Definitely yes					
	Probably yes		A B C D E F	B		A B
	No					
	DK/NA		a		a	

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		Supervisorial District					
		Total	1	2	3	4	5
5A. A single-family home with a small yard	Total	1200	221	230	176	361	212
	Definitely yes	562	114	106	91	162	89
		46.8%	51.5%	45.9%	51.5%	45.0%	42.2%
	Probably yes	274	58	45	33	85	53
		22.8%	26.3%	19.4%	18.9%	23.6%	25.0%
5B. A single-family home with a large yard	No	354	46	78	52	110	68
		29.5%	20.7%	33.7%	29.6%	30.6%	32.2%
	DK/NA	10	3	2	0	3	1
		.8%	1.5%	1.0%	.0%	.9%	.6%
	Total	1200	221	230	176	361	212
5C. A townhouse or condominium	Definitely yes	812	152	154	107	259	140
		67.6%	68.6%	66.8%	60.9%	71.8%	66.0%
	Probably yes	176	37	37	25	44	33
		14.6%	16.9%	15.9%	14.4%	12.1%	15.4%
	No	205	31	38	44	57	35
5D. A building with offices and stores on the first floor and condominiums on the upper floors		17.1%	14.1%	16.5%	24.7%	15.8%	16.7%
	DK/NA	8	1	2	0	1	4
		.6%	.3%	.8%	.0%	.3%	1.8%
	Total	1200	221	230	176	361	212
	Definitely yes	205	42	35	32	56	40
5E. An apartment		17.1%	18.8%	15.2%	18.3%	15.6%	18.9%
	Probably yes	257	57	46	28	79	47
		21.4%	25.8%	20.0%	16.0%	22.0%	22.0%
	No	733	122	147	116	223	125
		61.1%	55.3%	64.0%	65.7%	61.7%	59.1%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	5	0	2	0	2	0
		.4%	.1%	.9%	.0%	.6%	.0%
	Total	1200	221	230	176	361	212
	Definitely yes	88	15	19	15	17	23
		7.3%	6.9%	8.1%	8.3%	4.7%	10.6%
5E. An apartment	Probably yes	105	25	13	11	37	18
		8.7%	11.3%	5.6%	6.2%	10.4%	8.6%
	No	1000	179	196	150	304	171
		83.4%	80.8%	85.2%	85.5%	84.3%	80.7%
	DK/NA	7	2	2	0	2	0
5E. An apartment		.6%	1.0%	1.1%	.0%	.7%	.0%
	Total	1200	221	230	176	361	212
	Definitely yes	193	40	38	19	54	42
		16.1%	18.3%	16.5%	10.9%	14.9%	19.8%
	Probably yes	132	36	17	15	38	27
5E. An apartment		11.0%	16.2%	7.2%	8.4%	10.6%	12.6%
	No	867	141	176	142	269	139
		72.2%	63.9%	76.3%	80.7%	74.5%	65.7%
	DK/NA	8	4	0	0	0	4
		.6%	1.7%	.0%	.0%	.0%	1.8%

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
5A. A single-family home with a small yard	Definitely yes					
	Probably yes					
	No		A	a		
	DK/NA					
5B. A single-family home with a large yard	Definitely yes					
	Probably yes					
	No			a		
	DK/NA					
5C. A townhouse or condominium	Definitely yes					
	Probably yes					
	No			a		
	DK/NA					
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes					
	Probably yes					
	No			a		
	DK/NA					
5E. An apartment	Definitely yes					
	Probably yes	B				
	No		A	A E		
	DK/NA		a	a		D

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		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
5A. A single-family home with a small yard	Total	1200	226	298	298	308	61	9
	Definitely yes	562	90	104	158	161	45	5
		46.8%	39.6%	34.8%	53.0%	52.1%	74.2%	54.6%
	Probably yes	274	55	78	69	63	7	3
		22.8%	24.5%	26.1%	23.0%	20.3%	10.8%	36.1%
5B. A single-family home with a large yard	No	354	80	111	68	85	9	1
		29.5%	35.2%	37.3%	22.9%	27.6%	15.0%	9.3%
	DK/NA	10	2	5	3	0	0	0
		.8%	.7%	1.8%	1.0%	.0%	.0%	.0%
	Total	1200	226	298	298	308	61	9
5C. A townhouse or condominium	Definitely yes	812	139	184	202	231	48	7
		67.6%	61.4%	61.9%	67.9%	75.1%	78.3%	78.6%
	Probably yes	176	37	41	49	36	11	2
		14.6%	16.3%	13.8%	16.6%	11.6%	17.5%	21.4%
	No	205	49	70	43	40	3	0
5D. A building with offices and stores on the first floor and condominiums on the upper floors		17.1%	21.6%	23.6%	14.5%	13.0%	4.1%	.0%
	DK/NA	8	1	2	3	1	0	0
		.6%	.6%	.8%	1.0%	.3%	.0%	.0%
	Total	1200	226	298	298	308	61	9
	Definitely yes	205	38	51	53	49	14	1
5E. An apartment		17.1%	16.8%	17.0%	17.7%	15.9%	22.5%	12.1%
	Probably yes	257	46	49	70	72	19	1
		21.4%	20.2%	16.4%	23.5%	23.3%	31.7%	14.7%
	No	733	142	195	174	187	28	6
		61.1%	62.7%	65.5%	58.4%	60.8%	45.8%	73.2%
5D. A building with offices and stores on the first floor and condominiums on the upper floors	DK/NA	5	1	3	1	0	0	0
		.4%	.3%	1.1%	.3%	.0%	.0%	.0%
	Total	1200	226	298	298	308	61	9
	Definitely yes	88	15	15	30	22	7	0
		7.3%	6.8%	4.9%	10.0%	7.1%	10.8%	.0%
5E. An apartment	Probably yes	105	17	20	27	31	7	2
		8.7%	7.3%	6.9%	9.2%	10.2%	10.8%	24.0%
	No	1000	193	262	239	254	45	7
		83.4%	85.4%	87.9%	80.2%	82.5%	75.0%	76.0%
	DK/NA	7	1	1	2	1	2	0
5E. An apartment		.6%	.5%	.4%	.6%	.3%	3.4%	.0%
	Total	1200	226	298	298	308	61	9
	Definitely yes	193	43	45	37	48	17	2
		16.1%	19.2%	15.1%	12.5%	15.7%	28.4%	26.8%
	Probably yes	132	25	34	20	42	11	0
5E. An apartment		11.0%	11.1%	11.5%	6.8%	13.5%	17.5%	.0%
	No	867	156	217	237	217	33	6
		72.2%	68.8%	73.0%	79.7%	70.3%	54.1%	73.2%
	DK/NA	8	2	1	3	1	0	0
		.6%	.9%	.4%	1.0%	.5%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
5A. A single-family home with a small yard	Definitely yes			AB	B	ABCD	
	Probably yes						
	No	CE	CE		a	a	a
	DK/NA						
5B. A single-family home with a large yard	Definitely yes				AB		
	Probably yes						
	No	E	CDE				a
	DK/NA					a	a
5C. A townhouse or condominium	Definitely yes						
	Probably yes						
	No				a	a	a
	DK/NA						a
5D. A building with offices and stores on the first floor and condominiums on the upper floors	Definitely yes						
	Probably yes						
	No						a
	DK/NA						a
5E. An apartment	Definitely yes					C	
	Probably yes						a
	No			E			
	DK/NA					a	a

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		Total	
		Total	Total
6. What type of transportation do you typically use to go to work or school?	Total	1200	1200
	Bike	20 1.7%	20 1.7%
	Carpool	110 9.2%	110 9.2%
	Drive alone (car, truck, motorcycle, scooter)	852 71.0%	852 71.0%
	Public Transit (Bus or shuttle)	62 5.2%	62 5.2%
	Walk	22 1.9%	22 1.9%
	Work from home/Don't work outside the home	61 5.1%	61 5.1%
	Other	37 3.1%	37 3.1%
	DK/NA	35 2.9%	35 2.9%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
6. What type of transportation do you typically use to go to work or school?	Bike	.
	Carpool	.
	Drive alone (car, truck, motorcycle, scooter)	.
	Public Transit (Bus or shuttle)	.
	Walk	.
	Work from home/Don't work outside the home	.
	Other	.
	DK/NA	.

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		Respondent's Gender		
		Total	Male	Female
6. What type of transportation do you typically use to go to work or school?	Total	1200	615	585
	Bike	20 1.7%	16 2.5%	5 .8%
	Carpool	110 9.2%	60 9.8%	50 8.5%
	Drive alone (car, truck, motorcycle, scooter)	852 71.0%	431 70.1%	421 72.0%
	Public Transit (Bus or shuttle)	62 5.2%	31 5.0%	31 5.3%
	Walk	22 1.9%	14 2.3%	8 1.4%
	Work from home/Don't work outside the home	61 5.1%	28 4.6%	33 5.7%
	Other	37 3.1%	16 2.6%	21 3.5%
	DK/NA	35 2.9%	18 3.0%	16 2.8%

Comparisons of Column Proportions^{a,b}

	Respondent's Gender	
	Male	Female
	(A)	(B)
6. What type of transportation do you typically use to go to work or school?	B	
Bike		
Carpool		
Drive alone (car, truck, motorcycle, scooter)		
Public Transit (Bus or shuttle)		
Walk		
Work from home/Don't work outside the home		
Other		
DK/NA		

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	Total	Age				
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59
6. What type of transportation do you typically use to go to work or school?	1200	193	243	214	215	98
Bike	20	9	4	4	3	1
Carpool	110	25	26	18	22	7
Drive alone (car, truck, motorcycle, scooter)	852	136	191	164	165	69
Public Transit (Bus or shuttle)	62	11	16	8	5	10
Walk	22	8	1	2	3	1
Work from home/Don't work outside the home	61	1	4	13	7	6
Other	37	2	1	2	6	3
DK/NA	35	2	0	3	4	0
	2.9%	1.1%	.0%	1.4%	1.7%	.1%

	Age					DK/NA
	60 to 64	65 to 74	75 to 84	85 and over		
6. What type of transportation do you typically use to go to work or school?	70	92	51	15	9	
Bike	0	0	0	0	0	
Carpool	4	5	4	0	0	
Drive alone (car, truck, motorcycle, scooter)	45	46	22	8	7	
Public Transit (Bus or shuttle)	63.9%	50.7%	42.4%	50.7%	75.6%	
Walk	4	4	2	1	1	
Work from home/Don't work outside the home	5.7%	4.4%	3.7%	3.6%	10.7%	
Other	0	4	2	0	0	
DK/NA	.0%	4.2%	4.6%	.0%	.0%	
	7	13	9	1	1	
	9.6%	14.0%	17.9%	9.1%	12.7%	
	4	11	4	3	0	
	5.8%	11.9%	7.5%	22.3%	.0%	
	7	9	8	2	0	
	9.5%	9.8%	15.6%	14.3%	1.1%	

Comparisons of Column Proportions^{b,c}

	Age					
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
	(A)	(B)	(C)	(D)	(E)	(F)
6. What type of transportation do you typically use to go to work or school?	H	GH	GH	GH	H	a
Bike						a
Carpool						
Drive alone (car, truck, motorcycle, scooter)						
Public Transit (Bus or shuttle)						
Walk						a
Work from home/Don't work outside the home						AB
Other						
DK/NA		a				AC

Comparisons of Column Proportions^{b,c}

	Age			
	65 to 74	75 to 84	85 and over	DK/NA
	(G)	(H)	(I)	(J)
6. What type of transportation do you typically use to go to work or school?	a		a	a
Bike				a
Carpool				
Drive alone (car, truck, motorcycle, scooter)				
Public Transit (Bus or shuttle)				
Walk			a	a
Work from home/Don't work outside the home	ABD	ABD	A	A
Other	ABC	B	ABCD	
DK/NA	ACD	ACDE	ACE	

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		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
6. What type of transportation do you typically use to go to work or school?	Total	1200	18	95	170
	Bike	20	0	2	5
		1.7%	.0%	1.9%	2.8%
	Carpool	110	2	11	17
		9.2%	8.9%	11.5%	9.7%
	Drive alone (car, truck, motorcycle, scooter)	852	14	69	123
		71.0%	76.2%	73.3%	72.0%
	Public Transit (Bus or shuttle)	62	2	5	9
		5.2%	12.9%	5.6%	5.2%
	Walk	22	0	2	3
	1.9%	2.0%	1.9%	1.6%	
Work from home/Don't work outside the home	61	0	1	11	
	5.1%	.0%	.6%	6.5%	
Other	37	0	4	2	
	3.1%	.0%	4.6%	1.4%	
DK/NA	35	0	1	1	
	2.9%	.0%	.6%	.7%	

	Years Lived in Kern County
	10 years or more
Total	917
Bike	14
	1.5%
Carpool	81
	8.8%
Drive alone (car, truck, motorcycle, scooter)	647
	70.5%
Public Transit (Bus or shuttle)	45
	4.9%
Walk	17
	1.9%
Work from home/Don't work outside the home	50
	5.4%
Other	30
	3.3%
DK/NA	33
	3.6%

Comparisons of Column Proportions^{b,c}

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?	Bike	a		
	Carpool			
	Drive alone (car, truck, motorcycle, scooter)			
	Public Transit (Bus or shuttle)			
	Walk			
	Work from home/Don't work outside the home	a		
	Other			
	DK/NA	a		

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	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	1200	53	943	89	116
Bike	20	0	15	1	4
	1.7%	.5%	1.5%	1.6%	3.6%
Carpool	110	2	97	6	4
	9.2%	4.3%	10.3%	6.9%	3.8%
Drive alone (car, truck, motorcycle, scooter)	852	42	660	60	91
	71.0%	80.3%	70.0%	67.0%	78.3%
Public Transit (Bus or shuttle)	62	1	50	6	4
	5.2%	2.6%	5.3%	6.7%	3.6%
Walk	22	3	13	4	3
	1.9%	5.4%	1.4%	4.4%	2.3%
Work from home/Don't work outside the home	61	3	50	4	5
	5.1%	5.1%	5.3%	4.5%	4.4%
Other	37	1	30	3	3
	3.1%	1.6%	3.2%	3.6%	2.6%
DK/NA	35	0	28	5	2
	2.9%	.2%	3.0%	5.2%	1.5%

Comparisons of Column Proportions^{a,b}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?				
Bike				
Carpool				
Drive alone (car, truck, motorcycle, scooter)				
Public Transit (Bus or shuttle)				
Walk				
Work from home/Don't work outside the home				
Other				
DK/NA				

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	Typical Transportation to Work or School				
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)
6. What type of transportation do you typically use to go to work or school?					
Total	1200	20	110	852	62
Bike	20	20	0	0	0
	1.7%	100.0%	.0%	.0%	.0%
Carpool	110	0	110	0	0
	9.2%	.0%	100.0%	.0%	.0%
Drive alone (car, truck, motorcycle, scooter)	852	0	0	852	0
	71.0%	.0%	.0%	100.0%	.0%
Public Transit (Bus or shuttle)	62	0	0	0	62
	5.2%	.0%	.0%	.0%	100.0%
Walk	22	0	0	0	0
	1.9%	.0%	.0%	.0%	.0%
Work from home/Don't work outside the home	61	0	0	0	0
	5.1%	.0%	.0%	.0%	.0%
Other	37	0	0	0	0
	3.1%	.0%	.0%	.0%	.0%
DK/NA	35	0	0	0	0
	2.9%	.0%	.0%	.0%	.0%

	Typical Transportation to Work or School			
	Walk	Work from home/Don't work outside the home	Other	DK/NA
6. What type of transportation do you typically use to go to work or school?				
Total	22	61	37	35
Bike	0	0	0	0
	.0%	.0%	.0%	.0%
Carpool	0	0	0	0
	.0%	.0%	.0%	.0%
Drive alone (car, truck, motorcycle, scooter)	0	0	0	0
	.0%	.0%	.0%	.0%
Public Transit (Bus or shuttle)	0	0	0	0
	.0%	.0%	.0%	.0%
Walk	22	0	0	0
	100.0%	.0%	.0%	.0%
Work from home/Don't work outside the home	0	61	0	0
	.0%	100.0%	.0%	.0%
Other	0	0	37	0
	.0%	.0%	100.0%	.0%
DK/NA	0	0	0	35
	.0%	.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School				
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
	(A)	(B)	(C)	(D)	(E)
6. What type of transportation do you typically use to go to work or school?					
Bike	a	a	a	a	a
Carpool	.	.	.	.	.
Drive alone (car, truck, motorcycle, scooter)	a	a	a	a	a
Public Transit (Bus or shuttle)	a	a	a	a	a
Walk	.	.	.	.	.
Work from home/Don't work outside the home	a	a	a	a	a
Other	a	a	a	a	a
DK/NA	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
6. What type of transportation do you typically use to go to work or school?	Bike	a	a	a
	Carpool	a	a	a
	Drive alone (car, truck, motorcycle, scooter)	a	a	a
	Public Transit (Bus or shuttle)	a	a	a
	Walk	a	a	a
	Work from home/Don't work outside the home	a	a	a
	Other	a	a	a
	DK/NA	a	a	a
		.	.	.

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		Ballot Test - Sales Tax			
		Total	Definitely yes	Probably yes	Probably no
6. What type of transportation do you typically use to go to work or school?	Total	604	242	177	57
	Bike	14	6	5	0
		2.3%	2.4%	2.6%	.0%
	Carpool	61	28	20	6
		10.1%	11.7%	11.4%	10.4%
	Drive alone (car, truck, motorcycle, scooter)	422	166	121	41
		69.8%	68.4%	68.1%	71.8%
	Public Transit (Bus or shuttle)	36	14	9	7
		5.9%	5.9%	4.9%	12.6%
	Walk	7	2	2	0
	1.1%	.8%	1.3%	.4%	
Work from home/Don't work outside the home	30	7	14	2	
	4.9%	3.0%	8.0%	3.6%	
Other	19	11	2	0	
	3.2%	4.7%	1.2%	.0%	
DK/NA	17	7	4	1	
	2.7%	3.0%	2.5%	1.1%	

		Ballot Test - Sales Tax	
		Definitely no	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	98	30
	Bike	3	0
		3.2%	.0%
	Carpool	5	1
		5.2%	4.1%
	Drive alone (car, truck, motorcycle, scooter)	76	18
		77.8%	61.5%
	Public Transit (Bus or shuttle)	3	2
		3.6%	6.8%
	Walk	2	0
	2.2%	.0%	
Work from home/Don't work outside the home	3	3	
	3.5%	9.9%	
Other	3	3	
	2.9%	9.5%	
DK/NA	2	2	
	1.7%	8.3%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?	Bike			a	
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)				
	Public Transit (Bus or shuttle)				
	Walk				
	Work from home/Don't work outside the home			a	
	Other				
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax
		DK/NA
		(E)
6. What type of transportation do you typically use to go to work or school?	Bike	a
	Carpool	
	Drive alone (car, truck, motorcycle, scooter)	
	Public Transit (Bus or shuttle)	
	Walk	a
	Work from home/Don't work outside the home	
	Other	B
	DK/NA	

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		Ballot Test - Vehicle Registration Levy			
		Total	Definitely yes	Probably yes	Probably no
6. What type of transportation do you typically use to go to work or school?	Total	596	223	163	58
	Bike	7	2	1	1
		1.1%	1.0%	.9%	1.6%
	Carpool	50	16	21	4
		8.3%	7.2%	12.7%	7.6%
	Drive alone (car, truck, motorcycle, scooter)	431	155	119	46
		72.3%	69.3%	72.9%	79.3%
	Public Transit (Bus or shuttle)	26	15	5	1
		4.4%	6.8%	2.8%	1.2%
	Walk	16	5	5	1
	2.6%	2.1%	2.8%	2.5%	
Work from home/Don't work outside the home	32	13	6	2	
	5.3%	5.7%	3.5%	3.3%	
Other	17	7	4	3	
	2.9%	3.0%	2.2%	4.5%	
DK/NA	18	11	3	0	
	3.0%	4.8%	2.1%	.0%	

		Ballot Test - Vehicle Registration Levy	
		Definitely no	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	119	33
	Bike	2	0
		1.7%	.0%
	Carpool	7	1
		6.1%	3.0%
	Drive alone (car, truck, motorcycle, scooter)	85	26
		71.2%	80.4%
	Public Transit (Bus or shuttle)	6	0
		4.6%	.8%
	Walk	4	1
	3.1%	3.4%	
Work from home/Don't work outside the home	8	3	
	6.5%	10.4%	
Other	5	0	
	3.8%	.0%	
DK/NA	3	1	
	2.9%	2.0%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy			
		Definitely yes (A)	Probably yes (B)	Probably no (C)	Definitely no (D)
6. What type of transportation do you typically use to go to work or school?	Bike				
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)				
	Public Transit (Bus or shuttle)				
	Walk				
	Work from home/Don't work outside the home				
	Other			a	
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy
		DK/NA (E)
6. What type of transportation do you typically use to go to work or school?	Bike	a
	Carpool	
	Drive alone (car, truck, motorcycle, scooter)	
	Public Transit (Bus or shuttle)	
	Walk	
	Work from home/Don't work outside the home	
	Other	a
	DK/NA	

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		Internet Access			
		Total	Yes	No	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	1200	924	271	5
	Bike	20	13	8	0
		1.7%	1.4%	2.8%	.0%
	Carpool	110	80	30	0
		9.2%	8.7%	11.0%	.0%
	Drive alone (car, truck, motorcycle, scooter)	852	699	150	3
		71.0%	75.6%	55.5%	62.2%
	Public Transit (Bus or shuttle)	62	26	35	0
		5.2%	2.9%	13.1%	.0%
	Walk	22	20	2	0
	1.9%	2.2%	.8%	.0%	
Work from home/Don't work outside the home	61	46	16	0	
	5.1%	4.9%	5.8%	.0%	
Other	37	22	15	0	
	3.1%	2.4%	5.5%	.0%	
DK/NA	35	18	15	2	
	2.9%	1.9%	5.5%	37.7%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes (A)	No (B)	DK/NA (C)
6. What type of transportation do you typically use to go to work or school?	Bike			. ^a
	Carpool			. ^a
	Drive alone (car, truck, motorcycle, scooter)	B		.
	Public Transit (Bus or shuttle)		A	. ^a
	Walk			. ^a
	Work from home/Don't work outside the home			. ^a
	Other		A	.
	DK/NA		A	A B

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		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
6. What type of transportation do you typically use to go to work or school?	Total	924	54	310	435
	Bike	13	1	2	7
		1.4%	1.1%	.5%	1.7%
	Carpool	80	2	28	32
		8.7%	4.2%	9.1%	7.4%
	Drive alone (car, truck, motorcycle, scooter)	699	47	240	329
		75.6%	87.4%	77.3%	75.7%
	Public Transit (Bus or shuttle)	26	1	8	12
		2.9%	1.5%	2.7%	2.8%
	Walk	20	1	7	6
	2.2%	1.2%	2.4%	1.4%	
Work from home/Don't work outside the home	46	2	16	21	
	4.9%	3.6%	5.3%	4.8%	
Other	22	0	4	14	
	2.4%	.9%	1.3%	3.3%	
DK/NA	18	0	4	13	
	1.9%	.0%	1.4%	2.9%	

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	89	17	19
	Bike	3	0	0
		3.2%	.0%	2.5%
	Carpool	14	2	2
		15.4%	10.4%	10.5%
	Drive alone (car, truck, motorcycle, scooter)	53	14	16
		59.5%	84.2%	82.0%
	Public Transit (Bus or shuttle)	5	0	0
		5.6%	.0%	.0%
	Walk	6	0	0
	6.4%	.0%	1.9%	
Work from home/Don't work outside the home	6	0	0	
	7.0%	1.8%	.0%	
Other	2	0	1	
	2.3%	1.4%	3.1%	
DK/NA	0	0	0	
	.5%	2.1%	.0%	

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection	Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?	Bike				
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)	D	D	D	
	Public Transit (Bus or shuttle)				
	Walk				C
	Work from home/Don't work outside the home				
	Other DK/NA				

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection	Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
6. What type of transportation do you typically use to go to work or school?	Bike	a	
	Carpool		
	Drive alone (car, truck, motorcycle, scooter)		
	Public Transit (Bus or shuttle)	a	a
	Walk		
	Work from home/Don't work outside the home		
	Other DK/NA		

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	Rent or Own Residence	Rent or Own Residence			
		Total	Rent	Own	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	1200	481	706	13
	Bike	20	10	10	0
		1.7%	2.1%	1.4%	.0%
	Carpool	110	53	57	0
		9.2%	11.0%	8.1%	.0%
	Drive alone (car, truck, motorcycle, scooter)	852	332	509	12
		71.0%	69.0%	72.1%	88.9%
	Public Transit (Bus or shuttle)	62	40	21	1
		5.2%	8.4%	3.0%	6.1%
	Walk	22	11	11	0
		1.9%	2.4%	1.6%	.0%
Work from home/Don't work outside the home	61	16	45	0	
	5.1%	3.4%	6.4%	1.8%	
Other	37	12	24	0	
	3.1%	2.5%	3.4%	2.5%	
DK/NA	35	6	29	0	
	2.9%	1.3%	4.0%	.7%	

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence	Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
6. What type of transportation do you typically use to go to work or school?	Bike			a
	Carpool			a
	Drive alone (car, truck, motorcycle, scooter)			a
	Public Transit (Bus or shuttle)	B		a
	Walk			a
	Work from home/Don't work outside the home			
	Other DK/NA		A	

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		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
6. What type of transportation do you typically use to go to work or school?	Total	1200	67	15	48	468
	Bike	20	0	1	0	10
		1.7%	.0%	5.7%	.0%	2.2%
	Carpool	110	4	1	8	19
		9.2%	5.6%	3.9%	16.5%	4.1%
	Drive alone (car, truck, motorcycle, scooter)	852	46	8	33	328
		71.0%	68.8%	53.0%	69.4%	70.1%
	Public Transit (Bus or shuttle)	62	10	2	0	24
		5.2%	15.5%	15.2%	.0%	5.1%
	Walk	22	2	0	7	12
	1.9%	3.0%	.0%	14.1%	2.5%	
Work from home/Don't work outside the home	61	5	0	0	35	
	5.1%	7.1%	2.4%	.0%	7.4%	
Other	37	0	2	0	20	
	3.1%	.0%	14.5%	.0%	4.2%	
DK/NA	35	0	1	0	20	
	2.9%	.0%	5.2%	.0%	4.3%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	589	2	22	2	6
	Bike	8	0	2	0	0
		1.3%	.0%	7.3%	.0%	.0%
	Carpool	77	0	1	0	0
		13.2%	5.4%	4.6%	.1%	.0%
	Drive alone (car, truck, motorcycle, scooter)	425	1	15	1	5
		72.2%	67.8%	68.9%	64.8%	83.4%
	Public Transit (Bus or shuttle)	27	0	1	1	0
		4.5%	.0%	4.0%	35.2%	.0%
	Walk	5	0	0	0	0
	.9%	.0%	.3%	.0%	.0%	
Work from home/Don't work outside the home	21	0	1	0	0	
	3.5%	.0%	4.0%	.0%	.6%	
Other	13	1	2	0	1	
	2.2%	26.7%	7.5%	.0%	13.9%	
DK/NA	13	0	1	0	0	
	2.2%	.0%	3.5%	.0%	2.2%	

Comparisons of Column Proportions ^{c,d}

		Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
		(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?	Bike	.	.	.	.
	Carpool	.	.	D	.
	Drive alone (car, truck, motorcycle, scooter)	.	.	.	.
	Public Transit (Bus or shuttle)	D E	.	.	a
	Walk	.	a	D E	a
	Work from home/Don't work outside the home	.	.	.	a
	Other	a	E	.	a
	DK/NA	a	.	.	a

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(E)	(F)	(G)	(H)	(I)
6. What type of transportation do you typically use to go to work or school?	Bike	.	a	.	a,b	a
	Carpool	.	.	.	.	.
	Drive alone (car, truck, motorcycle, scooter)	D	.	.	.	a
	Public Transit (Bus or shuttle)	.	a	.	.	b
	Walk	.	a	.	.	a,b
	Work from home/Don't work outside the home	a,b
	Other	a,b
	DK/NA	.	a	.	.	a,b

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b. This category is not used in comparisons because the sum of case weights is less than two.

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		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	589	203	232	83	55	16
	Bike	7	1	2	4	0	0
		1.2%	.7%	1.0%	4.2%	.0%	.0%
	Carpool	61	7	28	14	13	0
		10.4%	3.4%	12.0%	16.3%	22.8%	.0%
	Drive alone (car, truck, motorcycle, scooter)	463	173	187	57	32	14
		78.5%	85.0%	80.4%	68.1%	58.4%	92.0%
	Public Transit (Bus or shuttle)	26	12	5	5	4	0
		4.5%	5.9%	2.2%	6.0%	7.8%	.0%
	Walk	5	1	2	2	1	0
	.9%	.4%	.8%	2.2%	1.6%	.0%	
Work from home/Don't work outside the home	16	5	8	1	2	0	
	2.7%	2.3%	3.7%	.8%	3.6%	.0%	
Other	6	4	0	2	0	0	
	1.1%	2.2%	.0%	2.4%	.0%	.0%	
DK/NA	4	0	0	0	3	1	
	.8%	.0%	.0%	.0%	5.9%	8.0%	

Comparisons of Column Proportions ^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
6. What type of transportation do you typically use to go to work or school?	Bike				.	.
	Carpool		A	A	A	.
	Drive alone (car, truck, motorcycle, scooter)	C D	D			.
	Public Transit (Bus or shuttle)					.
	Walk					.
	Work from home/Don't work outside the home					.
	Other				.	.
	DK/NA			.	A B	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	384	207	149	12	9	7
	Bike	6	2	2	2	1	0
		1.6%	.9%	1.2%	13.9%	10.0%	.0%
	Carpool	42	15	22	1	2	2
		11.0%	7.3%	14.7%	6.9%	23.1%	29.9%
	Drive alone (car, truck, motorcycle, scooter)	225	127	85	6	4	4
		58.6%	61.1%	56.6%	50.0%	43.6%	60.2%
	Public Transit (Bus or shuttle)	24	16	8	0	0	0
		6.3%	7.9%	5.3%	.0%	.0%	.0%
	Walk	6	5	0	1	0	0
	1.6%	2.3%	.1%	7.0%	.0%	5.0%	
Work from home/Don't work outside the home	28	15	12	1	0	0	
	7.3%	7.1%	7.9%	9.5%	.0%	5.0%	
Other	24	15	9	0	0	0	
	6.4%	7.2%	6.4%	.0%	.0%	.0%	
DK/NA	28	13	12	1	2	0	
	7.3%	6.2%	7.8%	12.7%	23.3%	.0%	

Comparisons of Column Proportions ^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
6. What type of transportation do you typically use to go to work or school?	Bike			A B		.
	Carpool					.
	Drive alone (car, truck, motorcycle, scooter)					.
	Public Transit (Bus or shuttle)			.	.	.
	Walk			B	.	.
	Work from home/Don't work outside the home				.	.
	Other			.	.	.
	DK/NA					.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
6. What type of transportation do you typically use to go to work or school?	Total	1200	88	129	179
	Bike	20	0	4	3
		1.7%	.0%	2.8%	1.9%
	Carpool	110	8	16	19
		9.2%	9.6%	12.6%	10.6%
	Drive alone (car, truck, motorcycle, scooter)	852	44	86	130
		71.0%	49.6%	66.5%	72.5%
	Public Transit (Bus or shuttle)	62	18	7	10
		5.2%	20.1%	5.7%	5.7%
	Walk	22	6	2	3
	1.9%	7.0%	1.8%	1.5%	
Work from home/Don't work outside the home	61	4	7	6	
	5.1%	4.1%	5.8%	3.5%	
Other	37	6	2	6	
	3.1%	6.9%	1.8%	3.3%	
DK/NA	35	2	4	2	
	2.9%	2.7%	3.0%	1.0%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
6. What type of transportation do you typically use to go to work or school?	Total	155	40	193	133
	Bike	1	1	3	4
		.7%	3.7%	1.5%	3.2%
	Carpool	12	4	13	15
		7.4%	10.1%	6.6%	11.0%
	Drive alone (car, truck, motorcycle, scooter)	127	27	149	93
		82.2%	67.5%	77.0%	69.8%
	Public Transit (Bus or shuttle)	8	2	8	2
		5.3%	5.1%	3.9%	1.4%
	Walk	0	1	2	0
	.2%	2.8%	.9%	.3%	
Work from home/Don't work outside the home	2	1	13	10	
	1.3%	3.3%	6.8%	7.4%	
Other	4	1	4	4	
	2.8%	1.6%	1.8%	3.3%	
DK/NA	0	2	3	5	
	.1%	6.0%	1.4%	3.6%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
6. What type of transportation do you typically use to go to work or school?	Total	83	33	166
	Bike	1	0	3
		.7%	.0%	1.8%
	Carpool	7	4	12
		8.7%	12.4%	7.3%
	Drive alone (car, truck, motorcycle, scooter)	64	22	111
		76.8%	66.8%	66.7%
	Public Transit (Bus or shuttle)	3	0	4
		3.2%	.0%	2.6%
	Walk	5	0	3
	6.0%	.0%	1.5%	
Work from home/Don't work outside the home	2	6	9	
	2.8%	17.8%	5.7%	
Other	1	0	8	
	1.0%	1.5%	5.0%	
DK/NA	1	1	16	
	.8%	1.6%	9.4%	

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
6. What type of transportation do you typically use to go to work or school?	Bike	a			
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)			A	A
	Public Transit (Bus or shuttle)	B C D F G H J			
	Walk				
	Work from home/Don't work outside the home				
	Other				
	DK/NA				

Comparisons of Column Proportions ^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
6. What type of transportation do you typically use to go to work or school?	Bike				
	Carpool				
	Drive alone (car, truck, motorcycle, scooter)		A		A
	Public Transit (Bus or shuttle)				
	Walk				
	Work from home/Don't work outside the home				
	Other				
	DK/NA				

Comparisons of Column Proportions^{b,c}

	Household Income	Household Income	
		More than \$50,000/no further information	DK/NA
		(I) ^a	(J)
6. What type of transportation do you typically use to go to work or school?	Bike	.	
	Carpool		
	Drive alone (car, truck, motorcycle, scooter)	.	
	Public Transit (Bus or shuttle)	.	
	Walk	.	
	Work from home/Don't work outside the home	C D	
	Other		
	DK/NA		C D F

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Supervisorial District				
		1	2	3	4	5
Total	1200	221	230	176	361	212
Bike	20	5	4	1	4	7
	1.7%	2.4%	1.6%	.5%	1.0%	3.3%
Carpool	110	26	23	8	34	19
	9.2%	11.9%	10.0%	4.8%	9.3%	8.9%
Drive alone (car, truck, motorcycle, scooter)	852	159	159	128	268	139
	71.0%	71.9%	69.0%	72.8%	74.3%	65.4%
Public Transit (Bus or shuttle)	62	9	14	7	15	17
	5.2%	4.2%	5.9%	3.8%	4.3%	7.9%
Walk	22	2	7	2	5	7
	1.9%	.8%	3.1%	1.2%	1.3%	3.1%
Work from home/Don't work outside the home	61	4	10	17	17	13
	5.1%	1.7%	4.5%	9.8%	4.8%	6.1%
Other	37	8	5	7	10	7
	3.1%	3.5%	2.0%	3.8%	2.9%	3.5%
DK/NA	35	8	9	6	8	4
	2.9%	3.7%	3.9%	3.3%	2.1%	1.9%

Comparisons of Column Proportions^{a,b}

	Supervisorial District	Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
6. What type of transportation do you typically use to go to work or school?	Bike					
	Carpool					
	Drive alone (car, truck, motorcycle, scooter)					
	Public Transit (Bus or shuttle)					
	Walk					
	Work from home/Don't work outside the home			A		
	Other					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date					
		May 9	May 10	May 11	May 13	May 14	May 18
Total	1200	226	298	298	308	61	9
Bike	20	8	1	4	8	0	0
	1.7%	3.4%	.3%	1.3%	2.6%	.0%	.0%
Carpool	110	23	23	13	36	15	0
	9.2%	10.1%	7.7%	4.3%	11.8%	25.0%	.0%
Drive alone (car, truck, motorcycle, scooter)	852	149	199	232	223	43	7
	71.0%	65.7%	66.8%	78.0%	72.3%	70.8%	76.0%
Public Transit (Bus or shuttle)	62	13	19	14	13	3	0
	5.2%	5.7%	6.5%	4.8%	4.2%	4.1%	.0%
Walk	22	1	5	13	3	0	1
	1.9%	.5%	1.7%	4.2%	.9%	.0%	9.3%
Work from home/Don't work outside the home	61	17	20	11	12	0	1
	5.1%	7.7%	6.6%	3.8%	3.8%	.0%	14.7%
Other	37	10	14	6	6	0	0
	3.1%	4.6%	4.6%	2.1%	2.0%	.0%	.0%
DK/NA	35	5	17	4	8	0	0
	2.9%	2.3%	5.9%	1.5%	2.5%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
6. What type of transportation do you typically use to go to work or school?	Bike	B					a
	Carpool				C	A B C	a
	Drive alone (car, truck, motorcycle, scooter)			A B			
	Public Transit (Bus or shuttle)						a
	Walk						A
	Work from home/Don't work outside the home						
	Other						a
DK/NA		C				a	

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
	921	921
1	8 .9%	8 .9%
2	16 1.8%	16 1.8%
3	8 .9%	8 .9%
4	5 .5%	5 .5%
5	45 4.9%	45 4.9%
6	6 .7%	6 .7%
7	1 .1%	1 .1%
8	4 .4%	4 .4%
9	0 .0%	0 .0%
10	78 8.5%	78 8.5%
11	0 .0%	0 .0%
12	7 .8%	7 .8%
13	0 .0%	0 .0%
14	1 .1%	1 .1%
15	56 6.1%	56 6.1%
16	4 .5%	4 .5%
18	1 .1%	1 .1%
20	139 15.1%	139 15.1%
21	3 .3%	3 .3%
23	2 .2%	2 .2%
24	0 .0%	0 .0%
25	34 3.7%	34 3.7%
30	162 17.6%	162 17.6%
32	0 .0%	0 .0%
33	1 .1%	1 .1%
34	1	1

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Total	
	Total	Total
34	.1%	.1%
35	16 1.7%	16 1.7%
40	57 6.2%	57 6.2%
41	0 .0%	0 .0%
45	57 6.2%	57 6.2%
50	15 1.6%	15 1.6%
55	1 .1%	1 .1%
58	2 .2%	2 .2%
60	148 16.0%	148 16.0%
65	2 .2%	2 .2%
70	0 .1%	0 .1%
75	5 .5%	5 .5%
80	4 .4%	4 .4%
84	1 .1%	1 .1%
90	30 3.3%	30 3.3%

7. On average, how many minutes do you spend traveling to and from work or school each day?

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	921	466	455
1	8 .9%	5 1.1%	3 .7%
2	16 1.8%	4 .9%	12 2.7%
3	8 .9%	4 .9%	4 .8%
4	5 .5%	4 .9%	0 .1%
5	45 4.9%	24 5.1%	21 4.7%
6	6 .7%	0 .0%	6 1.3%
7	1 .1%	0 .0%	1 .2%
8	4 .4%	1 .2%	3 .6%
9	0 .0%	0 .0%	0 .0%
10	78 8.5%	33 7.0%	46 10.0%
11	0 .0%	0 .0%	0 .1%
12	7 .8%	6 1.3%	1 .2%
13	0 .0%	0 .0%	0 .1%
14	1 .1%	1 .3%	0 .0%
15	56 6.1%	25 5.5%	31 6.8%
16	4 .5%	3 .5%	2 .4%
18	1 .1%	0 .0%	1 .2%
20	139 15.1%	60 12.9%	79 17.3%
21	3 .3%	3 .5%	0 .0%
23	2 .2%	0 .0%	2 .4%
24	0 .0%	0 .0%	0 .0%
25	34 3.7%	19 4.1%	15 3.3%
30	162 17.6%	89 19.1%	74 16.2%
32	0 .0%	0 .1%	0 .0%
33	1 .1%	1 .2%	0 .0%
34	1	1	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Respondent's Gender		
	Total	Male	Female
34	.1%	.2%	.0%
35	16 1.7%	10 2.2%	5 1.1%
40	57 6.2%	27 5.8%	30 6.6%
41	0 .0%	0 .0%	0 .0%
45	57 6.2%	31 6.7%	26 5.6%
50	15 1.6%	8 1.7%	7 1.5%
55	1 .1%	0 .0%	1 .3%
58	2 .2%	1 .1%	1 .2%
60	148 16.0%	82 17.6%	66 14.4%
65	2 .2%	2 .4%	0 .0%
70	0 .1%	0 .0%	0 .1%
75	5 .5%	0 .0%	5 1.0%
80	4 .4%	2 .4%	2 .4%
84	1 .1%	0 .0%	1 .3%
90	30 3.3%	20 4.2%	10 2.3%

7. On average, how many minutes do you spend traveling to and from work or school each day?

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age								
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	
	921	171	204	185	181	70	45	36	21	
1	8 .9%	2 1.2%	0 .0%	2 1.0%	5 2.6%	0 .0%	0 .0%	0 .0%	0 .0%	
2	16 1.8%	3 1.8%	4 2.0%	3 1.7%	4 2.1%	0 .0%	0 .6%	2 4.4%	0 .0%	
3	8 .9%	0 .0%	0 .0%	0 .2%	6 3.6%	0 .4%	0 1.0%	0 .0%	0 .0%	
4	5 .5%	0 .0%	0 .2%	1 .6%	3 1.5%	0 .0%	0 .0%	0 .0%	0 .0%	
5	45 4.9%	2 1.4%	11 5.1%	6 3.2%	11 6.2%	4 5.8%	8 18.2%	1 3.7%	1 7.1%	
6	6 .7%	0 .0%	2 1.1%	0 .0%	3 1.6%	0 .0%	0 .0%	1 2.7%	0 .0%	
7	1 .1%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .9%	0 .0%	
8	4 .4%	0 .0%	1 .5%	1 .7%	0 .0%	2 2.2%	0 .0%	0 .0%	0 .0%	
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	
10	78 8.5%	20 11.6%	20 9.6%	9 4.9%	13 7.4%	2 2.4%	9 19.9%	2 6.5%	2 8.9%	
11	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	
12	7 .8%	1 .4%	4 1.9%	1 .8%	1 .4%	0 .5%	0 .0%	0 .0%	0 .0%	
13	0 .0%	0 .0%	0 .0%	0 2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
14	1 .1%	0 .0%	0 .0%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%	0 .0%	
15	56 6.1%	12 7.3%	9 4.5%	15 7.9%	6 3.1%	5 7.8%	4 9.3%	3 9.4%	1 7.1%	
16	4 .5%	0 .0%	1 .5%	1 .8%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%	
18	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.3%	0 .0%	0 .0%	0 .0%	
20	139 15.1%	29 17.0%	22 10.7%	36 19.3%	29 16.2%	6 8.4%	3 6.4%	5 13.4%	7 36.1%	
21	3 .3%	0 .0%	3 1.2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
23	2 .2%	2 1.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
25	34 3.7%	9 5.3%	5 2.5%	5 2.6%	6 3.1%	5 6.5%	2 5.2%	1 3.7%	2 7.8%	
30	162 17.6%	24 13.8%	31 15.2%	33 17.6%	34 18.7%	15 21.9%	6 13.3%	15 41.7%	4 17.0%	
32	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 1.0%	0 .0%	
33	1 .1%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
34	1	0	0	0	0	0	1	0	0	

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Total	Age	
		85 and over	DK/NA
	3	6	
1	0 .0%	0 .0%	
2	0 .0%	8.1%	
3	0 8.4%	0 .0%	
4	0 4.6%	0 .0%	
5	0 .0%	0 .0%	
6	0 .0%	0 .0%	
7	0 .0%	0 .0%	
8	0 .0%	0 .0%	
9	0 .0%	0 .0%	
10	1 20.2%	1 22.0%	
11	0 .0%	0 .0%	
12	0 .0%	0 .0%	
13	0 .0%	0 .0%	
14	0 .0%	0 .0%	
15	0 .0%	0 .0%	
16	0 .0%	0 .0%	
18	0 .0%	0 .0%	
20	1 35.0%	1 12.1%	
21	0 .0%	0 .0%	
23	0 .0%	0 .0%	
24	0 .0%	0 .0%	
25	0 .0%	0 .0%	
30	0 8.4%	2 29.0%	
32	0 .0%	0 .0%	
33	0 .0%	0 .0%	
34	0	0	

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	
7. On average, how many minutes do you spend traveling to and from work or school each day?	34	.1%	.0%	.0%	.0%	.0%	.0%	2.1%	.0%	.0%
		16	4	2	6	0	4	0	0	0
	35	1.7%	2.1%	.8%	3.4%	.1%	5.2%	.0%	.0%	.0%
		57	7	22	8	14	5	1	0	0
	40	6.2%	4.0%	10.5%	4.2%	7.7%	6.9%	3.0%	1.3%	.0%
		0	0	0	0	0	0	0	0	0
	41	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%	.0%
		57	13	19	9	10	4	0	0	0
	45	6.2%	7.9%	9.2%	5.1%	5.5%	6.1%	1.0%	.0%	.0%
		15	4	4	4	1	2	1	0	0
	50	1.6%	2.2%	1.8%	2.1%	.7%	2.2%	2.0%	.0%	.0%
		1	0	0	0	1	0	0	0	0
	55	.1%	.0%	.0%	.0%	.7%	.0%	.0%	.0%	.0%
		2	0	0	1	0	1	0	0	0
	58	.2%	.0%	.0%	.4%	.0%	1.3%	.0%	.0%	.0%
		148	32	34	36	21	12	5	3	3
60	16.0%	18.6%	16.8%	19.4%	11.9%	16.6%	10.2%	9.3%	15.9%	
	2	0	2	0	0	0	0	0	0	
65	.2%	.0%	.9%	.0%	.0%	.0%	.0%	.0%	.0%	
	0	0	0	0	0	0	0	0	0	
70	.1%	.0%	.2%	.0%	.0%	.0%	.0%	.0%	.0%	
	5	0	2	0	0	0	2	0	0	
75	.5%	.0%	1.1%	.0%	.0%	.0%	5.2%	.0%	.0%	
	4	0	0	3	0	0	0	0	0	
80	.4%	.0%	.0%	1.7%	.2%	.0%	.0%	.0%	.0%	
	1	0	1	0	0	0	0	0	0	
84	.1%	.0%	.7%	.0%	.0%	.0%	.0%	.0%	.0%	
	30	8	5	4	9	3	1	1	0	
90	3.3%	4.5%	2.5%	2.2%	4.9%	3.8%	2.4%	2.0%	.0%	

	Age		
	85 and over	DK/NA	
7. On average, how many minutes do you spend traveling to and from work or school each day?	34	.0%	.0%
		0	0
	35	.0%	.0%
		0	0
	40	.0%	2.1%
		0	0
	41	.0%	.0%
		0	0
	45	.0%	1
		0	15.3%
	50	.0%	.0%
		0	0
	55	.0%	.0%
		0	0
	58	.0%	.0%
		0	0
60	1	1	
	23.4%	11.4%	
65	.0%	.0%	
	0	0	
70	.0%	.0%	
	0	0	
75	.0%	.0%	
	0	0	
80	.0%	.0%	
	0	0	
84	.0%	.0%	
	0	0	
90	.0%	.0%	
	0	0	

Comparisons of Column Proportions^{b,c}

	Age							
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
1	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.
3	a	.	.	.	.	.	.	.
4	a	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.
6	a	.	a	.	a	AC	.	a
7	a	a	a	.	a	a	.	a
8	a	.	.	a	.	.	a	a
9	a	a	a	a	a	.	a	.
10	.	.	.	.	.	.	.	.
11	a	a	a	.	a	a	a	a
12	.	.	.	.	.	.	.	.
13	a	a	.	a	a	a	a	a
14	a	a	a	.	.	a	.	a
15	.	.	.	.	.	.	.	.
16	a	.	.	.	a	a	a	a
18	a	a	a	a	.	a	a	a
20	.	.	.	.	.	.	.	B
21	a	.	a	a	a	a	a	a
23	.	a	a	a	a	a	a	a
24	a	a	a	a	a	a	a	.
25	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.
32	a	a	a	a	a	a	a	a
33	a	.	a	a	a	a	a	a
34	a	a	a	a	a	a	a	a
35	.	.	.	.	D	.	.	.
40	.	.	.	.	.	.	.	.
41	.	a	a	a	a	a	a	a
45	.	.	.	.	.	.	.	.
50	.	.	.	.	.	.	a	a
55	a	a	a	.	a	a	a	a
58	a	a	.	a	.	.	.	.
60	.	.	.	.	.	.	.	.
65	a	.	a	a	a	a	a	a
70	a	.	a	a	a	a	a	a
75	a	.	a	a	a	a	a	a
80	.	a	.	.	a	a	a	a
84	a	.	a	.	a	a	a	a
90	.	.	.	.	.	.	.	.

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Age	
	85 and over	DK/NA
	(I)	(J)
1	.	.
2	.	.
3	.	.
4	.	.
5	a	a
6	.	.
7	a	a
8	a	a
9	.	.
10	.	.
11	a	a
12	.	.
13	a	a
14	a	a
15	.	.
16	a	a
18	a	a
20	.	.
21	a	a
23	a	a
24	a	a
25	a	a
30	.	.
32	a	a
33	a	a
34	a	a
35	.	.
40	a	.
41	a	a
45	.	.
50	a	.
55	a	a
58	a	.
60	.	.
65	a	a
70	a	a
75	a	a
80	a	a
84	a	a
90	.	.

7. On average, how many minutes do you spend traveling to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
Total	921	16	76	143	686
1	8 .9%	0 .0%	0 .5%	4 3.0%	4 .6%
2	16 1.8%	0 .0%	0 .0%	0 .3%	16 2.3%
3	8 .9%	0 2.3%	0 .0%	4 2.8%	4 .5%
4	5 .5%	0 .0%	1 1.6%	0 .0%	3 .5%
5	45 4.9%	0 .0%	5 6.9%	4 3.1%	35 5.2%
6	6 .7%	0 .0%	0 .2%	5 3.5%	1 .1%
7	1 .1%	0 .0%	0 .0%	0 .3%	0 .0%
8	4 .4%	0 .0%	0 .0%	0 .0%	4 .6%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	78 8.5%	2 14.6%	5 7.1%	10 6.7%	61 8.9%
11	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%
12	7 .8%	0 .0%	0 .0%	0 .0%	7 1.0%
13	0 .0%	0 .0%	0 .5%	0 .0%	0 .0%
14	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
15	56 6.1%	1 5.4%	5 7.1%	11 7.6%	39 5.7%
16	4 .5%	0 .0%	0 .0%	0 .0%	4 .6%
18	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
20	139 15.1%	8 50.5%	10 13.3%	17 11.6%	104 15.2%
21	3 .3%	0 .0%	0 .0%	3 1.8%	0 .0%
23	2 .2%	0 .0%	0 .0%	2 1.3%	0 .0%
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25	34 3.7%	1 5.1%	3 4.3%	5 3.3%	25 3.7%
30	162 17.6%	2 12.2%	10 13.6%	28 19.4%	123 17.9%
32	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%
33	1	0	0	0	1

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
33	.1%	.0%	.0%	.0%	.1%
34	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
35	16 1.7%	0 .0%	1 1.6%	6 4.5%	8 1.1%
40	57 6.2%	0 .0%	6 7.4%	5 3.8%	46 6.7%
41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	57 6.2%	0 .0%	5 6.6%	9 6.6%	43 6.2%
50	15 1.6%	0 .0%	5 6.7%	0 .0%	10 1.4%
55	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
58	2 .2%	0 .0%	0 .0%	0 .0%	2 .2%
60	148 16.0%	2 9.9%	17 22.4%	20 14.2%	109 15.8%
65	2 .2%	0 .0%	0 .0%	0 .0%	2 .3%
70	0 .1%	0 .0%	0 .0%	0 .0%	0 .1%
75	5 .5%	0 .0%	0 .3%	0 .0%	4 .6%
80	4 .4%	0 .0%	0 .0%	0 .0%	4 .5%
84	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
90	30 3.3%	0 .0%	0 .0%	9 6.3%	21 3.1%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
1	a		D	
2	a	a		
3			D	
4	a		a	
5	a			
6	a		D	
7	a	a		
8	a	a	a	
9	a	a	a	
10				
11	a	a	a	
12	a		a	
13	a		a	a
14	a	a	a	
15				
16	a	a	a	
18		a	a	
20	B C D			
21	a	a		a
23	a	a		a
24	a			
25				
30				
32	a	a	a	
33	a	a	a	
34	a	a	a	
35			D	
40				
41	a	a	a	
45				
50	a	D	a	
55	a	a	a	
58	a	a	a	
60				
65	a	a	a	
70	a	a	a	
75	a	a	a	
80	a	a	a	
84	a	a	a	
90	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.
 a. This category is not used in comparisons because its column proportion is equal to zero or one.
 b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	921	39	727	62	92
1	8 .9%	0 .7%	7 1.0%	1 1.0%	1 .6%
2	16 1.8%	3 6.7%	11 1.5%	2 2.5%	1 1.5%
3	8 .9%	0 1.1%	6 .9%	1 .9%	0 .5%
4	5 .5%	1 1.6%	2 .3%	1 1.0%	1 1.3%
5	45 4.9%	0 1.0%	33 4.5%	3 5.2%	9 9.2%
6	6 .7%	0 .1%	6 .8%	0 .0%	0 .2%
7	1 .1%	0 .9%	0 .0%	0 .6%	0 .0%
8	4 .4%	0 .0%	3 .4%	1 1.7%	0 .0%
9	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
10	78 8.5%	8 20.9%	52 7.2%	5 8.7%	13 13.6%
11	0 .0%	0 .0%	0 .0%	0 .6%	0 .0%
12	7 .8%	0 .0%	6 .8%	0 .6%	1 1.1%
13	0 .0%	0 .0%	0 .0%	0 .6%	0 .0%
14	1 .1%	1 2.2%	0 .0%	0 .0%	0 .3%
15	56 6.1%	2 5.7%	50 6.8%	2 3.5%	2 2.3%
16	4 .5%	0 .0%	3 .4%	1 1.7%	0 .0%
18	1 .1%	0 .0%	1 .1%	0 .0%	0 .0%
20	139 15.1%	5 12.4%	108 14.9%	6 9.0%	20 21.3%
21	3 .3%	0 .0%	3 .3%	0 .0%	0 .0%
23	2 .2%	0 .0%	2 .2%	0 .0%	0 .0%
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25	34 3.7%	2 4.2%	30 4.2%	2 2.4%	1 1.0%
30	162 17.6%	5 12.1%	134 18.5%	11 18.0%	12 13.0%
32	0 .0%	0 .0%	0 .0%	0 .6%	0 .0%
33	1 .1%	1 1.9%	0 .0%	0 .0%	0 .0%
34	1	0	1	0	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
34	.1%	.0%	.1%	.0%	.0%
35	16 1.7%	1 3.3%	14 1.9%	0 .0%	0 .4%
40	57 6.2%	2 4.8%	42 5.7%	8 13.6%	5 5.4%
41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	57 6.2%	3 7.2%	45 6.2%	3 4.8%	6 6.4%
50	15 1.6%	0 1.1%	13 1.8%	0 .0%	2 1.7%
55	1 .1%	0 .0%	1 .2%	0 .0%	0 .0%
58	2 .2%	0 .0%	2 .2%	0 .0%	0 .0%
60	148 16.0%	3 8.8%	122 16.8%	8 13.2%	13 14.6%
65	2 .2%	0 .0%	2 .3%	0 .0%	0 .0%
70	0 .1%	0 1.3%	0 .0%	0 .0%	0 .0%
75	5 .5%	0 .0%	4 .6%	0 .3%	0 .0%
80	4 .4%	0 .0%	3 .4%	0 .6%	0 .0%
84	1 .1%	0 .0%	0 .0%	0 .0%	1 1.5%
90	30 3.3%	1 1.8%	20 2.8%	5 8.7%	4 4.1%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
1				
2				
3				
4				
5				
6			a	
7		a		a
8	a			a
9		a		a
10	B			
11	a	a		a
12	a			
13	a	a		a
14		a	a	
15				
16	a			a
18	a		a	a
20				
21	a		a	a
23	a		a	a
24		a	a	a
25				
30				
32	a	a		a
33		a	a	a
34	a		a	a
35			a	
40				
41		a	a	a
45				
50				
55	a		a	a
58	a		a	a
60				
65	a		a	a
70		a		a
75	a			a
80				
84	a	a		
90				

7. On average, how many minutes do you spend traveling to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
	Total	921	14	91	757	36	15	7
7. On average, how many minutes do you spend traveling to and from work or school each day?	1	8 .9%	0 .0%	3 3.3%	3 .4%	0 .0%	2 15.2%	0 .0%
	2	16 1.8%	0 .0%	1 .7%	12 1.6%	4 10.7%	0 .0%	0 .0%
	3	8 .9%	0 .0%	4 4.4%	4 .5%	0 .8%	0 .0%	0 .0%
	4	5 .5%	0 .0%	0 .0%	5 .6%	0 .0%	0 .0%	0 .0%
	5	45 4.9%	2 16.0%	8 9.3%	32 4.2%	0 .0%	1 9.1%	1 17.0%
	6	6 .7%	0 .0%	0 .0%	6 .8%	0 .0%	0 .0%	0 .0%
	7	1 .1%	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	4 4.7%
	8	4 .4%	0 .0%	0 .0%	4 .5%	0 .0%	0 .0%	0 .0%
	9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	10	78 8.5%	2 14.1%	1 1.0%	69 9.2%	4 10.4%	2 11.0%	1 7.1%
	11	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
	12	7 .8%	0 2.8%	0 .0%	7 .9%	0 .0%	0 .0%	0 .0%
	13	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	14	1 .1%	0 .0%	0 .0%	1 .2%	0 .0%	0 .0%	0 .0%
	15	56 6.1%	1 4.2%	7 8.3%	42 5.5%	3 9.1%	3 21.9%	0 .0%
	16	4 .5%	0 .0%	0 .0%	3 .4%	1 4.0%	0 .0%	0 .0%
	18	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
	20	139 15.1%	2 14.5%	10 10.9%	123 16.3%	3 7.4%	0 1.6%	0 6.9%
	21	3 .3%	0 .0%	0 .0%	3 .3%	0 .0%	0 .0%	0 .0%
	23	2 .2%	0 .0%	0 .0%	2 .2%	0 .0%	0 .0%	0 .0%
	24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	25	34 3.7%	0 .0%	3 2.8%	30 4.0%	2 4.5%	0 .0%	0 .0%
	30	162 17.6%	2 12.3%	12 13.5%	140 18.5%	4 12.3%	4 27.8%	0 .0%
	32	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	33	1 .0%	0 .0%	0 .0%	1 .0%	0 .0%	0 .0%	0 .0%

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
7. On average, how many minutes do you spend traveling to and from work or school each day?	33	.1%	.0%	.0%	.1%	.0%	.0%	.0%
	34	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
	35	16 1.7%	0 .0%	1 .9%	15 1.9%	0 .0%	0 .0%	0 .0%
	40	57 6.2%	2 11.6%	7 7.6%	47 6.1%	2 5.4%	0 .0%	0 .0%
	41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
	45	57 6.2%	1 4.2%	7 7.8%	49 6.5%	0 .0%	0 .0%	0 3.8%
	50	15 1.6%	2 14.0%	0 .5%	12 1.6%	0 .0%	0 .0%	0 .0%
	55	1 .1%	0 .0%	0 .0%	1 .2%	0 .0%	0 .0%	0 .0%
	58	2 .2%	0 .0%	0 .0%	1 .1%	1 1.9%	0 .0%	0 .0%
	60	148 16.0%	1 6.1%	15 16.7%	114 15.0%	11 31.3%	2 13.4%	4 60.6%
	65	2 .2%	0 .0%	0 .0%	2 .3%	0 .0%	0 .0%	0 .0%
	70	0 .1%	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
	75	5 .5%	0 .0%	2 2.5%	2 .3%	0 .0%	0 .0%	0 .0%
	80	4 .4%	0 .0%	0 .0%	4 .5%	0 .0%	0 .0%	0 .0%
	84	1 .1%	0 .0%	0 .0%	1 .2%	0 .0%	0 .0%	0 .0%
	90	30 3.3%	0 .0%	9 10.0%	20 2.7%	1 2.4%	0 .0%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Typical Transportation to Work or School					
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
	(A)	(B)	(C)	(D)	(E)	(F)
1	a	C		a	C	a
2	a			B C	a	a
3	a	C		a	a	a
4	a				a	a
5	a	a		a	a	a
6	a	a		a	a	a
7	a	a		a	a	C
8	a	a		a	a	a
9	a	a		a	a	a
10	a	a		a	a	a
11	a	a		a	a	a
12	a	a		a	a	a
13	a	a		a	a	a
14	a	a		a	a	a
15	a	a			a	a
16	a	a		C	a	a
18	a	a		a	a	a
20	a	a		a	a	a
21	a	a		a	a	a
23	a	a		a	a	a
24	a	a		a	a	a
25	a				a	a
30	a				a	a
32	a	a		a	a	a
33	a	a		a	a	a
34	a	a		a	a	a
35	a			a	a	a
40					a	a
41	a	a	a	a	a	a
45				a	a	a
50	B C			a	a	a
55	a	a		a	a	a
58	a	a		C	a	a
60	a	a		a	a	C
65	a	a		a	a	a
70	a	a		a	a	a
75	a	C		a	a	a
80	a	a		a	a	a
84	a	a		a	a	a
90	a	C			a	a

7. On average, how many minutes do you spend traveling to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
Total	465	185	136	46	79	20
1	2 .4%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
2	6 1.3%	4 2.3%	0 .3%	0 .2%	1 1.6%	0 .0%
3	3 .6%	0 .2%	0 .0%	1 2.7%	1 1.6%	0 .0%
4	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
5	22 4.7%	13 7.2%	5 3.4%	0 .0%	2 2.2%	2 11.7%
6	5 1.1%	0 .0%	2 1.7%	2 4.0%	1 1.3%	0 .0%
10	41 8.9%	28 15.3%	5 3.7%	2 5.2%	5 6.2%	1 4.3%
11	0 .1%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%
12	4 .9%	0 .0%	2 1.7%	0 .0%	2 2.3%	0 .0%
14	1 .3%	1 .5%	0 .0%	0 .0%	0 .4%	0 .0%
15	35 7.6%	11 5.7%	11 8.4%	8 17.7%	5 6.4%	0 .8%
16	3 .5%	3 1.4%	0 .0%	0 .0%	0 .0%	0 .0%
20	67 14.4%	23 12.4%	20 14.8%	9 19.1%	12 15.4%	3 14.7%
21	3 .5%	3 1.4%	0 .0%	0 .0%	0 .0%	0 .0%
23	2 .4%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25	22 4.7%	9 5.1%	4 3.3%	1 3.2%	5 6.7%	2 7.7%
30	75 16.2%	18 9.7%	27 20.1%	6 13.3%	21 26.4%	3 17.3%
32	0 .1%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%
35	10 2.1%	2 1.1%	0 .0%	0 .8%	4 4.7%	4 18.6%
40	27 5.8%	6 3.4%	13 9.5%	2 3.3%	5 6.8%	1 4.3%
45	27 5.9%	4 2.0%	9 6.5%	7 16.3%	5 6.9%	2 9.7%
50	8 1.6%	2 .8%	6 4.5%	0 .0%	0 .0%	0 .0%
55	1 .3%	0 .0%	1 .9%	0 .0%	0 .0%	0 .0%
60	81 17.4%	47 25.5%	20 14.5%	5 10.4%	7 9.2%	2 8.8%
75	2	0	1	1	0	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	75	.5%	.1%	.8%	2.3%	.0%	.0%
	80	0	0	0	0	0	0
		.1%	.0%	.0%	.0%	.5%	.0%
	90	17	7	8	1	1	0
		3.7%	3.7%	5.9%	1.4%	1.5%	2.0%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
1			a			a
2						a
3						a
4		a	a	a	a	
5						
6		a				a
10		B				
11			a	a	a	a
12		a				a
14			a			a
15						
16			a	a	a	a
20						
21			a	a	a	a
23			a	a	a	a
24		a				a
25						
30					A	a
32			a		a	a
35			a			A C
40						
45				A		
50					a	
55		a		a	a	a
60		D				
75					a	a
80		a	a	a		a
90						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	Total	456	161	131	51	89	24
	1	7	2	2	0	2	0
		1.5%	1.5%	1.6%	.5%	2.0%	1.0%
	2	10	8	0	2	1	0
		2.3%	4.8%	.0%	3.5%	.9%	.0%
	3	5	1	4	0	0	0
		1.1%	.3%	3.0%	.0%	.3%	1.1%
	4	5	1	0	0	3	0
		1.0%	.5%	.4%	.0%	3.7%	.0%
	5	23	12	3	6	2	0
		5.1%	7.3%	2.1%	12.5%	2.4%	.0%
	6	1	1	0	0	0	0
		.2%	.7%	.0%	.0%	.0%	.0%
	7	1	0	0	0	0	0
		.2%	.2%	.0%	.8%	.0%	.0%
	8	4	2	0	1	1	0
		.8%	.9%	.0%	2.4%	1.2%	.0%
	9	0	0	0	0	0	0
		.0%	.1%	.0%	.0%	.0%	.0%
	10	37	15	13	0	7	1
		8.1%	9.3%	10.0%	.0%	8.3%	5.3%
	12	3	0	3	0	0	0
		.6%	.2%	2.0%	.0%	.0%	.0%
	13	0	0	0	0	0	0
		.1%	.2%	.0%	.0%	.0%	.0%
	14	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%
	15	21	7	5	3	6	0
		4.6%	4.1%	3.8%	6.6%	6.8%	.0%
	16	2	0	2	0	0	0
		.4%	.0%	1.4%	.0%	.0%	.0%
	18	1	0	0	0	1	0
		.2%	.0%	.0%	.0%	1.1%	.0%
	20	72	29	13	12	12	5
	15.8%	18.0%	10.2%	24.2%	13.9%	20.4%	
25	12	6	3	3	0	0	
	2.7%	3.9%	2.5%	5.0%	.0%	.9%	
30	87	22	34	3	24	5	
	19.1%	13.3%	26.0%	5.7%	26.8%	19.9%	
33	1	0	0	0	1	0	
	.2%	.0%	.0%	.0%	.8%	.0%	
34	1	0	0	0	1	0	
	.2%	.0%	.0%	.0%	1.1%	.0%	
35	6	0	1	0	4	0	
	1.3%	.1%	1.1%	.0%	4.6%	.0%	
40	30	7	8	5	8	2	
	6.6%	4.1%	5.8%	10.2%	9.2%	9.6%	
41	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
45	30	10	5	5	8	2	
	6.5%	5.9%	3.5%	10.6%	9.3%	8.6%	
50	7	0	4	0	1	2	

	Ballot Test - Vehicle Registration Levy					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
50	1.6%	.0%	3.2%	.0%	1.4%	7.5%
58	2 .4%	1 .6%	0 .0%	1 1.3%	0 .0%	0 .0%
60	67 14.7%	27 17.1%	22 17.0%	8 15.0%	4 4.7%	5 22.1%
65	2 .4%	2 1.2%	0 .0%	0 .0%	0 .0%	0 .0%
70	0 .1%	0 .0%	0 .0%	0 1.0%	0 .0%	0 .0%
75	2 .5%	2 1.4%	0 .0%	0 .0%	0 .0%	0 .0%
80	3 .7%	1 .8%	2 1.5%	0 .0%	0 .0%	0 .1%
84	1 .3%	0 .0%	1 1.1%	0 .0%	0 .0%	0 .0%
90	13 2.9%	5 3.4%	5 4.0%	0 .7%	1 1.5%	1 3.6%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Ballot Test - Vehicle Registration Levy				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					
2		a			a
3		.	a		a
4			a		a
5			B		a
6		a	a	a	a
7		a	.	a	a
8					a
9		a	a	a	a
10		.	a	.	.
12			a	a	a
13			a	a	a
14	a	a	a	.	a
15					a
16	a		a	.	a
18		a	a		.
20					.
25				a	.
30		C		C	.
33	a	a	a		a
34	a	a	a		a
35		.	a		a
40				A	.
41	a		a	a	a
45	.		.	.	.
50	a		a		.
58	.	a	.	a	a
60	D	.	.	.	.
65		a	a	a	a
70	a	a	a	a	a
75	.	a	a	a	a
80		.	a	a	.
84	a		a	a	a
90	.		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.
 a. This category is not used in comparisons because its column proportion is equal to zero or one.
 b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
	Total	921	736	182	3
1		8 .9%	8 1.2%	0 .0%	0 .0%
2		16 1.8%	9 1.2%	7 4.0%	0 .0%
3		8 .9%	6 .8%	2 1.1%	0 .0%
4		5 .5%	4 .6%	0 .1%	0 .0%
5		45 4.9%	39 5.3%	6 3.5%	0 .0%
6		6 .7%	6 .8%	0 .0%	0 .0%
7		1 .1%	0 .1%	0 .2%	0 .0%
8		4 .4%	2 .3%	2 .8%	0 .0%
9		0 .0%	0 .0%	0 .0%	0 .0%
10		78 8.5%	60 8.2%	17 9.1%	1 40.9%
11		0 .0%	0 .1%	0 .0%	0 .0%
12		7 .8%	7 1.0%	0 .0%	0 .0%
13		0 .0%	0 .0%	0 .2%	0 .0%
14		1 .1%	1 .2%	0 .0%	0 .0%
15		56 6.1%	45 6.1%	11 6.2%	0 .0%
16		4 .5%	4 .6%	0 .0%	0 .0%
18		1 .1%	1 .1%	0 .0%	0 .0%
20		139 15.1%	108 14.7%	30 16.6%	0 15.1%
21		3 .3%	3 .3%	0 .0%	0 .0%
23		2 .2%	2 .2%	0 .0%	0 .0%
24		0 .0%	0 .0%	0 .0%	0 .0%
25		34 3.7%	31 4.2%	3 1.9%	0 .0%
30		162 17.6%	131 17.8%	31 17.2%	0 15.3%
32		0 .0%	0 .0%	0 .0%	0 .0%
33		1 .1%	1 .1%	0 .0%	0 .0%
34		1	1	0	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

		Internet Access			
		Total	Yes	No	DK/NA
34		.1%	.1%	.0%	.0%
35		16 1.7%	12 1.6%	4 2.2%	0 .0%
40		57 6.2%	45 6.1%	12 6.5%	0 .0%
41		0 .0%	0 .0%	0 .0%	0 .0%
45		57 6.2%	49 6.6%	8 4.3%	1 22.5%
50		15 1.6%	12 1.7%	2 1.3%	0 .0%
55		1 .1%	1 .2%	0 .0%	0 .0%
58		2 .2%	1 .1%	1 .4%	0 .0%
60		148 16.0%	108 14.7%	39 21.5%	0 6.3%
65		2 .2%	2 .3%	0 .0%	0 .0%
70		0 .1%	0 .1%	0 .0%	0 .0%
75		5 .5%	4 .6%	0 .1%	0 .0%
80		4 .4%	0 .1%	3 1.8%	0 .0%
84		1 .1%	1 .2%	0 .0%	0 .0%
90		30 3.3%	28 3.8%	2 1.0%	0 .0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Type of Internet Connection						
	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
Total	736	45	257	344	61	15	15
1	8 1.2%	1 1.4%	3 1.0%	1 .4%	2 3.4%	2 11.9%	0 2.4%
2	9 1.2%	0 .9%	3 1.0%	6 1.6%	0 .6%	0 .0%	0 1.8%
3	6 .8%	1 2.8%	5 1.8%	0 .0%	0 .0%	0 .0%	0 .0%
4	4 .6%	0 .0%	3 1.0%	2 .5%	0 .0%	0 .0%	0 .0%
5	39 5.3%	0 .0%	15 5.7%	13 3.9%	6 9.6%	0 .0%	5 32.2%
6	6 .8%	0 .0%	2 .8%	2 .6%	2 3.8%	0 .0%	0 .0%
7	0 .1%	0 .0%	0 .0%	0 .0%	0 .6%	0 .0%	0 .0%
8	2 .3%	0 .0%	2 .9%	0 .0%	0 .0%	0 .0%	0 .0%
10	60 8.2%	3 6.1%	16 6.4%	37 10.8%	1 2.5%	1 4.1%	2 12.2%
11	0 .1%	0 .0%	0 .0%	0 .0%	0 .6%	0 .0%	0 .0%
12	7 1.0%	0 .0%	0 .2%	6 1.6%	1 1.7%	0 .0%	0 .0%
14	1 .2%	0 .0%	0 .1%	1 .2%	0 .0%	0 .0%	0 .0%
15	45 6.1%	5 11.8%	15 5.7%	18 5.1%	3 5.7%	2 16.5%	2 10.5%
16	4 .6%	1 2.4%	1 .6%	2 .5%	0 .0%	0 .0%	0 .0%
18	1 .1%	0 .0%	0 .0%	1 .3%	0 .0%	0 .0%	0 .0%
20	108 14.7%	6 13.8%	27 10.5%	64 18.6%	8 13.9%	1 10.0%	1 5.4%
21	3 .3%	0 .0%	3 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
23	2 .2%	0 .0%	2 .7%	0 .0%	0 .0%	0 .0%	0 .0%
25	31 4.2%	1 2.1%	12 4.5%	15 4.4%	3 5.0%	0 .0%	0 .0%
30	131 17.8%	2 4.7%	47 18.3%	59 17.1%	16 26.4%	3 18.9%	4 27.1%
32	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
33	1 .1%	0 .0%	0 .0%	1 .2%	0 .0%	0 .0%	0 .0%
34	1 .1%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
35	12 1.6%	0 .0%	4 1.4%	7 2.0%	0 .0%	0 .0%	1 8.3%
40	45	2	18	22	2	2	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection						
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	40	6.1%	5.0%	7.0%	6.3%	2.6%	11.5%	.0%
	45	49	5	20	21	3	0	0
		6.6%	10.3%	7.6%	6.2%	4.7%	.0%	.0%
	50	12	0	6	3	1	3	0
		1.7%	.0%	2.4%	.8%	1.8%	17.0%	.0%
	55	1	0	1	0	0	0	0
		.2%	.0%	.5%	.0%	.0%	.0%	.0%
	58	1	0	0	1	0	0	0
		.1%	.0%	.0%	.3%	.0%	.0%	.0%
	60	108	16	37	46	7	1	0
		14.7%	36.4%	14.5%	13.4%	11.6%	10.0%	.0%
	65	2	0	2	0	0	0	0
		.3%	.0%	.8%	.0%	.0%	.0%	.0%
	70	0	0	0	0	0	0	0
		.1%	.0%	.0%	.1%	.0%	.0%	.0%
	75	4	1	2	1	0	0	0
		.6%	2.4%	.9%	.3%	.0%	.0%	.0%
80	0	0	0	0	0	0	0	
	.1%	.0%	.2%	.0%	.0%	.0%	.0%	
84	1	0	1	0	0	0	0	
	.2%	.0%	.5%	.0%	.0%	.0%	.0%	
90	28	0	10	16	3	0	0	
	3.8%	.0%	3.7%	4.5%	5.5%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection					
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
1					BC	
2				a	a	a
3			a		a	a
4	a				a	a
5	a				a	a
6	a				a	BC
7	a	a	a		a	a
8			a		a	a
10				a		
11	a	a	a		a	a
12	a				a	a
14	a				a	a
15						
16	a	a			a	a
18					a	a
20						
21	a		a		a	a
23	a		a		a	a
25					a	a
30						
32	a	a			a	a
33	a	a			a	a
34	a		a		a	a
35	a				a	a
40						
45					a	a
50						
55	a		a		a	a
58	a	a			a	a
60	BCD				a	a
65	a		a		a	a
70	a	a			a	a
75					a	a
80	a		a		a	a
84	a		a		a	a
90	a				a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	921	397	514	10
1	8 .9%	5 1.2%	4 .8%	0 .0%
2	16 1.8%	6 1.6%	9 1.8%	1 9.6%
3	8 .9%	5 1.3%	3 .5%	0 .0%
4	5 .5%	1 .1%	4 .8%	0 .0%
5	45 4.9%	16 4.0%	29 5.7%	0 .0%
6	6 .7%	6 1.5%	0 .0%	0 1.3%
7	1 .1%	0 .0%	0 .1%	0 3.2%
8	4 .4%	1 .3%	3 .5%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%
10	78 8.5%	30 7.6%	45 8.7%	3 32.7%
11	0 .0%	0 .0%	0 .1%	0 .0%
12	7 .8%	3 .8%	4 .7%	0 .0%
13	0 .0%	0 .1%	0 .0%	0 .0%
14	1 .1%	0 .0%	1 .2%	0 .0%
15	56 6.1%	21 5.3%	35 6.9%	0 .0%
16	4 .5%	0 .0%	4 .8%	0 .0%
18	1 .1%	0 .0%	1 .2%	0 .0%
20	139 15.1%	54 13.7%	84 16.4%	0 .5%
21	3 .3%	0 .0%	3 .5%	0 .0%
23	2 .2%	0 .0%	2 .4%	0 .0%
24	0 .0%	0 .0%	0 .0%	0 .0%
25	34 3.7%	18 4.6%	16 3.2%	0 .0%
30	162 17.6%	63 15.8%	96 18.7%	4 38.2%
32	0 .0%	0 .0%	0 .1%	0 .0%
33	1 .1%	0 .0%	1 .1%	0 .0%
34	1	0	1	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
34	.1%	.0%	.2%	.0%
35	16 1.7%	8 2.1%	7 1.4%	0 .0%
40	57 6.2%	23 5.7%	34 6.7%	0 .0%
41	0 .0%	0 .0%	0 .0%	0 .0%
45	57 6.2%	28 7.1%	28 5.4%	1 12.6%
50	15 1.6%	10 2.5%	5 1.0%	0 .0%
55	1 .1%	0 .0%	1 .2%	0 .0%
58	2 .2%	1 .2%	1 .2%	0 .0%
60	148 16.0%	80 20.1%	68 13.2%	0 1.9%
65	2 .2%	0 .0%	2 .4%	0 .0%
70	0 .1%	0 .0%	0 .1%	0 .0%
75	5 .5%	2 .6%	2 .5%	0 .0%
80	4 .4%	1 .3%	2 .5%	0 .0%
84	1 .1%	1 .3%	0 .0%	0 .0%
90	30 3.3%	13 3.3%	17 3.3%	0 .0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Ethnicity					
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
Total	921	49	9	44	331	478
1	8 .9%	4 7.7%	0 .0%	0 .0%	2 .7%	2 .4%
2	16 1.8%	0 .0%	1 6.7%	0 .0%	6 1.8%	9 1.9%
3	8 .9%	0 .0%	0 .0%	4 8.9%	3 1.0%	0 .1%
4	5 .5%	0 .0%	0 .0%	0 .0%	2 .7%	2 .4%
5	45 4.9%	2 3.5%	0 .0%	7 15.0%	20 5.9%	16 3.3%
6	6 .7%	0 .0%	0 .0%	0 .0%	1 .3%	4 .9%
7	1 .1%	0 .0%	0 .0%	0 .0%	0 .1%	0 .1%
8	4 .4%	0 .0%	0 .0%	0 .0%	2 .7%	2 .3%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	78 8.5%	8 17.2%	0 2.7%	2 5.6%	29 8.6%	38 7.9%
11	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
12	7 .8%	0 .0%	0 3.6%	0 .0%	7 2.0%	0 .0%
13	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
14	1 .1%	0 .0%	0 .0%	0 .0%	0 .1%	1 .2%
15	56 6.1%	1 3.0%	0 .0%	0 .0%	19 5.8%	33 6.9%
16	4 .5%	0 .0%	0 .0%	0 .0%	3 .8%	2 .4%
18	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
20	139 15.1%	5 10.6%	3 33.2%	9 19.6%	45 13.6%	76 15.9%
21	3 .3%	0 .0%	0 .0%	0 .0%	0 .0%	3 .5%
23	2 .2%	0 .0%	0 .0%	0 .0%	0 .0%	2 .4%
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25	34 3.7%	2 3.3%	0 .0%	0 .0%	11 3.3%	22 4.6%
30	162 17.6%	14 28.0%	1 6.5%	7 15.4%	70 21.1%	68 14.3%
32	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
33	1	0	0	0	1	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	Total	2	13	2	5
	1	0 .0%	0 .0%	0 .0%	0 4.4%
	2	0 .0%	1 7.4%	0 .0%	0 .0%
	3	0 6.2%	0 .0%	0 .0%	0 .0%
	4	0 .0%	0 .0%	0 .0%	0 .0%
	5	0 .0%	1 8.4%	0 .0%	0 .0%
	6	0 8.8%	1 7.4%	0 .0%	0 .0%
	7	0 .0%	0 .0%	0 .0%	0 .0%
	8	0 .1%	0 .0%	0 .0%	0 .0%
	9	0 .0%	0 .0%	0 .0%	0 .0%
	10	0 .0%	3 20.2%	0 .0%	0 .0%
	11	0 .0%	0 .0%	0 .0%	0 .0%
	12	0 .0%	0 .0%	0 .0%	0 .0%
	13	0 .0%	0 .0%	0 .0%	0 .0%
	14	0 .0%	0 .0%	0 .0%	0 .0%
	15	0 7.4%	2 17.8%	0 15.8%	0 .0%
	16	0 .0%	0 .0%	0 .0%	0 .0%
	18	0 .0%	0 .0%	0 .0%	0 .0%
	20	0 .1%	0 .5%	0 .1%	2 40.9%
	21	0 .0%	0 .0%	0 .0%	0 .0%
	23	0 .0%	0 .0%	0 .0%	0 .0%
	24	0 .0%	0 .0%	0 .0%	0 .0%
	25	0 .0%	0 .0%	0 .0%	0 .0%
	30	1 77.5%	3 24.4%	0 .0%	0 .0%
	32	0 .0%	0 .0%	0 .0%	0 .0%
	33	0	0	0	0

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
7. On average, how many minutes do you spend traveling to and from work or school each day?	33	.1%	.0%	.0%	.0%	.2%	.0%
	34	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	35	16 1.7%	0 .0%	0 .0%	4 8.2%	5 1.6%	7 1.4%
	40	57 6.2%	0 .0%	0 5.2%	0 .0%	24 7.1%	29 6.1%
	41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
	45	57 6.2%	0 .0%	1 15.5%	0 .0%	18 5.6%	37 7.8%
	50	15 1.6%	0 .0%	0 .0%	0 .0%	3 .8%	12 2.5%
	55	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%	0 .0%
	58	2 .2%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
	60	148 16.0%	11 22.1%	2 26.7%	8 18.4%	37 11.2%	96 20.1%
	65	2 .2%	0 .0%	0 .0%	0 .0%	2 .6%	0 .0%
	70	0 .1%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
	75	5 .5%	0 .0%	0 .0%	0 .0%	2 .7%	2 .5%
	80	4 .4%	0 .0%	0 .0%	0 .0%	2 .5%	2 .4%
	84	1 .1%	1 2.8%	0 .0%	0 .0%	0 .0%	0 .0%
	90	30 3.3%	1 1.7%	0 .0%	4 8.9%	12 3.7%	13 2.8%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
33	.0%	.0%	.0%	.0%	.0%
34	0	0	0	1	17.6%
35	.0%	.0%	.0%	.0%	.0%
40	0	1	1	2	
	.0%	4.9%	49.0%	36.9%	
41	0	0	0	0	
	.0%	.0%	.0%	.0%	
45	0	0	0	0	
	.0%	.0%	.0%	.0%	
50	0	0	0	0	
	.0%	.0%	.0%	.0%	
55	0	0	0	0	
	.0%	.0%	.0%	.0%	
58	0	0	1	0	
	.0%	.0%	35.2%	.0%	
60	0	0	0	0	
	.0%	.0%	.0%	.0%	
65	0	0	0	0	
	.0%	.0%	.0%	.0%	
70	0	0	0	0	
	.0%	.0%	.0%	.0%	
75	0	0	0	0	
	.0%	.0%	.0%	.0%	
80	0	0	0	0	
	.0%	.0%	.0%	.0%	
84	0	0	0	0	
	.0%	.0%	.0%	.0%	
90	0	1	0	0	
	.0%	9.1%	.0%	.0%	

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{c,d}

	Ethnicity					
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
1	D E	a	a			a,b
2	a		a			a,b
3	a	a	D E			.b
4	a	a	a			a,b
5	a	a	E			a,b
6	a	a	a			.b
7	a	a	a			a,b
8	a	a	a			.b
9	a	a	a		a	a,b
10						a,b
11	a	a	a		a	a,b
12	a		a		a	a,b
13	a	a	a		a	a,b
14	a	a	a			a,b
15	a	a	a			.b
16	a	a	a			a,b
18	a	a	a		a	a,b
20						.b
21	a	a	a	a		a,b
23	a	a	a	a		a,b
24	a	a	a		a	a,b
25		a	a			a,b
30						.b
32	a	a	a		a	a,b
33	a	a	a		a	a,b
34	a	a	a	a		a,b
35	a	a	D E			a,b
40	a	a	a			a,b
41	a	a	a		a	a,b
45	a	a	a			a,b
50	a	a	a			a,b
55	a	a	a		a	a,b
58	a	a	a		a	a,b
60					D	a,b
65	a	a	a		a	a,b
70	a	a	a		a	a,b
75	a	a	a			a,b
80	a	a	a			a,b
84		a	a	a	a	a,b
90		a				a,b

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{c,d}

	Ethnicity		
	Two or more races	Other	DK/NA
	(G)	(H)	(I)
1		a,b	
2		a,b	a
3	a	a,b	a
4	a	a,b	a
5		a,b	
6	D	a,b	a
7	a	a,b	a
8	a	a,b	a
9	a	a,b	a
10		a,b	
11	a	a,b	a
12	a	a,b	a
13	a	a,b	a
14	a	a,b	a
15		b	
16	a	a,b	a
18	a	a,b	a
20		b	
21	a	a,b	a
23	a	a,b	a
24	a	a,b	a
25	a	a,b	
30		a,b	a
32	a	a,b	a
33	a	a,b	a
34	a	a,b	a
35	a	a,b	a
40		b	
41	a	a,b	a
45	a	a,b	a
50	a	a,b	a
55	a	a,b	a
58		b	
60		a,b	a
65	a	a,b	a
70	a	a,b	a
75	a	a,b	a
80	a	a,b	a
84	a	a,b	a
90		a,b	a

7. On average, how many minutes do you spend traveling to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	507	180	201	74	45	7
1	2	1	1	0	0	0
	.5%	.3%	.7%	.0%	.0%	3.3%
2	11	4	3	0	3	1
	2.2%	2.2%	1.4%	.0%	6.9%	19.8%
3	3	0	3	0	0	0
	.5%	.0%	1.2%	.0%	.0%	.0%
4	4	1	1	0	3	0
	.8%	.3%	.3%	.0%	5.8%	.0%
5	20	7	7	6	0	0
	3.9%	3.8%	3.4%	7.7%	.5%	.0%
6	4	2	0	2	0	0
	.8%	1.0%	.0%	3.3%	.0%	.0%
8	2	0	0	1	1	0
	.5%	.0%	.0%	1.6%	2.4%	.0%
10	43	18	17	5	2	1
	8.5%	10.1%	8.4%	6.5%	4.5%	17.6%
11	0	0	0	0	0	0
	.1%	.2%	.0%	.0%	.0%	.0%
12	2	0	2	0	0	0
	.4%	.0%	1.0%	.0%	.0%	.0%
13	0	0	0	0	0	0
	.1%	.0%	.0%	.5%	.0%	.0%
14	1	0	1	0	0	0
	.2%	.0%	.6%	.0%	.0%	.0%
15	28	13	7	8	0	0
	5.6%	7.1%	3.6%	11.0%	.0%	.0%
16	4	2	1	1	0	0
	.9%	1.0%	.5%	2.0%	.0%	.0%
20	73	25	30	8	9	2
	14.5%	13.8%	15.0%	10.7%	19.1%	24.1%
25	12	5	4	2	1	0
	2.3%	2.6%	1.8%	2.8%	2.6%	.0%
30	86	39	34	10	3	0
	17.0%	21.5%	17.1%	13.7%	7.1%	.0%
33	1	0	1	0	0	0
	.1%	.0%	.4%	.0%	.0%	.0%
34	1	1	0	0	0	0
	.2%	.5%	.0%	.0%	.0%	.0%
35	7	3	0	0	4	0
	1.4%	1.8%	.0%	.0%	8.3%	.0%
40	24	6	12	1	5	0
	4.8%	3.4%	5.9%	1.9%	10.6%	1.6%
45	34	8	25	0	0	1
	6.7%	4.5%	12.4%	.0%	.0%	12.8%
50	10	3	0	6	0	0
	1.9%	1.8%	.0%	8.6%	.0%	.0%
58	1	1	0	0	0	0
	.1%	.4%	.0%	.0%	.0%	.0%
60	100	34	43	15	8	1
	19.8%	18.8%	21.5%	20.2%	16.8%	9.2%
65	2	2	0	0	0	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
65	.4%	1.1%	.0%	.0%	.0%	.0%
75	2 .5%	0 .0%	0 .0%	2 3.1%	0 .0%	0 .0%
80	2 .4%	0 .0%	2 1.0%	0 .0%	0 .0%	0 .0%
84	1 .3%	0 .0%	0 .0%	1 1.9%	0 .0%	0 .0%
90	25 4.9%	6 3.6%	7 3.7%	3 4.4%	7 15.3%	1 11.7%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household				
	One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
1	.	.	a	a	.
2	.	.	a	.	AB
3	a	.	a	a	.
4	.	.	a	AB	.
5	.	.	.	a	a
6	.	a	.	a	a
8	a	a	.	.	a
10	.	a	a	a	a
11	.	.	a	a	a
12	a	a	.	a	a
13	a	.	a	a	a
14	.	.	a	a	a
15	.	.	.	a	a
16	.	.	.	a	a
20	.	.	.	.	a
25	.	.	.	.	.
30	a	.	a	a	a
33	.	a	a	a	a
34	.	a	a	a	a
35	.	.	a	B	a
40	.	.	.	.	.
45	.	A	a	a	.
50	.	a	A	a	a
58	.	.	.	.	.
60	.	.	.	.	.
65	.	a	a	a	a
75	a	a	.	a	a
80	a	.	a	a	a
84	a	a	.	.	a
90	.	.	.	AB	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	231	124	92	6	5	5
1	2 .7%	0 .0%	1 1.3%	0 .0%	0 .0%	0 7.5%
2	7 3.1%	2 1.6%	4 4.2%	0 .0%	0 .0%	1 30.0%
3	2 .9%	2 1.6%	0 .1%	0 .0%	0 .0%	0 .0%
4	0 .1%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
5	17 7.4%	12 9.7%	5 5.7%	0 .0%	0 .0%	0 .0%
6	3 1.5%	1 .8%	2 2.6%	0 .0%	0 .0%	0 .0%
7	1 .3%	1 .6%	0 .0%	0 .0%	0 .0%	0 .0%
8	1 .5%	0 .0%	1 1.3%	0 .0%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 1.4%	0 .0%	0 .0%
10	17 7.1%	4 3.4%	10 11.1%	1 12.9%	0 .0%	1 26.6%
12	0 .1%	0 .3%	0 .0%	0 .0%	0 .0%	0 .0%
14	1 .4%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%
15	14 6.0%	9 7.4%	5 5.0%	0 .0%	0 .0%	0 2.4%
20	32 14.0%	23 18.2%	10 10.6%	0 .0%	0 .0%	0 2.4%
21	3 1.1%	0 .0%	3 2.7%	0 .0%	0 .0%	0 .0%
25	10 4.5%	4 3.0%	7 7.3%	0 .0%	0 .0%	0 .0%
30	46 19.8%	24 19.1%	17 18.1%	1 19.1%	4 81.4%	0 9.9%
32	0 .2%	0 .0%	0 .4%	0 .0%	0 .0%	0 .0%
35	6 2.5%	6 4.6%	0 .0%	0 .2%	0 .0%	0 .0%
40	12 5.2%	9 7.5%	2 2.5%	0 3.7%	0 .0%	0 2.4%
41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	9 4.0%	4 3.5%	2 2.2%	2 33.4%	0 .0%	1 14.6%
50	1 .4%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%
60	34 14.7%	16 12.8%	15 16.7%	2 29.3%	1 18.6%	0 4.1%
75	3 1.4%	3 2.7%	0 .0%	0 .0%	0 .0%	0 .0%
90	9 3.9%	2 1.6%	7 7.8%	0 .0%	0 .0%	0 .0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	90	4.1%	1.9%	7.9%	.0%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
1	a		a	a		
2			a	a	A B	
3			a	a	a	
4	a		a	a	a	
5			a	a	a	
6			a	a	a	
7		a	a	a	a	
8			a	a	a	
9	a	a		a	a	
10			a	a	a	
12		a	a	a	a	
14		a	a	a	a	
15			a	a	a	
20			a	a	a	
21	a		a	a	a	
25			a	a	a	
30			a	A B	a	
32	a		a	a	a	
35		a		a	a	
40			a	a	a	
41		a	a	a	a	
45			A B	a	a	
50			a	a	a	
60			a	a	a	
75		a	a	a	a	
90		A	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
Total	921	60	100	150	122	31	
1	8	0	2	2	0	0	
	.9%	.0%	2.0%	1.4%	.0%	.0%	
2	16	3	1	3	1	0	
	1.8%	4.2%	1.0%	2.3%	.5%	.0%	
3	8	0	2	5	0	0	
	.9%	.0%	1.9%	3.5%	.0%	.0%	
4	5	0	0	0	0	0	
	.5%	.0%	.0%	.0%	.1%	.0%	
5	45	2	2	5	15	0	
	4.9%	3.8%	2.2%	3.1%	12.5%	1.3%	
6	6	0	3	2	0	0	
	.7%	.0%	3.2%	1.2%	.0%	.0%	
7	1	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	1.1%	
8	4	0	2	0	0	0	
	.4%	.0%	1.5%	.0%	.0%	.0%	
9	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.3%	
10	78	7	6	16	14	2	
	8.5%	11.4%	6.0%	10.6%	11.8%	6.4%	
11	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
12	7	0	0	0	0	0	
	.8%	.6%	.0%	.0%	.0%	.0%	
13	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
14	1	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	.0%	
15	56	4	8	2	5	2	
	6.1%	5.9%	8.2%	1.2%	4.4%	7.1%	
16	4	0	0	0	0	0	
	.5%	.0%	.0%	.0%	.0%	.0%	
18	1	0	1	0	0	0	
	.1%	.0%	.9%	.0%	.0%	.0%	
20	139	9	23	20	5	3	
	15.1%	14.7%	23.0%	13.1%	4.1%	11.1%	
21	3	0	0	0	0	0	
	.3%	.0%	.0%	.0%	.0%	.0%	
23	2	2	0	0	0	0	
	.2%	3.0%	.0%	.0%	.0%	.0%	
24	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
25	34	0	3	6	7	0	
	3.7%	.0%	3.0%	4.0%	6.0%	.0%	
30	162	13	19	28	20	7	
	17.6%	21.4%	19.4%	18.5%	16.3%	22.5%	
32	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
33	1	0	0	0	0	0	

7. On average, how many minutes do you spend traveling to and from work or school each day?

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
7. On average, how many minutes do you spend traveling to and from work or school each day?	Total	155	92	69	21	120
	1	0	1	1	0	2
		.0%	1.0%	1.7%	.0%	2.0%
	2	3	2	0	0	3
		2.2%	2.0%	.0%	1.3%	2.8%
	3	0	0	0	0	0
		.2%	.0%	.1%	.0%	.3%
	4	3	0	1	1	0
		1.7%	.5%	.9%	2.8%	.0%
	5	5	5	3	1	6
		3.3%	5.1%	4.8%	6.1%	4.9%
	6	0	1	0	0	0
		.1%	1.0%	.0%	.0%	.0%
	7	0	0	0	0	0
		.0%	.0%	.6%	.0%	.0%
	8	0	2	0	0	0
		.0%	2.5%	.0%	.0%	.0%
	9	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%
	10	9	6	6	0	12
		6.0%	6.8%	8.0%	.4%	9.9%
	11	0	0	0	0	0
		.0%	.0%	.0%	.0%	.3%
	12	2	1	0	2	1
		1.5%	1.6%	.0%	9.1%	.8%
	13	0	0	0	0	0
		.0%	.0%	.0%	.0%	.3%
	14	1	0	0	0	0
		.8%	.0%	.0%	.0%	.0%
	15	10	4	7	2	11
		6.7%	4.6%	10.6%	10.9%	9.0%
	16	1	2	1	0	0
		.7%	2.0%	2.1%	.0%	.0%
18	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
20	30	11	17	0	20	
	19.7%	12.5%	24.0%	.0%	16.8%	
21	0	0	0	0	3	
	.0%	.0%	.0%	.0%	2.1%	
23	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
24	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
25	7	3	3	0	5	
	4.3%	3.0%	5.0%	.0%	4.2%	
30	34	12	14	7	9	
	21.8%	13.2%	19.6%	30.8%	7.8%	
32	0	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	
33	1	0	0	0	0	

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
7. On average, how many minutes do you spend traveling to and from work or school each day?	33	.1%	.0%	.0%	.0%	.0%	.0%
	34	1	0	0	0	0	0
		.1%	.0%	.0%	.0%	.0%	.0%
	35	16	4	0	0	3	0
		1.7%	6.1%	.0%	.0%	2.6%	.0%
	40	57	5	2	12	6	2
		6.2%	7.9%	2.3%	8.2%	5.1%	5.9%
	41	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%
	45	57	4	2	7	15	5
		6.2%	6.5%	2.0%	4.5%	12.7%	16.0%
	50	15	0	2	5	0	0
		1.6%	.0%	2.4%	3.5%	.0%	.0%
	55	1	0	0	0	0	0
		.1%	.0%	.0%	.0%	.0%	.0%
	58	2	0	0	1	0	0
		.2%	.0%	.0%	.5%	.0%	.0%
	60	148	7	13	34	21	8
		16.0%	12.1%	12.6%	22.5%	17.3%	26.7%
	65	2	0	0	0	0	0
		.2%	.0%	.0%	.0%	.0%	.0%
70	0	0	0	0	0	0	
	.1%	.0%	.0%	.0%	.0%	1.6%	
75	5	0	0	0	3	0	
	.5%	.0%	.2%	.0%	2.7%	.0%	
80	4	0	4	0	0	0	
	.4%	.0%	3.6%	.0%	.0%	.0%	
84	1	1	0	0	0	0	
	.1%	2.3%	.0%	.0%	.0%	.0%	
90	30	0	4	3	5	0	
	3.3%	.0%	4.4%	1.9%	3.8%	.0%	

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
33	.5%	.0%	.0%	.0%	.0%
34	0	0	0	0	1
	.0%	.0%	.0%	.0%	.8%
35	3	4	0	0	1
	1.8%	4.5%	.7%	.0%	1.0%
40	10	10	2	0	7
	6.4%	11.3%	2.8%	1.3%	5.8%
41	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
45	15	5	1	0	2
	9.9%	5.3%	2.1%	.0%	1.9%
50	1	2	0	0	4
	.8%	1.7%	.0%	.0%	3.6%
55	0	1	0	0	0
	.0%	1.4%	.0%	.0%	.0%
58	1	0	0	0	0
	.6%	.0%	.0%	.0%	.0%
60	13	14	6	8	24
	8.6%	15.0%	8.5%	37.5%	19.7%
65	0	0	2	0	0
	.0%	.0%	2.8%	.0%	.0%
70	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
75	1	0	0	0	0
	.7%	.0%	.0%	.0%	.0%
80	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
84	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
90	2	5	4	0	7
	1.4%	5.2%	5.7%	.0%	6.0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Household Income				
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
	(A)	(B)	(C)	(D)	(E)
1	a			a	a
2					a
3	a			a	a
4	a	a	a		a
5					
6	a			a	a
7	a	a	a	a	
8	a		a	a	a
9	a	a	a	a	
10					
11	a	a	a	a	a
12		a	a	a	a
13	a	a	a	a	a
14	a	a	a	a	
15					
16	a	a	a	a	a
18	a		a	a	a
20		D			
21	a	a	a	a	a
23		a	a	a	a
24	a	a	a		a
25	a				a
30					
32	a	a	a	a	a
33	a	a	a	a	a
34	a	a	a	a	a
35		a			a
40					
41	a	a	a	a	
45					
50	a			a	J
55	a	a	a	a	a
58	a	a		a	a
60			F		
65	a	a	a	a	a
70	a	a	a	a	
75	a		a		a
80	a	J	a	a	a
84	a	a	a	a	a
90	a				a

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
	(F)	(G)	(H)	(I)	(J)
1	a			a	
2					
3		a		a	
4					a
5					
6			a	a	a
7	a	a		a	a
8	a		a	a	a
9	a	a	a	a	a
10					
11	a	a	a	a	
12					
13	a	a	a	a	
14		a	a	a	a
15					
16				a	a
18	a	a	a	a	a
20	D		D	a	D
21	a	a	a	a	a
23	a	a	a	a	a
24	a	a	a	a	a
25				a	
30					
32		a	a	a	a
33		a	a	a	
34	a	a	a	a	
35				a	
40					
41	a	a	a	a	a
45				a	
50			a	a	
55	a		a	a	a
58		a	a	a	a
60				F	a
65	a	a		a	a
70	a	a	a	a	a
75		a	a	a	a
80	a	a	a	a	a
84	a	a	a	a	a
90				a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Supervisorial District					
	Total	1	2	3	4	5
Total	921	177	172	131	285	155
1	8	1	4	0	3	0
	.9%	.4%	2.5%	.0%	1.2%	.0%
2	16	1	2	0	8	6
	1.8%	.7%	.9%	.0%	2.8%	3.6%
3	8	5	2	0	2	0
	.9%	2.6%	1.0%	.0%	.6%	.0%
4	5	1	1	0	3	0
	.5%	.3%	.7%	.0%	.9%	.0%
5	45	13	7	8	14	4
	4.9%	7.2%	4.0%	6.1%	4.8%	2.4%
6	6	0	0	2	1	3
	.7%	.0%	.1%	1.4%	.4%	2.1%
7	1	0	0	0	0	0
	.1%	.0%	.2%	.0%	.1%	.0%
8	4	0	1	0	3	0
	.4%	.0%	.6%	.0%	1.0%	.0%
9	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
10	78	20	8	6	27	18
	8.5%	11.2%	4.6%	4.3%	9.3%	11.7%
11	0	0	0	0	0	0
	.0%	.2%	.0%	.0%	.0%	.0%
12	7	1	1	0	4	1
	.8%	.4%	.4%	.0%	1.5%	.9%
13	0	0	0	0	0	0
	.0%	.0%	.2%	.0%	.0%	.0%
14	1	0	0	0	1	0
	.1%	.2%	.0%	.0%	.3%	.0%
15	56	20	2	7	17	10
	6.1%	11.1%	1.1%	5.5%	6.1%	6.6%
16	4	0	1	0	3	0
	.5%	.0%	.6%	.0%	1.1%	.0%
18	1	0	0	1	0	0
	.1%	.0%	.0%	.7%	.0%	.0%
20	139	22	28	31	34	24
	15.1%	12.2%	16.5%	23.5%	12.0%	15.2%
21	3	0	0	0	0	3
	.3%	.0%	.0%	.0%	.0%	1.6%
23	2	0	0	0	2	0
	.2%	.0%	.0%	.0%	.6%	.0%
24	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
25	34	6	4	8	10	7
	3.7%	3.4%	2.1%	5.7%	3.6%	4.5%
30	162	21	39	27	49	28
	17.6%	11.7%	22.5%	20.3%	17.0%	17.9%
32	0	0	0	0	0	0
	.0%	.0%	.2%	.0%	.0%	.0%
33	1	0	0	0	1	0
	.1%	.0%	.0%	.0%	.3%	.0%
34	1	0	0	0	1	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Supervisorial District					
	Total	1	2	3	4	5
34	.1%	.0%	.0%	.0%	.3%	.0%
35	16 1.7%	6 3.2%	7 4.0%	0 .0%	3 1.1%	0 .0%
40	57 6.2%	11 6.0%	9 5.0%	6 4.3%	24 8.5%	8 5.1%
41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	57 6.2%	13 7.2%	11 6.4%	4 3.4%	18 6.3%	11 7.0%
50	15 1.6%	3 1.9%	5 3.1%	1 1.0%	3 1.0%	2 1.3%
55	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%	0 .0%
58	2 .2%	0 .0%	0 .0%	1 .5%	1 .3%	0 .0%
60	148 16.0%	19 10.7%	31 18.0%	26 19.9%	40 14.2%	31 20.0%
65	2 .2%	0 .0%	0 .0%	2 1.5%	0 .0%	0 .0%
70	0 .1%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%
75	5 .5%	0 .1%	0 .0%	2 1.7%	2 .7%	0 .0%
80	4 .4%	2 1.1%	1 .7%	0 .0%	0 .1%	0 .0%
84	1 .1%	0 .0%	1 .8%	0 .0%	0 .0%	0 .0%
90	30 3.3%	14 8.1%	7 3.8%	0 .0%	9 3.2%	0 .0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
1			a		a
2			a		a
3			a		a
4			a		a
5					
6	a		a		a
7	a		a		a
8			a		a
9	a	a	a		a
10					
11		a	a	a	a
12			a		a
13	a		a	a	a
14		a	a		a
15	B		a		a
16	a				a
18	a	a		a	a
20			D		
21	a	a	a	a	a
23	a	a	a		a
24	a	a	a		a
25					
30			a	a	a
32	a	a	a		a
33			a		a
34	a	a	a		a
35			a		a
40					
41	a	a	a		a
45					
50					
55	a	a	a		a
58	a	a			a
60					
65	a	a		a	a
70	a	a	a		a
75		a			a
80			a		a
84	a		a	a	a
90			a		a

7. On average, how many minutes do you spend traveling to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	921	166	201	245	256	47	6
1	8 .9%	1 .9%	0 .0%	3 1.3%	4 1.5%	0 .0%	0 .0%
2	16 1.8%	3 1.8%	8 4.2%	1 .4%	3 1.3%	0 .0%	1 13.9%
3	8 .9%	1 .4%	5 2.4%	0 .0%	3 1.0%	0 .0%	0 .0%
4	5 .5%	1 .7%	1 .3%	1 .3%	2 .8%	0 .0%	0 .0%
5	45 4.9%	12 7.1%	10 5.0%	16 6.6%	4 1.7%	3 5.4%	0 .0%
6	6 .7%	3 2.0%	0 .1%	1 .4%	2 .7%	0 .0%	0 .0%
7	1 .1%	0 .0%	0 .2%	0 .0%	0 .1%	0 .0%	0 .0%
8	4 .4%	0 .0%	1 .5%	3 1.1%	0 .0%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	78 8.5%	13 7.8%	21 10.4%	20 8.0%	22 8.6%	3 5.4%	0 .0%
11	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
12	7 .8%	2 1.2%	1 .3%	5 1.8%	0 .0%	0 .0%	0 .0%
13	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%
14	1 .1%	0 .0%	0 .2%	0 .0%	1 .3%	0 .0%	0 .0%
15	56 6.1%	14 8.4%	8 3.9%	20 8.2%	10 4.0%	4 8.7%	0 .0%
16	4 .5%	1 .6%	0 .0%	1 .6%	2 .7%	0 .0%	0 .0%
18	1 .1%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%
20	139 15.1%	24 14.7%	30 15.1%	35 14.3%	44 17.0%	5 9.8%	1 13.9%
21	3 .3%	0 .0%	0 .0%	3 1.0%	0 .0%	0 .0%	0 .0%
23	2 .2%	0 .0%	2 .9%	0 .0%	0 .0%	0 .0%	0 .0%
24	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25	34 3.7%	11 6.8%	2 1.1%	7 2.7%	12 4.7%	2 4.4%	0 .0%
30	162 17.6%	31 18.5%	47 23.4%	39 15.9%	36 14.2%	7 15.2%	2 36.3%
32	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
33	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
34	1	0	1	0	0	0	0

7. On average, how many minutes do you spend traveling to and from work or school each day?

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
34	.1%	.0%	.5%	.0%	.0%	.0%	.0%
35	16 1.7%	5 3.1%	2 1.1%	2 .7%	7 2.6%	0 .0%	0 .0%
40	57 6.2%	7 4.4%	15 7.4%	16 6.5%	18 6.9%	0 .0%	1 22.1%
41	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	57 6.2%	7 4.3%	8 4.1%	14 5.9%	23 9.1%	4 8.7%	0 .0%
50	15 1.6%	0 .0%	0 .2%	7 2.7%	5 2.1%	3 5.4%	0 .0%
55	1 .1%	1 .8%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
58	2 .2%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
60	148 16.0%	16 9.4%	24 12.1%	45 18.3%	45 17.4%	17 37.0%	1 13.9%
65	2 .2%	0 .0%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
70	0 .1%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
75	5 .5%	1 .6%	1 .5%	2 1.0%	0 .0%	0 .0%	0 .0%
80	4 .4%	0 .0%	2 .8%	0 .0%	2 .8%	0 .0%	0 .0%
84	1 .1%	0 .0%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%
90	30 3.3%	8 4.6%	7 3.5%	4 1.8%	11 4.3%	0 .0%	0 .0%

7. On average, how many minutes do you spend traveling to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
1		a				a
2					a	C
3			a		a	a
4					a	a
5						a
6	D				a	a
7	a		a		a	a
8	a			a	a	a
9	a	a	a		a	a
10						a
11		a	a	a	a	a
12						a
13	a		a	a	a	a
14			a		a	a
15						a
16		a			a	a
18	a	a		a	a	a
20						
21	a	a		a	a	a
23	a		a	a	a	a
24		a	a	a	a	a
25	B					a
30						
32		a	a	a	a	a
33		a	a	a	a	a
34	a		a	a	a	a
35						a
40						a
41		a	a	a	a	a
45						a
50					AB	a
55		a	a	a	a	a
58		a	a	a	a	a
60					ABD	a
65	a		a	a	a	a
70	a	a				a
75				a	a	a
80	a				a	a
84	a			a	a	a
90					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
	904	904
1	29 3.2%	29 3.2%
2	36 4.0%	36 4.0%
3	37 4.1%	37 4.1%
4	26 2.9%	26 2.9%
5	41 4.5%	41 4.5%
6	30 3.3%	30 3.3%
7	12 1.3%	12 1.3%
8	28 3.1%	28 3.1%
9	6 .7%	6 .7%
10	115 12.7%	115 12.7%
11	1 .1%	1 .1%
12	27 3.0%	27 3.0%
13	4 .5%	4 .5%
14	9 .9%	9 .9%
15	54 5.9%	54 5.9%
16	7 .7%	7 .7%
17	1 .1%	1 .1%
18	15 1.7%	15 1.7%
19	5 .5%	5 .5%
20	81 9.0%	81 9.0%
22	2 .3%	2 .3%
23	1 .1%	1 .1%
24	11 1.2%	11 1.2%
25	40 4.4%	40 4.4%
26	4 .4%	4 .4%
27	1	1

8. On average, how many miles do you travel to and from work or school each day?

	Total	
	Total	Total
27	.1%	.1%
28	5 .6%	5 .6%
30	67 7.4%	67 7.4%
32	5 .5%	5 .5%
33	0 .0%	0 .0%
34	1 .1%	1 .1%
35	14 1.5%	14 1.5%
38	2 .2%	2 .2%
40	58 6.4%	58 6.4%
42	1 .2%	1 .2%
44	2 .2%	2 .2%
45	11 1.2%	11 1.2%
48	4 .5%	4 .5%
49	2 .2%	2 .2%
50	38 4.2%	38 4.2%
56	1 .1%	1 .1%
60	25 2.8%	25 2.8%
64	0 .0%	0 .0%
65	2 .3%	2 .3%
66	0 .0%	0 .0%
70	15 1.7%	15 1.7%
72	1 .1%	1 .1%
75	0 .0%	0 .0%
77	0 .0%	0 .0%
80	12 1.3%	12 1.3%
83	1 .1%	1 .1%
85	2	2

8. On average, how many miles do you travel to and from work or school each day?

	Total	
	Total	Total
85	.2%	.2%
89	1 .1%	1 .1%
90	11 1.2%	11 1.2%

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions^{a,b}

	Total
	(A)
1	.
2	.
3	.
4	.
5	.
6	.
7	.
8	.
9	.
10	.
11	.
12	.
13	.
14	.
15	.
16	.
17	.
18	.
19	.
20	.
22	.
23	.
24	.
8. On average, how many miles do you travel to and from work or school each day?	.
25	.
26	.
27	.
28	.
30	.
32	.
33	.
34	.
35	.
38	.
40	.
42	.
44	.
45	.
48	.
49	.
50	.
56	.
60	.
64	.
65	.
66	.
70	.
72	.
75	.

Comparisons of Column Proportions^{a,b}

	Total
	(A)
77	.
8. On average, how many miles do you travel to and from work or school each day?	.
80	.
83	.
85	.
89	.
90	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	904	467	438
1	29 3.2%	13 2.9%	16 3.6%
2	36 4.0%	20 4.3%	16 3.6%
3	37 4.1%	17 3.7%	19 4.5%
4	26 2.9%	10 2.2%	16 3.6%
5	41 4.5%	14 3.0%	27 6.2%
6	30 3.3%	14 3.1%	16 3.6%
7	12 1.3%	4 .8%	8 1.7%
8	28 3.1%	13 2.8%	15 3.4%
9	6 .7%	4 .9%	2 .5%
10	115 12.7%	49 10.5%	66 15.1%
11	1 .1%	1 .2%	0 .0%
12	27 3.0%	13 2.9%	14 3.2%
13	4 .5%	3 .5%	2 .4%
14	9 .9%	3 .6%	6 1.3%
15	54 5.9%	25 5.4%	28 6.4%
16	7 .7%	3 .7%	4 .8%
17	1 .1%	1 .1%	0 .0%
18	15 1.7%	7 1.4%	9 2.0%
19	5 .5%	5 1.0%	0 .0%
20	81 9.0%	45 9.7%	36 8.3%
22	2 .3%	0 .1%	2 .5%
23	1 .1%	0 .0%	1 .2%
24	11 1.2%	6 1.2%	5 1.2%
25	40 4.4%	28 5.9%	12 2.8%
26	4 .4%	2 .4%	2 .4%
27	1	1	0

8. On average, how many miles do you travel to and from work or school each day?

	Respondent's Gender		
	Total	Male	Female
27	.1%	.3%	.0%
28	5 .6%	4 .8%	2 .3%
30	67 7.4%	42 8.9%	26 5.8%
32	5 .5%	3 .6%	2 .4%
33	0 .0%	0 .0%	0 .0%
34	1 .1%	1 .2%	0 .0%
35	14 1.5%	10 2.1%	4 .9%
38	2 .2%	2 .4%	0 .0%
40	58 6.4%	28 6.1%	29 6.7%
42	1 .2%	0 .0%	1 .3%
44	2 .2%	0 .0%	2 .4%
45	11 1.2%	2 .5%	9 2.0%
48	4 .5%	4 .9%	0 .0%
49	2 .2%	2 .4%	0 .0%
50	38 4.2%	19 4.0%	20 4.5%
56	1 .1%	1 .1%	0 .0%
60	25 2.8%	15 3.3%	10 2.2%
64	0 .0%	0 .0%	0 .0%
65	2 .3%	2 .5%	0 .0%
66	0 .0%	0 .0%	0 .1%
70	15 1.7%	11 2.4%	4 1.0%
72	1 .1%	1 .2%	0 .0%
75	0 .0%	0 .1%	0 .0%
77	0 .0%	0 .1%	0 .0%
80	12 1.3%	10 2.1%	2 .5%
83	1 .1%	1 .3%	0 .0%
85	2	1	1

8. On average, how many miles do you travel to and from work or school each day?

	Respondent's Gender		
	Total	Male	Female
85	.2%	.2%	.3%
8. On average, how many miles do you travel to and from work or school each day?	1	1	0
	.1%	.2%	.0%
90	11	7	4
	1.2%	1.5%	.9%

Comparisons of Column Proportions^{b,c}

	Respondent's Gender	
	Male	Female
	(A)	(B)
1		
2		
3		
4		
5		A
6		
7		
8		
9		
10		A
11		a
12		.
13		
14		
15		
16		
17		
18		
19		a
20		.
22		
23	a	
24	.	
8. On average, how many miles do you travel to and from work or school each day?	B	
25		
26		a
27		.
28		
30		
32		
33	a	
34	.	a
35		
38		a
40		.
42	a	
44	a	
45	.	A
48		
49		a
50		.
56		a
60		.
64	a	
65	.	
66	a	
70		
72		a
75		a
77		.

Comparisons of Column Proportions ^{b,c}

	Respondent's Gender	
	Male	Female
	(A)	(B)
80	B	
8. On average, how many miles do you travel to and from work or school each day?		a
83		a
85		a
89		a
90		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age								
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	
	904	178	198	179	161	73	48	38	20	
1	29 3.2%	4 2.2%	1 .7%	10 5.5%	10 6.4%	0 .0%	2 3.4%	2 5.7%	0 .0%	
2	36 4.0%	12 6.8%	7 3.6%	5 2.6%	9 5.8%	0 .0%	0 .6%	1 3.9%	1 4.9%	
3	37 4.1%	11 6.2%	2 1.0%	4 2.3%	11 6.6%	4 6.0%	2 3.9%	2 5.0%	1 3.7%	
4	26 2.9%	8 4.5%	7 3.7%	3 1.8%	4 2.5%	0 .1%	3 6.9%	0 .0%	0 .0%	
5	41 4.5%	8 4.5%	14 7.3%	4 2.0%	3 2.0%	4 5.8%	5 9.8%	1 3.2%	2 8.0%	
6	30 3.3%	8 4.5%	9 4.4%	1 .8%	2 1.3%	1 1.3%	0 .6%	5 13.9%	1 5.6%	
7	12 1.3%	0 .0%	2 1.2%	2 1.0%	1 .7%	3 4.5%	2 4.2%	1 2.6%	0 .0%	
8	28 3.1%	5 3.0%	7 3.4%	4 2.1%	3 2.1%	5 7.0%	1 2.2%	2 6.4%	0 .6%	
9	6 .7%	1 .8%	3 1.3%	2 1.0%	0 .0%	0 .0%	0 .2%	0 .0%	0 1.2%	
10	115 12.7%	16 9.0%	27 13.5%	29 16.2%	21 13.2%	4 5.1%	7 13.6%	3 8.3%	6 30.9%	
11	1 .1%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
12	27 3.0%	4 2.3%	11 5.4%	3 1.9%	4 2.7%	1 1.1%	0 .0%	3 7.5%	1 3.8%	
13	4 .5%	0 .0%	3 1.3%	0 .0%	0 .0%	0 .0%	2 3.4%	0 .0%	0 .0%	
14	9 .9%	0 .0%	0 .2%	3 1.5%	3 1.9%	0 .0%	0 .4%	2 4.1%	0 2.4%	
15	54 5.9%	8 4.4%	12 6.2%	17 9.6%	10 6.4%	1 1.6%	1 2.2%	1 2.6%	2 12.4%	
16	7 .7%	0 .0%	1 .5%	4 2.1%	2 1.2%	0 .0%	0 .0%	0 .0%	0 .0%	
17	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%	0 .0%	0 .4%	0 .0%	0 .0%	
18	15 1.7%	1 .7%	5 2.4%	3 1.8%	6 3.8%	0 .0%	0 .0%	0 .0%	0 .0%	
19	5 .5%	0 .0%	3 1.3%	2 1.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
20	81 9.0%	21 11.6%	12 6.3%	16 8.8%	18 11.0%	5 7.4%	3 7.0%	4 9.9%	1 6.1%	
22	2 .3%	2 1.0%	0 .0%	0 .2%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	
23	1 .1%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
24	11 1.2%	2 1.1%	5 2.3%	1 .5%	2 1.4%	1 1.6%	0 .0%	0 .0%	0 .0%	
25	40 4.4%	7 4.1%	5 2.7%	6 3.5%	9 5.4%	9 12.0%	1 2.7%	1 3.6%	0 .0%	
26	4 .4%	0 .0%	0 .0%	0 .0%	2 1.1%	0 .4%	0 .0%	2 4.1%	0 .0%	
27	1	0	0	0	0	0	0	1	0	

8. On average, how many miles do you travel to and from work or school each day?

	Age	
	85 and over	DK/NA
Total	3	6
1	0 .0%	0 .0%
2	0 .0%	0 .0%
3	0 .0%	0 .0%
4	0 .0%	0 .0%
5	0 .0%	0 .0%
6	0 .0%	2 38.9%
7	0 .0%	0 .0%
8	0 .0%	0 2.0%
9	0 .0%	0 .0%
10	2 60.7%	1 10.1%
11	0 .0%	0 .0%
12	0 .0%	0 8.1%
13	0 .0%	0 .0%
14	0 .0%	0 .0%
15	0 .0%	0 8.1%
16	0 .0%	0 .0%
17	0 .0%	0 .0%
18	0 .0%	0 .0%
19	0 .0%	0 .0%
20	0 5.5%	1 15.3%
22	0 .0%	0 .0%
23	0 .0%	0 .0%
24	0 .0%	0 .0%
25	0 .0%	1 12.1%
26	0 .0%	0 .0%
27	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	
27	.1%	.0%	.0%	.0%	.0%	.0%	.0%	3.2%	.0%	
28	5 .6%	0 .0%	2 1.0%	0 .0%	1 .4%	2 2.1%	1 1.9%	0 .0%	0 .0%	
30	67 7.4%	17 9.5%	8 4.1%	19 10.8%	9 5.5%	9 12.9%	1 2.8%	1 2.6%	2 9.7%	
32	5 .5%	2 1.0%	1 .4%	0 .0%	0 .0%	1 .7%	0 .0%	2 4.5%	0 .0%	
33	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .4%	0 .0%	0 .0%	
34	1 .1%	0 .0%	1 .4%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	
35	14 1.5%	10 5.6%	0 .0%	0 .2%	0 .0%	2 3.4%	0 .0%	1 2.6%	0 .0%	
38	2 .2%	0 .0%	0 .0%	2 1.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
40	58 6.4%	9 5.3%	16 8.3%	9 5.1%	5 3.2%	6 8.4%	8 17.1%	1 3.1%	1 6.8%	
42	1 .2%	0 .0%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
44	2 .2%	0 .0%	0 .0%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
45	11 1.2%	2 1.0%	4 2.0%	1 .5%	1 .8%	2 2.4%	2 3.1%	0 .0%	0 .0%	
48	4 .5%	2 1.1%	0 .0%	0 .0%	2 1.2%	0 .0%	0 .0%	0 .3%	0 .0%	
49	2 .2%	2 1.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
50	38 4.2%	3 1.8%	10 5.2%	15 8.4%	3 2.1%	2 2.6%	3 6.6%	1 1.6%	1 3.8%	
56	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	
60	25 2.8%	3 1.7%	7 3.3%	7 4.0%	5 3.4%	3 3.7%	0 .4%	0 .0%	0 .0%	
64	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
65	2 .3%	0 .0%	2 1.1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
66	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	
70	15 1.7%	3 1.8%	8 4.2%	0 .0%	4 2.4%	0 .0%	0 .0%	0 .0%	0 .0%	
72	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.1%	0 .0%	0 .0%	0 .0%	
75	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%	
77	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
80	12 1.3%	3 1.6%	1 .5%	1 .3%	1 .8%	3 4.0%	3 6.1%	0 1.0%	0 .0%	
83	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	1 1.6%	0 .0%	0 .0%	0 .0%	
85	2	0	0	0	2	0	0	0	0	

8. On average, how many miles do you travel to and from work or school each day?

	Age	
	85 and over	DK/NA
27	.0%	.0%
28	0	0
30	0	0
32	.0%	2.0%
33	0	0
34	.0%	.0%
35	0	0
38	0	0
40	1	0
42	28.2%	.0%
44	0	0
45	.0%	.0%
48	0	0
49	0	0
50	.0%	.0%
56	0	0
60	0	0
64	0	0
65	.0%	3.4%
66	0	0
70	0	0
72	.0%	.0%
75	0	0
77	.0%	.0%
80	0	0
83	0	0
85	.0%	.0%

8. On average, how many miles do you travel to and from work or school each day?

		Age								
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
8. On average, how many miles do you travel to and from work or school each day?	85	.2%	.0%	.0%	.0%	1.2%	.4%	.0%	.0%	.0%
	89	1	0	0	1	0	0	0	0	0
	90	.1%	.0%	.0%	.4%	.0%	.0%	.0%	.0%	.0%
	89	11	3	0	3	3	2	0	0	0
	90	1.2%	1.6%	.0%	1.5%	1.9%	2.8%	.0%	.3%	.0%

		Age	
		85 and over	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	85	.0%	.0%
	89	0	0
	90	.0%	.0%

Comparisons of Column Proportions ^{b,c}

	Age							
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
1								a
2					a			
3								
4							a	a
5								
6							CD	
7	a							a
8								
9					a		a	
10								E
11	a	a		a	a	a	a	a
12						a		
13	a		a	a	a		a	a
14	a				a			
15								
16	a				a		a	a
17	a	a	a		a	a	a	a
18						a	a	
19	a			a	a	a	a	a
20								
22		a			a	a	a	a
23	a		a	a	a	a	a	a
24						a	a	a
25								a
26	a	a	a			a		a
27	a	a	a	a	a	a		a
28	a		a				a	a
30								
32			a	a		a		a
33	a	a	a	a	a	a	a	a
34	a		a		a	a	a	a
35	C	a		a		a	a	a
38	a	a		a		a	a	a
40						D		
42	a		a	a	a	a	a	a
44	a				a	a	a	a
45							a	a
48		a	a		a	a		a
49		a	a	a	a	a	a	a
50								
56	a	a	a		a	a	a	a
60								
64	a	a	a	a	a	a	a	a
65	a		a	a	a	a	a	a
66	a	a	a		a	a	a	a
70					a	a	a	a
72	a	a	a	a		a	a	a
75	a		a			a	a	a
77		a	a	a	a	a	a	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Age	
	85 and over	DK/NA
	(I)	(J)
1	a	a
2	a	a
3	a	a
4	a	a
5	a	a
6	a	ABCDEF
7	a	a
8	a	a
9	a	a
10	E	
11	a	a
12	a	a
13	a	a
14	a	a
15	a	a
16	a	a
17	a	a
18	a	a
19	a	a
20		
22	a	a
23	a	a
24	a	a
25	a	a
26	a	a
27	a	a
28	a	a
30	a	a
32	a	a
33	a	a
34	a	a
35	a	a
38	a	a
40	a	a
42	a	a
44	a	a
45	a	a
48	a	a
49	a	a
50	a	a
56	a	a
60	a	a
64	a	a
65	a	a
66	a	a
70	a	a
72	a	a
75	a	a
77	a	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

		Age							
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
80									
8. On average, how many miles do you travel to and from work or school each day?	83	a	a	a	a		a	a	a
	85	a	a	a			a	a	a
	89	a	a		a		a	a	a
	90		a				a		a

Comparisons of Column Proportions ^{b,c}

		Age	
		85 and over	DK/NA
		(I)	(J)
80			
8. On average, how many miles do you travel to and from work or school each day?	83	a	a
	85	a	a
	89	a	a
	90	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	Total	904	11	77	124	693
8. On average, how many miles do you travel to and from work or school each day?	1	29 3.2%	1 6.3%	4 5.0%	5 3.7%	20 2.9%
	2	36 4.0%	0 4.3%	3 4.3%	11 9.1%	21 3.0%
	3	37 4.1%	3 25.7%	3 4.3%	2 2.0%	28 4.0%
	4	26 2.9%	0 .0%	1 1.4%	5 3.8%	20 2.9%
	5	41 4.5%	0 .0%	2 2.9%	6 5.0%	33 4.7%
	6	30 3.3%	0 .0%	1 1.6%	6 4.8%	23 3.3%
	7	12 1.3%	0 .0%	4 4.6%	0 .0%	8 1.2%
	8	28 3.1%	0 .0%	0 .0%	0 .0%	28 4.0%
	9	6 .7%	0 .0%	0 .0%	0 .0%	6 .9%
	10	115 12.7%	3 28.8%	10 12.8%	15 12.5%	86 12.4%
	11	1 .1%	0 .0%	0 .0%	1 .6%	0 .0%
	12	27 3.0%	0 4.2%	3 3.8%	4 3.2%	20 2.9%
	13	4 .5%	0 .0%	3 3.3%	0 .0%	2 .2%
	14	9 .9%	1 10.8%	0 .0%	1 .9%	6 .9%
	15	54 5.9%	0 .0%	0 .4%	10 7.8%	44 6.3%
	16	7 .7%	0 .0%	2 3.2%	1 .5%	4 .5%
	17	1 .1%	0 .0%	0 .0%	1 .5%	0 .0%
	18	15 1.7%	0 .0%	1 .8%	4 3.2%	11 1.6%
	19	5 .5%	0 .0%	0 .0%	3 2.0%	2 .3%
	20	81 9.0%	0 .0%	6 8.1%	6 5.0%	69 10.0%
	22	2 .3%	0 .0%	0 .0%	0 .0%	2 .3%
	23	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
	24	11 1.2%	0 .0%	1 1.4%	2 1.6%	8 1.1%
	25	40 4.4%	1 10.3%	7 9.0%	6 4.6%	26 3.7%
	26	4	0	0	0	4

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
26	.4%	.0%	.0%	.0%	.5%
27	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
28	5 .6%	0 .0%	0 .0%	0 .0%	5 .7%
30	67 7.4%	0 .0%	8 9.9%	15 12.0%	45 6.4%
32	5 .5%	0 .0%	0 .0%	1 .7%	4 .6%
33	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
35	14 1.5%	0 .0%	0 .0%	0 .3%	13 1.9%
38	2 .2%	0 .0%	0 .0%	0 .0%	2 .3%
40	58 6.4%	0 .0%	10 12.7%	6 5.2%	42 6.0%
42	1 .2%	0 .0%	0 .0%	0 .0%	1 .2%
44	2 .2%	0 .0%	0 .0%	0 .0%	2 .3%
45	11 1.2%	0 .0%	0 .0%	5 4.1%	6 .9%
48	4 .5%	0 .0%	0 .0%	0 .0%	4 .6%
49	2 .2%	0 .0%	0 .0%	0 .0%	2 .3%
50	38 4.2%	0 .0%	3 4.3%	2 1.9%	33 4.7%
56	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
60	25 2.8%	0 .0%	0 .0%	0 .2%	25 3.6%
64	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
65	2 .3%	1 9.6%	0 .0%	0 .0%	1 .2%
66	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%
70	15 1.7%	0 .0%	2 2.6%	0 .0%	13 1.9%
72	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
75	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
77	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
80	12	0	0	4	8

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
80	1.3%	.0%	.0%	3.5%	1.1%
83	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%
85	2 .2%	0 .0%	1 1.6%	0 .0%	1 .1%
89	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%
90	11 1.2%	0 .0%	1 1.9%	1 1.2%	8 1.1%

Comparisons of Column Proportions ^{b,c}

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
1				
2			D	
3	C D			
4				
5	a			
6	a			
7	a	D	a	
8	a	a	a	
9	a		a	
10				
11	a	a		a
12				
13	a	D	a	
14	C D	a		
15	a			
16	a	D		
17	a	a		
18	a			
19	a	a	D	
20	a			
22	a	a	a	
23	a	a	a	
24	a			
25				
26	a	a	a	
27	a	a	a	
28	a			
30	a			
32	a	a		
33	a	a	a	
34	a	a	a	
35	a	a		
38	a	a		
40	a			
42	a	a	a	
44	a	a	a	
45	a	a	D	
48	a	a	a	
49	a	a	a	
50	a			
56	a	a	a	
60	a	a		C
64	a	a	a	
65		a	a	
66	D	a	a	
70	a			
72	a	a	a	
75	a	a	a	

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
77	a	a	a	
80	a	a	D	
83	a	a	a	
85	a	D	a	
89	a	a	a	
90	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	904	42	716	59	87
1	29 3.2%	2 3.9%	22 3.1%	2 3.0%	3 3.9%
2	36 4.0%	3 6.1%	25 3.5%	5 8.1%	4 4.2%
3	37 4.1%	2 4.0%	23 3.1%	3 4.7%	10 11.1%
4	26 2.9%	4 8.6%	15 2.1%	3 4.3%	5 5.2%
5	41 4.5%	1 3.3%	32 4.4%	2 3.5%	6 6.9%
6	30 3.3%	1 3.5%	27 3.7%	1 1.0%	1 1.7%
7	12 1.3%	0 .0%	10 1.4%	0 .0%	1 1.4%
8	28 3.1%	1 2.2%	26 3.6%	1 1.6%	0 .2%
9	6 .7%	0 .3%	6 .8%	0 .4%	0 .0%
10	115 12.7%	8 19.1%	91 12.7%	4 7.0%	12 13.3%
11	1 .1%	1 1.8%	0 .0%	0 .0%	0 .0%
12	27 3.0%	0 .0%	22 3.0%	1 2.1%	4 5.0%
13	4 .5%	0 .0%	4 .6%	0 .0%	0 .0%
14	9 .9%	1 1.8%	6 .8%	1 1.9%	1 .7%
15	54 5.9%	1 2.8%	49 6.8%	1 2.4%	2 2.8%
16	7 .7%	1 2.5%	4 .5%	1 1.9%	1 .7%
17	1 .1%	0 .0%	0 .0%	1 1.4%	0 .0%
18	15 1.7%	0 .0%	14 2.0%	0 .0%	1 1.2%
19	5 .5%	0 .0%	5 .6%	0 .0%	0 .0%
20	81 9.0%	1 2.4%	71 9.9%	5 7.9%	5 5.6%
22	2 .3%	0 .6%	2 .3%	0 .6%	0 .0%
23	1 .1%	0 .0%	0 .0%	1 1.4%	0 .0%
24	11 1.2%	1 3.1%	7 .9%	1 1.6%	2 2.3%
25	40 4.4%	4 10.2%	31 4.4%	1 2.0%	3 3.2%
26	4 .4%	0 .0%	3 .4%	1 1.1%	0 .0%
27	1	0	1	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
27	.1%	.0%	.2%	.0%	.0%
28	5 .6%	0 .0%	4 .6%	0 .0%	1 .7%
30	67 7.4%	1 3.4%	51 7.2%	7 11.6%	7 8.6%
32	5 .5%	1 3.0%	2 .3%	1 1.4%	1 1.0%
33	0 .0%	0 .0%	0 .0%	0 .3%	0 .0%
34	1 .1%	1 2.4%	0 .0%	0 .0%	0 .0%
35	14 1.5%	0 .0%	13 1.8%	0 .6%	0 .4%
38	2 .2%	0 .0%	2 .3%	0 .0%	0 .0%
40	58 6.4%	1 1.8%	52 7.2%	4 6.0%	2 2.3%
42	1 .2%	0 .0%	0 .0%	0 .0%	1 1.6%
44	2 .2%	0 .0%	2 .2%	0 .0%	0 .0%
45	11 1.2%	1 1.5%	9 1.2%	1 1.1%	1 1.6%
48	4 .5%	0 .0%	4 .6%	0 .2%	0 .0%
49	2 .2%	0 .0%	2 .3%	0 .0%	0 .0%
50	38 4.2%	0 1.2%	31 4.3%	2 3.9%	5 5.8%
56	1 .1%	0 .0%	0 .0%	1 1.0%	0 .0%
60	25 2.8%	0 .5%	21 2.9%	2 3.9%	2 2.3%
64	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%
65	2 .3%	0 .4%	0 .0%	2 3.6%	0 .0%
66	0 .0%	0 .0%	0 .0%	0 .7%	0 .0%
70	15 1.7%	1 1.9%	13 1.8%	1 2.4%	0 .0%
72	1 .1%	0 .0%	0 .0%	0 .0%	1 1.0%
75	0 .0%	0 .6%	0 .0%	0 .0%	0 .0%
77	0 .0%	0 .6%	0 .0%	0 .0%	0 .0%
80	12 1.3%	0 .6%	9 1.2%	1 1.8%	2 2.2%
83	1 .1%	0 .0%	1 .2%	0 .0%	0 .0%
85	2	0	1	1	0

8. On average, how many miles do you travel to and from work or school each day?

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
85	.2%	.0%	.2%	1.6%	.0%
8. On average, how many miles do you travel to and from work or school each day?	1	1	0	0	0
	.1%	1.9%	.0%	.0%	.0%
90	11	2	6	1	2
	1.2%	3.9%	.8%	1.9%	2.8%

Comparisons of Column Proportions ^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
1				
2				
3				B
4				
5				
6				
7	a		a	
8				a
9				.
10				
11		a	a	a
12				
13	a		a	a
14				
15				
16				
17	a	a		a
18			a	
19	a		a	a
20				
22				
23	a	a		a
24				
25				
26	a			a
27	a		a	a
28	a		a	
30				
32	B			
33	a			a
34		a	a	
35	a			
38	a			a
40				
42	a	a	a	
44			a	a
45				
48	a			a
49	a		a	a
50				
56	a	a		a
60				
64	a	a	a	
65		a		a
66	a	a		a
70				a
72	a	a	a	
75		a	a	a
77		a	a	a

Comparisons of Column Proportions^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
80				
8. On average, how many miles do you travel to and from work or school each day?	a		a	a
83	a			a
85	a			a
89		a	a	a
90				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
Total	904	17	81	728	54	16	8
1	29 3.2%	1 3.6%	2 3.0%	18 2.5%	4 6.9%	4 24.4%	0 .0%
2	36 4.0%	4 22.8%	2 2.5%	26 3.6%	0 .0%	4 22.8%	0 .0%
3	37 4.1%	2 10.4%	2 3.0%	30 4.1%	2 4.3%	0 .0%	0 1.5%
4	26 2.9%	1 8.0%	3 4.2%	19 2.7%	0 .0%	2 11.1%	0 .0%
5	41 4.5%	1 3.6%	3 4.2%	28 3.9%	4 8.0%	3 19.1%	1 14.5%
6	30 3.3%	1 8.5%	2 2.2%	23 3.1%	4 7.5%	0 .0%	0 4.0%
7	12 1.3%	0 .0%	2 2.2%	10 1.3%	0 .0%	0 .0%	0 .0%
8	28 3.1%	0 .0%	2 1.9%	23 3.2%	3 5.9%	0 .0%	0 .0%
9	6 .7%	0 .0%	0 .0%	6 .8%	0 .0%	0 .0%	0 .0%
10	115 12.7%	2 11.8%	11 14.2%	95 13.0%	5 9.0%	1 3.5%	1 11.9%
11	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
12	27 3.0%	0 .0%	0 .0%	24 3.2%	4 7.2%	0 .0%	0 .0%
13	4 .5%	0 .0%	0 .0%	4 .6%	0 .0%	0 .0%	0 .0%
14	9 .9%	0 .0%	1 1.5%	7 1.0%	0 .0%	0 .0%	0 .0%
15	54 5.9%	0 .0%	9 11.6%	42 5.8%	2 3.4%	0 .0%	0 .0%
16	7 .7%	0 .0%	1 1.5%	6 .8%	0 .0%	0 .0%	0 .0%
17	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
18	15 1.7%	0 .0%	2 2.8%	12 1.6%	1 2.7%	0 .0%	0 .0%
19	5 .5%	0 .0%	0 .0%	5 .6%	0 .0%	0 .0%	0 .0%
20	81 9.0%	1 8.7%	7 8.2%	62 8.5%	11 20.0%	0 .0%	0 5.8%
22	2 .3%	2 10.5%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
23	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
24	11 1.2%	0 .0%	0 .0%	8 1.0%	3 6.3%	0 .0%	0 .0%
25	40 4.4%	0 .0%	3 3.5%	33 4.6%	4 7.0%	0 .0%	0 .0%
26	4	0	0	3	0	0	0

8. On average, how many miles do you travel to and from work or school each day?

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
8. On average, how many miles do you travel to and from work or school each day?	26	.4%	1.8%	.0%	.5%	.0%	.0%	.0%
		1	0	0	1	0	0	0
		.1%	.0%	.0%	.2%	.0%	.0%	.0%
	27	5	0	0	5	0	0	0
		.6%	.0%	.0%	.7%	.0%	.0%	.0%
	28	67	0	1	59	2	3	2
		7.4%	.0%	1.6%	8.1%	3.8%	19.1%	21.6%
	29	5	0	2	3	0	0	0
		.5%	.0%	2.2%	.4%	.0%	.0%	.0%
	30	0	0	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%	.0%	.0%
	31	1	0	0	1	0	0	0
		.1%	.0%	.0%	.1%	.5%	.0%	.0%
	32	14	0	1	13	0	0	0
		1.5%	.0%	1.2%	1.8%	.0%	.0%	.0%
	33	2	0	0	2	0	0	0
		.2%	.0%	.0%	.3%	.0%	.0%	.0%
	34	58	0	6	50	2	0	0
		6.4%	.0%	7.3%	6.9%	2.8%	.0%	.0%
	35	1	0	0	1	0	0	0
		.2%	.0%	.0%	.2%	.0%	.0%	.0%
	36	2	2	0	0	0	0	0
		.2%	10.4%	.0%	.0%	.0%	.0%	.0%
	37	11	0	0	9	2	0	0
		1.2%	.0%	.0%	1.3%	3.3%	.0%	.0%
	38	4	0	2	2	0	0	0
		.5%	.0%	2.5%	.3%	.0%	.0%	.0%
	39	2	0	0	2	0	0	0
		.2%	.0%	.0%	.3%	.0%	.0%	.0%
	40	38	0	1	34	0	0	3
	4.2%	.0%	1.6%	4.6%	.0%	.0%	40.7%	
41	1	0	1	0	0	0	0	
	.1%	.0%	.8%	.0%	.0%	.0%	.0%	
42	25	0	5	20	0	0	0	
	2.8%	.0%	6.7%	2.7%	.0%	.0%	.0%	
43	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
44	2	0	0	2	0	0	0	
	.3%	.0%	.0%	.3%	.0%	.0%	.0%	
45	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.1%	.0%	.0%	.0%	
46	15	0	4	11	0	0	0	
	1.7%	.0%	5.0%	1.6%	.0%	.0%	.0%	
47	1	0	0	1	0	0	0	
	.1%	.0%	.0%	.1%	.0%	.0%	.0%	
48	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
49	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
50	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
51	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
52	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
53	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
54	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
55	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
56	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
57	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
58	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.0%	
59	12	0	2	10	0	0	0	

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
8. On average, how many miles do you travel to and from work or school each day?	80	1.3%	.0%	2.5%	1.4%	.0%	.0%	.0%
		1	0	0	1	0	0	0
		.1%	.0%	.0%	.2%	.0%	.0%	.0%
	83	2	0	0	2	0	0	0
		.2%	.0%	.0%	.3%	.0%	.0%	.0%
	84	1	0	0	1	0	0	0
	.1%	.0%	.0%	.1%	.0%	.0%	.0%	
85	11	0	2	8	1	0	0	
	1.2%	.0%	1.9%	1.2%	1.5%	.0%	.0%	

Comparisons of Column Proportions ^{b,c}

	Typical Transportation to Work or School					
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
	(A)	(B)	(C)	(D)	(E)	(F)
1						a
2	B C			a	B C	a
3					a	
4				a		a
5						
6					C	
7	a			a	a	a
8	a				a	a
9	a			a	a	a
10						
11	a	a		a	a	a
12	a	a			a	a
13	a	a		a	a	a
14	a			a	a	a
15	a				a	a
16	a			a	a	a
17	a	a		a	a	a
18	a				a	a
19	a	a		a	a	a
20					a	
22	C	a		a	a	a
23	a	a		a	a	a
24	a	a		C	a	a
25					a	a
26	a	a		a	a	a
27	a	a		a	a	a
28	a	a		a	a	a
30					B	B
32	a	C		a	a	a
33	a	a		a	a	a
34	a	a			a	a
35	a			a	a	a
38	a	a		a	a	a
40	a				a	a
42	a	a		a	a	a
44	C	a		a	a	a
45	a	a			a	a
48	a	C		a	a	a
49	a	a		a	a	a
50	a		a	a	a	B C
56	a		a	a	a	a
60	a	C		a	a	a
64	a	a		a	a	a
65	a			a	a	a
66	a	a		a	a	a
70	a	C		a	a	a
72	a			a	a	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Typical Transportation to Work or School					
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Other
	(A)	(B)	(C)	(D)	(E)	(F)
75	a	a		a	a	a
77	a	a		a	a	a
80	a				a	a
83	a	a		a	a	a
85	a	a		a	a	a
89	a	a		a	a	a
90	a				a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	Total	453	188	130	44	77	14
8. On average, how many miles do you travel to and from work or school each day?	1	8 1.8%	4 2.2%	1 .5%	2 4.0%	2 2.4%	0 .0%
	2	19 4.1%	9 4.8%	2 1.7%	3 6.2%	2 2.9%	2 15.6%
	3	20 4.5%	11 6.0%	6 4.4%	2 4.6%	1 1.6%	0 .0%
	4	16 3.5%	6 3.4%	10 7.5%	0 .0%	0 .0%	0 .0%
	5	21 4.6%	12 6.3%	4 3.4%	2 5.0%	3 3.5%	0 .0%
	6	18 3.9%	8 4.2%	6 4.8%	1 2.2%	3 3.3%	0 .0%
	7	6 1.3%	2 1.2%	4 2.7%	0 .0%	0 .0%	0 .0%
	8	13 2.9%	5 2.5%	4 2.7%	2 4.7%	3 3.8%	0 .0%
	9	4 .9%	4 2.3%	0 .0%	0 .0%	0 .0%	0 .0%
	10	53 11.8%	15 7.9%	19 14.7%	10 21.8%	10 12.7%	0 .0%
	11	1 .2%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
	12	13 2.8%	3 1.6%	5 4.0%	0 .0%	2 3.1%	2 14.7%
	13	4 .9%	2 .9%	3 1.9%	0 .0%	0 .0%	0 .0%
	14	3 .7%	3 1.4%	0 .4%	0 .0%	0 .0%	0 .0%
	15	22 4.8%	10 5.5%	6 4.2%	0 .0%	6 7.3%	0 .0%
	16	5 1.0%	1 .6%	1 1.1%	0 .0%	2 2.4%	0 .0%
	18	3 .6%	0 .0%	1 1.0%	1 3.3%	0 .0%	0 .0%
	19	5 1.0%	3 1.3%	0 .0%	2 4.5%	0 .0%	0 .0%
	20	43 9.5%	13 6.9%	9 6.9%	6 12.4%	14 18.5%	1 8.5%
	22	2 .5%	2 1.0%	0 .3%	0 .0%	0 .0%	0 .0%
	23	1 .2%	0 .0%	0 .0%	0 .0%	0 .0%	1 6.1%
	24	1 .2%	0 .0%	1 .8%	0 .0%	0 .0%	0 .0%
	25	25 5.5%	7 3.5%	8 5.9%	2 4.6%	5 6.3%	4 26.7%
	26	2 .5%	0 .2%	2 1.4%	0 .8%	0 .0%	0 .0%
	27	1 .3%	1 .6%	0 .0%	0 .0%	0 .0%	0 .0%
	28	1	0	0	0	1	0

		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	28	.1%	.0%	.0%	.0%	.8%	.0%
	30	39 8.6%	17 9.1%	8 6.5%	2 5.0%	9 11.6%	2 17.4%
	32	1 .2%	0 .2%	1 .4%	0 .0%	0 .0%	0 .0%
	34	1 .2%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
	35	3 .7%	0 .0%	0 .3%	1 3.1%	0 .0%	2 10.9%
	38	2 .4%	0 .0%	0 .0%	0 .0%	2 2.6%	0 .0%
	40	27 5.9%	11 6.1%	12 9.2%	1 1.6%	3 3.5%	0 .0%
	44	2 .4%	2 .9%	0 .0%	0 .0%	0 .0%	0 .0%
	45	9 2.1%	9 4.7%	0 .0%	0 .9%	0 .3%	0 .0%
	48	4 .9%	4 2.1%	0 .0%	0 .0%	0 .0%	0 .0%
	49	2 .4%	0 .0%	2 1.6%	0 .0%	0 .0%	0 .0%
	50	16 3.4%	4 2.0%	7 5.5%	2 3.7%	3 4.0%	0 .0%
	56	1 .1%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%
	60	20 4.3%	14 7.6%	1 1.1%	0 .0%	4 5.0%	0 .0%
	65	2 .5%	1 .6%	0 .0%	0 .0%	1 1.4%	0 .0%
	66	0 .1%	0 .0%	0 .0%	0 .0%	0 .5%	0 .0%
	70	6 1.2%	0 .0%	0 .0%	5 10.3%	1 1.4%	0 .0%
	72	1 .2%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
	80	2 .5%	0 .1%	2 1.6%	0 .0%	0 .0%	0 .0%
	83	1 .3%	0 .0%	1 .9%	0 .0%	0 .0%	0 .0%
	85	1 .3%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%
	89	1 .2%	0 .0%	1 .6%	0 .0%	0 .0%	0 .0%
	90	4 .9%	1 .5%	2 1.5%	1 1.4%	1 .9%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Ballot Test - Sales Tax				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					a
2					B
3					a
4			a	a	a
5					a
6					a
7			a	a	a
8					a
9		a	a	a	a
10			A		a
11		a	a	a	a
12			a		A
13			a	a	a
14			a	a	a
15			a		a
16					a
18	a			a	a
19		a		a	a
20				A	
22		a	a	a	a
23	a		a	a	
24	a		a	a	a
25					A
26				a	
27		a	a	a	a
28	a	a	a		a
30					
32			a	a	a
34		a	a		a
35	a			a	B
38	a	a	a		a
40					a
44		a	a		a
45		a			a
48		a	a	a	a
49	a		a		a
50					a
56	a		a	a	a
60	B		a		a
65		a	a		a
66	a	a	a		a
70	a	a	D		a
72		a	a	a	a
80			a	a	
83	a		a	a	a
85		a	a	a	a
89	a		a	a	a
90					a

8. On average, how many miles do you travel to and from work or school each day?

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	Total	451	160	133	47	88	23
	1	21 4.6%	10 6.4%	7 5.5%	0 .1%	1 1.4%	2 7.8%
	2	17 3.8%	6 3.7%	5 3.4%	2 3.8%	4 4.6%	1 4.3%
	3	16 3.6%	5 3.1%	3 2.2%	4 7.5%	5 5.5%	0 .0%
	4	10 2.2%	3 2.1%	5 3.5%	0 .5%	2 1.9%	0 .0%
	5	20 4.4%	8 4.8%	9 6.4%	2 4.9%	1 1.6%	0 .0%
	6	13 2.8%	6 3.9%	4 2.8%	0 .0%	1 1.4%	1 5.6%
	7	6 1.3%	0 .0%	3 1.9%	0 .0%	3 3.6%	0 .0%
	8	15 3.3%	8 4.7%	1 .9%	2 4.3%	2 2.1%	2 10.0%
	9	2 .4%	2 1.0%	0 .0%	0 .0%	0 .3%	0 .0%
	10	61 13.6%	29 18.2%	14 10.7%	6 13.1%	11 12.2%	1 5.0%
	12	15 3.3%	5 3.0%	4 2.6%	3 7.2%	2 2.6%	1 3.2%
	14	5 1.2%	1 .5%	2 1.5%	0 .0%	3 3.0%	0 .0%
	15	32 7.1%	8 4.8%	14 10.4%	2 3.8%	9 9.9%	0 .0%
	16	2 .5%	0 .0%	1 .8%	0 .0%	1 1.3%	0 .0%
	17	1 .2%	0 .0%	1 .5%	0 .0%	0 .2%	0 .0%
	18	13 2.8%	4 2.4%	3 2.6%	5 11.6%	0 .0%	0 .0%
	20	38 8.5%	10 5.9%	12 8.9%	5 10.4%	9 10.6%	3 13.0%
	22	0 .1%	0 .0%	0 .0%	0 .0%	0 .3%	0 .0%
	24	10 2.2%	4 2.7%	2 1.6%	1 2.8%	2 2.3%	0 .0%
	25	15 3.3%	5 3.1%	3 2.1%	4 8.5%	3 3.7%	0 .0%
	26	1 .3%	1 .8%	0 .0%	0 .0%	0 .0%	0 .0%
	28	4 1.0%	2 1.2%	2 1.1%	0 .0%	1 1.1%	0 .0%
	30	28 6.2%	11 6.6%	7 5.5%	1 1.4%	8 8.5%	2 7.9%
	32	4 .9%	0 .2%	2 1.4%	0 .2%	2 1.8%	0 .0%
	33	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .9%
	34	0	0	0	0	0	0

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	34	.1%	.0%	.2%	.0%	.0%	.0%
	35	11 2.3%	3 2.2%	4 3.1%	0 .0%	3 3.4%	0 .0%
	40	31 6.9%	13 8.2%	6 4.8%	0 .0%	6 6.6%	6 24.9%
	42	1 .3%	0 .0%	1 1.0%	0 .0%	0 .0%	0 .0%
	45	2 .4%	0 .0%	0 .0%	0 .0%	0 .0%	2 7.5%
	48	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
	50	23 5.1%	7 4.2%	6 4.6%	6 12.7%	2 2.3%	2 9.0%
	60	6 1.2%	2 1.0%	3 2.2%	0 .0%	1 1.1%	0 .0%
	64	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .9%
	65	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%
	70	10 2.2%	3 1.7%	3 1.9%	0 .0%	5 5.2%	0 .0%
	75	0 .1%	0 .0%	0 .0%	0 .0%	0 .3%	0 .0%
	77	0 .1%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%
	80	10 2.2%	1 .8%	6 4.4%	2 3.3%	1 1.2%	0 .0%
	85	1 .2%	0 .2%	0 .0%	1 1.3%	0 .0%	0 .0%
	90	7 1.5%	4 2.4%	2 1.2%	1 2.5%	0 .0%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Ballot Test - Vehicle Registration Levy				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					
2					
3					a
4					a
5					a
6			a		a
7	a		a		a
8			a		a
9					a
10					a
12			a		a
14					a
15					a
16	a		a		a
17	a		a		a
18			A B	a	a
20	a	a	a		a
22					a
24					a
25					a
26		a	a	a	a
28			a		a
30					a
32					a
33	a	a	a	a	a
34	a		a	a	a
35			a		a
40			a		B
42	a		a	a	a
45	a	a	a	a	a
48	a	a	a		a
50					a
60			a		a
64	a	a	a	a	a
65		a	a		a
70			a		a
75	a	a	a		a
77		a	a	a	a
80					a
85		a		a	a
90				a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Internet Access			
	Total	Yes	No	DK/NA
Total	904	721	180	3
1	29 3.2%	20 2.8%	9 4.8%	0 .0%
2	36 4.0%	28 3.9%	8 4.3%	0 .0%
3	37 4.1%	28 3.9%	8 4.7%	0 .0%
4	26 2.9%	22 3.0%	4 2.5%	0 .0%
5	41 4.5%	36 4.9%	5 3.0%	0 .0%
6	30 3.3%	20 2.7%	9 5.1%	1 40.9%
7	12 1.3%	9 1.2%	3 1.5%	0 .0%
8	28 3.1%	15 2.0%	13 7.4%	0 .0%
9	6 .7%	4 .5%	3 1.4%	0 .0%
10	115 12.7%	88 12.2%	27 15.0%	0 .0%
11	1 .1%	1 .1%	0 .0%	0 .0%
12	27 3.0%	25 3.5%	2 .9%	0 15.1%
13	4 .5%	3 .3%	2 .9%	0 .0%
14	9 .9%	7 1.0%	2 .9%	0 .0%
15	54 5.9%	48 6.6%	6 3.2%	0 .0%
16	7 .7%	7 .9%	0 .0%	0 .0%
17	1 .1%	0 .0%	1 .3%	0 .0%
18	15 1.7%	15 2.1%	1 .4%	0 .0%
19	5 .5%	5 .6%	0 .0%	0 .0%
20	81 9.0%	67 9.2%	14 7.6%	1 37.7%
22	2 .3%	2 .3%	0 .0%	0 .0%
23	1 .1%	1 .1%	0 .0%	0 .0%
24	11 1.2%	11 1.5%	0 .0%	0 .0%
25	40 4.4%	33 4.5%	7 3.9%	0 .0%
26	4 .4%	3 .5%	0 .2%	0 .0%
27	1	1	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Internet Access			
	Total	Yes	No	DK/NA
27	.1%	.2%	.0%	.0%
28	5 .6%	3 .4%	2 1.2%	0 .0%
30	67 7.4%	54 7.5%	13 7.3%	0 .0%
32	5 .5%	3 .4%	2 1.0%	0 .0%
33	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .1%	1 .1%	0 .1%	0 .0%
35	14 1.5%	12 1.6%	2 1.1%	0 .0%
38	2 .2%	0 .0%	2 1.1%	0 .0%
40	58 6.4%	46 6.4%	12 6.6%	0 .0%
42	1 .2%	1 .2%	0 .0%	0 .0%
44	2 .2%	0 .0%	2 1.0%	0 .0%
45	11 1.2%	8 1.1%	3 1.7%	0 .0%
48	4 .5%	2 .3%	2 1.1%	0 .0%
49	2 .2%	2 .3%	0 .0%	0 .0%
50	38 4.2%	33 4.6%	6 3.1%	0 .0%
56	1 .1%	1 .1%	0 .0%	0 .0%
60	25 2.8%	19 2.6%	6 3.4%	0 .0%
64	0 .0%	0 .0%	0 .0%	0 6.3%
65	2 .3%	1 .1%	1 .7%	0 .0%
66	0 .0%	0 .1%	0 .0%	0 .0%
70	15 1.7%	15 2.1%	0 .0%	0 .0%
72	1 .1%	1 .1%	0 .0%	0 .0%
75	0 .0%	0 .0%	0 .0%	0 .0%
77	0 .0%	0 .0%	0 .0%	0 .0%
80	12 1.3%	10 1.4%	2 1.0%	0 .0%
83	1 .1%	1 .2%	0 .0%	0 .0%
85	2	2	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Internet Access			
	Total	Yes	No	DK/NA
85	.2%	.3%	.0%	.0%
89	1 .1%	1 .1%	0 .0%	0 .0%
90	11 1.2%	8 1.1%	3 1.6%	0 .0%

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Internet Access		
	Yes	No	DK/NA
	(A)	(B)	(C)
1			.
2			.
3			.
4			.
5			.
6			A B
7			.
8		A	.
9			.
10			.
11		a	.
12			.
13			.
14			.
15			.
16			.
17			.
18			.
19		a	.
20			.
22		a	.
23		a	.
24		a	.
25			.
26			.
27		a	.
28			.
30			.
32			.
33		.	.
34			.
35			.
38	a		.
40			.
42		a	.
44	a		.
45			.
48			.
49		a	.
50			.
56		a	.
60			.
64	a	a	.
65			.
66		a	.
70		a	.
72		a	.
75		a	.
77			.

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Internet Access		
	Yes	No	DK/NA
	(A)	(B)	(C)
80			.
8. On average, how many miles do you travel to and from work or school each day?	83	a	.
	85	a	.
	89	a	.
90			.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
Total	721	45	256	327	64	15	15
1	20	3	9	6	2	0	0
	2.8%	6.3%	3.5%	2.0%	3.2%	.0%	.0%
2	28	3	12	12	1	0	0
	3.9%	6.5%	4.6%	3.8%	1.2%	.0%	2.4%
3	28	1	10	13	2	0	2
	3.9%	1.6%	4.1%	4.1%	2.4%	.0%	13.9%
4	22	0	9	6	6	1	0
	3.0%	.0%	3.4%	2.0%	9.0%	4.1%	.0%
5	36	2	11	14	5	2	1
	4.9%	4.7%	4.4%	4.4%	8.6%	10.7%	5.7%
6	20	3	1	12	2	0	1
	2.7%	7.8%	.5%	3.7%	2.8%	.0%	8.4%
7	9	2	4	1	0	1	1
	1.2%	4.0%	1.5%	.4%	.0%	7.2%	6.4%
8	15	0	5	10	0	0	0
	2.0%	.0%	1.9%	2.9%	.1%	.0%	.8%
9	4	0	2	2	0	0	0
	.5%	.0%	.7%	.5%	.0%	.0%	.0%
10	88	7	28	36	12	3	1
	12.2%	16.3%	11.1%	11.1%	18.6%	17.6%	8.0%
11	1	0	0	0	1	0	0
	.1%	.0%	.0%	.0%	1.2%	.0%	.0%
12	25	0	10	14	2	0	0
	3.5%	.0%	3.7%	4.2%	3.2%	.0%	.0%
13	3	0	0	0	0	3	0
	.3%	.0%	.0%	.0%	.0%	17.0%	.0%
14	7	0	1	6	0	0	0
	1.0%	.0%	.3%	1.7%	.7%	.0%	.0%
15	48	3	15	28	2	0	0
	6.6%	6.4%	5.7%	8.6%	3.6%	.0%	.0%
16	7	0	1	6	0	0	0
	.9%	.0%	.5%	1.7%	.0%	.0%	.0%
17	0	0	0	0	0	0	0
	.0%	.0%	.1%	.0%	.0%	.0%	.0%
18	15	0	9	6	0	0	0
	2.1%	.0%	3.4%	1.9%	.0%	.0%	.0%
19	5	0	5	0	0	0	0
	.6%	.0%	1.8%	.0%	.0%	.0%	.0%
20	67	0	33	26	2	1	3
	9.2%	.9%	13.1%	8.1%	3.3%	10.0%	17.0%
22	2	0	0	2	0	0	0
	.3%	.0%	.1%	.6%	.0%	.0%	.0%
23	1	0	1	0	0	0	0
	.1%	.0%	.3%	.0%	.0%	.0%	.0%
24	11	0	0	9	2	0	0
	1.5%	.0%	.0%	2.7%	3.6%	.0%	.0%
25	33	1	9	18	5	0	0
	4.5%	2.1%	3.5%	5.4%	7.8%	.0%	.2%
26	3	0	0	3	0	0	0

	Total	Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
26	.5%	.0%	.1%	.9%	.0%	.0%	.0%
27	1	0	1	0	0	0	0
	.2%	.0%	.5%	.0%	.0%	.0%	.0%
28	3	0	3	0	0	0	0
	.4%	.0%	1.1%	.0%	.0%	.0%	.0%
30	54	3	24	23	1	2	1
	7.5%	6.3%	9.2%	6.9%	2.1%	14.2%	9.8%
32	3	1	0	1	1	0	0
	.4%	2.0%	.0%	.3%	1.4%	.0%	.0%
33	0	0	0	0	0	0	0
	.0%	.0%	.0%	.1%	.0%	.0%	.0%
34	1	0	0	1	0	0	0
	.1%	.0%	.0%	.2%	.0%	.0%	.0%
35	12	0	8	4	0	0	0
	1.6%	.0%	3.1%	1.2%	.0%	.0%	.0%
40	46	5	11	19	7	0	4
	6.4%	11.2%	4.4%	5.9%	10.3%	.0%	25.0%
42	1	0	1	0	0	0	0
	.2%	.0%	.5%	.0%	.0%	.0%	.0%
45	8	0	3	3	2	0	0
	1.1%	.0%	1.1%	1.1%	2.7%	.0%	.0%
48	2	0	0	2	0	0	0
	.3%	.0%	.0%	.6%	.0%	.0%	.0%
49	2	0	0	2	0	0	0
	.3%	.0%	.0%	.6%	.0%	.0%	.0%
50	33	5	9	17	3	0	0
	4.6%	11.0%	3.4%	5.1%	3.9%	.0%	.0%
56	1	0	0	0	1	0	0
	.1%	.0%	.0%	.0%	1.0%	.0%	.0%
60	19	2	5	9	3	0	0
	2.6%	5.4%	2.0%	2.6%	4.8%	.0%	.0%
65	1	0	0	0	0	1	0
	.1%	.0%	.0%	.0%	.0%	7.3%	.0%
66	0	0	0	0	0	0	0
	.1%	.0%	.2%	.0%	.0%	.0%	.0%
70	15	0	7	6	0	2	0
	2.1%	.0%	2.9%	1.8%	.0%	11.9%	2.4%
72	1	0	0	0	1	0	0
	.1%	.0%	.0%	.0%	1.3%	.0%	.0%
75	0	0	0	0	0	0	0
	.0%	.0%	.0%	.1%	.0%	.0%	.0%
77	0	0	0	0	0	0	0
	.0%	.0%	.0%	.1%	.0%	.0%	.0%
80	10	0	7	4	0	0	0
	1.4%	.0%	2.6%	1.1%	.0%	.0%	.0%
83	1	0	0	1	0	0	0
	.2%	.0%	.0%	.4%	.0%	.0%	.0%
85	2	0	1	2	0	0	0
	.3%	.0%	.2%	.5%	.0%	.0%	.0%
89	1	0	0	0	1	0	0

		Type of Internet Connection						
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	89	.1%	.0%	.0%	.0%	1.3%	.0%	.0%
	90	8	3	1	2	1	0	0
		1.1%	7.3%	.5%	.7%	1.8%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection					
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
1						
2						
3						
4	a			C		a
5						
6	B				a	B
7				a	C	C
8	a				a	
9	a			a	a	a
10						
11	a	a	a		a	a
12	a				a	a
13	a	a	a	a		a
14	a				a	a
15					a	a
16	a			a	a	a
17	a		a	a	a	a
18	a			a	a	a
19	a		a	a	a	a
20						
22	a			a	a	a
23	a		a	a	a	a
24	a	a			a	a
25						
26	a			a	a	a
27	a		a	a	a	a
28						
30						
32	a	a		a	a	a
33		a		a	a	a
34					a	a
35	a			a	a	a
40						
42	a		a	a	a	B C
45	a				a	a
48	a			a	a	a
49	a	a		a	a	a
50						
56	a	a	a		a	a
60						
65	a	a	a	a	a	a
66	a					
70	a			a		
72	a	a	a		a	a
75	a	a			a	a
77	a	a		a	a	a
80	a			a	a	a
83	a	a		a	a	a

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
8. On average, how many miles do you travel to and from work or school each day?	85	a			a	a	a
	89	a	a	a		a	a
	90	B C				a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
	Total	904	388	506	11
8. On average, how many miles do you travel to and from work or school each day?	1	29 3.2%	18 4.7%	11 2.2%	0 .0%
	2	36 4.0%	10 2.7%	25 5.0%	0 .0%
	3	37 4.1%	12 3.2%	23 4.5%	2 17.0%
	4	26 2.9%	9 2.3%	17 3.4%	0 .0%
	5	41 4.5%	22 5.6%	19 3.7%	0 2.9%
	6	30 3.3%	10 2.5%	19 3.8%	2 15.7%
	7	12 1.3%	7 1.7%	5 .9%	0 .0%
	8	28 3.1%	17 4.4%	11 2.2%	0 .0%
	9	6 .7%	3 .8%	3 .6%	0 .0%
	10	115 12.7%	41 10.5%	74 14.6%	0 1.3%
	11	1 .1%	1 .2%	0 .0%	0 .0%
	12	27 3.0%	14 3.7%	13 2.6%	0 .0%
	13	4 .5%	3 .6%	2 .3%	0 .0%
	14	9 .9%	2 .5%	7 1.3%	0 .0%
	15	54 5.9%	24 6.2%	29 5.7%	0 3.6%
	16	7 .7%	3 .7%	4 .8%	0 .0%
	17	1 .1%	1 .2%	0 .0%	0 .0%
	18	15 1.7%	6 1.6%	9 1.8%	0 .0%
	19	5 .5%	0 .0%	5 .9%	0 .0%
	20	81 9.0%	26 6.8%	52 10.3%	3 29.4%
	22	2 .3%	2 .5%	1 .1%	0 .0%
	23	1 .1%	0 .0%	1 .2%	0 .0%
	24	11 1.2%	9 2.3%	2 .4%	0 .0%
	25	40 4.4%	22 5.8%	17 3.4%	0 .0%
	26	4 .4%	0 .0%	4 .7%	0 .0%
	27	1	0	1	0

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
27	.1%	.0%	.2%	.0%
28	5 .6%	2 .4%	4 .7%	0 .0%
30	67 7.4%	30 7.8%	37 7.3%	0 .0%
32	5 .5%	3 .7%	2 .4%	0 .0%
33	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .1%	1 .3%	0 .0%	0 .0%
35	14 1.5%	6 1.5%	8 1.6%	0 .0%
38	2 .2%	0 .0%	2 .4%	0 .0%
40	58 6.4%	21 5.3%	37 7.3%	0 .0%
42	1 .2%	1 .4%	0 .0%	0 .0%
44	2 .2%	2 .5%	0 .0%	0 .0%
45	11 1.2%	7 1.8%	4 .8%	0 .0%
48	4 .5%	2 .5%	2 .4%	0 .0%
49	2 .2%	2 .5%	0 .0%	0 .0%
50	38 4.2%	23 5.9%	15 3.0%	0 .0%
56	1 .1%	1 .2%	0 .0%	0 .0%
60	25 2.8%	10 2.6%	13 2.5%	2 20.5%
64	0 .0%	0 .0%	0 .0%	0 1.8%
65	2 .3%	1 .3%	1 .2%	0 .0%
66	0 .0%	0 .0%	0 .1%	0 .0%
70	15 1.7%	7 1.8%	9 1.7%	0 .0%
72	1 .1%	0 .0%	1 .2%	0 .0%
75	0 .0%	0 .0%	0 .1%	0 .0%
77	0 .0%	0 .0%	0 .0%	0 .0%
80	12 1.3%	5 1.3%	7 1.4%	0 .0%
83	1 .1%	0 .0%	1 .2%	0 .0%
85	2	0	2	0

8. On average, how many miles do you travel to and from work or school each day?

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
85	.2%	.0%	.4%	.0%
89	1 .1%	0 .0%	1 .2%	0 .0%
90	11 1.2%	4 .9%	6 1.2%	1 7.7%

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
1	B		a
2			a
3			A
4			a
5			.
6			A
7			a
8			a
9			.
10		a	a
11		.	a
12			a
13			a
14			.
15			a
16			a
17			a
18	a		a
19	.		.
20			A
22	a		a
23			a
24	B		a
25	a		a
26	a		a
27	.		a
28			a
30			a
32			a
33	a		a
34			a
35			a
38	a		a
40			a
42		a	a
44		.	a
45			a
48			a
49		a	a
50	B	a	a
56		.	.
60			A B
64	a	a	.
65	.		a
66	a		a
70			a
72	a		a
75	a		a
77	.		.

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
80			a
8. On average, how many miles do you travel to and from work or school each day?	a		a
83	.		a
85	a		a
89	a		a
90	.		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
Total	904	51	9	34	325	474
1	29 3.2%	4 7.2%	1 6.8%	0 .0%	10 3.0%	14 3.0%
2	36 4.0%	2 4.3%	0 .0%	0 .0%	13 3.9%	20 4.2%
3	37 4.1%	6 12.4%	0 .0%	3 8.6%	10 2.9%	17 3.5%
4	26 2.9%	2 4.3%	0 .0%	0 .0%	10 3.2%	13 2.8%
5	41 4.5%	2 3.1%	1 15.2%	0 .0%	21 6.6%	16 3.3%
6	30 3.3%	3 6.4%	0 3.8%	0 .0%	15 4.6%	13 2.7%
7	12 1.3%	0 .0%	0 .0%	0 .0%	2 .6%	9 1.8%
8	28 3.1%	6 11.0%	0 .0%	0 .0%	9 2.7%	13 2.7%
9	6 .7%	0 .0%	0 .0%	0 .0%	2 .6%	4 .9%
10	115 12.7%	3 6.5%	0 .0%	12 35.8%	35 10.9%	60 12.6%
11	1 .1%	1 1.4%	0 .0%	0 .0%	0 .0%	0 .0%
12	27 3.0%	2 4.3%	1 7.3%	0 .0%	11 3.4%	12 2.5%
13	4 .5%	0 .0%	0 .0%	0 .0%	0 .0%	4 .9%
14	9 .9%	0 .0%	2 17.4%	0 .0%	5 1.6%	3 .7%
15	54 5.9%	2 3.4%	2 19.3%	0 .0%	20 6.2%	30 6.3%
16	7 .7%	0 .0%	0 .0%	0 .0%	5 1.4%	2 .5%
17	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
18	15 1.7%	0 .0%	0 .0%	0 .0%	5 1.5%	10 2.2%
19	5 .5%	0 .0%	0 .0%	0 .0%	0 .0%	5 1.0%
20	81 9.0%	5 9.6%	1 7.0%	4 11.8%	36 11.0%	34 7.1%
22	2 .3%	0 .0%	0 .0%	0 .0%	1 .2%	2 .4%
23	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
24	11 1.2%	2 4.3%	0 .0%	0 .0%	6 1.8%	5 1.1%
25	40 4.4%	0 .0%	0 .0%	4 10.9%	13 3.9%	21 4.5%
26	4	0	0	0	2	2

8. On average, how many miles do you travel to and from work or school each day?

	Total	Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	1	17	2	5	
1	0 .0%	1 5.3%	0 .0%	0 .0%	
2	0 7.9%	1 5.3%	0 .1%	0 .0%	
3	0 .0%	1 4.9%	0 15.7%	0 .0%	
4	0 .0%	0 .0%	0 .0%	0 .0%	
5	0 .1%	1 5.1%	0 .0%	0 .0%	
6	0 .0%	0 .0%	0 .0%	0 .9%	
7	0 .0%	1 5.6%	0 .0%	0 .0%	
8	0 .0%	0 .0%	0 .0%	1 17.5%	
9	0 .0%	0 .0%	0 .0%	0 .0%	
10	1 92.0%	3 15.9%	0 .0%	0 2.2%	
11	0 .0%	0 .0%	0 .0%	0 .0%	
12	0 .0%	1 3.7%	0 .0%	1 20.3%	
13	0 .0%	2 9.4%	0 .0%	0 .0%	
14	0 .0%	0 .0%	0 .0%	0 .0%	
15	0 .0%	0 2.0%	0 .0%	0 .0%	
16	0 .0%	0 .0%	0 .0%	0 .0%	
17	0 .0%	0 .0%	0 .0%	0 .0%	
18	0 .0%	0 .0%	0 .0%	0 .0%	
19	0 .0%	0 .0%	0 .0%	0 .0%	
20	0 .0%	0 .0%	1 35.2%	2 29.7%	
22	0 .0%	0 .0%	0 .0%	0 .0%	
23	0 .0%	0 .0%	0 .0%	0 .0%	
24	0 .0%	0 .0%	0 .0%	0 .0%	
25	0 .0%	1 5.1%	1 49.0%	0 .0%	
26	0	0	0	0	

8. On average, how many miles do you travel to and from work or school each day?

	Ethnicity					
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
26	.4%	.0%	.0%	.0%	.6%	.4%
27	1	0	0	0	1	0
	.1%	.0%	.0%	.0%	.4%	.0%
28	5	0	0	0	3	2
	.6%	.0%	.0%	.0%	.8%	.3%
30	67	0	1	3	23	39
	7.4%	.0%	9.4%	9.2%	7.0%	8.3%
32	5	1	0	0	2	2
	.5%	1.7%	.0%	.0%	.5%	.5%
33	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.1%	.0%
34	1	0	0	0	1	0
	.1%	.0%	.0%	.0%	.3%	.0%
35	14	0	0	0	4	10
	1.5%	.0%	.0%	.0%	1.3%	2.0%
38	2	0	0	0	0	2
	.2%	.0%	.0%	.0%	.0%	.4%
40	58	0	1	8	19	34
	6.4%	.0%	13.9%	23.7%	5.8%	7.2%
42	1	1	0	0	0	0
	.2%	2.7%	.0%	.0%	.0%	.0%
44	2	0	0	0	0	2
	.2%	.0%	.0%	.0%	.0%	.4%
45	11	2	0	0	4	6
	1.2%	3.4%	.0%	.0%	1.1%	1.2%
48	4	2	0	0	0	2
	.5%	3.9%	.0%	.0%	.0%	.4%
49	2	0	0	0	0	2
	.2%	.0%	.0%	.0%	.0%	.4%
50	38	3	0	0	16	20
	4.2%	4.9%	.0%	.0%	4.9%	4.3%
56	1	0	0	0	1	0
	.1%	.0%	.0%	.0%	.2%	.0%
60	25	0	0	0	7	18
	2.8%	.0%	.0%	.0%	2.1%	3.8%
64	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
65	2	0	0	0	2	0
	.3%	.0%	.0%	.0%	.7%	.0%
66	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.1%	.0%
70	15	2	0	0	1	12
	1.7%	3.4%	.0%	.0%	.4%	2.6%
72	1	1	0	0	0	0
	.1%	1.6%	.0%	.0%	.0%	.0%
75	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.1%	.0%
77	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.1%	.0%
80	12	0	0	0	4	7

8. On average, how many miles do you travel to and from work or school each day?

	Ethnicity			
	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
26	.0%	.0%	.0%	.0%
27	0	0	0	0
	.0%	.0%	.0%	.0%
28	0	0	0	1
	.0%	.0%	.0%	17.6%
30	0	1	0	0
	.1%	6.9%	.0%	2.2%
32	0	0	0	0
	.0%	.0%	.0%	.0%
33	0	0	0	0
	.0%	.0%	.0%	.0%
34	0	0	0	0
	.0%	.0%	.0%	.0%
35	0	0	0	0
	.0%	.0%	.0%	.0%
38	0	0	0	0
	.0%	.0%	.0%	.0%
40	0	1	0	0
	.0%	4.2%	.0%	4.5%
42	0	0	0	0
	.0%	.0%	.0%	.0%
44	0	0	0	0
	.0%	.0%	.0%	.0%
45	0	0	0	0
	.0%	.0%	.0%	5.0%
48	0	0	0	0
	.0%	.0%	.0%	.0%
49	0	0	0	0
	.0%	.0%	.0%	.0%
50	0	2	0	0
	.0%	11.5%	.0%	.0%
56	0	0	0	0
	.0%	.0%	.0%	.0%
60	0	0	0	0
	.0%	.0%	.0%	.0%
64	0	0	0	0
	.0%	.0%	.0%	.0%
65	0	0	0	0
	.0%	.0%	.0%	.0%
66	0	0	0	0
	.0%	.0%	.0%	.0%
70	0	0	0	0
	.0%	.0%	.0%	.0%
72	0	0	0	0
	.0%	.0%	.0%	.0%
75	0	0	0	0
	.0%	.0%	.0%	.0%
77	0	0	0	0
	.0%	.0%	.0%	.0%
80	0	1	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Total	Ethnicity					
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	
8. On average, how many miles do you travel to and from work or school each day?	80	1.3%	.0%	.0%	.0%	1.3%	1.4%
	83	1	0	0	0	1	0
		.1%	.0%	.0%	.0%	.4%	.0%
	85	2	0	0	0	2	0
		.2%	.0%	.0%	.0%	.7%	.0%
	89	1	0	0	0	0	1
.1%		.0%	.0%	.0%	.0%	.2%	
90	11	0	0	0	2	7	
	1.2%	.0%	.0%	.0%	.6%	1.5%	

	Total	Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
8. On average, how many miles do you travel to and from work or school each day?	80	.0%	5.2%	.0%	.0%
	83	0	0	0	0
		.0%	.0%	.0%	.0%
	85	0	0	0	0
		.0%	.0%	.0%	.0%
	89	0	0	0	0
.0%		.0%	.0%	.0%	
90	0	2	0	0	
	.0%	10.0%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

	Ethnicity					
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
1			a			a,b
2		a	a			.b
3	DE		a			a,b
4		a	a			a,b
5			a			.b
6			a			a,b
7	a	a	a			a,b
8	DE	a	a			a,b
9	a	a	a			a,b
10			A DE			.b
11		a		a	a	a,b
12			a			a,b
13	a	a	a	a		a,b
14	a	DE	a			a,b
15			a			a,b
16	a	a	a			a,b
17	a	a	a		a	a,b
18	a	a	a			a,b
19	a	a	a	a		a,b
20						a,b
22	a	a	a			a,b
23	a	a	a		a	a,b
24		a	a			a,b
25	a	a	a			a,b
26	a	a	a			a,b
27	a	a	a		a	a,b
28	a	a	a			a,b
30						.b
32		a	a			a,b
33	a	a	a		a	a,b
34	a	a	a		a	a,b
35	a	a	a			a,b
38	a	a	a	a		a,b
40	a		DE			a,b
42		a	a	a	a	a,b
44	a	a	a	a		a,b
45		a	a			a,b
48		a	a			a,b
49	DE	a	a	a		a,b
50		a	a			a,b
56	a	a	a		a	a,b
60	a	a	a			a,b
64	a	a	a	a		a,b
65	a	a	a		a	a,b
66	a	a	a		a	a,b
70		a	a			a,b
72		a	a	a	a	a,b

Comparisons of Column Proportions ^{c,d}

	Ethnicity		
	Two or more races	Other	DK/NA
	(G)	(H)	(I)
1		a,b	a
2		.b	.
3		.b	a
4		a,b	a
5		a,b	a
6	a	a,b	.
7	.	a,b	a
8	a	a,b	.
9	a	a,b	a
10	.	a,b	.
11	a	a,b	a
12	.	a,b	.
13	E	a,b	a
14	a	a,b	a
15	.	a,b	.
16	a	a,b	a
17	a	a,b	a
18	.	a,b	a
19	a	a,b	a
20	a	.b	.
22	a	a,b	a
23	a	a,b	a
24	a	a,b	a
25	.	.b	a
26	a	a,b	a
27	a	a,b	a
28	a	a,b	DE
30	.	a,b	.
32	a	a,b	a
33	a	a,b	a
34	a	a,b	.
35	a	a,b	a
38	a	a,b	a
40	.	a,b	.
42	a	a,b	a
44	a	a,b	.
45	a	a,b	.
48	a	a,b	a
49	a	a,b	a
50	.	a,b	a
56	a	a,b	a
60	a	a,b	a
64	a	a,b	a
65	a	a,b	a
66	a	a,b	a
70	a	a,b	a
72	a	a,b	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{c,d}

		Ethnicity					
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
	75	a	a	a	.	.	a,b
	77	a	a	a	.	a	a,b
	80	a	a	a	.	.	a,b
	83	a	a	a	.	.	a,b
	85	a	a	a	.	a	a,b
	89	a	a	a	a	.	a,b
	90	a	a	a	.	.	a,b

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{c,d}

		Ethnicity		
		Two or more races	Other	DK/NA
		(G)	(H)	(I)
	75	a	a,b	a
	77	a	a,b	a
	80	a	a,b	a
	83	a	a,b	a
	85	a	a,b	a
	89	a	a,b	a
	90	DE	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. This category is not used in comparisons because the sum of case weights is less than two.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	481	169	191	76	38	7
1	14 2.9%	2 1.2%	5 2.8%	5 6.5%	1 3.9%	0 .0%
2	24 4.9%	9 5.2%	10 5.4%	2 2.2%	3 7.7%	0 .0%
3	16 3.3%	5 2.8%	6 3.0%	2 3.1%	3 8.3%	0 .0%
4	19 4.0%	5 3.1%	11 5.6%	2 3.0%	1 2.9%	0 .0%
5	29 6.0%	9 5.4%	8 4.0%	7 9.4%	5 12.2%	0 .0%
6	13 2.6%	4 2.4%	2 .9%	3 3.4%	3 7.6%	1 18.9%
7	5 1.0%	3 1.6%	0 .0%	2 3.0%	0 .0%	0 .0%
8	15 3.2%	7 3.9%	5 2.4%	1 1.9%	2 6.1%	0 1.7%
9	3 .7%	0 .0%	3 1.7%	0 .0%	0 .0%	0 .0%
10	56 11.6%	21 12.3%	20 10.6%	13 17.3%	2 4.5%	0 .0%
12	14 2.9%	1 .4%	9 4.7%	3 3.5%	0 .0%	2 24.2%
13	3 .5%	0 .0%	0 .0%	3 3.3%	0 .0%	0 .0%
14	4 .9%	3 2.0%	1 .6%	0 .0%	0 .0%	0 .0%
15	34 7.1%	7 3.9%	12 6.1%	8 10.1%	6 14.7%	2 36.7%
16	3 .5%	1 .7%	0 .0%	1 1.9%	0 .0%	0 .0%
18	6 1.2%	4 2.3%	2 .9%	0 .0%	0 .0%	0 .0%
20	42 8.7%	16 9.5%	18 9.2%	2 2.3%	6 14.7%	1 10.4%
22	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
24	5 1.1%	3 1.9%	2 1.1%	0 .0%	0 .0%	0 .0%
25	15 3.0%	6 3.8%	6 3.1%	1 1.2%	1 3.2%	0 .0%
26	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
28	3 .6%	3 1.7%	0 .0%	0 .0%	0 .0%	0 .0%
30	42 8.7%	22 12.8%	15 8.0%	2 2.9%	2 6.4%	0 1.7%
32	3 .6%	0 .0%	3 1.6%	0 .0%	0 .0%	0 .0%
33	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .2%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%

8. On average, how many miles do you travel to and from work or school each day?

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
34	.2%	.0%	.4%	.0%	.0%	.0%
35	8 1.7%	6 3.5%	2 1.2%	0 .0%	0 .0%	0 .0%
40	26 5.4%	11 6.8%	10 5.2%	4 5.6%	0 .0%	0 3.5%
42	1 .3%	0 .0%	0 .0%	1 1.8%	0 .0%	0 .0%
44	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	8 1.7%	2 1.4%	6 3.0%	0 .0%	0 .0%	0 .0%
49	2 .4%	2 1.2%	0 .0%	0 .0%	0 .0%	0 .0%
50	23 4.8%	4 2.5%	11 5.6%	6 8.3%	2 5.4%	0 .0%
56	1 .1%	0 .0%	0 .0%	1 .8%	0 .0%	0 .0%
60	19 4.0%	5 2.7%	13 7.0%	1 1.6%	0 .0%	0 .0%
64	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	2 2.9%
65	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
70	8 1.6%	0 .0%	3 1.5%	5 6.3%	0 .0%	0 .0%
72	1 .2%	1 .5%	0 .0%	0 .0%	0 .0%	0 .0%
80	8 1.6%	3 1.6%	5 2.4%	0 .5%	0 .0%	0 .0%
85	1 .2%	1 .6%	0 .0%	0 .0%	0 .0%	0 .0%
89	1 .2%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%
90	6 1.3%	3 1.6%	3 1.4%	0 .0%	1 2.5%	0 .0%

8. On average, how many miles do you travel to and from work or school each day?

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	229	125	91	5	4	3
1	5 2.0%	3 2.5%	2 1.7%	0 .0%	0 .0%	0 .0%
2	7 2.9%	4 3.5%	2 2.0%	0 .0%	0 .0%	0 14.1%
3	9 4.2%	4 2.9%	6 6.4%	0 .0%	0 .0%	0 .0%
4	4 1.6%	1 1.2%	2 2.3%	0 .0%	0 .0%	0 .0%
5	13 5.7%	4 3.5%	7 7.7%	2 29.7%	0 .0%	0 .0%
6	8 3.6%	6 4.5%	1 1.3%	0 .0%	0 .0%	1 38.0%
7	4 1.9%	1 .9%	3 3.6%	0 .0%	0 .0%	0 .0%
8	6 2.7%	6 4.7%	0 .1%	0 .0%	0 .0%	0 3.5%
9	3 1.2%	3 2.0%	0 .3%	0 1.5%	0 .0%	0 .0%
10	35 15.2%	22 17.5%	11 12.2%	2 32.9%	0 .0%	0 .0%
12	7 2.9%	5 4.3%	1 1.3%	0 .0%	0 .0%	0 .0%
13	2 .7%	2 1.3%	0 .0%	0 .0%	0 .0%	0 .0%
14	2 1.0%	2 1.5%	0 .5%	0 .0%	0 .0%	0 .0%
15	11 4.8%	3 2.1%	6 7.0%	0 4.2%	2 47.5%	0 .0%
17	0 .1%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
18	4 1.8%	2 1.4%	2 2.5%	0 .0%	0 .0%	0 .0%
19	3 1.1%	0 .0%	3 2.8%	0 .0%	0 .0%	0 .0%
20	22 9.6%	9 7.4%	10 10.5%	0 .0%	2 52.5%	1 35.0%
22	2 .8%	0 .0%	2 2.0%	0 .0%	0 .0%	0 .0%
24	1 .4%	0 .0%	1 1.0%	0 .0%	0 .0%	0 .0%
25	11 4.7%	7 5.2%	4 4.7%	0 .0%	0 .0%	0 .0%
26	2 .7%	0 .3%	1 1.3%	0 .0%	0 .0%	0 .0%
27	1 .5%	1 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
30	15 6.7%	10 8.0%	4 4.4%	1 21.8%	0 .0%	0 3.5%
32	3 1.5%	0 .0%	3 3.8%	0 .0%	0 .0%	0 .0%
33	0	0	0	0	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
33	.1%	.2%	.0%	.0%	.0%	.0%
34	0 .1%	0 .0%	0 .3%	0 .0%	0 .0%	0 .0%
35	1 .4%	1 .8%	0 .0%	0 .0%	0 .0%	0 .0%
40	21 9.1%	13 10.6%	8 8.3%	0 .0%	0 .0%	0 .0%
44	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45	3 1.4%	1 1.1%	2 1.9%	0 .0%	0 .0%	0 .0%
48	0 .1%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
50	9 3.9%	6 4.8%	3 3.3%	0 .0%	0 .0%	0 .0%
60	7 2.9%	5 3.6%	2 2.3%	0 .0%	0 .0%	0 .0%
64	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 5.8%
65	0 .1%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
70	2 1.0%	2 1.8%	0 .0%	0 .0%	0 .0%	0 .0%
72	1 .4%	0 .0%	1 .9%	0 .0%	0 .0%	0 .0%
80	3 1.2%	1 1.0%	1 1.6%	0 .0%	0 .0%	0 .0%
85	1 .3%	0 .0%	1 .7%	0 .0%	0 .0%	0 .0%
90	2 .8%	1 .5%	1 .8%	1 9.8%	0 .0%	0 .0%

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Adults 65 and Over Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					
2			a	a	a
3			a	a	a
4			a	a	a
5			A	a	a
6			a	a	A B
7			a	a	a
8			a	a	a
9				a	a
10			a	a	a
12			a	a	a
13		a	a	a	a
14			a	a	a
15				A B	a
17	a		a	a	a
18	a		a	a	a
19	a		a	a	a
20			a	A	a
22	a		a	a	a
24	a		a	a	a
25			a	a	a
26			a	a	a
27		a	a	a	a
30			a	a	a
32	a		a	a	a
33	a	a	a	a	a
34	a		a	a	a
35		a	a	a	a
40			a	a	a
44	a	a	a	a	a
45			a	a	a
48	a		a	a	a
50			a	a	a
60			a	a	a
64	a	a	a	a	a
65	a		a	a	a
70		a	a	a	a
72	a		a	a	a
80			a	a	a
85	a		a	a	a
90			a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
	Total	904	65	97	149	124	27
1		29 3.2%	4 6.4%	7 6.7%	6 3.9%	2 1.7%	0 .0%
2		36 4.0%	6 8.5%	1 1.5%	4 2.6%	2 1.8%	1 3.6%
3		37 4.1%	0 .5%	3 3.2%	6 3.8%	8 6.4%	1 4.0%
4		26 2.9%	0 .0%	3 3.5%	3 1.9%	6 4.5%	1 3.9%
5		41 4.5%	1 .9%	6 6.2%	9 6.1%	6 4.8%	3 11.2%
6		30 3.3%	1 1.6%	6 5.7%	4 2.7%	2 1.9%	0 1.2%
7		12 1.3%	0 .0%	2 1.8%	0 .0%	2 1.8%	3 9.9%
8		28 3.1%	7 10.7%	9 9.0%	4 2.4%	0 .1%	0 .0%
9		6 .7%	0 .0%	2 2.1%	0 .0%	3 2.0%	0 .3%
10		115 12.7%	6 9.3%	17 17.5%	28 18.6%	8 6.3%	0 .0%
11		1 .1%	1 1.1%	0 .0%	0 .0%	0 .0%	0 .0%
12		27 3.0%	3 4.1%	1 1.1%	4 2.6%	3 2.5%	0 .0%
13		4 .5%	0 .0%	0 .0%	2 1.1%	0 .0%	0 .0%
14		9 .9%	1 1.9%	0 .0%	1 .8%	0 .4%	0 .0%
15		54 5.9%	5 8.0%	4 4.0%	3 2.3%	10 8.4%	2 6.5%
16		7 .7%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
17		1 .1%	1 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
18		15 1.7%	0 .0%	0 .0%	8 5.1%	3 2.0%	0 .0%
19		5 .5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
20		81 9.0%	7 10.4%	9 9.3%	14 9.2%	13 10.8%	3 9.9%
22		2 .3%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
23		1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
24		11 1.2%	1 1.8%	0 .0%	0 .0%	2 1.8%	0 .0%
25		40 4.4%	6 9.5%	0 .0%	3 2.1%	3 2.3%	4 14.1%
26		4	0	0	2	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
Total	144	93	70	19	115
1	2 1.1%	4 4.7%	1 2.0%	0 .0%	3 2.6%
2	8 5.2%	4 4.7%	3 3.6%	1 3.1%	7 5.8%
3	8 5.4%	3 2.7%	0 .7%	0 .0%	8 6.7%
4	3 2.2%	3 2.9%	2 3.2%	0 .0%	5 4.4%
5	6 4.2%	3 2.9%	4 5.1%	1 6.9%	3 2.3%
6	5 3.4%	2 2.0%	1 .9%	2 10.3%	7 6.5%
7	0 .0%	2 2.7%	2 3.2%	0 .0%	0 .0%
8	2 1.2%	1 1.5%	3 4.1%	0 .5%	2 2.0%
9	1 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
10	26 18.3%	7 8.0%	11 15.7%	2 12.3%	9 7.7%
11	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
12	8 5.5%	1 1.2%	1 1.7%	0 .0%	6 5.5%
13	0 .0%	0 .0%	0 .0%	0 .0%	3 2.2%
14	2 1.1%	3 3.5%	1 1.2%	0 .0%	0 .0%
15	8 5.4%	5 5.7%	12 17.7%	2 10.8%	1 1.2%
16	2 1.6%	3 2.7%	2 2.7%	0 .0%	0 .0%
17	0 .0%	0 .0%	0 .0%	0 .0%	0 .2%
18	2 1.7%	2 1.8%	0 .0%	0 .0%	1 1.1%
19	0 .0%	0 .0%	0 .0%	0 .0%	5 3.9%
20	9 6.1%	5 5.0%	7 10.6%	4 23.6%	10 9.0%
22	0 .0%	2 1.9%	1 .9%	0 .0%	0 .0%
23	0 .0%	1 .9%	0 .0%	0 .0%	0 .0%
24	2 1.6%	2 2.2%	0 .0%	0 .0%	3 2.9%
25	9 6.2%	5 5.7%	4 6.4%	2 8.5%	3 3.0%
26	0	0	1	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Household Income					
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
26	.4%	.5%	.0%	1.2%	.0%	.0%
27	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
28	5 .6%	0 .0%	2 1.6%	0 .0%	0 .0%	0 .0%
30	67 7.4%	9 13.5%	8 7.8%	14 9.2%	7 5.7%	1 4.4%
32	5 .5%	0 .0%	0 .0%	0 .0%	1 .7%	0 .0%
33	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%
34	1 .1%	0 .0%	0 .0%	0 2%	0 .0%	0 .0%
35	14 1.5%	0 .0%	3 3.1%	0 2%	2 1.6%	0 .0%
38	2 .2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
40	58 6.4%	1 1.1%	0 .4%	14 9.1%	11 9.0%	5 19.1%
42	1 .2%	1 2.1%	0 .0%	0 .0%	0 .0%	0 .0%
44	2 .2%	0 .0%	2 1.8%	0 .0%	0 .0%	0 .0%
45	11 1.2%	3 4.2%	2 1.6%	3 2.3%	0 .0%	0 .0%
48	4 .5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
49	2 .2%	0 .0%	0 .0%	0 .0%	2 1.6%	0 .0%
50	38 4.2%	0 .3%	6 6.1%	7 4.6%	8 6.2%	3 11.1%
56	1 .1%	0 .0%	1 .6%	0 .0%	0 .0%	0 .0%
60	25 2.8%	0 .0%	2 1.9%	7 4.8%	7 6.0%	0 .0%
64	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .7%
65	2 .3%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
66	0 .0%	0 .0%	0 .4%	0 .0%	0 .0%	0 .0%
70	15 1.7%	0 .0%	0 .0%	2 1.4%	7 5.5%	0 .0%
72	1 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
75	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
77	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
80	12	2	2	0	4	0

8. On average, how many miles do you travel to and from work or school each day?

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
26	.2%	.0%	1.7%	.0%	.0%
27	1	0	0	0	0
	.8%	.0%	.0%	.0%	.0%
28	0	1	2	0	1
	.0%	.7%	2.8%	.0%	.8%
30	12	9	2	2	3
	8.6%	10.1%	2.9%	11.7%	2.3%
32	2	0	0	0	2
	1.1%	.0%	.0%	.0%	2.0%
33	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
34	1	0	0	0	0
	.5%	.0%	.0%	.0%	.0%
35	0	4	0	1	4
	.0%	4.2%	.0%	5.2%	3.1%
38	2	0	0	0	0
	1.4%	.0%	.0%	.0%	.0%
40	11	8	2	0	6
	7.4%	9.0%	2.6%	.0%	5.1%
42	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
44	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
45	0	0	0	0	3
	.0%	.0%	.0%	1.4%	2.8%
48	0	0	0	0	4
	.1%	.0%	.0%	.0%	3.5%
49	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
50	7	5	0	0	3
	4.7%	4.9%	.0%	.0%	2.9%
56	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
60	2	1	1	0	5
	1.4%	.9%	1.7%	.0%	4.0%
64	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
65	0	1	0	0	1
	.0%	1.2%	.0%	.0%	.9%
66	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%
70	1	0	0	1	4
	.6%	.0%	.5%	5.7%	3.7%
72	0	0	1	0	0
	.0%	.0%	1.2%	.0%	.0%
75	0	0	0	0	0
	.0%	.0%	.0%	.0%	.2%
77	0	0	0	0	0
	.0%	.0%	.3%	.0%	.0%
80	2	1	1	0	0

	Household Income					
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
80	1.3%	2.7%	2.1%	.0%	3.2%	.0%
83	1	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%
85	2	0	0	0	0	0
	.2%	.0%	.0%	.0%	.0%	.0%
89	1	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%
90	11	0	1	2	1	0
	1.2%	.0%	.8%	1.6%	.7%	.0%

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
80	1.1%	1.5%	1.8%	.0%	.0%
83	0	1	0	0	0
	.0%	1.3%	.0%	.0%	.0%
85	0	0	2	0	0
	.0%	.0%	3.1%	.0%	.0%
89	0	0	0	0	1
	.0%	.0%	.0%	.0%	.7%
90	1	3	1	0	1
	.8%	3.5%	1.6%	.0%	.9%

Comparisons of Column Proportions^{b,c}

	Household Income				
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
	(A)	(B)	(C)	(D)	(E)
1					a
2					
3					
4	a				
5					
6					
7	a		a		
8	D	D			a
9	a		a		
10					
11		a	a	a	a
12					a
13	a	a		a	a
14		a			a
15					
16	a	a	a		a
17		a	a	a	a
18	a	a			a
19	a	a	a	a	a
20					
22	a	a	a	a	a
23	a	a	a	a	a
24					a
25					
26	a	a	a	a	a
27	a		a	a	a
28	a		a	a	a
30					
32	a	a	a		a
33	a		a	a	a
34	a	a			a
35	a				a
38	a	a	a	a	a
40					A B
42		a	a	a	a
44	a		a	a	a
45					a
48	a	a	a	a	a
49	a	a	a		a
50					
56	a		a	a	a
60	a				a
64	a	a	a	a	a
65	a		a		a
66	a		a	a	a
70	a	a			a
72	a	a	a	a	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions^{b,c}

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
	(F)	(G)	(H)	(I)	(J)
1				a	
2					
3				a	
4				a	
5					
6					
7	a			a	a
8					
9		a	a	a	a
10					
11	a	a	a	a	a
12				a	
13	a	a	a	a	
14				a	a
15			C J		
16				a	
17	a	a	a	a	
18				a	
19	a	a	a	a	
20					
22	a			a	a
23	a			a	a
24				a	
25					
26		a		a	
27		a	a	a	a
28	a			a	
30					
32		a	a	a	
33	a	a	a	a	a
34		a		a	a
35	a			a	
38		a	a	a	a
40				a	
42	a	a	a	a	a
44	a	a	a	a	
45	a	a	a	a	
48		a	a	a	
49	a	a	a	a	F a
50				a	
56	a	a	a	a	a
60				a	
64	a	a	a	a	a
65	a			a	
66	a	a	a	a	a
70					
72	a	a		a	a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
8. On average, how many miles do you travel to and from work or school each day?	75	a	a	a	a	a
	77	.	.	.	.	.
	80	.	.	.	.	.
	83	a	a	a	a	a
	85	.	.	.	.	.
	89	a	a	a	a	a
	90	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
8. On average, how many miles do you travel to and from work or school each day?	75	a	a	a	a	a
	77	.	.	.	.	.
	80	.	.	.	.	.
	83	a	a	a	a	a
	85	.	.	.	.	.
	89	a	a	a	a	a
	90	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
8. On average, how many miles do you travel to and from work or school each day?	Total	904	162	175	131	276	161
	1	29 3.2%	8 5.2%	2 1.4%	5 3.8%	9 3.4%	4 2.4%
	2	36 4.0%	7 4.6%	5 2.7%	5 3.7%	10 3.8%	8 5.2%
	3	37 4.1%	10 6.2%	6 3.7%	2 1.3%	11 4.1%	7 4.4%
	4	26 2.9%	6 3.6%	5 2.9%	0 .0%	11 4.1%	4 2.5%
	5	41 4.5%	9 5.4%	7 4.3%	6 4.7%	8 2.9%	11 6.7%
	6	30 3.3%	5 3.2%	7 3.7%	2 1.6%	13 4.6%	4 2.2%
	7	12 1.3%	2 1.4%	2 .9%	1 .7%	4 1.6%	2 1.4%
	8	28 3.1%	3 1.6%	6 3.4%	1 .9%	6 2.3%	12 7.4%
	9	6 .7%	0 .0%	2 1.0%	3 1.9%	0 .0%	2 1.1%
	10	115 12.7%	15 9.1%	25 14.1%	16 11.9%	33 11.9%	27 16.7%
	11	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
	12	27 3.0%	3 1.6%	3 1.7%	6 4.3%	14 5.1%	2 1.4%
	13	4 .5%	0 .0%	0 .0%	0 .0%	3 .9%	2 1.0%
	14	9 .9%	0 .1%	4 2.4%	2 1.2%	3 .9%	0 .0%
	15	54 5.9%	11 7.1%	6 3.5%	14 10.8%	17 6.1%	5 3.2%
	16	7 .7%	1 .4%	1 .7%	3 2.0%	2 .8%	0 .0%
	17	1 .1%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%
	18	15 1.7%	2 1.5%	1 .4%	1 .9%	7 2.5%	4 2.5%
	19	5 .5%	0 .0%	0 .0%	0 .0%	0 .0%	5 2.8%
	20	81 9.0%	12 7.5%	18 10.4%	16 12.1%	21 7.7%	14 8.8%
	22	2 .3%	0 .0%	0 .2%	0 .0%	2 .8%	0 .0%
	23	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
	24	11 1.2%	0 .0%	4 2.4%	0 .0%	5 1.7%	2 1.3%
	25	40 4.4%	5 3.0%	2 .9%	7 5.6%	14 5.1%	12 7.3%
	26	4 .4%	0 .2%	0 .2%	2 1.4%	1 .4%	0 .0%
	27	1 .1%	0 .0%	0 .0%	0 .0%	1 .1%	0 .0%

	Supervisorial District					
	Total	1	2	3	4	5
27	.1%	.0%	.0%	.0%	.4%	.0%
28	5 .6%	1 .4%	0 .0%	2 1.5%	2 .9%	0 .0%
30	67 7.4%	10 6.0%	18 10.1%	9 7.2%	24 8.7%	6 4.0%
32	5 .5%	2 1.3%	1 .8%	0 .0%	1 .5%	0 .0%
33	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .1%	0 .0%	0 .0%	0 .0%	1 .4%	0 .0%
35	14 1.5%	2 1.5%	3 1.9%	2 1.8%	4 1.5%	2 .9%
38	2 .2%	2 1.2%	0 .0%	0 .0%	0 .0%	0 .0%
40	58 6.4%	14 8.8%	11 6.5%	9 6.7%	19 6.8%	5 2.8%
42	1 .2%	0 .0%	1 .8%	0 .0%	0 .0%	0 .0%
44	2 .2%	0 .0%	0 .0%	0 .0%	0 .0%	2 1.1%
45	11 1.2%	2 1.4%	2 .9%	5 3.4%	3 1.0%	0 .0%
48	4 .5%	2 1.3%	2 1.1%	0 .0%	0 .0%	0 .0%
49	2 .2%	2 1.3%	0 .0%	0 .0%	0 .0%	0 .0%
50	38 4.2%	8 4.9%	8 4.8%	7 5.2%	5 2.0%	10 6.2%
56	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
60	25 2.8%	7 4.1%	6 3.4%	2 1.3%	4 1.6%	7 4.1%
64	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
65	2 .3%	0 .0%	1 .6%	0 .0%	1 .4%	0 .0%
66	0 .0%	0 .0%	0 .0%	0 .0%	1 .1%	0 .0%
70	15 1.7%	7 4.4%	3 1.8%	2 1.7%	3 1.0%	0 .0%
72	1 .1%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%
75	0 .0%	0 .0%	0 .0%	0 .0%	1 .1%	0 .0%
77	0 .0%	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%
80	12 1.3%	0 .0%	5 2.8%	0 .0%	3 1.2%	4 2.4%
83	1 .1%	0 .0%	0 .0%	1 .9%	0 .0%	0 .0%
85	2	0	1	1	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Supervisorial District					
	Total	1	2	3	4	5
85	.2%	.0%	.5%	1.0%	.0%	.0%
89	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%
90	11 1.2%	2 1.1%	4 2.0%	1 .5%	5 1.7%	0 .0%

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
1					
2					
3					
4			a		
5					
6					
7					
8					
9	a				
10	.				
11	a	a	a		a
12	.				
13	a	a	a		
14	.				a
15					.
16					a
17	a		a	a	a
18	.				.
19	a	a	a	a	
20	.				.
22	.		a		a
23	a	a	a		a
24	a		a		.
25					B
26					a
27	a	a	a		a
28	.	a			a
30					.
32			a		a
33		a	a	a	a
34	a		a		a
35	.				.
38		a	a	a	a
40	.				.
42	a		a	a	a
44	a	a	a		.
45					a
48			a	a	a
49		a	a	a	a
50		.			.
56		a	a	a	a
60	.				.
64	a		a	a	a
65	.		a		a
66	a	a	a		a
70	.				.
72	a		a	a	a
75	a	a	a		a
77	.	a	.		a

8. On average, how many miles do you travel to and from work or school each day?

Comparisons of Column Proportions ^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
	80	a		a		
8. On average, how many miles do you travel to and from work or school each day?	83	a	a	.	a	a
	85	a	.	.	a	a
	89	a	a	a	.	a
	90	.	.	.	.	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	904	166	202	237	248	44	7
1	29 3.2%	6 3.5%	4 1.8%	12 5.1%	8 3.0%	0 .0%	0 .0%
2	36 4.0%	6 3.4%	11 5.2%	11 4.6%	9 3.6%	0 .0%	0 .0%
3	37 4.1%	9 5.3%	3 1.7%	13 5.7%	9 3.7%	2 4.6%	0 .0%
4	26 2.9%	10 5.9%	3 1.7%	6 2.6%	2 1.0%	4 9.2%	0 .0%
5	41 4.5%	11 6.9%	10 4.9%	12 5.2%	7 2.6%	0 .0%	1 12.2%
6	30 3.3%	10 5.8%	6 2.8%	10 4.1%	5 2.1%	0 .0%	0 .0%
7	12 1.3%	1 .6%	0 .0%	4 1.8%	6 2.5%	0 .0%	0 .0%
8	28 3.1%	2 1.0%	5 2.4%	10 4.0%	11 4.4%	0 .0%	1 12.2%
9	6 .7%	0 .0%	0 .1%	2 .8%	2 .6%	3 5.7%	0 .0%
10	115 12.7%	23 13.6%	34 16.9%	20 8.6%	30 11.9%	7 16.0%	1 12.2%
11	1 .1%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%	0 .0%
12	27 3.0%	4 2.4%	7 3.6%	7 2.9%	9 3.7%	0 .0%	0 .0%
13	4 .5%	0 .0%	0 .0%	2 .7%	0 .0%	3 5.7%	0 .0%
14	9 .9%	0 .1%	4 2.0%	2 1.0%	2 7.7%	0 .0%	0 .0%
15	54 5.9%	12 7.1%	14 7.2%	12 4.9%	14 5.5%	2 4.6%	0 .0%
16	7 .7%	1 .8%	4 2.2%	0 .0%	0 .0%	0 .0%	1 15.9%
17	1 .1%	1 .5%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
18	15 1.7%	3 1.6%	6 2.9%	6 2.6%	1 .3%	0 .0%	0 .0%
19	5 .5%	0 .0%	2 1.0%	3 1.1%	0 .0%	0 .0%	0 .0%
20	81 9.0%	14 8.6%	15 7.2%	21 8.9%	30 11.9%	2 4.6%	0 .0%
22	2 .3%	2 1.1%	0 .1%	0 .0%	0 .1%	0 .0%	0 .0%
23	1 .1%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%
24	11 1.2%	2 1.3%	3 1.7%	2 .9%	2 .8%	0 .0%	1 19.4%
25	40 4.4%	10 5.9%	10 4.8%	5 2.2%	9 3.8%	5 10.3%	1 15.9%
26	4 .4%	0 .0%	3 1.7%	0 .1%	0 .0%	0 .0%	0 .0%
27	1	0	1	0	0	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
27	.1%	.0%	.6%	.0%	.0%	.0%	.0%
28	5 .6%	1 .4%	3 1.4%	0 .0%	2 .6%	0 .0%	0 .0%
30	67 7.4%	7 4.3%	14 6.8%	16 6.6%	27 10.7%	4 9.2%	0 .0%
32	5 .5%	2 1.2%	0 .2%	0 .0%	2 .9%	0 .0%	0 .0%
33	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
34	1 .1%	0 .0%	1 .4%	0 .1%	0 .0%	0 .0%	0 .0%
35	14 1.5%	3 1.8%	0 .0%	2 .7%	7 2.8%	2 4.6%	0 .0%
38	2 .2%	0 .0%	0 .0%	0 .0%	2 .8%	0 .0%	0 .0%
40	58 6.4%	16 9.6%	10 4.7%	10 4.3%	18 7.3%	4 9.2%	0 .0%
42	1 .2%	0 .0%	1 .7%	0 .0%	0 .0%	0 .0%	0 .0%
44	2 .2%	0 .0%	0 .0%	2 .8%	0 .0%	0 .0%	0 .0%
45	11 1.2%	0 .0%	1 .7%	5 2.3%	4 1.7%	0 .0%	0 .0%
48	4 .5%	2 1.3%	2 1.0%	0 .0%	0 .0%	0 .0%	0 .0%
49	2 .2%	0 .0%	0 .0%	0 .0%	0 .0%	2 4.6%	0 .0%
50	38 4.2%	5 3.1%	8 3.9%	10 4.3%	15 6.1%	0 .0%	0 .0%
56	1 .1%	0 .0%	1 .3%	0 .0%	0 .0%	0 .0%	0 .0%
60	25 2.8%	3 1.7%	5 2.5%	13 5.6%	4 1.6%	0 .0%	0 .0%
64	0 .0%	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
65	2 .3%	0 .1%	0 .0%	2 .9%	0 .0%	0 .0%	0 .0%
66	0 .0%	0 .0%	0 .2%	0 .0%	0 .0%	0 .0%	0 .0%
70	15 1.7%	0 .0%	1 .5%	4 1.8%	4 1.7%	5 11.4%	1 12.2%
72	1 .1%	0 .0%	0 .0%	1 .4%	0 .0%	0 .0%	0 .0%
75	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%
77	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
80	12 1.3%	0 .0%	3 1.3%	3 1.1%	7 2.8%	0 .0%	0 .0%
83	1 .1%	0 .0%	0 .0%	1 .5%	0 .0%	0 .0%	0 .0%
85	2	0	1	1	0	0	0

8. On average, how many miles do you travel to and from work or school each day?

	Total	Date					
		May 9	May 10	May 11	May 13	May 14	May 18
85	.2%	.2%	.6%	.3%	.0%	.0%	.0%
89	1	0	1	0	0	0	0
	.1%	.0%	.4%	.0%	.0%	.0%	.0%
90	11	1	4	5	1	0	0
	1.2%	.8%	1.7%	2.1%	.4%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
1	.	.	.	.	.	.
2	.	.	.	.	.	.
3	.	.	.	.	.	.
4	D	.	.	.	D	.
5	.	.	.	.	.	.
6	.	.	.	.	.	.
7	.	a	.	.	.	.
8	.	.	.	.	.	.
9	.	.	.	.	A B	.
10	.	.	.	.	.	.
11	a	a	a	.	a	a
12	.	.	.	.	.	.
13	a	a	.	a	C	a
14	.	.	.	.	a	.
15	.	.	.	.	.	.
16	.	.	.	.	a	A C D
17	.	a	a	a	a	a
18	.	.	.	.	.	.
19	a	.	.	a	a	a
20	.	.	.	.	.	.
22	a	a	.	a	a	a
23	.	.	.	.	.	.
24	.	.	.	.	a	A B C D
25	a	.	.	a	a	a
26	a	.	.	a	a	a
27	.	.	a	.	a	a
28	.	.	.	.	.	.
30	.	.	.	.	.	.
32	.	.	a	.	a	a
33	.	.	a	a	a	a
34	a	.	.	a	a	a
35	.	a	.	.	.	a
38	a	a	.	.	.	a
40	.	.	.	.	.	.
42	a	.	a	a	a	a
44	a	a	.	a	a	a
45	a	.	.	.	a	a
48	.	.	a	a	a	a
49	a	a	a	a	.	a
50	.	.	.	.	a	a
56	a	.	a	a	a	a
60	.	.	.	.	a	a
64	a	a	.	a	a	a
65	.	a	.	a	a	a
66	a	.	a	a	.	a
70	a	.	.	.	B C D	B
72	a	a	.	a	a	a
75	a	.	a	a	a	a
77	.	a	a	.	.	.

Comparisons of Column Proportions ^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
	80						
8. On average, how many miles do you travel to and from work or school each day?	83	a	a		a	a	a
	85				a	a	a
	89	a		a	a	a	a
	90					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Total	
		Total	Total
	Total	852	852
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	64	64
		7.5%	7.5%
	Bicycle	70	70
		8.2%	8.2%
	Carpool or vanpool	208	208
		24.4%	24.4%
	Traditional bus service	73	73
		8.5%	8.5%
Express bus service	76	76	
	8.9%	8.9%	
None of the above	356	356	
	41.8%	41.8%	
DK/NA	7	7	
	.8%	.8%	

Comparisons of Column Proportions ^{a,b}

		Total
		(A)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	.
	Bicycle	.
	Carpool or vanpool	.
	Traditional bus service	.
	Express bus service	.
	None of the above	.
	DK/NA	.

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b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
	Total	852	431	421
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	64	21	43
		7.5%	4.8%	10.2%
	Bicycle	70	44	26
		8.2%	10.2%	6.1%
	Carpool or vanpool	208	111	96
		24.4%	25.9%	22.8%
	Traditional bus service	73	30	43
		8.5%	6.9%	10.2%
	Express bus service	76	39	36
		8.9%	9.1%	8.6%
	None of the above	356	184	173
	41.8%	42.6%	41.0%	
DK/NA	7	2	5	
	.8%	.5%	1.1%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk		
	Bicycle		
	Carpool or vanpool		
	Traditional bus service		
	Express bus service		
	None of the above		
	DK/NA		
		B	A

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	136	191	164	165	69	45
	Walk	64	10	14	11	13	9	2
	Bicycle	70	10	25	14	14	2	2
	Carpool or vanpool	208	46	42	49	36	14	8
	Traditional bus service	73	20	15	19	7	5	2
	Express bus service	76	15	19	11	14	8	4
	None of the above	356	33	77	59	78	31	27
	DK/NA	7	2	0	0	2	0	0
		8.5%	11.2%	9.8%	6.8%	8.6%	11.5%	9.4%
		41.8%	24.5%	40.2%	36.3%	47.5%	44.3%	59.9%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	46	21	8	7
	Walk	2	0	1	1
	Bicycle	2	0	0	1
	Carpool or vanpool	9	2	0	1
	Traditional bus service	3	3	0	0
	Express bus service	3	1	1	0
	None of the above	27	15	6	3
	DK/NA	1	1	0	0
		58.6%	70.7%	75.1%	41.8%
		2.9%	4.9%	.0%	6.7%

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk							
	Bicycle							
	Carpool or vanpool							
	Traditional bus service							
	Express bus service							
	None of the above				A		A	A
	DK/NA		a	a			a	
		D						

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84 (H)	85 and over (I)	DK/NA (J)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk			
	Bicycle			
	Carpool or vanpool			
	Traditional bus service			
	Express bus service			
	None of the above			
	DK/NA			
		A	a	

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		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	14	69	123	647
	Walk	64	0	3	9	52
	Bicycle	70	3	12	7	47
	Carpool or vanpool	208	2	18	33	154
	Traditional bus service	73	2	7	10	53
	Express bus service	76	1	11	8	56
	None of the above	356	5	19	55	278
	DK/NA	7	0	0	0	7
		8.5%	.0%	4.1%	7.5%	8.0%
		24.4%	17.7%	25.4%	27.1%	23.9%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	a			
	Bicycle		D		
	Carpool or vanpool				
	Traditional bus service				
	Express bus service				
	None of the above				
	DK/NA	a	a	a	

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	42	660	60	91
	Walk	64 7.5%	4 10.3%	50 7.5%	4 5.9%	6 6.8%
	Bicycle	70 8.2%	3 7.6%	57 8.6%	3 5.5%	7 7.3%
	Carpool or vanpool	208 24.4%	9 20.5%	171 25.9%	9 15.0%	19 21.0%
	Traditional bus service	73 8.5%	6 13.2%	56 8.6%	3 4.9%	8 8.5%
	Express bus service	76 8.9%	3 7.4%	56 8.5%	7 12.4%	9 9.7%
	None of the above	356 41.8%	17 41.0%	265 40.1%	32 54.0%	42 46.5%
	DK/NA	7 .8%	0 .0%	5 .8%	1 2.4%	0 .1%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk				
	Bicycle				
	Carpool or vanpool				
	Traditional bus service				
	Express bus service				
	None of the above				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School	
		Total	Drive alone (car, truck, motorcycle, scooter)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	852
	Walk	64 7.5%	64 7.5%
	Bicycle	70 8.2%	70 8.2%
	Carpool or vanpool	208 24.4%	208 24.4%
	Traditional bus service	73 8.5%	73 8.5%
	Express bus service	76 8.9%	76 8.9%
	None of the above	356 41.8%	356 41.8%
	DK/NA	7 .8%	7 .8%

Comparisons of Column Proportions^{a,b}

		Typical Transportation to Work or School
		Drive alone (car, truck, motorcycle, scooter)
		(A)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	.
	Bicycle	.
	Carpool or vanpool	.
	Traditional bus service	.
	Express bus service	.
	None of the above	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		421	166	121	41	76
Walk		34	18	4	0	10
		8.2%	10.8%	3.3%	.0%	12.7%
Bicycle		35	16	13	3	3
		8.3%	9.6%	10.8%	6.2%	3.4%
Carpool or vanpool		108	46	39	8	14
		25.6%	27.8%	32.6%	19.5%	17.9%
Traditional bus service		35	13	17	1	4
		8.3%	7.7%	14.4%	2.6%	5.0%
Express bus service		33	14	9	5	2
		7.9%	8.6%	7.6%	13.2%	2.7%
None of the above		173	58	37	23	44
		41.1%	34.9%	30.4%	57.5%	58.2%
DK/NA		3	1	1	0	0
		.6%	.7%	.9%	1.0%	.0%

		Ballot Test - Sales Tax
		DK/NA
Total		18
		3
Walk		15.9%
Bicycle		1
		4.6%
Carpool or vanpool		1
		6.0%
Traditional bus service		0
		.0%
Express bus service		2
		12.8%
None of the above		11
		60.7%
DK/NA		0
		.0%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk					
	Bicycle					
	Carpool or vanpool					a
	Traditional bus service					.
	Express bus service					
	None of the above			B	A B	a
	DK/NA					.

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		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		431	155	119	46	85
Walk		29	12	12	2	4
		6.8%	7.5%	10.1%	3.9%	4.3%
Bicycle		35	14	6	8	7
		8.1%	9.3%	4.7%	16.5%	8.3%
Carpool or vanpool		100	44	27	6	16
		23.1%	28.6%	23.1%	12.9%	19.2%
Traditional bus service		38	14	11	0	9
		8.7%	9.0%	8.9%	.4%	10.7%
Express bus service		43	22	6	2	7
		9.9%	14.1%	5.3%	5.4%	8.6%
None of the above		183	49	55	28	41
		42.5%	31.6%	46.3%	60.9%	48.1%
DK/NA		4	0	2	0	1
		1.0%	.0%	1.5%	.0%	.7%

		Ballot Test - Vehicle Registration Levy
		DK/NA
Total		26
		0
Walk		.0%
Bicycle		0
		.8%
Carpool or vanpool		6
		21.2%
Traditional bus service		4
		14.3%
Express bus service		5
		17.6%
None of the above		10
		39.3%
DK/NA		2
		6.8%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk					a
	Bicycle					.
	Carpool or vanpool					
	Traditional bus service					
	Express bus service					
	None of the above			A		a
	DK/NA	a		.		.

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	Internet Access			
	Total	Yes	No	DK/NA
Total	852	699	150	3
Walk	64 7.5%	43 6.2%	21 13.7%	0 .0%
Bicycle	70 8.2%	59 8.5%	11 7.0%	0 .0%
Carpool or vanpool	208 24.4%	177 25.3%	30 20.0%	1 28.7%
Traditional bus service	73 8.5%	59 8.4%	14 9.2%	0 .0%
Express bus service	76 8.9%	58 8.3%	18 11.8%	0 .0%
None of the above	356 41.8%	297 42.4%	57 38.2%	2 71.2%
DK/NA	7 .8%	7 1.0%	0 .1%	0 .0%

Comparisons of Column Proportions ^{b,c}

	Internet Access		
	Yes	No	DK/NA
	(A)	(B)	(C)
Walk		A	. ^a
Bicycle			. ^a
Carpool or vanpool			. ^a
Traditional bus service			. ^a
Express bus service			. ^a
None of the above			. ^a
DK/NA			. ^a

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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	Type of Internet Connection				
	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
Total	699	47	240	329	53
Walk	43 6.2%	5 9.8%	8 3.4%	23 7.0%	7 12.6%
Bicycle	59 8.5%	4 8.9%	21 8.6%	28 8.5%	5 9.7%
Carpool or vanpool	177 25.3%	12 26.3%	63 26.4%	84 25.6%	8 14.4%
Traditional bus service	59 8.4%	5 10.5%	17 7.1%	28 8.6%	7 13.0%
Express bus service	58 8.3%	2 3.4%	19 8.0%	30 9.0%	6 11.3%
None of the above	297 42.4%	19 41.0%	110 45.7%	133 40.3%	21 39.1%
DK/NA	7 1.0%	0 .0%	2 .9%	4 1.1%	0 .0%

	Type of Internet Connection	
	Other	DK/NA
Total	14	16
Walk	0	0
Bicycle	1 2.8%	0 2.2%
Carpool or vanpool	5 7.6%	4 .3%
Traditional bus service	1 4.3%	1 7.8%
Express bus service	2 11.6%	0 .0%
None of the above	6 40.6%	9 56.4%
DK/NA	0 .0%	1 6.6%

Comparisons of Column Proportions ^{b,c}

	Type of Internet Connection				
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
	(A)	(B)	(C)	(D)	(E)
Walk					
Bicycle					
Carpool or vanpool					
Traditional bus service					
Express bus service					
None of the above					
DK/NA				. ^a	. ^a

Comparisons of Column Proportions ^{b,c}

	Type of Internet Connection	DK/NA
		(F)
		9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	852	332	509	12
Walk	64	32	30	2
	7.5%	9.7%	5.8%	15.2%
Bicycle	70	27	43	0
	8.2%	8.1%	8.4%	1.5%
Carpool or vanpool	208	92	112	4
	24.4%	27.6%	22.0%	35.4%
Traditional bus service	73	37	36	0
	8.5%	11.0%	7.1%	.0%
Express bus service	76	38	37	0
	8.9%	11.5%	7.3%	3.3%
None of the above	356	104	247	5
	41.8%	31.2%	48.6%	44.5%
DK/NA	7	3	4	0
	.8%	.8%	.8%	.0%

Comparisons of Column Proportions ^{b,c}

	Rent or Own Residence	Rent	Own	DK/NA
		(A)	(B)	(C)
		9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	B	A

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	Total	Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total	852	46	8	33	328
Walk	64	8	0	3	17
	7.5%	18.3%	.0%	8.6%	5.3%
Bicycle	70	6	0	4	37
	8.2%	12.6%	3.0%	12.6%	11.4%
Carpool or vanpool	208	9	0	0	74
	24.4%	19.8%	5.9%	.0%	22.4%
Traditional bus service	73	7	2	2	16
	8.5%	14.7%	30.7%	7.4%	4.9%
Express bus service	76	2	2	0	22
	8.9%	3.8%	19.7%	.0%	6.7%
None of the above	356	14	3	24	160
	41.8%	30.7%	40.7%	71.4%	48.7%
DK/NA	7	0	0	0	2
	.8%	.0%	.0%	.0%	.7%

		Ethnicity					
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA	
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	425	1	15	1	5	
	Walk	35	0	0	0	0	
	Bicycle	23	0	1	0	2	
	Carpool or vanpool	123	0	2	0	1	
	Traditional bus service	46	0	3	0	0	
	Express bus service	51	0	1	0	0	
	None of the above	142	1	9	1	2	
	DK/NA	5	0	0	0	0	
			1.1%	.0%	.0%	.0%	.0%
			8.1%	6.7%	.0%	24.3%	.0%
		5.5%	9.5%	5.5%	.0%	30.6%	
		29.0%	.0%	14.0%	.0%	22.5%	
		10.9%	.0%	16.6%	.0%	.1%	
		11.9%	.0%	5.9%	.0%	5.0%	
		33.4%	83.8%	57.9%	75.7%	41.8%	

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	D				
	Bicycle		a			
	Carpool or vanpool			a		
	Traditional bus service		D			
	Express bus service			a		
	None of the above			A E	E	
	DK/NA	a	a	a		

Comparisons of Column Proportions ^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	b			
	Bicycle	b		a,b	
	Carpool or vanpool	a,b		a,b	
	Traditional bus service	a,b		a,b	
	Express bus service	a,b		a,b	
	None of the above	b		b	
	DK/NA	a,b	a	a,b	a

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b. This category is not used in comparisons because the sum of case weights is less than two.

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		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	463	173	187	57	32	14
	Walk	36	12	17	4	3	0
	Bicycle	46	17	19	8	3	0
	Carpool or vanpool	130	44	50	22	10	4
	Traditional bus service	42	12	16	8	3	3
	Express bus service	41	24	15	2	0	0
	None of the above	164	62	67	13	15	8
	DK/NA	4	2	2	0	0	0
			.8%	1.0%	1.0%	.0%	.0%
			7.7%	7.1%	8.9%	7.1%	9.0%
		10.0%	9.8%	10.2%	13.5%	8.1%	
		28.1%	25.6%	26.9%	38.2%	29.7%	
		9.0%	7.0%	8.7%	14.3%	8.1%	
		8.9%	13.7%	8.1%	4.0%	.0%	
		35.5%	35.8%	36.1%	22.9%	45.1%	

Comparisons of Column Proportions ^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk					a
	Bicycle					a
	Carpool or vanpool					
	Traditional bus service				a	
	Express bus service				a	
	None of the above					a
DK/NA						

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	225	127	85	6	4	4
	Walk	17	10	6	0	0	0
	Bicycle	11	7	3	1	0	0
	Carpool or vanpool	52	32	13	3	4	1
	Traditional bus service	20	12	6	2	0	0
	Express bus service	20	16	5	0	0	0
	None of the above	103	50	50	0	0	3
	DK/NA	1	0	1	0	0	0
			.5%	.1%	1.2%	.0%	.0%
			7.5%	8.2%	7.3%	3.9%	.0%
		5.1%	5.5%	4.0%	20.0%	.0%	
		23.2%	25.0%	15.7%	44.1%	100.0%	
		9.0%	9.6%	7.4%	30.6%	.0%	
		9.0%	12.4%	5.4%	.0%	.0%	
		45.7%	39.2%	59.0%	1.4%	.0%	
						79.2%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk				a	a
	Bicycle				a	a
	Carpool or vanpool				a	a
	Traditional bus service				a	a
	Express bus service			a	a	a
	None of the above		A C		a	a
	DK/NA			a	a	a

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		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	44	86	130	127
	Walk	64	11	13	5	6
		7.5%	25.3%	15.4%	3.7%	4.7%
	Bicycle	70	3	8	9	10
		8.2%	6.0%	9.0%	6.9%	8.1%
	Carpool or vanpool	208	9	22	37	32
		24.4%	19.6%	25.6%	28.9%	25.0%
	Traditional bus service	73	7	6	21	6
		8.5%	14.9%	7.1%	16.4%	4.8%
Express bus service	76	0	7	18	12	
	8.9%	.0%	8.0%	14.0%	9.8%	
None of the above	356	14	30	39	58	
	41.8%	33.0%	34.9%	30.1%	45.9%	
DK/NA	7	1	0	0	2	
	.8%	1.2%	.0%	.0%	1.8%	

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	27	149	93	64
	Walk	0	11	5	5
		.0%	7.5%	4.9%	8.2%
	Bicycle	0	12	10	4
		.9%	7.9%	11.0%	6.7%
	Carpool or vanpool	6	37	20	14
		21.9%	24.8%	21.6%	21.9%
	Traditional bus service	3	16	3	2
		13.0%	10.4%	3.2%	3.6%
	Express bus service	3	10	8	9
	11.2%	6.4%	9.0%	13.4%	
None of the above	14	63	47	30	
	53.0%	42.1%	50.2%	46.2%	
DK/NA	0	1	0	0	
	.0%	.8%	.0%	.0%	

		Household Income	
		More than \$50,000/no further information	DK/NA
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	22	111
	Walk	2	5
		10.5%	4.7%
	Bicycle	3	11
		11.4%	9.9%
	Carpool or vanpool	2	28
		10.5%	25.7%
	Traditional bus service	0	8
		.0%	7.4%
Express bus service	1	7	
	5.6%	6.8%	
None of the above	14	48	
	61.9%	42.9%	
DK/NA	0	3	
	.0%	2.6%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	C D F G J			
	Bicycle				
	Carpool or vanpool				
	Traditional bus service				
	Express bus service	a			
	None of the above	.			
	DK/NA		a	a	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk	a			
	Bicycle				
	Carpool or vanpool				
	Traditional bus service				
	Express bus service				
	None of the above DK/NA	a			a

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk		
	Bicycle		
	Carpool or vanpool	a	
	Traditional bus service		
	Express bus service		
	None of the above DK/NA	a	

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		Supervisorial District					
		Total	1	2	3	4	5
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	159	159	128	268	139
	Walk	64	11	13	8	14	18
		7.5%	6.7%	8.4%	6.0%	5.1%	13.2%
	Bicycle	70	16	5	9	30	9
		8.2%	10.4%	3.1%	7.1%	11.1%	6.7%
	Carpool or vanpool	208	37	32	30	76	32
		24.4%	23.4%	20.1%	23.3%	28.5%	23.3%
	Traditional bus service	73	19	15	9	17	12
		8.5%	11.9%	9.7%	7.0%	6.3%	8.9%
	Express bus service	76	14	12	14	18	17
	8.9%	8.8%	7.8%	11.1%	6.9%	12.0%	
None of the above	356	58	80	57	112	50	
	41.8%	36.6%	50.1%	44.6%	41.7%	35.8%	
DK/NA	7	4	1	1	1	0	
	.8%	2.3%	.7%	.9%	.3%	.0%	

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk					D
	Bicycle				B	
	Carpool or vanpool					
	Traditional bus service					
	Express bus service					
	None of the above DK/NA					a

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		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Total	852	149	199	232	223	43	7
	Walk	64	10	9	23	21	0	0
		7.5%	7.0%	4.7%	9.9%	9.4%	.0%	.0%
	Bicycle	70	20	21	14	12	3	1
		8.2%	13.4%	10.6%	6.0%	5.2%	5.9%	12.2%
	Carpool or vanpool	208	30	49	54	56	18	0
		24.4%	20.5%	24.4%	23.5%	25.3%	41.2%	.0%
	Traditional bus service	73	9	10	23	22	7	2
		8.5%	6.0%	4.9%	9.8%	10.1%	16.4%	24.4%
	Express bus service	76	6	15	19	31	5	0
	8.9%	3.9%	7.5%	8.4%	13.9%	10.6%	.0%	
None of the above	356	73	94	94	80	11	4	
	41.8%	49.1%	47.4%	40.5%	35.8%	25.9%	63.4%	
DK/NA	7	0	1	5	1	0	0	
	.8%	.0%	.5%	2.1%	.5%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
9. Which of the following would you be most likely to use to travel to and from work or school if they were available in your area?	Walk						
	Bicycle						
	Carpool or vanpool						a
	Traditional bus service						a
	Express bus service				A		a
	None of the above						a
	DK/NA	a				a	a

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		Total	
		Total	Total
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	852
	Better transit schedule/More buses	152	152
	Carpool incentives from my employer	168	168
	Cheaper/Discounted transit fares	87	87
	Express bus service	82	82
	Higher gas prices	148	148
	Information about transit/schedules	22	22
	Public transit stop near my house/work	86	86
	Nothing/Not interested	279	279
	Other	35	35
DK/NA	17	17	

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	.
	Carpool incentives from my employer	.
	Cheaper/Discounted transit fares	.
	Express bus service	.
	Higher gas prices	.
	Information about transit/schedules	.
	Public transit stop near my house/work	.
	Nothing/Not interested	.
	Other	.
	DK/NA	.

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		Respondent's Gender		
		Total	Male	Female
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	431	421
	Better transit schedule/More buses	152	66	86
	Carpool incentives from my employer	168	82	86
	Cheaper/Discounted transit fares	87	42	45
	Express bus service	82	43	40
	Higher gas prices	148	75	73
	Information about transit/schedules	22	8	14
	Public transit stop near my house/work	86	49	38
	Nothing/Not interested	279	157	121
	Other	35	18	18
	DK/NA	17	8	9

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses		
	Carpool incentives from my employer		
	Cheaper/Discounted transit fares		
	Express bus service		
	Higher gas prices		
	Information about transit/schedules		
	Public transit stop near my house/work		
	Nothing/Not interested	B	
	Other		
	DK/NA		

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		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	136	191	164	165	69	45
	Better transit schedule/More buses	152	26	30	44	22	13	9
		17.9%	19.2%	15.5%	27.1%	13.4%	19.4%	19.5%
	Carpool incentives from my employer	168	25	48	37	28	15	6
		19.7%	18.0%	25.2%	22.8%	17.1%	21.5%	14.0%
	Cheaper/Discounted transit fares	87	13	14	21	24	8	5
		10.3%	9.3%	7.2%	12.8%	14.6%	11.0%	11.7%
	Express bus service	82	9	20	17	21	9	3
		9.7%	6.7%	10.4%	10.5%	12.6%	13.2%	6.5%
	Higher gas prices	148	27	33	24	33	15	5
	17.3%	20.2%	17.5%	14.9%	20.3%	22.2%	10.2%	
Information about transit/schedules	22	4	6	4	2	1	3	
	2.6%	3.1%	3.3%	2.6%	1.5%	1.8%	6.0%	
Public transit stop near my house/work	86	8	30	17	12	8	3	
	10.1%	6.1%	15.6%	10.7%	7.1%	12.2%	7.0%	
Nothing/Not interested	279	38	63	36	61	18	22	
	32.7%	27.7%	33.1%	21.8%	37.0%	26.0%	49.4%	
Other	35	4	11	5	3	2	1	
	4.2%	3.2%	5.7%	3.2%	2.1%	3.2%	2.8%	
DK/NA	17	4	6	4	1	0	0	
	2.0%	2.8%	3.2%	2.5%	.8%	.0%	.7%	

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	46	21	8	7
	Better transit schedule/More buses	4	2	0	1
		9.5%	9.7%	.0%	16.8%
	Carpool incentives from my employer	5	1	0	2
		11.1%	5.2%	.0%	29.7%
	Cheaper/Discounted transit fares	2	0	0	1
		5.1%	.0%	.0%	10.1%
	Express bus service	2	0	0	1
		4.8%	1.1%	.0%	10.1%
	Higher gas prices	6	2	0	0
		14.0%	11.4%	2.0%	.1%
	Information about transit/schedules	0	0	0	0
	.7%	2.3%	.0%	.0%	
Public transit stop near my house/work	3	4	0	0	
	6.6%	19.6%	.0%	.0%	
Nothing/Not interested	22	10	5	3	
	48.0%	47.9%	66.4%	46.8%	
Other	4	1	2	1	
	8.3%	4.4%	31.6%	10.0%	
DK/NA	0	0	1	0	
	.5%	.6%	13.7%	6.7%	

Comparisons of Column Proportions^{b,c}

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
		(A)	(B)	(C)	(D)	(E)	(F)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses						
	Carpool incentives from my employer						
	Cheaper/Discounted transit fares						
	Express bus service						
	Higher gas prices						
	Information about transit/schedules						
	Public transit stop near my house/work						
	Nothing/Not interested						C
	Other						
	DK/NA						

Comparisons of Column Proportions^{b,c}

		Age			
		65 to 74 (G)	75 to 84 (H)	85 and over (I)	DK/NA (J)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses			a	
	Carpool incentives from my employer			a	
	Cheaper/Discounted transit fares		a	a	
	Express bus service			a	
	Higher gas prices				
	Information about transit/schedules			a	
	Public transit stop near my house/work			a	
	Nothing/Not interested	C			
	Other			A C D	
	DK/NA				

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		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	14	69	123
	Better transit schedule/More buses	152	2	22	19
	Carpool incentives from my employer	168	2	11	25
	Cheaper/Discounted transit fares	87	0	11	9
	Express bus service	82	0	7	10
	Higher gas prices	148	2	14	22
	Information about transit/schedules	22	0	3	4
	Public transit stop near my house/work	86	2	9	8
	Nothing/Not interested	279	5	21	39
	Other	35	1	2	7
	DK/NA	17	0	1	7

		Years Lived in Kern County
		10 years or more
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	647
	Better transit schedule/More buses	109
	Carpool incentives from my employer	130
	Cheaper/Discounted transit fares	67
	Express bus service	65
	Higher gas prices	110
	Information about transit/schedules	14
	Public transit stop near my house/work	68
	Nothing/Not interested	213
	Other	25
	DK/NA	10

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses		D		
	Carpool incentives from my employer				
	Cheaper/Discounted transit fares				
	Express bus service				
	Higher gas prices	a			
	Information about transit/schedules				
	Public transit stop near my house/work				
	Nothing/Not interested				
	Other				
	DK/NA	a		D	

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	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	852	42	660	60	91
Better transit schedule/More buses	152 17.9%	11 26.1%	116 17.5%	8 12.9%	18 19.8%
Carpool incentives from my employer	168 19.7%	8 19.3%	136 20.6%	10 16.5%	14 15.1%
Cheaper/Discounted transit fares	87 10.3%	6 13.6%	68 10.3%	4 6.2%	10 10.9%
Express bus service	82 9.7%	4 8.7%	67 10.1%	3 5.6%	8 9.3%
Higher gas prices	148 17.3%	6 14.0%	129 19.5%	4 6.1%	9 10.3%
Information about transit/schedules	22 2.6%	1 2.9%	18 2.7%	1 1.6%	2 2.1%
Public transit stop near my house/work	86 10.1%	3 8.3%	70 10.5%	6 9.6%	7 8.2%
Nothing/Not interested	279 32.7%	13 31.5%	202 30.6%	24 39.9%	39 43.5%
Other	35 4.2%	2 4.8%	28 4.2%	5 8.3%	0 .4%
DK/NA	17 2.0%	1 3.4%	13 2.0%	2 3.7%	1 .7%

Comparisons of Column Proportions^{a,b}

	Home Zip Code Area			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
Better transit schedule/More buses				
Carpool incentives from my employer				
Cheaper/Discounted transit fares				
Express bus service				
Higher gas prices				
Information about transit/schedules				
Public transit stop near my house/work				
Nothing/Not interested				
Other				
DK/NA				

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	Typical Transportation to Work or School	
	Total	Drive alone (car, truck, motorcycle, scooter)
Total	852	852
Better transit schedule/More buses	152 17.9%	152 17.9%
Carpool incentives from my employer	168 19.7%	168 19.7%
Cheaper/Discounted transit fares	87 10.3%	87 10.3%
Express bus service	82 9.7%	82 9.7%
Higher gas prices	148 17.3%	148 17.3%
Information about transit/schedules	22 2.6%	22 2.6%
Public transit stop near my house/work	86 10.1%	86 10.1%
Nothing/Not interested	279 32.7%	279 32.7%
Other	35 4.2%	35 4.2%
DK/NA	17 2.0%	17 2.0%

Comparisons of Column Proportions^{a,b}

	Typical Transportation to Work or School	
	Drive alone (car, truck, motorcycle, scooter) (A)	
Better transit schedule/More buses	.	
Carpool incentives from my employer	.	
Cheaper/Discounted transit fares	.	
Express bus service	.	
Higher gas prices	.	
Information about transit/schedules	.	
Public transit stop near my house/work	.	
Nothing/Not interested	.	
Other	.	
DK/NA	.	

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	Ballot Test - Sales Tax			
	Total	Definitely yes	Probably yes	Probably no
Total	421	166	121	41
Better transit schedule/More buses	82 19.4%	29 17.7%	37 30.6%	7 18.0%
Carpool incentives from my employer	84 20.0%	37 22.2%	20 16.7%	7 17.3%
Cheaper/Discounted transit fares	42 9.9%	21 12.6%	8 6.6%	6 13.9%
Express bus service	38 9.0%	20 11.8%	4 3.7%	2 5.6%
Higher gas prices	62 14.8%	29 17.5%	20 16.2%	3 7.6%
Information about transit/schedules	7 1.8%	7 4.5%	0 .0%	0 .0%
Public transit stop near my house/work	40 9.4%	19 11.5%	15 12.3%	3 6.5%
Nothing/Not interested	134 31.7%	53 31.9%	22 17.9%	14 34.9%
Other	14 3.4%	5 3.3%	5 4.0%	1 3.0%
DK/NA	9 2.0%	0 .1%	3 2.9%	2 5.0%

	Ballot Test - Sales Tax	
	Definitely no	DK/NA
Total	76	18
Better transit schedule/More buses	7 9.6%	1 4.6%
Carpool incentives from my employer	17 23.1%	3 15.3%
Cheaper/Discounted transit fares	7 8.9%	1 3.8%
Express bus service	10 13.2%	2 8.4%
Higher gas prices	6 7.9%	5 25.9%
Information about transit/schedules	0 .0%	0 .0%
Public transit stop near my house/work	2 3.2%	1 4.6%
Nothing/Not interested	35 46.1%	10 54.1%
Other	2 3.0%	1 3.8%
DK/NA	3 3.9%	0 .0%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses		D		
	Carpool incentives from my employer				
	Cheaper/Discounted transit fares				
	Express bus service				
	Higher gas prices		a	a	
	Information about transit/schedules				
	Public transit stop near my house/work				
	Nothing/Not interested				B
	Other				
DK/NA			A		

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax
		DK/NA
		(E)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	
	Carpool incentives from my employer	
	Cheaper/Discounted transit fares	
	Express bus service	
	Higher gas prices	
	Information about transit/schedules	a
	Public transit stop near my house/work	
	Nothing/Not interested	B
	Other	
DK/NA	a	

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		Ballot Test - Vehicle Registration Levy			
		Total	Definitely yes	Probably yes	Probably no
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	431	155	119	46
	Better transit schedule/More buses	70 16.3%	38 24.5%	19 16.2%	5 11.0%
	Carpool incentives from my employer	83 19.3%	41 26.5%	24 20.4%	4 8.3%
	Cheaper/Discounted transit fares	46 10.6%	18 11.9%	15 12.2%	6 12.4%
	Express bus service	45 10.3%	25 16.2%	7 5.7%	5 10.2%
	Higher gas prices	85 19.8%	38 24.7%	20 16.8%	8 17.6%
	Information about transit/schedules	14 3.4%	13 8.1%	0 .0%	0 .0%
	Public transit stop near my house/work	46 10.8%	21 13.3%	12 9.9%	5 11.4%
	Nothing/Not interested	145 33.6%	39 25.3%	32 27.3%	26 56.6%
	Other	21 4.9%	6 3.6%	7 5.7%	0 .0%
	DK/NA	9 2.1%	0 .0%	1 1.1%	0 .3%

		Ballot Test - Vehicle Registration Levy	
		Definitely no	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	85	26
	Better transit schedule/More buses	7 7.7%	2 6.2%
	Carpool incentives from my employer	9 10.4%	5 20.1%
	Cheaper/Discounted transit fares	6 6.8%	1 4.5%
	Express bus service	8 9.3%	0 .0%
	Higher gas prices	10 11.8%	9 34.1%
	Information about transit/schedules	0 .0%	2 7.2%
	Public transit stop near my house/work	7 8.5%	2 6.2%
	Nothing/Not interested	41 48.2%	6 24.5%
	Other	3 4.1%	5 19.5%
	DK/NA	5 6.4%	2 7.7%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	D			
	Carpool incentives from my employer	D			
	Cheaper/Discounted transit fares	B			
	Express bus service				
	Higher gas prices		a	a	a
	Information about transit/schedules				
	Public transit stop near my house/work				
	Nothing/Not interested			A B	A B
	Other			a	
	DK/NA	a			

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy
		DK/NA
		(E)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	
	Carpool incentives from my employer	
	Cheaper/Discounted transit fares	
	Express bus service	a
	Higher gas prices	.
	Information about transit/schedules	
	Public transit stop near my house/work	
	Nothing/Not interested	
	Other	A
	DK/NA	

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		Internet Access			
		Total	Yes	No	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	699	150	3
	Better transit schedule/More buses	152	119	33	0
		17.9%	17.1%	21.9%	.0%
	Carpool incentives from my employer	168	143	23	1
		19.7%	20.4%	15.6%	43.8%
	Cheaper/Discounted transit fares	87	78	9	1
		10.3%	11.2%	5.8%	22.5%
	Express bus service	82	63	19	1
		9.7%	8.9%	12.7%	22.5%
	Higher gas prices	148	129	19	0
		17.3%	18.4%	12.5%	.1%
	Information about transit/schedules	22	20	2	0
		2.6%	2.8%	1.4%	.0%
Public transit stop near my house/work	86	72	14	0	
	10.1%	10.3%	9.5%	.0%	
Nothing/Not interested	279	228	49	2	
	32.7%	32.6%	32.5%	56.2%	
Other	35	26	9	1	
	4.2%	3.7%	6.0%	22.5%	
DK/NA	17	16	2	0	
	2.0%	2.3%	1.0%	.0%	

Comparisons of Column Proportions

b,c

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses			
	Carpool incentives from my employer			
	Cheaper/Discounted transit fares			
	Express bus service			
	Higher gas prices			
	Information about transit/schedules			
	Public transit stop near my house/work			
	Nothing/Not interested			
	Other			a
	DK/NA			.

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		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	699	47	240	329
	Better transit schedule/More buses	119	14	40	53
		17.1%	29.4%	16.9%	16.1%
	Carpool incentives from my employer	143	12	48	62
		20.4%	24.6%	20.0%	18.8%
	Cheaper/Discounted transit fares	78	10	14	47
		11.2%	20.5%	6.0%	14.3%
	Express bus service	63	7	19	35
		8.9%	14.0%	7.8%	10.6%
	Higher gas prices	129	8	38	66
		18.4%	17.3%	16.0%	20.1%
	Information about transit/schedules	20	2	3	12
		2.8%	4.9%	1.2%	3.8%
Public transit stop near my house/work	72	4	13	49	
	10.3%	7.7%	5.4%	14.9%	
Nothing/Not interested	228	15	80	110	
	32.6%	31.6%	33.5%	33.4%	
Other	26	0	11	10	
	3.7%	.8%	4.6%	3.2%	
DK/NA	16	0	4	10	
	2.3%	.0%	1.5%	3.0%	

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	53	14	16
	Better transit schedule/More buses	9	2	2
		16.2%	11.7%	13.1%
	Carpool incentives from my employer	12	6	3
		22.7%	41.9%	21.9%
	Cheaper/Discounted transit fares	4	2	1
		7.3%	15.9%	6.3%
	Express bus service	2	1	0
		3.6%	4.3%	.0%
	Higher gas prices	13	2	1
		24.1%	15.5%	7.6%
	Information about transit/schedules	1	0	0
		2.5%	2.8%	2.3%
Public transit stop near my house/work	4	3	0	
	6.9%	17.6%	.0%	
Nothing/Not interested	13	1	8	
	25.1%	10.4%	51.1%	
Other	4	0	0	
	7.1%	.0%	.0%	
DK/NA	2	0	0	
	4.6%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses				
	Carpool incentives from my employer				
	Cheaper/Discounted transit fares	B		B	
	Express bus service				
	Higher gas prices				
	Information about transit/schedules				
	Public transit stop near my house/work			B	
	Nothing/Not interested				
Other	a				
DK/NA	.				

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses		
	Carpool incentives from my employer		
	Cheaper/Discounted transit fares		a
	Express bus service		.
	Higher gas prices		
	Information about transit/schedules		
	Public transit stop near my house/work		a
	Nothing/Not interested		.
Other	a	a	
DK/NA	a	a	

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		Rent or Own Residence			
		Total	Rent	Own	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	332	509	12
	Better transit schedule/More buses	152	74	79	0
		17.9%	22.2%	15.4%	.0%
	Carpool incentives from my employer	168	76	89	3
		19.7%	22.9%	17.4%	25.7%
	Cheaper/Discounted transit fares	87	43	44	1
		10.3%	12.8%	8.6%	7.0%
	Express bus service	82	38	44	1
		9.7%	11.4%	8.6%	5.9%
	Higher gas prices	148	67	81	0
		17.3%	20.2%	15.9%	.0%
	Information about transit/schedules	22	10	12	0
		2.6%	3.0%	2.4%	.0%
Public transit stop near my house/work	86	34	52	0	
	10.1%	10.3%	10.2%	3.3%	
Nothing/Not interested	279	78	193	8	
	32.7%	23.4%	38.0%	64.8%	
Other	35	11	24	1	
	4.2%	3.4%	4.6%	5.9%	
DK/NA	17	8	9	1	
	2.0%	2.4%	1.8%	5.0%	

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	B		a
	Carpool incentives from my employer			.
	Cheaper/Discounted transit fares			.
	Express bus service			.
	Higher gas prices			.
	Information about transit/schedules			a
	Public transit stop near my house/work			.
	Nothing/Not interested		A	A
Other			.	
DK/NA			.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	46	8	33	328
	Better transit schedule/More buses	152	10	3	6	46
		17.9%	21.3%	37.4%	16.6%	13.9%
	Carpool incentives from my employer	168	16	1	0	58
		19.7%	35.7%	13.4%	.0%	17.7%
	Cheaper/Discounted transit fares	87	6	1	3	27
		10.3%	13.2%	11.6%	9.2%	8.3%
	Express bus service	82	8	0	3	25
		9.7%	17.4%	.0%	8.6%	7.5%
	Higher gas prices	148	11	0	4	45
		17.3%	24.1%	.0%	11.2%	13.7%
	Information about transit/schedules	22	4	1	0	7
		2.6%	8.9%	8.0%	.0%	2.2%
Public transit stop near my house/work	86	11	0	0	32	
	10.1%	23.5%	5.9%	.0%	9.8%	
Nothing/Not interested	279	9	2	21	135	
	32.7%	18.9%	24.3%	63.5%	41.2%	
Other	35	2	0	0	25	
	4.2%	3.8%	.0%	.0%	7.7%	
DK/NA	17	0	1	0	5	
	2.0%	.0%	7.5%	.0%	1.5%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	425	1	15	1	5
	Better transit schedule/More buses	87	0	3	0	0
		20.4%	.0%	17.7%	.0%	.0%
	Carpool incentives from my employer	89	1	3	0	0
		21.0%	90.4%	22.8%	24.3%	4.4%
	Cheaper/Discounted transit fares	51	0	0	0	0
		12.0%	9.5%	.0%	.0%	.0%
	Express bus service	48	0	0	0	0
		11.3%	.0%	.0%	.0%	5.0%
	Higher gas prices	86	0	3	0	0
		20.3%	.0%	20.1%	.1%	.0%
	Information about transit/schedules	10	0	0	0	0
		2.3%	.0%	.0%	.0%	.0%
Public transit stop near my house/work	41	0	1	0	1	
	9.6%	.0%	4.0%	.0%	20.4%	
Nothing/Not interested	107	0	5	0	4	
	25.2%	.1%	31.2%	.0%	65.7%	
Other	6	0	2	1	0	
	1.4%	.0%	10.8%	75.6%	.0%	
DK/NA	11	0	1	0	0	
	2.5%	.0%	7.6%	.0%	4.4%	

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
		(A)	(B)	(C)	(D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses				
	Carpool incentives from my employer			.b	
	Cheaper/Discounted transit fares				
	Express bus service				
	Higher gas prices				
	Information about transit/schedules			.b	
	Public transit stop near my house/work			.b	
	Nothing/Not interested			A E	E
	Other			.b	E
	DK/NA	.b		.b	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(E)	(F)	(G)	(H)	(I)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses		a,.b		a,.b	
	Carpool incentives from my employer		a		a	
	Cheaper/Discounted transit fares		a	.b	a,.b	
	Express bus service		a,.b		a,.b	
	Higher gas prices		a,.b		a	
	Information about transit/schedules		a,.b	.b	a,.b	.b
	Public transit stop near my house/work		a,.b		a,.b	
	Nothing/Not interested		a		a,.b	
	Other		a,.b		a	
	DK/NA		a,.b		a,.b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	463	173	187	57	32	14
Better transit schedule/More buses	97 20.9%	42 24.2%	37 20.1%	13 22.8%	4 13.3%	0 1.6%
Carpool incentives from my employer	93 20.2%	35 20.4%	35 18.8%	15 27.1%	5 16.8%	2 15.2%
Cheaper/Discounted transit fares	56 12.1%	21 12.1%	19 10.0%	8 14.5%	5 14.4%	3 22.5%
Express bus service	45 9.8%	13 7.6%	21 11.5%	4 6.6%	1 3.7%	6 41.6%
Higher gas prices	85 18.4%	29 16.8%	36 19.5%	9 16.0%	5 16.7%	5 35.1%
Information about transit/schedules	14 3.1%	3 1.7%	7 4.0%	2 3.0%	0 .0%	2 14.1%
Public transit stop near my house/work	48 10.5%	6 3.4%	27 14.6%	10 17.7%	0 .0%	5 36.7%
Nothing/Not interested	130 28.2%	42 24.4%	56 29.9%	13 23.3%	15 46.8%	4 27.9%
Other	18 4.0%	6 3.4%	8 4.2%	3 5.7%	0 .0%	2 10.8%
DK/NA	9 2.0%	5 2.8%	2 1.0%	2 4.0%	0 .0%	0 1.7%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household				
	One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
Better transit schedule/More buses					
Carpool incentives from my employer					
Cheaper/Discounted transit fares					
Express bus service					A B C D
Higher gas prices					
Information about transit/schedules				a	A
Public transit stop near my house/work		A	A	a	A
Nothing/Not interested				a	
Other				a	
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	225	127	85	6	4	4
Better transit schedule/More buses	28 12.5%	14 11.4%	12 14.3%	2 29.1%	0 .0%	0 .0%
Carpool incentives from my employer	40 17.6%	19 14.8%	20 23.6%	0 .0%	0 .0%	1 23.4%
Cheaper/Discounted transit fares	25 10.9%	13 10.3%	9 10.7%	0 .0%	2 47.5%	1 16.2%
Express bus service	24 10.8%	13 10.1%	9 10.4%	0 .0%	2 52.5%	1 16.2%
Higher gas prices	41 18.0%	28 22.2%	9 10.2%	4 65.5%	0 .0%	0 .0%
Information about transit/schedules	6 2.5%	4 3.0%	2 2.1%	0 .0%	0 .0%	0 .0%
Public transit stop near my house/work	21 9.3%	16 12.5%	5 6.2%	0 .0%	0 .0%	0 .0%
Nothing/Not interested	82 36.2%	46 36.7%	31 37.2%	0 5.3%	0 .0%	3 76.5%
Other	14 6.0%	6 5.0%	7 7.8%	0 .0%	0 .0%	1 16.2%
DK/NA	5 2.2%	1 1.0%	4 4.3%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Adults 65 and Over Living in Household				
	One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
Better transit schedule/More buses				a	
Carpool incentives from my employer			a	a	
Cheaper/Discounted transit fares			a		
Express bus service			a		
Higher gas prices			B	a	
Information about transit/schedules			a	a	
Public transit stop near my house/work			a	a	
Nothing/Not interested			a	a	
Other			a	a	
DK/NA			a	a	a

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		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	44	86	130
	Better transit schedule/More buses	152	15	16	30
		17.9%	34.0%	18.7%	23.3%
	Carpool incentives from my employer	168	8	16	29
		19.7%	17.7%	19.0%	22.3%
	Cheaper/Discounted transit fares	87	7	4	19
		10.3%	15.3%	4.7%	14.9%
	Express bus service	82	5	7	13
		9.7%	10.4%	8.5%	9.9%
	Higher gas prices	148	7	14	29
		17.3%	15.6%	16.6%	22.7%
	Information about transit/schedules	22	1	4	1
		2.6%	1.7%	4.4%	.7%
Public transit stop near my house/work	86	2	8	10	
	10.1%	4.8%	9.2%	7.6%	
Nothing/Not interested	279	8	21	25	
	32.7%	18.6%	24.5%	19.1%	
Other	35	1	7	5	
	4.2%	2.0%	8.5%	3.5%	
DK/NA	17	0	2	0	
	2.0%	.0%	2.8%	.0%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	127	27	149	93
	Better transit schedule/More buses	19	4	27	16
		14.7%	14.1%	18.2%	17.3%
	Carpool incentives from my employer	27	6	24	21
		21.5%	23.0%	15.8%	22.7%
	Cheaper/Discounted transit fares	12	2	20	8
		9.7%	6.5%	13.4%	8.8%
	Express bus service	18	1	20	9
		14.1%	4.5%	13.2%	9.6%
	Higher gas prices	19	8	31	16
		14.8%	28.8%	20.5%	17.1%
	Information about transit/schedules	3	0	6	0
		2.7%	.0%	4.1%	.3%
Public transit stop near my house/work	14	0	18	14	
	11.2%	.0%	12.3%	14.5%	
Nothing/Not interested	43	7	49	34	
	34.1%	26.4%	32.8%	36.1%	
Other	2	2	6	4	
	1.3%	7.6%	4.2%	4.1%	
DK/NA	0	2	6	0	
	.2%	8.6%	3.8%	.0%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	64	22	111
	Better transit schedule/More buses	7	1	17
		11.5%	6.1%	15.2%
	Carpool incentives from my employer	13	1	22
		20.6%	6.1%	19.7%
	Cheaper/Discounted transit fares	7	0	8
		11.2%	1.8%	6.8%
	Express bus service	4	1	5
		6.4%	5.6%	4.2%
	Higher gas prices	5	2	18
		7.2%	8.8%	16.0%
	Information about transit/schedules	3	0	4
		4.1%	.0%	3.7%
Public transit stop near my house/work	10	0	10	
	15.6%	.0%	9.2%	
Nothing/Not interested	34	13	46	
	52.6%	57.3%	41.1%	
Other	1	2	6	
	2.2%	8.8%	5.0%	
DK/NA	0	1	6	
	.0%	5.6%	5.1%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses				
	Carpool incentives from my employer				
	Cheaper/Discounted transit fares				
	Express bus service				
	Higher gas prices				
	Information about transit/schedules				
	Public transit stop near my house/work				
	Nothing/Not interested				
	Other				
	DK/NA	a			

Comparisons of Column Proportions^{b,c}

	Household Income			
	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
	(E)	(F)	(G)	(H)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses			
	Carpool incentives from my employer			
	Cheaper/Discounted transit fares			
	Express bus service			
	Higher gas prices			
	Information about transit/schedules	a		
	Public transit stop near my house/work	a		
	Nothing/Not interested			A B C
	Other			
	DK/NA	C		a

Comparisons of Column Proportions^{b,c}

	Household Income	
	More than \$50,000/no further information	DK/NA
	(I)	(J)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses	
	Carpool incentives from my employer	
	Cheaper/Discounted transit fares	
	Express bus service	
	Higher gas prices	
	Information about transit/schedules	a
	Public transit stop near my house/work	a
	Nothing/Not interested	C
	Other	C
	DK/NA	

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	Supervisorial District						
	Total	1	2	3	4	5	
	(A)	(B)	(C)	(D)	(E)	(F)	
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Total	852	159	159	128	268	139
	Better transit schedule/More buses	152	32	24	18	42	37
		17.9%	20.1%	14.9%	13.8%	15.8%	26.5%
	Carpool incentives from my employer	168	22	35	29	53	28
		19.7%	13.9%	22.3%	22.7%	19.8%	20.2%
	Cheaper/Discounted transit fares	87	24	15	15	21	12
		10.3%	15.2%	9.7%	11.3%	7.8%	9.0%
	Express bus service	82	26	8	22	14	13
		9.7%	16.1%	4.8%	17.2%	5.2%	9.6%
	Higher gas prices	148	32	22	25	39	29
		17.3%	20.3%	13.8%	19.4%	14.7%	21.2%
	Information about transit/schedules	22	4	3	5	6	4
		2.6%	2.4%	2.2%	3.9%	2.3%	2.5%
	Public transit stop near my house/work	86	24	16	15	23	8
	10.1%	15.0%	9.9%	12.1%	8.5%	6.0%	
Nothing/Not interested	279	53	58	42	94	32	
	32.7%	33.4%	36.5%	32.6%	35.1%	23.0%	
Other	35	2	4	5	22	3	
	4.2%	1.2%	2.6%	3.8%	8.2%	1.9%	
DK/NA	17	4	2	1	3	7	
	2.0%	2.6%	1.5%	1.0%	.9%	5.1%	

Comparisons of Column Proportions^{a,b}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
10. What would encourage you to use alternative transportation, such as carpooling or bus service?	Better transit schedule/More buses				
	Carpool incentives from my employer				
	Cheaper/Discounted transit fares				
	Express bus service	B D		B D	
	Higher gas prices				
	Information about transit/schedules				
	Public transit stop near my house/work				A
	Nothing/Not interested				
	Other				
	DK/NA				

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- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	852	149	199	232	223	43	7
Better transit schedule/More buses	152 17.9%	22 15.0%	30 15.3%	47 20.4%	40 18.0%	11 25.9%	1 12.2%
Carpool incentives from my employer	168 19.7%	20 13.6%	36 18.3%	60 25.8%	38 17.0%	13 30.6%	0 .0%
Cheaper/Discounted transit fares	87 10.3%	15 10.2%	25 12.4%	19 8.2%	23 10.2%	5 11.7%	1 12.2%
Express bus service	82 9.7%	12 7.8%	14 7.2%	19 8.3%	30 13.3%	8 17.6%	0 .0%
Higher gas prices	148 17.3%	18 12.1%	41 20.8%	41 17.5%	39 17.5%	7 16.4%	2 24.4%
Information about transit/schedules	22 2.6%	2 1.6%	8 3.9%	7 2.8%	5 2.3%	0 .0%	0 .0%
Public transit stop near my house/work	86 10.1%	11 7.6%	15 7.5%	26 11.3%	23 10.5%	10 23.4%	0 .0%
Nothing/Not interested	279 32.7%	58 39.1%	66 33.2%	81 34.9%	60 26.8%	11 25.9%	2 35.3%
Other	35 4.2%	11 7.3%	12 6.1%	4 1.8%	7 3.2%	0 .0%	1 15.9%
DK/NA	17 2.0%	4 3.0%	7 3.4%	2 .9%	4 1.8%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
Better transit schedule/More buses						
Carpool incentives from my employer			A			a
Cheaper/Discounted transit fares						
Express bus service						a
Higher gas prices						
Information about transit/schedules					a	a
Public transit stop near my house/work					A B	a
Nothing/Not interested						
Other					a	a
DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200 1200
	Much more likely	519 519 43.2% 43.2%
	Somewhat more likely	330 330 27.5% 27.5%
	No effect	337 337 28.1% 28.1%
	DK/NA	15 15 1.2% 1.2%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200 1200
	Much more likely	490 490 40.8% 40.8%
	Somewhat more likely	358 358 29.8% 29.8%
	No effect	337 337 28.1% 28.1%
	DK/NA	15 15 1.3% 1.3%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200 1200
	Much more likely	555 555 46.3% 46.3%
	Somewhat more likely	298 298 24.9% 24.9%
	No effect	332 332 27.7% 27.7%
	DK/NA	14 14 1.2% 1.2%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200 1200
	Much more likely	468 468 39.0% 39.0%
	Somewhat more likely	370 370 30.8% 30.8%
	No effect	347 347 28.9% 28.9%
	DK/NA	15 15 1.3% 1.3%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	.
	Somewhat more likely	.
	No effect	.
	DK/NA	.
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	.
	Somewhat more likely	.
	No effect	.
	DK/NA	.
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	.
	Somewhat more likely	.
	No effect	.
	DK/NA	.
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	.
	Somewhat more likely	.
	No effect	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender			
	Total	Male	Female	
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	615	585
	Much more likely	519	242	277
		43.2%	39.4%	47.3%
	Somewhat more likely	330	167	163
		27.5%	27.1%	27.8%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	200	137
		28.1%	32.5%	23.4%
	DK/NA	15	6	9
		1.2%	1.0%	1.5%
	Total	1200	615	585
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	228	261
		40.8%	37.1%	44.6%
	Somewhat more likely	358	183	176
		29.8%	29.7%	30.0%
	No effect	337	197	140
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		28.1%	32.0%	23.9%
	DK/NA	15	7	8
		1.3%	1.2%	1.4%
	Total	1200	615	585
	Much more likely	555	243	312
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		46.3%	39.6%	53.4%
	Somewhat more likely	298	158	140
		24.9%	25.7%	23.9%
	No effect	332	208	124
		27.7%	33.8%	21.2%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	14	5	9
		1.2%	.9%	1.5%
	Total	1200	615	585
	Much more likely	468	217	252
		39.0%	35.2%	43.0%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely	370	190	180
		30.8%	30.9%	30.8%
	No effect	347	204	143
		28.9%	33.2%	24.4%
	DK/NA	15	4	11
	1.3%	.7%	1.8%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely		A
	Somewhat more likely		
	No effect	B	
	DK/NA		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely		A
	Somewhat more likely		
	No effect	B	
	DK/NA		
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely		A
	Somewhat more likely		
	No effect	B	
	DK/NA		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely		A
	Somewhat more likely		
	No effect	B	
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	193	243	214	215	98	70
	Much more likely	519	88	102	87	110	42	34
		43.2%	45.6%	42.1%	40.9%	51.1%	42.6%	48.2%
	Somewhat more likely	330	72	64	77	50	24	9
		27.5%	37.3%	26.4%	35.9%	23.3%	25.0%	13.0%
No effect	337	32	72	50	55	30	27	
	28.1%	16.5%	29.6%	23.3%	25.4%	31.0%	38.1%	
DK/NA	15	1	5	0	0	1	0	
	1.2%	.6%	1.9%	.0%	.2%	1.4%	.6%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	193	243	214	215	98	70
	Much more likely	490	89	102	84	86	37	39
		40.8%	45.9%	42.1%	39.4%	40.1%	38.3%	55.8%
	Somewhat more likely	358	69	83	68	63	32	9
		29.8%	35.5%	34.2%	31.8%	29.3%	33.2%	13.3%
No effect	337	34	56	57	66	27	21	
	28.1%	17.4%	23.0%	26.5%	30.5%	28.1%	30.5%	
DK/NA	15	2	2	5	0	0	0	
	1.3%	1.1%	.7%	2.3%	.0%	.4%	.4%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	193	243	214	215	98	70
	Much more likely	555	96	109	100	107	46	38
		46.3%	49.9%	44.9%	46.9%	49.6%	46.7%	54.2%
	Somewhat more likely	298	61	66	65	51	21	7
		24.9%	31.6%	27.0%	30.5%	23.8%	21.7%	9.4%
No effect	332	36	66	47	57	31	24	
	27.7%	18.6%	27.2%	21.8%	26.4%	31.3%	33.5%	
DK/NA	14	0	2	1	0	0	2	
	1.2%	.0%	1.0%	.7%	.2%	.3%	3.0%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	193	243	214	215	98	70
	Much more likely	468	79	100	83	100	28	29
		39.0%	40.9%	41.0%	38.9%	46.4%	29.1%	41.9%
	Somewhat more likely	370	84	71	79	58	34	12
		30.8%	43.3%	29.1%	37.0%	26.9%	35.3%	17.6%
No effect	347	30	69	49	56	34	28	
	28.9%	15.7%	28.4%	23.1%	25.9%	35.3%	40.2%	
DK/NA	15	0	4	2	2	0	0	
	1.3%	.0%	1.5%	.9%	.8%	.3%	.3%	

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	92	51	15	9
	Much more likely	32 35.1%	17 32.7%	4 29.8%	2 25.4%
	Somewhat more likely	20 21.4%	8 16.3%	2 16.1%	3 29.4%
	No effect	39 42.6%	23 44.3%	6 39.7%	4 44.1%
	DK/NA	1 .9%	3 6.7%	2 14.3%	0 1.1%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	92	51	15	9
	Much more likely	22 23.8%	17 33.5%	6 42.3%	6 67.7%
	Somewhat more likely	17 18.7%	11 21.2%	4 25.1%	2 16.5%
	No effect	49 53.9%	21 41.2%	4 29.0%	1 14.8%
	DK/NA	3 3.6%	2 4.1%	1 3.7%	0 1.1%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	92	51	15	9
	Much more likely	33 36.4%	18 36.2%	4 27.5%	3 35.5%
	Somewhat more likely	16 17.1%	7 14.5%	1 6.1%	3 36.9%
	No effect	38 41.8%	22 43.7%	10 64.6%	2 26.6%
	DK/NA	4 4.6%	3 5.6%	0 1.9%	0 1.1%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	92	51	15	9
	Much more likely	27 29.0%	14 28.3%	5 32.5%	3 28.4%
	Somewhat more likely	18 20.2%	7 12.9%	3 22.0%	3 37.0%
	No effect	43 46.9%	27 52.6%	7 43.6%	3 33.5%
	DK/NA	4 3.9%	3 6.3%	0 1.9%	0 1.1%

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely							
	Somewhat more likely	F		F			A	A C
	No effect							
	DK/NA						G	
	11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	G	F				
	Somewhat more likely	F						A B C D E
	No effect							
	DK/NA							
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely							
	Somewhat more likely	F		F				A C
	No effect	a						
	DK/NA	.						
	11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely			H			
	Somewhat more likely	D F G H						
	No effect					A	A	A C D
	DK/NA	a						

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			
	Somewhat more likely	A		
	No effect	C D	A C D	
	DK/NA			
	11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely		
	Somewhat more likely			
	No effect	A		
	DK/NA			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely			
	Somewhat more likely			
	No effect	A	A C	
	DK/NA			
	11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely		
	Somewhat more likely			
	No effect	A B C D		
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	18	95	170	917
	Much more likely	519	9	48	87	375
		43.2%	49.4%	50.2%	51.3%	40.9%
	Somewhat more likely	330	6	24	38	262
		27.5%	32.2%	25.0%	22.4%	28.6%
	No effect	337	3	23	44	267
	28.1%	18.4%	24.3%	25.8%	29.1%	
DK/NA	15	0	1	1	13	
	1.2%	.0%	.6%	.5%	1.4%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	18	95	170	917
	Much more likely	490	12	48	86	344
		40.8%	68.2%	50.2%	50.5%	37.5%
	Somewhat more likely	358	4	24	49	281
		29.8%	20.9%	25.2%	28.9%	30.7%
	No effect	337	2	23	32	280
	28.1%	8.8%	23.9%	18.9%	30.6%	
DK/NA	15	0	1	3	11	
	1.3%	2.1%	.7%	1.8%	1.2%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	18	95	170	917
	Much more likely	555	9	56	80	412
		46.3%	48.4%	58.8%	46.7%	44.9%
	Somewhat more likely	298	4	18	54	223
		24.9%	22.2%	18.9%	31.5%	24.3%
	No effect	332	5	21	36	270
	27.7%	29.4%	21.7%	21.2%	29.5%	
DK/NA	14	0	1	1	12	
	1.2%	.0%	.6%	.6%	1.4%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	18	95	170	917
	Much more likely	468	8	47	83	329
		39.0%	44.6%	49.8%	49.0%	35.9%
	Somewhat more likely	370	7	32	46	286
		30.8%	39.8%	33.3%	26.9%	31.1%
	No effect	347	3	15	40	289
	28.9%	15.6%	16.3%	23.3%	31.5%	
DK/NA	15	0	1	1	13	
	1.3%	.0%	.6%	.7%	1.4%	

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely				
	Somewhat more likely				
	No effect	a			
	DK/NA				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	D		D	
	Somewhat more likely				
	No effect				C
	DK/NA				
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely				
	Somewhat more likely				
	No effect	a			
	DK/NA				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely		D	D	
	Somewhat more likely				
	No effect	a			B
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area					
	Total	West Kern	Central Valley	Mountains	East Kern	
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	53	943	89	116
	Much more likely	519	25	417	33	43
		43.2%	48.2%	44.3%	37.2%	37.2%
	Somewhat more likely	330	13	270	17	31
		27.5%	24.7%	28.6%	18.5%	26.4%
No effect	337	13	248	35	40	
	28.1%	25.7%	26.3%	39.5%	34.7%	
DK/NA	15	1	8	4	2	
	1.2%	1.4%	.8%	4.8%	1.6%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	53	943	89	116
	Much more likely	490	25	399	27	38
		40.8%	47.5%	42.3%	30.5%	33.1%
	Somewhat more likely	358	13	282	28	35
		29.8%	25.2%	29.9%	31.7%	30.3%
No effect	337	14	250	32	41	
	28.1%	27.1%	26.6%	35.3%	35.2%	
DK/NA	15	0	12	2	2	
	1.3%	.2%	1.2%	2.5%	1.4%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	53	943	89	116
	Much more likely	555	25	445	32	53
		46.3%	48.4%	47.2%	35.5%	46.0%
	Somewhat more likely	298	13	235	28	23
		24.9%	24.2%	24.9%	31.1%	19.9%
No effect	332	14	254	27	38	
	27.7%	26.0%	26.9%	30.2%	32.7%	
DK/NA	14	1	9	3	2	
	1.2%	1.4%	.9%	3.1%	1.4%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	53	943	89	116
	Much more likely	468	28	373	31	36
		39.0%	53.2%	39.5%	35.0%	31.3%
	Somewhat more likely	370	13	293	27	36
		30.8%	25.2%	31.1%	30.7%	31.4%
No effect	347	11	266	29	41	
	28.9%	21.0%	28.2%	32.1%	35.8%	
DK/NA	15	0	11	2	2	
	1.3%	.6%	1.2%	2.2%	1.5%	

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely				
	Somewhat more likely				
	No effect			B	
	DK/NA			B	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely				
	Somewhat more likely				
	No effect				
	DK/NA				
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely				
	Somewhat more likely				
	No effect				
	DK/NA				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	D			
	Somewhat more likely				
	No effect				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	20	110	852	62	22
	Much more likely	519	10	59	357	35	5
		43.2%	51.1%	53.2%	41.9%	56.8%	23.6%
	Somewhat more likely	330	4	29	241	19	8
		27.5%	21.9%	26.1%	28.2%	30.6%	36.0%
No effect	337	5	23	245	6	9	
	28.1%	26.9%	20.7%	28.8%	10.0%	39.8%	
DK/NA	15	0	0	9	2	0	
	1.2%	.0%	.0%	1.1%	2.6%	.5%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	20	110	852	62	22
	Much more likely	490	8	49	344	39	4
		40.8%	41.1%	44.2%	40.4%	63.2%	18.7%
	Somewhat more likely	358	5	39	254	17	8
		29.8%	24.7%	35.1%	29.8%	26.9%	33.7%
No effect	337	7	22	245	4	10	
	28.1%	34.2%	20.4%	28.7%	6.8%	47.0%	
DK/NA	15	0	0	10	2	0	
	1.3%	.0%	.3%	1.1%	3.1%	.5%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	20	110	852	62	22
	Much more likely	555	10	55	400	36	6
		46.3%	48.7%	50.0%	47.0%	57.6%	24.7%
	Somewhat more likely	298	3	28	215	16	10
		24.9%	15.8%	25.1%	25.3%	25.1%	44.6%
No effect	332	7	27	232	9	7	
	27.7%	35.5%	24.9%	27.2%	14.6%	30.2%	
DK/NA	14	0	0	5	2	0	
	1.2%	.0%	.0%	.5%	2.6%	.5%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	20	110	852	62	22
	Much more likely	468	7	57	329	32	5
		39.0%	33.6%	51.3%	38.6%	52.1%	22.6%
	Somewhat more likely	370	6	29	268	22	8
		30.8%	31.3%	26.7%	31.5%	35.5%	35.1%
No effect	347	7	24	248	6	9	
	28.9%	35.1%	22.0%	29.0%	9.8%	41.7%	
DK/NA	15	0	0	7	2	0	
	1.3%	.0%	.0%	.8%	2.6%	.5%	

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	61	37	35
	Much more likely	20	19	14
		32.0%	50.8%	40.4%
	Somewhat more likely	18	4	6
		29.7%	11.9%	18.0%
No effect	21	13	14	
	34.1%	36.0%	39.9%	
DK/NA	3	1	1	
	4.2%	1.4%	1.7%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	61	37	35
	Much more likely	18	16	11
		29.7%	44.4%	30.5%
	Somewhat more likely	22	8	6
		36.1%	22.4%	16.8%
No effect	19	12	17	
	31.0%	33.2%	48.8%	
DK/NA	2	0	1	
	3.3%	.0%	3.9%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	61	37	35
	Much more likely	18	15	16
		30.0%	40.2%	45.0%
	Somewhat more likely	18	5	3
		29.1%	14.2%	9.8%
No effect	22	17	11	
	36.5%	45.6%	30.5%	
DK/NA	3	0	5	
	4.3%	.0%	14.8%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	61	37	35
	Much more likely	13	16	10
		21.0%	42.5%	28.0%
	Somewhat more likely	22	6	8
		35.9%	16.4%	23.0%
No effect	22	15	15	
	36.3%	40.2%	44.6%	
DK/NA	4	0	2	
	6.8%	.9%	4.5%	

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			D		D
	Somewhat more likely					
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely				C E F	
	Somewhat more likely			D		D
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	a	a			
	Somewhat more likely	.	.			
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely		F		F	
	Somewhat more likely			D		D
	DK/NA	a	a			
		.	.			

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			
	Somewhat more likely			
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely			
	Somewhat more likely			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	D	D	D
	Somewhat more likely			
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	D	D	B D
	Somewhat more likely			
	DK/NA	C	a	C
		.	.	
		D	D	D
		C		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	604	242	177	57	98
	Much more likely	272	150	81	13	21
		45.0%	62.1%	45.9%	22.9%	21.0%
	Somewhat more likely	163	50	65	22	21
		27.1%	20.6%	36.8%	39.1%	21.7%
	No effect	161	41	28	21	54
	26.7%	17.0%	15.8%	36.7%	55.2%	
DK/NA	8	1	3	1	2	
	1.3%	.2%	1.5%	1.3%	2.0%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	604	242	177	57	98
	Much more likely	234	146	50	17	18
		38.8%	60.5%	28.3%	29.2%	18.9%
	Somewhat more likely	179	54	84	16	15
		29.6%	22.4%	47.1%	27.3%	15.4%
	No effect	181	41	39	23	63
	30.0%	16.9%	22.2%	39.9%	64.1%	
DK/NA	9	0	4	2	2	
	1.6%	.2%	2.3%	3.6%	1.6%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	604	242	177	57	98
	Much more likely	284	149	79	17	32
		47.1%	61.6%	44.4%	29.4%	32.7%
	Somewhat more likely	146	50	63	17	9
		24.2%	20.5%	35.6%	29.2%	9.5%
	No effect	164	42	31	23	55
	27.2%	17.2%	17.5%	40.1%	56.7%	
DK/NA	9	2	4	1	1	
	1.5%	.7%	2.5%	1.3%	1.1%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	604	242	177	57	98
	Much more likely	238	137	70	15	11
		39.3%	56.6%	39.5%	25.6%	10.9%
	Somewhat more likely	176	66	66	14	24
		29.1%	27.4%	37.0%	25.0%	24.6%
	No effect	180	37	35	28	61
	29.8%	15.4%	19.8%	49.4%	63.1%	
DK/NA	11	2	7	0	1	
	1.8%	.6%	3.7%	.0%	1.4%	

		Ballot Test - Sales Tax
		DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	30
	Much more likely	6
		21.3%
	Somewhat more likely	5
		15.6%
	No effect	17
	57.6%	
DK/NA	2	
	5.5%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	30
	Much more likely	3
		9.7%
	Somewhat more likely	10
		34.4%
	No effect	15
	51.7%	
DK/NA	1	
	4.2%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	30
	Much more likely	8
		26.8%
	Somewhat more likely	7
		23.8%
	No effect	14
	45.3%	
DK/NA	1	
	4.2%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	30
	Much more likely	5
		17.6%
	Somewhat more likely	6
		18.6%
	No effect	18
	59.6%	
DK/NA	1	
	4.2%	

	Ballot Test - Vehicle Registration Levy					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	596	223	163	58	119
	Much more likely	247	122	74	20	23
		41.5%	54.4%	45.4%	35.1%	19.1%
	Somewhat more likely	167	54	57	16	31
		27.9%	24.3%	34.9%	28.5%	26.3%
No effect	176	48	31	21	64	
	29.4%	21.3%	19.0%	36.5%	53.9%	
DK/NA	7	0	1	0	1	
	1.2%	.0%	.6%	.0%	.7%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	596	223	163	58	119
	Much more likely	255	116	80	15	30
		42.8%	52.0%	49.0%	26.0%	25.0%
	Somewhat more likely	179	65	60	16	33
		30.1%	29.2%	36.8%	27.0%	27.4%
No effect	156	42	22	27	55	
	26.1%	18.6%	13.5%	47.0%	46.4%	
DK/NA	6	0	1	0	1	
	1.0%	.2%	.6%	.0%	1.2%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	596	223	163	58	119
	Much more likely	271	138	74	18	34
		45.5%	61.6%	45.4%	31.0%	28.1%
	Somewhat more likely	152	41	50	21	31
		25.6%	18.2%	30.9%	36.6%	25.6%
No effect	168	43	38	19	54	
	28.1%	19.4%	23.4%	32.3%	45.6%	
DK/NA	5	2	0	0	1	
	.9%	.8%	.3%	.0%	.7%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	596	223	163	58	119
	Much more likely	230	127	59	16	21
		38.7%	57.0%	36.5%	27.4%	17.7%
	Somewhat more likely	194	49	76	19	35
		32.6%	22.0%	46.7%	33.6%	29.7%
No effect	167	46	26	23	63	
	28.0%	20.8%	16.2%	39.0%	52.6%	
DK/NA	4	0	1	0	0	
	.7%	.2%	.5%	.0%	.0%	

	Ballot Test - Vehicle Registration Levy	
		DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	33
	Much more likely	9
		26.2%
	Somewhat more likely	8
		22.9%
No effect	12	
	35.4%	
DK/NA	5	
	15.5%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	33
	Much more likely	14
		43.6%
	Somewhat more likely	6
		17.4%
No effect	10	
	29.3%	
DK/NA	3	
	9.8%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	33
	Much more likely	8
		24.0%
	Somewhat more likely	10
		29.6%
No effect	13	
	40.7%	
DK/NA	2	
	5.7%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	33
	Much more likely	7
		20.1%
	Somewhat more likely	14
		43.8%
No effect	9	
	26.8%	
DK/NA	3	
	9.4%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	DE	D			
	Somewhat more likely					
	No effect				AB	
	DK/NA			a		ABD
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	CD	CD			
	Somewhat more likely				AB	
	No effect			AB	AB	
	DK/NA			a		AB
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	BCDE	D			
	Somewhat more likely		A	A		
	No effect				AB	
	DK/NA			a		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	BCDE	D			
	Somewhat more likely		AD			
	No effect			AB	AB	
	DK/NA			a	a	AB

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	924	271	5
	Much more likely	519	401	118	1
		43.2%	43.3%	43.4%	14.0%
	Somewhat more likely	330	245	83	2
		27.5%	26.5%	30.5%	38.7%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	267	67	2
		28.1%	28.9%	24.8%	45.4%
	DK/NA	15	11	3	0
		1.2%	1.2%	1.3%	1.9%
	Total	1200	924	271	5
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	361	127	2
		40.8%	39.1%	46.8%	38.7%
	Somewhat more likely	358	279	79	1
		29.8%	30.2%	29.0%	14.0%
	No effect	337	274	61	2
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		28.1%	29.6%	22.4%	45.4%
	DK/NA	15	11	5	0
		1.3%	1.2%	1.7%	2.0%
	Total	1200	924	271	5
	Much more likely	555	410	145	1
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		46.3%	44.3%	53.5%	14.0%
	Somewhat more likely	298	239	59	1
		24.9%	25.8%	21.8%	13.3%
	No effect	332	268	60	4
		27.7%	29.0%	22.3%	70.8%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	14	8	6	0
		1.2%	.8%	2.3%	1.9%
	Total	1200	924	271	5
	Much more likely	468	364	104	0
		39.0%	39.4%	38.4%	.0%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely	370	269	99	3
		30.8%	29.1%	36.4%	52.7%
	No effect	347	281	63	2
		28.9%	30.4%	23.4%	45.4%
	DK/NA	15	10	5	0
	1.3%	1.1%	1.8%	1.9%	

Comparisons of Column Proportions ^{a,b}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			
	Somewhat more likely			
	No effect			
	DK/NA			
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely			
	Somewhat more likely			
	No effect			
	DK/NA			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely		A	
	Somewhat more likely			B
	No effect			
	DK/NA			
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely			
	Somewhat more likely			
	No effect			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	924	54	310	435	89
	Much more likely	401 43.3%	24 45.1%	132 42.5%	192 44.2%	41 45.8%
	Somewhat more likely	245 26.5%	12 22.2%	86 27.7%	121 27.9%	16 18.3%
	No effect	267 28.9%	16 29.2%	87 27.9%	119 27.3%	32 35.8%
	DK/NA	11 1.2%	2 3.6%	6 1.8%	3 .6%	0 .1%
		924	54	310	435	89
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	924	54	310	435	89
	Much more likely	361 39.1%	32 58.9%	113 36.5%	170 39.2%	32 35.8%
	Somewhat more likely	279 30.2%	13 23.7%	109 35.3%	127 29.1%	21 23.7%
	No effect	274 29.6%	9 17.4%	86 27.6%	131 30.1%	36 40.6%
	DK/NA	11 1.2%	0 .0%	2 .6%	7 1.7%	0 .0%
		924	54	310	435	89
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	924	54	310	435	89
	Much more likely	410 44.3%	33 62.0%	124 40.0%	200 45.9%	33 37.5%
	Somewhat more likely	239 25.8%	11 20.1%	93 30.1%	109 25.0%	19 21.3%
	No effect	268 29.0%	9 16.5%	91 29.3%	123 28.2%	36 40.6%
	DK/NA	8 .8%	1 1.4%	2 .6%	4 .9%	0 .5%
		924	54	310	435	89
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	924	54	310	435	89
	Much more likely	364 39.4%	26 48.1%	110 35.5%	170 39.1%	42 46.9%
	Somewhat more likely	269 29.1%	14 26.0%	105 33.7%	128 29.4%	14 15.9%
	No effect	281 30.4%	14 25.9%	94 30.3%	130 30.0%	33 37.3%
	DK/NA	10 1.1%	0 .0%	2 .6%	7 1.6%	0 .0%
		924	54	310	435	89

		Type of Internet Connection	
		Other	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	17	19
	Much more likely	2 12.8%	9 47.5%
	Somewhat more likely	6 32.9%	4 22.1%
	No effect	9 50.8%	6 30.3%
	DK/NA	1 3.5%	0 .0%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	17	19
	Much more likely	5 29.7%	9 45.6%
	Somewhat more likely	5 31.9%	4 18.3%
	No effect	6 34.9%	6 31.6%
	DK/NA	1 3.5%	1 4.5%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	17	19
	Much more likely	8 44.4%	12 61.2%
	Somewhat more likely	3 18.9%	4 18.2%
	No effect	6 33.2%	4 20.6%
	DK/NA	1 3.5%	0 .0%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	17	19
	Much more likely	7 38.6%	10 52.0%
	Somewhat more likely	5 31.1%	3 16.5%
	No effect	5 26.8%	5 27.1%
	DK/NA	1 3.5%	1 4.4%

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection				
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
		(A)	(B)	(C)	(D)	(E)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely					
	Somewhat more likely					
	No effect					
	DK/NA					
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	B				
	Somewhat more likely					
	No effect					
	DK/NA	a			a	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	B				
	Somewhat more likely					
	No effect				A	
	DK/NA					
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely		D			
	Somewhat more likely					
	No effect	a			a	
	DK/NA					

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection
		DK/NA
		(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	a
	Somewhat more likely	
	No effect	
	DK/NA	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	a
	Somewhat more likely	
	No effect	
	DK/NA	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	a
	Somewhat more likely	
	No effect	
	DK/NA	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	a
	Somewhat more likely	
	No effect	
	DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	481	706	13
	Much more likely	519	232	283	4
		43.2%	48.2%	40.1%	29.3%
	Somewhat more likely	330	157	170	2
		27.5%	32.8%	24.1%	17.7%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	86	243	7
		28.1%	18.0%	34.5%	52.3%
	DK/NA	15	5	9	0
		1.2%	1.0%	1.3%	.7%
	Total	1200	481	706	13
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	231	253	6
		40.8%	48.0%	35.8%	45.2%
	Somewhat more likely	358	144	212	2
		29.8%	30.0%	30.1%	12.5%
	No effect	337	100	231	6
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		28.1%	20.8%	32.8%	41.6%
	DK/NA	15	6	10	0
		1.3%	1.2%	1.4%	.7%
	Total	1200	481	706	13
	Much more likely	555	271	279	5
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		46.3%	56.4%	39.5%	39.5%
	Somewhat more likely	298	119	178	1
		24.9%	24.9%	25.2%	8.7%
	No effect	332	85	240	7
		27.7%	17.7%	34.0%	51.1%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	14	5	9	0
		1.2%	1.0%	1.3%	.7%
	Total	1200	481	706	13
	Much more likely	468	231	234	4
		39.0%	48.0%	33.1%	28.5%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely	370	165	202	3
		30.8%	34.4%	28.7%	19.1%
	No effect	347	80	260	7
		28.9%	16.6%	36.9%	49.1%
	DK/NA	15	5	10	0
	1.3%	1.0%	1.4%	3.2%	

Comparisons of Column Proportions ^{a,b}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	B		
	Somewhat more likely	B		
	No effect		A	A
	DK/NA			
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	B		
	Somewhat more likely		A	
	No effect			
	DK/NA			
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	B		
	Somewhat more likely			
	No effect		A	A
	DK/NA			
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	B		
	Somewhat more likely			
	No effect		A	A
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	67	15	48	468
	Much more likely	519	25	8	30	165
		43.2%	36.6%	51.6%	63.2%	35.3%
	Somewhat more likely	330	20	5	6	107
		27.5%	29.7%	31.3%	12.8%	22.8%
	No effect	337	21	3	12	188
	28.1%	31.3%	16.4%	24.0%	40.1%	
DK/NA	15	2	0	0	9	
	1.2%	2.4%	.6%	.0%	1.8%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	67	15	48	468
	Much more likely	490	29	7	27	156
		40.8%	43.6%	47.7%	55.8%	33.3%
	Somewhat more likely	358	17	5	7	125
		29.8%	26.0%	29.7%	14.2%	26.8%
	No effect	337	19	3	14	177
	28.1%	28.1%	21.9%	29.9%	37.8%	
DK/NA	15	2	0	0	10	
	1.3%	2.4%	.6%	.0%	2.1%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	67	15	48	468
	Much more likely	555	36	8	35	178
		46.3%	53.7%	51.8%	72.6%	38.0%
	Somewhat more likely	298	19	4	7	102
		24.9%	27.7%	27.2%	14.1%	21.8%
	No effect	332	11	3	6	178
	27.7%	16.2%	20.3%	13.3%	38.1%	
DK/NA	14	2	0	0	10	
	1.2%	2.4%	.6%	.0%	2.2%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	67	15	48	468
	Much more likely	468	34	9	28	140
		39.0%	50.5%	60.7%	57.5%	30.0%
	Somewhat more likely	370	16	3	13	123
		30.8%	23.8%	22.3%	27.2%	26.2%
	No effect	347	16	3	7	194
	28.9%	23.3%	16.4%	15.3%	41.4%	
DK/NA	15	2	0	0	11	
	1.3%	2.4%	.6%	.0%	2.3%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	589	2	22	2	6
	Much more likely	288	1	9	1	2
		48.9%	31.2%	39.5%	64.7%	26.7%
	Somewhat more likely	186	0	6	0	2
		31.5%	.0%	28.6%	.0%	26.7%
No effect	111	1	7	1	3	
	18.8%	68.8%	31.9%	35.3%	46.6%	
DK/NA	4	0	0	0	0	
	.7%	.0%	.0%	.0%	.0%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	589	2	22	2	6
	Much more likely	271	1	11	1	0
		46.0%	43.1%	47.6%	64.7%	4.3%
	Somewhat more likely	196	1	6	1	3
		33.2%	56.8%	27.5%	35.2%	49.1%
No effect	118	0	6	0	3	
	20.1%	.1%	24.9%	.1%	46.5%	
DK/NA	4	0	0	0	0	
	.6%	.0%	.0%	.0%	.0%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	589	2	22	2	6
	Much more likely	300	1	10	1	1
		50.9%	43.1%	46.0%	64.7%	15.4%
	Somewhat more likely	161	1	7	1	3
		27.3%	56.8%	31.2%	35.2%	47.8%
No effect	126	0	5	0	2	
	21.5%	.1%	22.8%	.1%	33.0%	
DK/NA	2	0	0	0	0	
	.3%	.0%	.0%	.0%	3.7%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	589	2	22	2	6
	Much more likely	257	1	6	1	1
		43.6%	66.8%	25.8%	49.0%	16.0%
	Somewhat more likely	211	0	8	1	2
		35.8%	.0%	38.0%	35.2%	30.8%
No effect	119	1	8	0	3	
	20.2%	33.2%	36.2%	15.8%	49.5%	
DK/NA	2	0	0	0	0	
	.4%	.0%	.0%	.0%	3.7%	

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			D		D
	Somewhat more likely					D
	No effect				E	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	DK/NA			.b		
	Much more likely			D		D
	Somewhat more likely					
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	No effect				E	
	DK/NA			.b		
	Much more likely			D		D
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely				A C E	
	No effect				E	
	DK/NA	D		D		D
	Much more likely					D
	Somewhat more likely					D
	No effect				C E	
	DK/NA			.b		E

Comparisons of Column Proportions ^{c, d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			a	
	Somewhat more likely			a,b	
	No effect			a	
	DK/NA	.b	.b	a,b	.b
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely			a	
	Somewhat more likely			a	
	No effect			a	
	DK/NA	.b		a,b	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely			a	
	Somewhat more likely			a	
	No effect			a	
	DK/NA	.b	.b	a,b	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely			a	
	Somewhat more likely	.b		a	
	No effect			a	
	DK/NA	.b	.b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	611	203	232	83	55	16
	Much more likely	519	244	99	101	42	25	8
		43.2%	40.0%	48.9%	43.5%	50.4%	44.4%	49.3%
	Somewhat more likely	330	150	57	81	24	13	4
		27.5%	24.5%	28.0%	35.1%	29.2%	24.1%	26.2%
No effect	337	206	47	49	17	15	3	
	28.1%	33.7%	23.1%	21.2%	20.4%	27.4%	19.0%	
DK/NA	15	11	0	0	0	2	1	
	1.2%	1.8%	.0%	.1%	.0%	4.1%	5.5%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	611	203	232	83	55	16
	Much more likely	490	243	95	87	32	22	10
		40.8%	39.8%	46.6%	37.6%	38.9%	40.6%	63.7%
	Somewhat more likely	358	159	62	83	31	21	2
		29.8%	26.1%	30.4%	35.8%	36.9%	38.0%	13.3%
No effect	337	197	45	60	20	12	3	
	28.1%	32.3%	22.1%	25.9%	24.3%	21.4%	17.5%	
DK/NA	15	11	2	2	0	0	1	
	1.3%	1.8%	.9%	.7%	.0%	.0%	5.5%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	611	203	232	83	55	16
	Much more likely	555	274	98	112	39	29	4
		46.3%	44.8%	48.2%	48.3%	46.3%	52.8%	25.2%
	Somewhat more likely	298	129	56	66	29	11	6
		24.9%	21.2%	27.6%	28.5%	35.4%	19.4%	41.4%
No effect	332	196	49	54	15	14	4	
	27.7%	32.0%	24.2%	23.2%	18.3%	25.6%	26.5%	
DK/NA	14	12	0	0	0	1	1	
	1.2%	1.9%	.0%	.0%	.0%	2.2%	7.0%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	611	203	232	83	55	16
	Much more likely	468	225	81	87	44	24	8
		39.0%	36.8%	39.7%	37.5%	52.7%	43.5%	49.7%
	Somewhat more likely	370	171	65	87	25	18	4
		30.8%	27.9%	32.2%	37.4%	30.2%	33.1%	25.8%
No effect	347	205	57	57	12	13	3	
	28.9%	33.5%	28.1%	24.6%	14.8%	23.3%	17.5%	
DK/NA	15	11	0	1	2	0	1	
	1.3%	1.8%	.0%	.5%	2.3%	.0%	7.0%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			A			
	Somewhat more likely						
	No effect	C				C	C
	DK/NA		a		a		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely						
	Somewhat more likely						
	No effect				a	a	
	DK/NA						
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely						
	Somewhat more likely						
	No effect		a	a	a		
	DK/NA						
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely						
	Somewhat more likely						
	No effect	D				a	
	DK/NA		a				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household						
		Total	None	One	Two	Three	Four or more	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	816	207	149	12	9	7
	Much more likely	519	355	93	59	7	2	3
		43.2%	43.5%	45.0%	39.4%	60.1%	23.3%	38.0%
	Somewhat more likely	330	240	45	36	0	7	2
		27.5%	29.4%	21.8%	23.9%	2.0%	76.7%	27.1%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	212	66	51	4	0	3
		28.1%	26.0%	31.9%	34.5%	38.0%	.0%	34.9%
	DK/NA	15	9	3	3	0	0	0
		1.2%	1.0%	1.2%	2.3%	.0%	.0%	.0%
	Total	1200	816	207	149	12	9	7
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	330	95	53	4	3	4
		40.8%	40.5%	45.9%	35.7%	36.7%	33.3%	50.4%
	Somewhat more likely	358	264	46	43	0	4	1
		29.8%	32.4%	22.1%	29.0%	.1%	43.6%	16.4%
	No effect	337	211	62	52	7	2	2
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		28.1%	25.9%	30.1%	34.6%	62.5%	23.1%	33.2%
	DK/NA	15	10	4	1	0	0	0
		1.3%	1.3%	2.0%	.7%	.7%	.0%	.0%
	Total	1200	816	207	149	12	9	7
	Much more likely	555	381	97	61	8	5	3
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		46.3%	46.7%	46.9%	40.8%	68.3%	56.4%	44.6%
	Somewhat more likely	298	220	43	29	2	4	0
		24.9%	27.0%	20.8%	19.5%	13.0%	43.6%	2.7%
	No effect	332	209	61	56	2	0	4
		27.7%	25.7%	29.2%	37.7%	18.7%	.0%	52.6%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	14	5	6	3	0	0	0
		1.2%	.6%	3.0%	2.1%	.0%	.0%	.0%
	Total	1200	816	207	149	12	9	7
	Much more likely	468	316	87	51	6	5	3
		39.0%	38.7%	42.2%	34.1%	53.2%	56.4%	34.9%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely	370	277	49	38	0	4	2
		30.8%	33.9%	23.7%	25.6%	.0%	43.6%	31.9%
	No effect	347	214	67	58	5	0	2
		28.9%	26.2%	32.2%	38.9%	46.7%	.0%	33.3%
	DK/NA	15	9	4	2	0	0	0
	1.3%	1.1%	1.9%	1.5%	.0%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household					
		None	One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely					A B C D	
	Somewhat more likely					a	
	No effect				a	a	a
	DK/NA						.
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely						
	Somewhat more likely					a	
	No effect						
	DK/NA						.
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely						
	Somewhat more likely					a	
	No effect		A	A	a	a	a
	DK/NA		A				.
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely						
	Somewhat more likely					a	
	No effect			A	a	a	a
	DK/NA						.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	88	129	179	155
	Much more likely	519	39	62	96	62
		43.2%	44.5%	48.0%	53.7%	40.2%
	Somewhat more likely	330	25	37	49	62
		27.5%	28.0%	29.0%	27.5%	40.1%
	No effect	337	24	27	32	28
	28.1%	26.8%	20.8%	17.8%	18.1%	
DK/NA	15	1	3	2	2	
	1.2%	.7%	2.2%	1.0%	1.6%	
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	1200	88	129	179	155
	Much more likely	490	47	71	94	54
		40.8%	53.8%	55.2%	52.2%	34.5%
	Somewhat more likely	358	14	37	51	59
		29.8%	16.0%	28.7%	28.2%	37.8%
	No effect	337	26	18	35	40
	28.1%	30.1%	14.0%	19.4%	26.0%	
DK/NA	15	0	3	0	2	
	1.3%	.1%	2.1%	.1%	1.6%	
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	1200	88	129	179	155
	Much more likely	555	50	70	100	69
		46.3%	56.5%	54.0%	55.7%	44.4%
	Somewhat more likely	298	15	38	49	55
		24.9%	16.8%	29.3%	27.6%	35.3%
	No effect	332	22	20	30	29
	27.7%	24.5%	15.4%	16.5%	18.5%	
DK/NA	14	2	2	0	3	
	1.2%	2.2%	1.3%	.2%	1.8%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	88	129	179	155
	Much more likely	468	42	61	79	61
		39.0%	47.2%	47.5%	44.2%	39.7%
	Somewhat more likely	370	24	48	65	57
		30.8%	26.7%	37.4%	36.5%	37.1%
	No effect	347	23	17	34	34
	28.9%	25.9%	13.1%	19.1%	21.7%	
DK/NA	15	0	3	0	2	
	1.3%	.1%	2.0%	.2%	1.6%	

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	40	193	133	83
	Much more likely	18 45.0%	92 47.4%	49 37.0%	25 30.6%
	Somewhat more likely	10 25.2%	55 28.5%	30 22.9%	19 23.3%
	No effect	11 27.4%	46 23.7%	53 40.0%	37 44.4%
	DK/NA	1 2.4%	1 .4%	0 .1%	1 1.7%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	40	193	133	83
	Much more likely	15 37.5%	70 36.3%	46 34.4%	27 32.6%
	Somewhat more likely	9 22.4%	70 36.3%	41 30.8%	21 25.3%
	No effect	16 39.2%	51 26.3%	42 31.9%	35 41.9%
	DK/NA	0 .9%	2 1.1%	4 2.9%	0 .1%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	40	193	133	83
	Much more likely	25 61.7%	97 50.3%	47 35.4%	26 31.2%
	Somewhat more likely	5 13.1%	41 21.1%	29 21.6%	19 23.0%
	No effect	10 24.5%	54 27.7%	55 41.4%	38 45.6%
	DK/NA	0 .7%	2 .9%	2 1.6%	0 .1%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	40	193	133	83
	Much more likely	15 38.5%	79 40.9%	48 35.7%	23 27.2%
	Somewhat more likely	14 35.6%	48 25.0%	37 27.9%	25 30.3%
	No effect	10 24.4%	65 33.5%	47 35.7%	35 42.4%
	DK/NA	1 1.6%	1 .6%	1 .7%	0 .1%

		Household Income	
		More than \$50,000/no further information	DK/NA
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	33	166
	Much more likely	12 35.5%	63 38.0%
	Somewhat more likely	5 15.0%	36 21.8%
	No effect	15 45.4%	65 38.8%
	DK/NA	1 4.1%	2 1.4%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Total	33	166
	Much more likely	7 21.8%	59 35.3%
	Somewhat more likely	10 29.6%	47 28.1%
	No effect	16 48.6%	57 34.5%
	DK/NA	0 .0%	4 2.1%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Total	33	166
	Much more likely	8 25.4%	64 38.7%
	Somewhat more likely	11 33.2%	37 22.0%
	No effect	14 41.3%	62 37.5%
	DK/NA	0 .0%	3 1.8%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	33	166
	Much more likely	11 34.0%	49 29.3%
	Somewhat more likely	2 6.7%	49 29.2%
	No effect	18 53.5%	64 38.8%
	DK/NA	2 5.8%	5 2.8%

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			H	
	Somewhat more likely				J
	No effect				
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	DK/NA				
	Much more likely		D F G I J		
	Somewhat more likely				A
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	No effect				
	DK/NA				
	Much more likely	H		G H	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely				
	No effect				
	DK/NA		I	I	I

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely				
	Somewhat more likely				
	No effect			B C D	B C D F
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	DK/NA				
	Much more likely				
	Somewhat more likely		A		
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	No effect	B		B	B C
	DK/NA				
	Much more likely				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely				
	No effect			B C D	B C D
	DK/NA				
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely				
	Somewhat more likely				
	No effect		B	B C	B C D
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA				

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely	C D	B C D
	Somewhat more likely		
	No effect		
	DK/NA		
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely	B C	B
	Somewhat more likely		
	No effect		
	DK/NA		
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	B	B C D
	Somewhat more likely		
	No effect		
	DK/NA		
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely	B C D	B C D
	Somewhat more likely		
	No effect		
	DK/NA		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	221	230	176	361	212
	Much more likely	519	95	95	69	152	107
		43.2%	43.2%	41.2%	39.5%	42.2%	50.4%
	Somewhat more likely	330	59	54	56	104	57
		27.5%	26.6%	23.3%	32.1%	28.8%	26.9%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	65	78	49	100	45
		28.1%	29.6%	33.8%	27.7%	27.6%	21.4%
	DK/NA	15	1	4	1	5	3
		1.2%	.6%	1.8%	.8%	1.4%	1.3%
	Total	1200	221	230	176	361	212
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	89	98	73	140	90
		40.8%	40.1%	42.5%	41.6%	38.8%	42.5%
	Somewhat more likely	358	68	55	55	118	62
		29.8%	30.8%	24.0%	31.4%	32.7%	29.1%
	No effect	337	57	74	46	103	57
	28.1%	25.8%	32.3%	25.9%	28.5%	27.0%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	15	7	3	2	0	3
		1.3%	3.3%	1.2%	1.1%	.1%	1.5%
	Total	1200	221	230	176	361	212
	Much more likely	555	102	106	73	168	107
		46.3%	46.3%	45.8%	41.4%	46.4%	50.6%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Somewhat more likely	298	53	48	42	96	60
		24.9%	23.9%	21.0%	23.9%	26.5%	28.2%
	No effect	332	61	74	59	96	42
		27.7%	27.6%	32.1%	33.7%	26.5%	19.9%
	DK/NA	14	5	2	2	2	3
	1.2%	2.3%	1.1%	1.1%	.5%	1.3%	
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Total	1200	221	230	176	361	212
	Much more likely	468	90	93	66	134	86
		39.0%	40.8%	40.3%	37.4%	37.0%	40.4%
	Somewhat more likely	370	73	68	53	120	56
		30.8%	32.8%	29.5%	30.2%	33.4%	26.4%
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	No effect	347	56	67	54	102	69
		28.9%	25.4%	28.9%	30.7%	28.1%	32.4%
	DK/NA	15	2	3	3	5	2
		1.3%	1.0%	1.2%	1.7%	1.5%	.8%
	Total	1200	221	230	176	361	212

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely					
	Somewhat more likely					
	No effect		E			
	DK/NA					
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely					
	Somewhat more likely					
	No effect					
	DK/NA	D				
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely					
	Somewhat more likely					
	No effect		E	E		
	DK/NA					
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely					
	Somewhat more likely					
	No effect					
	DK/NA					

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date						
		May 9	May 10	May 11	May 13	May 14	May 18	
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Total	1200	226	298	298	308	61	9
	Much more likely	519	77	117	149	147	24	4
		43.2%	34.2%	39.4%	50.1%	47.8%	39.1%	42.5%
	Somewhat more likely	330	64	62	78	92	32	1
		27.5%	28.4%	20.7%	26.2%	30.0%	53.4%	12.1%
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	No effect	337	82	114	71	62	5	4
		28.1%	36.2%	38.1%	23.7%	20.1%	7.5%	45.4%
	DK/NA	15	3	5	0	6	0	0
		1.2%	1.2%	1.8%	.1%	2.1%	.0%	.0%
	Total	1200	226	298	298	308	61	9
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely	490	81	110	129	141	26	2
		40.8%	35.9%	36.9%	43.4%	45.7%	42.4%	27.8%
	Somewhat more likely	358	69	69	92	98	28	2
		29.8%	30.6%	23.0%	30.8%	31.7%	46.7%	26.8%
	No effect	337	74	115	72	65	7	4
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents		28.1%	32.6%	38.7%	24.2%	21.1%	10.8%	45.4%
	DK/NA	15	2	4	5	5	0	0
		1.3%	.8%	1.4%	1.6%	1.5%	.0%	.0%
	Total	1200	226	298	298	308	61	9
	Much more likely	555	80	138	153	158	25	2
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system		46.3%	35.1%	46.4%	51.3%	51.2%	40.8%	27.8%
	Somewhat more likely	298	59	52	76	83	26	2
		24.9%	26.2%	17.4%	25.6%	26.8%	43.4%	21.4%
	No effect	332	83	105	66	65	10	4
		27.7%	36.6%	35.1%	22.0%	21.1%	15.8%	50.8%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	DK/NA	14	5	3	3	3	0	0
		1.2%	2.0%	1.1%	1.1%	.9%	.0%	.0%
	Total	1200	226	298	298	308	61	9
	Much more likely	468	76	104	130	125	28	5
		39.0%	33.6%	34.9%	43.7%	40.7%	45.8%	51.8%
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Somewhat more likely	370	67	74	89	109	30	1
		30.8%	29.5%	24.7%	29.8%	35.5%	50.1%	12.1%
	No effect	347	82	115	76	69	3	3
		28.9%	36.2%	38.5%	25.4%	22.4%	4.1%	36.1%
	DK/NA	15	2	6	3	4	0	0
	1.3%	.7%	1.9%	1.1%	1.4%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
11A. Last year Bakersfield was rated as one of the cities with the worst air quality in the nation. Residents need alternatives to driving alone to reduce automobile emissions	Much more likely			A	A		
	Somewhat more likely					A B C D	
	No effect	C D E	C D E				E
	DK/NA					a	a
11B. The population in Kern County has increased more than 20 percent in the past 10 years. More growth is expected in the future, and our roads and highways cannot handle all this traffic	Much more likely						
	Somewhat more likely					B	
	No effect	D E	C D E				
	DK/NA					a	a
11C. Gas prices may soon hit \$5 per gallon, and many residents do not have any choice but to continue to drive alone. Kern County needs a better public transportation system	Much more likely			A	A		
	Somewhat more likely					B	
	No effect	C D E	C D E				
	DK/NA					a	a
11D. Public transportation could connect Kern County with surrounding counties and improve job opportunities and housing options for residents	Much more likely					A B C	
	Somewhat more likely						
	No effect	D E	C D E	E	E		E
	DK/NA					a	a

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	1200
	'0' Not important	142	142
		11.8%	11.8%
	1	42	42
		3.5%	3.5%
	2	195	195
		16.2%	16.2%
	3	271	271
	22.6%	22.6%	
'4' Extremely important	534	534	
	44.5%	44.5%	
DK/NA	17	17	
	1.4%	1.4%	

Comparisons of Column Proportions^{a,b}

		Total
		(A)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	.
	1	.
	2	.
	3	.
	'4' Extremely important	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	615	585
	'0' Not important	142	93	49
		11.8%	15.1%	8.4%
	1	42	24	18
		3.5%	3.9%	3.0%
	2	195	115	79
		16.2%	18.8%	13.6%
	3	271	129	142
	22.6%	21.0%	24.3%	
'4' Extremely important	534	247	287	
	44.5%	40.2%	49.0%	
DK/NA	17	6	11	
	1.4%	1.0%	1.8%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	B	
	1		
	2	B	
	3		
	'4' Extremely important		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	193	243	214	215	98	70
	'0' Not important	142	7	22	26	23	16	13
		11.8%	3.8%	8.9%	12.1%	10.7%	16.1%	18.2%
	1	42	4	12	6	9	1	3
		3.5%	2.2%	4.7%	2.9%	4.1%	1.0%	3.7%
	2	195	31	29	41	41	19	6
		16.2%	16.3%	12.0%	19.2%	19.0%	19.8%	8.5%
	3	271	53	72	44	42	20	16
	22.6%	27.4%	29.8%	20.5%	19.5%	20.6%	22.6%	
'4' Extremely important	534	97	105	96	98	41	33	
	44.5%	50.2%	43.1%	44.7%	45.7%	41.6%	47.0%	
DK/NA	17	0	4	1	2	1	0	
	1.4%	.0%	1.5%	.5%	1.1%	1.0%	.0%	

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	92	51	15	9
	'0' Not important	24	8	2	2
		26.0%	15.7%	12.5%	19.0%
	1	4	2	0	1
		4.7%	4.4%	2.8%	6.4%
	2	17	8	0	2
		18.2%	16.2%	1.0%	17.8%
	3	14	6	1	3
	15.2%	12.7%	3.4%	30.4%	
'4' Extremely important	32	23	8	2	
	34.4%	44.8%	52.7%	25.4%	
DK/NA	1	3	4	0	
	1.4%	6.2%	27.6%	1.1%	

Comparisons of Column Proportions ^{b,c}

		Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important					A	A	A B D
	1							
	2							
	3							
	'4' Extremely important						a	
	DK/NA	a						

Comparisons of Column Proportions ^{b,c}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important			
	1			
	2			
	3			
	'4' Extremely important		B C D E G	
DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	18	95	170	917
	'0' Not important	142	1	7	19	115
		11.8%	6.9%	7.4%	11.1%	12.5%
	1	42	2	3	2	35
		3.5%	11.0%	3.3%	1.0%	3.8%
	2	195	2	7	34	151
		16.2%	9.5%	7.8%	20.3%	16.5%
	3	271	2	22	35	212
	22.6%	12.8%	23.6%	20.4%	23.1%	
'4' Extremely important	534	11	53	80	389	
	44.5%	59.8%	56.3%	47.2%	42.5%	
DK/NA	17	0	1	0	15	
	1.4%	.0%	1.6%	.1%	1.7%	

Comparisons of Column Proportions ^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				
	1	C			
	2			B	
	3				
	'4' Extremely important				
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
Total		1200	53	943	89	116
'0' Not important		142 11.8%	5 10.0%	103 10.9%	16 18.3%	17 15.0%
1		42 3.5%	1 2.1%	35 3.7%	2 2.2%	4 3.5%
2		195 16.2%	10 19.3%	142 15.1%	16 18.4%	26 22.8%
3		271 22.6%	10 18.8%	215 22.8%	21 23.5%	26 22.1%
'4' Extremely important		534 44.5%	26 49.7%	437 46.3%	33 36.9%	38 32.9%
DK/NA		17 1.4%	0 .1%	12 1.3%	1 .7%	4 3.7%

Comparisons of Column Proportions ^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
'0' Not important					
1					
2					
3					
'4' Extremely important			D		
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
Total		1200	20	110	852	62	22
'0' Not important		142 11.8%	4 19.8%	4 3.8%	111 13.0%	3 4.3%	4 18.2%
1		42 3.5%	0 .0%	4 3.4%	33 3.9%	1 .8%	1 2.6%
2		195 16.2%	2 8.3%	11 10.1%	154 18.1%	3 5.5%	8 37.9%
3		271 22.6%	7 34.2%	27 24.4%	195 22.9%	6 10.2%	5 22.5%
'4' Extremely important		534 44.5%	8 37.7%	61 55.3%	352 41.3%	49 79.2%	4 18.3%
DK/NA		17 1.4%	0 .0%	3 3.1%	7 .9%	0 .0%	0 .5%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
Total		61	37	35
'0' Not important		7 11.0%	4 10.1%	6 16.0%
1		3 5.4%	1 2.7%	0 .0%
2		9 15.2%	4 10.6%	3 8.3%
3		21 33.6%	7 20.1%	3 7.6%
'4' Extremely important		21 34.8%	21 56.5%	18 51.4%
DK/NA		0 .0%	0 .0%	6 16.7%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
'0' Not important						
1		a				
2		.				BD
3						
'4' Extremely important			E		ABCE	F
DK/NA		a			a	

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
'0' Not important				
1				
2				
3		D		
'4' Extremely important				
DK/NA		a	a	BC

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		604	242	177	57	98
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	76 12.6%	25 10.3%	18 10.1%	5 9.0%	21 21.9%
	1	21 3.5%	4 1.8%	4 2.0%	4 7.3%	7 7.2%
	2	97 16.1%	24 9.7%	31 17.7%	17 29.5%	19 19.9%
	3	145 24.1%	47 19.4%	56 31.5%	18 31.7%	18 18.4%
	'4' Extremely important	254 42.1%	139 57.3%	69 38.7%	10 17.7%	30 30.3%
	DK/NA	10 1.6%	4 1.5%	0 .0%	3 4.8%	2 2.3%

		Ballot Test - Sales Tax
		DK/NA
Total		30
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	7 23.5%
	1	2 5.7%
	2	6 20.5%
	3	7 22.2%
	'4' Extremely important	7 23.5%
	DK/NA	1 4.6%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				A	
	1					
	2			A		
	3					
	'4' Extremely important	BCDE	A			
DK/NA		C ^a				

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		596	223	163	58	119
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	66 11.0%	14 6.4%	11 6.7%	8 13.0%	28 23.8%
	1	21 3.5%	4 1.8%	2 1.5%	4 4.1%	12 9.8%
	2	98 16.4%	20 8.8%	38 23.5%	16 28.0%	18 15.3%
	3	126 21.1%	40 18.0%	39 23.9%	16 28.2%	17 14.6%
	'4' Extremely important	280 46.9%	145 64.8%	70 42.7%	15 26.6%	41 34.5%
	DK/NA	7 1.2%	1 .2%	3 1.7%	0 .0%	2 2.0%

		Ballot Test - Vehicle Registration Levy
		DK/NA
Total		33
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	4 13.4%
	1	1 1.5%
	2	5 16.0%
	3	13 38.9%
	'4' Extremely important	9 26.5%
	DK/NA	1 3.7%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				AB	
	1				AB	
	2		A	A		
	3					
	'4' Extremely important	BCDE				D
DK/NA			a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
Total		1200	924	271	5
'0' Not important		142 11.8%	119 12.8%	23 8.6%	0 .1%
1		42 3.5%	34 3.7%	8 2.8%	0 .0%
2		195 16.2%	166 18.0%	29 10.6%	0 .0%
3		271 22.6%	219 23.7%	50 18.6%	1 29.3%
'4' Extremely important		534 44.5%	375 40.5%	157 58.0%	2 41.5%
DK/NA		17 1.4%	11 1.2%	4 1.5%	1 29.1%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
'0' Not important				a
1				a
2		B		
3				
'4' Extremely important			A	
DK/NA				A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
Total		924	54	310	435	89
'0' Not important		119 12.8%	7 13.5%	41 13.3%	49 11.3%	13 14.8%
1		34 3.7%	2 3.2%	16 5.1%	13 3.0%	2 2.2%
2		166 18.0%	11 21.3%	61 19.7%	79 18.3%	13 14.3%
3		219 23.7%	11 20.8%	71 22.7%	101 23.3%	26 29.8%
'4' Extremely important		375 40.5%	22 41.2%	118 38.0%	185 42.6%	34 38.4%
DK/NA		11 1.2%	0 .0%	4 1.2%	7 1.6%	0 .5%

		Type of Internet Connection	
		Other	DK/NA
Total		17	19
'0' Not important		2 12.9%	6 29.6%
1		2 10.1%	0 .8%
2		1 6.4%	0 1.4%
3		3 17.7%	7 34.6%
'4' Extremely important		9 51.3%	6 33.6%
DK/NA		0 1.7%	0 .0%

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection				
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
		(A)	(B)	(C)	(D)	(E)
'0' Not important						
1						
2						
3						
'4' Extremely important						
DK/NA		a				

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection
		DK/NA
		(F)
'0' Not important		
1		
2		
3		
'4' Extremely important		
DK/NA		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
Total		1200	481	706	13
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	142 11.8%	45 9.5%	94 13.3%	3 18.8%
	1	42 3.5%	10 2.2%	31 4.5%	0 .3%
	2	195 16.2%	57 11.8%	136 19.3%	2 15.1%
	3	271 22.6%	112 23.3%	155 22.0%	4 29.2%
	'4' Extremely important	534 44.5%	254 52.9%	275 38.9%	5 35.8%
	DK/NA	17 1.4%	2 .4%	15 2.1%	0 .7%

Comparisons of Column Proportions^{a,b}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important			
	1		A	
	2			
	3			
	'4' Extremely important DK/NA	B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total		1200	67	15	48	468
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	142 11.8%	5 7.8%	1 9.4%	7 15.3%	85 18.1%
	1	42 3.5%	2 3.7%	0 .0%	0 .0%	26 5.6%
	2	195 16.2%	9 13.3%	0 3.1%	10 21.1%	92 19.6%
	3	271 22.6%	14 21.0%	3 19.7%	7 13.9%	90 19.3%
	'4' Extremely important	534 44.5%	35 52.1%	10 67.1%	24 49.8%	164 35.0%
	DK/NA	17 1.4%	1 2.0%	0 .6%	0 .0%	11 2.3%

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total		589	2	22	2	6
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	43 7.2%	0 .0%	2 8.2%	0 .1%	2 32.0%
	1	12 2.1%	0 .0%	1 2.8%	0 .0%	0 6.3%
	2	80 13.5%	0 11.1%	2 9.7%	0 .0%	1 21.2%
	3	148 25.2%	1 62.2%	6 25.6%	1 35.2%	2 27.2%
	'4' Extremely important	302 51.2%	1 26.7%	12 53.8%	1 64.7%	1 13.3%
	DK/NA	4 .8%	0 .0%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				E	
	1		a	a	E	
	2					
	3					
	'4' Extremely important DK/NA			a		D

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander (F)	Two or more races (G)	Other (H)	DK/NA (I)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important	a		b	
	1	a		a,b	
	2			a,b	
	3			b	
	'4' Extremely important DK/NA	a	a	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
Total		589	203	232	83	55	16
'0' Not important		55 9.3%	19 9.2%	21 9.0%	8 10.2%	5 8.4%	2 13.0%
1		27 4.7%	13 6.2%	8 3.5%	0 .1%	6 11.4%	0 2.3%
2		85 14.5%	36 17.9%	35 15.1%	10 12.2%	4 7.1%	0 .0%
3		141 23.9%	49 24.2%	71 30.7%	14 16.8%	4 7.5%	2 14.9%
'4' Extremely important		275 46.6%	86 42.4%	95 40.8%	51 60.7%	35 63.1%	8 54.3%
DK/NA		6 1.0%	0 .0%	2 1.0%	0 .0%	1 2.5%	2 15.5%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
'0' Not important					C	a
1						
2			D			
3					B	
'4' Extremely important		a		A B	B	B C
DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
Total		384	207	149	12	9	7
'0' Not important		60 15.7%	33 16.0%	24 16.2%	1 10.0%	0 .0%	2 26.6%
1		5 1.4%	3 1.2%	3 1.8%	0 .0%	0 .0%	0 1.6%
2		51 13.3%	26 12.7%	24 16.0%	1 9.5%	0 .0%	0 .0%
3		68 17.7%	40 19.5%	17 11.6%	5 40.1%	4 43.8%	2 22.1%
'4' Extremely important		191 49.7%	99 47.8%	80 53.5%	3 28.8%	5 56.2%	4 49.7%
DK/NA		9 2.2%	6 2.8%	1 .9%	1 11.7%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
'0' Not important				a	a	a
1				a	a	a
2				a	a	a
3				a	a	a
'4' Extremely important			B		a	a
DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
Total		1200	88	129	179	155
'0' Not important		142 11.8%	14 15.8%	14 11.1%	10 5.4%	11 7.2%
1		42 3.5%	1 1.4%	3 2.7%	2 1.1%	5 2.9%
2		195 16.2%	13 14.5%	16 12.4%	28 15.5%	24 15.4%
3		271 22.6%	11 12.2%	21 16.0%	50 27.9%	33 21.2%
'4' Extremely important		534 44.5%	48 54.2%	75 57.8%	86 48.2%	81 52.4%
DK/NA		17 1.4%	2 1.9%	0 .0%	3 1.9%	1 .9%

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
Total		40	193	133	83
'0' Not important		4 11.1%	22 11.6%	14 10.9%	20 24.1%
1		0 .3%	9 4.9%	8 5.8%	7 8.5%
2		4 11.3%	33 16.8%	30 22.5%	18 21.3%
3		13 32.7%	48 24.8%	37 27.5%	15 18.4%
'4' Extremely important		18 44.0%	80 41.4%	44 33.3%	23 27.7%
DK/NA		0 .7%	1 .5%	0 .0%	0 .1%

		Household Income	
		More than \$50,000/no further information	DK/NA
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	33	166
	'0' Not important	4 13.4%	27 16.3%
	1	3 8.4%	4 2.2%
	2	10 30.6%	19 11.7%
	3	5 14.2%	39 23.6%
	'4' Extremely important	10 29.3%	69 41.6%
	DK/NA	1 4.1%	8 4.5%

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000 (A)	\$15,000 to less than \$25,000 (B)	\$25,000 to less than \$35,000 (C)	\$35,000 to less than \$50,000 (D)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				
	1				
	2				
	3				
	'4' Extremely important DK/NA	H	G H ^a		H

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information (E)	\$50,000 to less than \$75,000 (F)	\$75,000 to less than \$100,000 (G)	\$100,000 or more (H)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important				C D
	1				
	2				
	3				
	'4' Extremely important DK/NA			a	

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information (I)	DK/NA (J)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important		C
	1		
	2		
	3		
	'4' Extremely important DK/NA		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	Total	1200	221	230	176	361	212
	'0' Not important	142 11.8%	31 14.0%	30 12.9%	18 10.2%	42 11.7%	21 10.0%
	1	42 3.5%	4 1.8%	10 4.3%	8 4.5%	15 4.1%	5 2.6%
	2	195 16.2%	35 16.0%	31 13.4%	30 16.9%	73 20.2%	26 12.2%
	3	271 22.6%	61 27.4%	57 24.7%	33 18.5%	68 19.0%	53 24.8%
	'4' Extremely important	534 44.5%	89 40.5%	96 41.9%	83 47.0%	161 44.5%	105 49.3%
	DK/NA	17 1.4%	1 .3%	6 2.8%	5 2.9%	2 .6%	2 1.1%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1 (A)	2 (B)	3 (C)	4 (D)	5 (E)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important					
	1					
	2					
	3					
	'4' Extremely important DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Date					
		May 9	May 10	May 11	May 13	May 14	May 18
Total	1200	226	298	298	308	61	9
'0' Not important	142	33	39	42	24	2	2
	11.8%	14.5%	13.0%	14.0%	7.8%	3.4%	26.8%
1	42	7	17	4	12	2	0
	3.5%	3.1%	5.8%	1.3%	3.8%	3.4%	.0%
2	195	35	54	58	38	9	2
	16.2%	15.3%	18.1%	19.6%	12.2%	14.2%	21.4%
3	271	59	60	56	82	13	1
	22.6%	26.1%	20.2%	18.9%	26.4%	21.7%	9.3%
'4' Extremely important	534	87	122	136	150	35	4
	44.5%	38.5%	41.0%	45.7%	48.6%	57.4%	42.5%
DK/NA	17	6	6	2	3	0	0
	1.4%	2.6%	2.0%	.5%	1.1%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
12. How important is providing public transportation, carpooling, and other alternatives to driving alone to improving the future quality of life in Kern County?	'0' Not important						
	1		C				^a
	2						
	3						
	'4' Extremely important						
	DK/NA					^a	^a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Total	
		Total	Total
Total	1200	1200	
80 percent to 100 percent	152	152	
	12.7%	12.7%	
60 percent to 80 percent	211	211	
	17.6%	17.6%	
40 percent to 60 percent	286	286	
	23.8%	23.8%	
20 percent to 40 percent	275	275	
	22.9%	22.9%	
Less than 20 percent	167	167	
	13.9%	13.9%	
None	57	57	
	4.7%	4.7%	
DK/NA	52	52	
	4.4%	4.4%	

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	.
	60 percent to 80 percent	.
	40 percent to 60 percent	.
	20 percent to 40 percent	.
	Less than 20 percent	.
	None	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Respondent's Gender		
		Total	Male	Female
Total	1200	615	585	
80 percent to 100 percent	152	69	83	
	12.7%	11.2%	14.2%	
60 percent to 80 percent	211	105	106	
	17.6%	17.0%	18.2%	
40 percent to 60 percent	286	128	157	
	23.8%	20.8%	26.9%	
20 percent to 40 percent	275	150	125	
	22.9%	24.4%	21.3%	
Less than 20 percent	167	108	59	
	13.9%	17.5%	10.2%	
None	57	33	23	
	4.7%	5.4%	4.0%	
DK/NA	52	21	31	
	4.4%	3.5%	5.3%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	B	A
	60 percent to 80 percent		
	40 percent to 60 percent		
	20 percent to 40 percent		
	Less than 20 percent		
	None		
DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	193	243	214	215	98	70
	80 percent to 100 percent	152	25	37	20	30	9	16
		12.7%	13.1%	15.0%	9.1%	14.0%	9.5%	22.4%
	60 percent to 80 percent	211	39	37	43	38	12	10
		17.6%	20.3%	15.2%	19.9%	17.6%	12.6%	14.5%
	40 percent to 60 percent	286	57	69	52	56	24	9
		23.8%	29.3%	28.5%	24.1%	26.0%	24.1%	12.9%
	20 percent to 40 percent	275	49	58	60	43	26	9
		22.9%	25.5%	24.0%	28.2%	20.1%	26.4%	12.2%
	Less than 20 percent	167	16	35	32	24	16	12
	13.9%	8.2%	14.3%	14.8%	11.0%	16.5%	17.2%	
None	57	2	1	4	11	10	10	
	4.7%	.9%	.6%	2.1%	5.3%	9.9%	13.8%	
DK/NA	52	5	6	4	13	1	5	
	4.4%	2.5%	2.4%	1.8%	6.0%	.9%	6.9%	

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	92	51	15	9
	80 percent to 100 percent	10	4	0	2
		10.6%	7.4%	1.8%	17.8%
	60 percent to 80 percent	22	7	3	0
		24.3%	13.6%	17.4%	2.0%
	40 percent to 60 percent	9	9	1	1
		9.7%	17.1%	6.8%	7.6%
	20 percent to 40 percent	14	13	1	2
		15.3%	25.2%	5.2%	17.8%
	Less than 20 percent	19	6	4	3
	21.1%	12.7%	26.7%	34.6%	
None	11	6	0	1	
	12.1%	12.3%	.0%	14.1%	
DK/NA	6	6	6	1	
	6.9%	11.7%	42.1%	6.1%	

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	G	G					
	60 percent to 80 percent							
	40 percent to 60 percent							
	20 percent to 40 percent							
	Less than 20 percent							
	None							
DK/NA				AB	ABC	ABC		

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84	85 and over	DK/NA
		(H)	(I)	(J)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	ABC	a	B
	60 percent to 80 percent			
	40 percent to 60 percent			
	20 percent to 40 percent			
	Less than 20 percent			
	None			
DK/NA	C	ABCDE...		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	18	95	170
	80 percent to 100 percent	152	3	16	14
		12.7%	16.8%	17.4%	8.4%
	60 percent to 80 percent	211	5	14	31
		17.6%	29.6%	14.6%	18.0%
	40 percent to 60 percent	286	3	25	43
		23.8%	18.2%	26.3%	25.3%
	20 percent to 40 percent	275	2	22	50
		22.9%	8.7%	23.3%	29.3%
	Less than 20 percent	167	4	8	17
	13.9%	19.8%	8.0%	9.9%	
None	57	1	5	10	
	4.7%	4.8%	5.4%	5.8%	
DK/NA	52	0	5	6	
	4.4%	2.2%	5.0%	3.4%	

	Years Lived in Kern County
	10 years or more
Total	917
80 percent to 100 percent	118 12.9%
60 percent to 80 percent	161 17.6%
40 percent to 60 percent	214 23.4%
20 percent to 40 percent	201 22.0%
Less than 20 percent	139 15.2%
None	41 4.5%
DK/NA	42 4.5%

Comparisons of Column Proportions^{a,b}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent				
	60 percent to 80 percent				
	40 percent to 60 percent				
	20 percent to 40 percent				
	Less than 20 percent				
	None				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	53	943	89	116
	80 percent to 100 percent	152 12.7%	5 9.2%	125 13.3%	12 13.5%	10 8.6%
	60 percent to 80 percent	211 17.6%	9 18.0%	168 17.8%	14 15.8%	20 17.2%
	40 percent to 60 percent	286 23.8%	16 29.7%	223 23.7%	18 19.8%	29 25.2%
	20 percent to 40 percent	275 22.9%	16 31.3%	212 22.5%	21 23.8%	26 22.1%
	Less than 20 percent	167 13.9%	5 9.8%	131 13.9%	12 13.5%	19 16.1%
	None	57 4.7%	0 .3%	48 5.1%	5 5.9%	4 3.2%
	DK/NA	52 4.4%	1 1.7%	36 3.8%	7 7.8%	9 7.5%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent				
	60 percent to 80 percent				
	40 percent to 60 percent				
	20 percent to 40 percent				
	Less than 20 percent				
	None				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	20	110	852	62	22
	80 percent to 100 percent	152 12.7%	5 25.3%	22 19.9%	85 10.0%	19 30.8%	3 15.5%
	60 percent to 80 percent	211 17.6%	3 12.9%	24 22.1%	141 16.5%	19 31.4%	0 1.8%
	40 percent to 60 percent	286 23.8%	5 24.7%	27 24.4%	215 25.3%	13 21.8%	6 29.0%
	20 percent to 40 percent	275 22.9%	4 17.8%	16 14.2%	217 25.4%	7 11.8%	4 16.0%
	Less than 20 percent	167 13.9%	3 14.4%	10 8.9%	132 15.5%	0 .4%	3 15.6%
	None	57 4.7%	0 .0%	4 3.9%	36 4.2%	1 1.6%	4 16.6%
	DK/NA	52 4.4%	1 5.0%	7 6.5%	27 3.2%	1 2.2%	1 5.5%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	61	37	35
	80 percent to 100 percent	5 8.7%	3 7.4%	9 26.8%
	60 percent to 80 percent	10 16.5%	9 25.4%	4 11.8%
	40 percent to 60 percent	7 12.1%	6 15.1%	5 15.5%
	20 percent to 40 percent	13 21.9%	8 20.8%	7 19.7%
	Less than 20 percent	11 18.7%	5 12.7%	2 6.6%
	None	6 10.3%	4 10.1%	2 6.9%
	DK/NA	7 11.9%	3 8.5%	4 12.7%

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent		C		C	
	60 percent to 80 percent					
	40 percent to 60 percent					
	20 percent to 40 percent					
	Less than 20 percent			D		
	None	a				
DK/NA						

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent			C
	60 percent to 80 percent			
	40 percent to 60 percent			
	20 percent to 40 percent			
	Less than 20 percent	D		
None				
DK/NA	C			

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		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	604	242	177	57	98
	80 percent to 100 percent	75 12.3%	46 19.0%	20 11.5%	4 6.5%	1 1.0%
	60 percent to 80 percent	114 18.9%	60 24.7%	35 20.0%	5 9.4%	11 11.7%
	40 percent to 60 percent	146 24.1%	59 24.3%	53 29.8%	15 25.7%	16 16.1%
	20 percent to 40 percent	131 21.7%	45 18.5%	49 27.7%	16 28.5%	18 18.4%
	Less than 20 percent	88 14.6%	22 8.9%	11 6.3%	13 23.7%	35 36.2%
	None	24 4.0%	1 .5%	3 1.6%	3 5.4%	12 12.7%
	DK/NA	26 4.3%	10 4.0%	6 3.2%	0 .8%	4 3.9%

		Ballot Test - Sales Tax
		DK/NA
Total		30
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	4 11.8%
	60 percent to 80 percent	2 6.8%
	40 percent to 60 percent	4 12.1%
	20 percent to 40 percent	3 9.1%
	Less than 20 percent	7 22.9%
	None	5 15.9%
	DK/NA	6 21.4%

Comparisons of Column Proportions^{a,b}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	D	D			
	60 percent to 80 percent					
	40 percent to 60 percent					
	20 percent to 40 percent					
	Less than 20 percent			A B	A B	B
	None			A	A B	A B
DK/NA						A B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
Total		596	223	163	58	119
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	77 13.0%	49 21.7%	12 7.6%	1 1.2%	12 10.2%
	60 percent to 80 percent	97 16.3%	41 18.1%	34 20.8%	11 18.4%	8 6.6%
	40 percent to 60 percent	140 23.5%	51 23.0%	49 30.0%	16 28.4%	17 13.9%
	20 percent to 40 percent	144 24.2%	44 19.5%	46 28.2%	20 35.1%	29 24.6%
	Less than 20 percent	79 13.2%	26 11.5%	12 7.1%	8 13.3%	29 24.4%
	None	33 5.5%	8 3.7%	3 2.0%	2 3.0%	18 15.0%
	DK/NA	26 4.4%	5 2.4%	7 4.5%	0 .6%	6 5.3%

		Ballot Test - Vehicle Registration Levy
		DK/NA
Total		33
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	4 11.4%
	60 percent to 80 percent	4 12.5%
	40 percent to 60 percent	7 20.1%
	20 percent to 40 percent	5 15.2%
	Less than 20 percent	5 14.6%
	None	1 4.4%
	DK/NA	7 21.8%

Comparisons of Column Proportions^{a,b}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	B C				
	60 percent to 80 percent	D	D			
	40 percent to 60 percent		D			
	20 percent to 40 percent					
	Less than 20 percent				A B	
	None				A B	
DK/NA						A B C D

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
Total		1200	924	271	5
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	152 12.7%	91 9.8%	60 22.1%	1 23.5%
	60 percent to 80 percent	211 17.6%	162 17.5%	49 18.3%	0 .0%
	40 percent to 60 percent	286 23.8%	222 24.0%	64 23.6%	0 .0%
	20 percent to 40 percent	275 22.9%	230 24.9%	44 16.4%	0 9.4%
	Less than 20 percent	167 13.9%	135 14.6%	31 11.4%	1 25.4%
	None	57 4.7%	46 5.0%	11 4.0%	0 3.9%
	DK/NA	52 4.4%	39 4.2%	12 4.2%	2 37.8%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent		A	a
	60 percent to 80 percent			
	40 percent to 60 percent			
	20 percent to 40 percent	B		
	Less than 20 percent			
	None			
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	924	54	310	435
	80 percent to 100 percent	91 9.8%	11 21.3%	18 5.9%	44 10.1%
	60 percent to 80 percent	162 17.5%	15 27.3%	56 18.2%	75 17.2%
	40 percent to 60 percent	222 24.0%	10 19.0%	81 26.1%	97 22.2%
	20 percent to 40 percent	230 24.9%	10 18.9%	89 28.6%	108 24.8%
	Less than 20 percent	135 14.6%	6 10.6%	45 14.5%	62 14.3%
	None	46 5.0%	0 .2%	15 4.7%	24 5.6%
	DK/NA	39 4.2%	1 2.7%	7 2.1%	25 5.7%

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	89	17	19
	80 percent to 100 percent	11 12.1%	2 12.8%	4 20.9%
	60 percent to 80 percent	13 15.1%	1 8.2%	1 5.4%
	40 percent to 60 percent	26 29.3%	4 20.8%	4 21.9%
	20 percent to 40 percent	18 19.9%	1 6.3%	5 23.3%
	Less than 20 percent	11 12.5%	6 37.9%	5 24.9%
	None	7 7.6%	0 .5%	0 .2%
	DK/NA	3 3.6%	2 13.5%	1 3.3%

Comparisons of Column Proportions^{a,b}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	B			
	60 percent to 80 percent				
	40 percent to 60 percent				
	20 percent to 40 percent				
	Less than 20 percent				
	None				
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent		
	60 percent to 80 percent		
	40 percent to 60 percent		
	20 percent to 40 percent		
	Less than 20 percent		
	None		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
Total		1200	481	706	13
80 percent to 100 percent		152	76	74	2
		12.7%	15.8%	10.5%	14.1%
60 percent to 80 percent		211	89	122	0
		17.6%	18.5%	17.3%	2.3%
40 percent to 60 percent		286	140	140	5
		23.8%	29.2%	19.8%	38.4%
20 percent to 40 percent		275	103	169	2
		22.9%	21.5%	24.0%	17.2%
Less than 20 percent		167	38	127	2
		13.9%	8.0%	17.9%	18.5%
None		57	18	38	1
		4.7%	3.7%	5.4%	6.3%
DK/NA		52	16	36	0
		4.4%	3.4%	5.1%	3.2%

Comparisons of Column Proportions^{a,b}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	B		
	60 percent to 80 percent			
	40 percent to 60 percent	B		
	20 percent to 40 percent			
	Less than 20 percent		A	
	None			
DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total		1200	67	15	48	468
80 percent to 100 percent		152	8	4	11	44
		12.7%	11.6%	28.6%	23.4%	9.4%
60 percent to 80 percent		211	22	4	3	69
		17.6%	32.4%	23.7%	6.0%	14.6%
40 percent to 60 percent		286	15	3	6	81
		23.8%	22.0%	21.9%	13.5%	17.3%
20 percent to 40 percent		275	14	0	6	115
		22.9%	21.2%	.0%	13.4%	24.5%
Less than 20 percent		167	4	3	7	93
		13.9%	6.4%	18.0%	14.3%	19.8%
None		57	3	0	7	40
		4.7%	3.9%	.0%	15.3%	8.6%
DK/NA		52	2	1	7	27
		4.4%	2.6%	7.9%	14.2%	5.7%

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total		589	2	22	2	6
80 percent to 100 percent		88	0	2	2	0
		15.0%	.0%	8.3%	99.9%	3.7%
60 percent to 80 percent		117	0	3	0	1
		19.9%	.0%	14.9%	.0%	13.3%
40 percent to 60 percent		176	0	5	0	0
		29.8%	6.5%	22.5%	.0%	.0%
20 percent to 40 percent		132	0	6	0	2
		22.4%	4.6%	24.8%	.1%	29.6%
Less than 20 percent		57	1	0	0	2
		9.7%	56.8%	.0%	.1%	33.4%
None		6	1	4	0	1
		1.0%	26.7%	17.3%	.0%	17.9%
DK/NA		13	0	3	0	0
		2.2%	5.4%	12.1%	.0%	2.1%

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent				
	60 percent to 80 percent	C D			
	40 percent to 60 percent				
	20 percent to 40 percent				
	Less than 20 percent				E
	None			E	E
	DK/NA			E	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(E)	(F)	(G)	(H)	(I)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent		a		b	
	60 percent to 80 percent		a		a,b	
	40 percent to 60 percent	D			a,b	
	20 percent to 40 percent				b	
	Less than 20 percent				b	
	None		G		a,b	E
	DK/NA		E	E	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	589	203	232	83	55	16
	80 percent to 100 percent	73	21	18	16	14	4
		12.4%	10.1%	7.9%	19.3%	25.9%	25.2%
	60 percent to 80 percent	107	38	44	12	8	6
		18.2%	18.6%	18.8%	14.3%	15.3%	37.1%
	40 percent to 60 percent	168	50	69	30	19	0
		28.4%	24.5%	29.7%	35.6%	34.7%	1.5%
	20 percent to 40 percent	138	58	55	17	7	0
		23.4%	28.8%	23.5%	20.6%	13.1%	3.0%
	Less than 20 percent	75	24	36	8	6	1
	12.8%	11.6%	15.5%	10.0%	11.0%	9.0%	
None	13	7	4	0	0	2	
	2.1%	3.5%	1.6%	.1%	.0%	11.3%	
DK/NA	15	6	7	0	0	2	
	2.6%	2.9%	3.1%	.0%	.0%	12.9%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent			B	A B	
	60 percent to 80 percent					
	40 percent to 60 percent					
	20 percent to 40 percent					
	Less than 20 percent					
	None			a	a	C
	DK/NA			.	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	384	207	149	12	9	7
	80 percent to 100 percent	61	31	23	0	5	1
		15.7%	14.9%	15.7%	.0%	56.4%	16.4%
	60 percent to 80 percent	69	45	20	1	0	2
		17.8%	21.8%	13.5%	10.4%	.0%	28.3%
	40 percent to 60 percent	71	28	35	3	4	0
		18.3%	13.7%	23.2%	27.1%	43.6%	5.0%
	20 percent to 40 percent	77	43	31	4	0	0
		20.0%	20.5%	20.5%	31.3%	.0%	.0%
	Less than 20 percent	54	28	24	1	0	2
	14.1%	13.4%	15.7%	10.0%	.0%	24.3%	
None	29	18	7	1	0	2	
	7.4%	8.9%	4.9%	9.5%	.0%	24.4%	
DK/NA	25	14	10	1	0	0	
	6.6%	6.8%	6.4%	11.7%	.0%	1.6%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent			a	A B	
	60 percent to 80 percent			.	a	
	40 percent to 60 percent			.	a	
	20 percent to 40 percent			.	a	
	Less than 20 percent			.	a	
	None			.	a	
	DK/NA			.	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	88	129	179
	80 percent to 100 percent	152	28	19	33
		12.7%	31.9%	14.4%	18.3%
	60 percent to 80 percent	211	24	22	32
		17.6%	27.5%	17.4%	18.0%
	40 percent to 60 percent	286	14	45	57
		23.8%	15.7%	35.0%	31.8%
	20 percent to 40 percent	275	3	24	43
		22.9%	3.5%	18.5%	23.8%
Less than 20 percent	167	12	11	8	
	13.9%	13.7%	8.2%	4.4%	
None	57	7	5	3	
	4.7%	7.7%	4.1%	1.8%	
DK/NA	52	0	3	3	
	4.4%	.1%	2.3%	1.9%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	155	40	193	133
	80 percent to 100 percent	10	4	22	10
		6.3%	9.5%	11.6%	7.8%
	60 percent to 80 percent	35	2	36	18
		22.7%	5.6%	18.4%	13.8%
	40 percent to 60 percent	42	6	46	31
		27.3%	16.3%	23.9%	23.1%
	20 percent to 40 percent	45	15	43	38
		28.7%	38.5%	22.4%	28.9%
	Less than 20 percent	18	7	32	28
	11.3%	17.4%	16.7%	21.4%	
None	1	2	6	5	
	.4%	4.9%	3.2%	3.4%	
DK/NA	5	3	7	2	
	3.2%	7.8%	3.8%	1.7%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	83	33	166
	80 percent to 100 percent	4	4	18
		4.5%	12.2%	11.0%
	60 percent to 80 percent	13	2	26
		15.9%	6.3%	15.4%
	40 percent to 60 percent	18	3	23
		22.0%	7.9%	13.7%
	20 percent to 40 percent	15	7	42
		18.1%	20.3%	25.2%
	Less than 20 percent	18	6	27
	22.2%	16.7%	16.5%	
None	12	4	12	
	15.0%	13.5%	6.9%	
DK/NA	2	8	19	
	2.4%	23.1%	11.2%	

Comparisons of Column Proportions^{a,b}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent	D F G H J		D	
	60 percent to 80 percent		J	J	
	40 percent to 60 percent		A	A	A
	20 percent to 40 percent				
	Less than 20 percent				
	None				
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent				
	60 percent to 80 percent				
	40 percent to 60 percent				
	20 percent to 40 percent	A	A	A	
	Less than 20 percent		C	C	
	None				C D F
	DK/NA				

Comparisons of Column Proportions^{a,b}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent		
	60 percent to 80 percent		
	40 percent to 60 percent		A
	20 percent to 40 percent		C
	Less than 20 percent	C D	
	None	A B C D F G H	C
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	221	230	176	361	212
	80 percent to 100 percent	152 12.7%	27 12.0%	29 12.8%	19 10.8%	39 10.8%	38 17.9%
	60 percent to 80 percent	211 17.6%	33 14.8%	38 16.5%	35 19.9%	70 19.5%	35 16.6%
	40 percent to 60 percent	286 23.8%	42 19.1%	64 28.0%	44 24.8%	85 23.6%	50 23.7%
	20 percent to 40 percent	275 22.9%	61 27.6%	50 21.5%	33 18.9%	86 24.0%	45 21.0%
	Less than 20 percent	167 13.9%	36 16.1%	30 12.8%	27 15.6%	46 12.7%	29 13.5%
	None	57 4.7%	11 5.0%	8 3.4%	10 5.8%	21 5.8%	7 3.2%
	DK/NA	52 4.4%	12 5.3%	11 5.0%	7 4.2%	13 3.6%	9 4.2%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent					
	60 percent to 80 percent					
	40 percent to 60 percent					
	20 percent to 40 percent					
	Less than 20 percent					
	None					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	Total	1200	226	298	298	308	61	9
	80 percent to 100 percent	152 12.7%	31 13.7%	29 9.9%	41 13.9%	40 12.9%	10 15.8%	1 9.3%
	60 percent to 80 percent	211 17.6%	42 18.4%	45 15.3%	51 17.0%	58 18.8%	13 21.7%	2 24.0%
	40 percent to 60 percent	286 23.8%	52 22.9%	61 20.6%	72 24.3%	82 26.7%	16 26.6%	2 18.5%
	20 percent to 40 percent	275 22.9%	45 19.8%	61 20.4%	74 25.0%	72 23.4%	20 32.5%	3 36.1%
	Less than 20 percent	167 13.9%	29 12.8%	63 21.0%	38 12.8%	37 11.8%	0 .0%	1 12.1%
	None	57 4.7%	17 7.6%	22 7.5%	12 4.1%	5 1.7%	0 .0%	0 .0%
	DK/NA	52 4.4%	11 4.9%	16 5.5%	9 2.9%	14 4.7%	2 3.4%	0 .0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
13. There are limited funds to maintain and expand streets, highways and public transportation systems in Kern County. What percent should be spent on providing alternative transportation, such as improving bus service, creating light rail service...	80 percent to 100 percent						
	60 percent to 80 percent						
	40 percent to 60 percent						
	20 percent to 40 percent						
	Less than 20 percent		D			a	
	None	D	D			a	a
DK/NA						a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	1200	1200
Excellent condition	52	52
Good condition	332	332
Fair condition	526	526
Poor condition	209	209
Very poor condition	73	73
DK/NA	8	8

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	.
	Good condition	.
	Fair condition	.
	Poor condition	.
	Very poor condition	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	615	585
	Excellent condition	52	33	19
	Good condition	332	176	156
	Fair condition	526	255	271
	Poor condition	209	116	94
	Very poor condition	73	29	44
	DK/NA	8	6	2

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition		
	Good condition		
	Fair condition		
	Poor condition		
	Very poor condition		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	193	243	214	215	98	70
	Excellent condition	52	6	6	10	9	1	4
	Good condition	332	70	69	64	48	26	24
	Fair condition	526	82	108	89	104	45	29
	Poor condition	209	33	34	43	40	17	9
	Very poor condition	73	0	26	8	11	9	3
	DK/NA	8	2	0	0	1	0	0
		.6%	1.1%	.0%	.0%	.7%	.0%	.3%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	92	51	15	9
	Excellent condition	8 8.5%	7 13.2%	0 .0%	0 5.1%
	Good condition	13 14.0%	12 24.5%	4 25.6%	1 15.8%
	Fair condition	38 41.1%	21 40.6%	8 52.5%	4 38.3%
	Poor condition	24 26.3%	6 12.5%	1 3.4%	1 14.0%
	Very poor condition	9 9.7%	5 9.1%	0 .0%	2 18.2%
	DK/NA	0 .4%	0 .0%	3 18.5%	1 8.6%

Comparisons of Column Proportions^{b,c}

		Age						
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	G						
	Good condition							
	Fair condition							
	Poor condition		A ^a			A ^a		
	Very poor condition			a				A
DK/NA								

Comparisons of Column Proportions^{b,c}

		Age		
		75 to 84 (H)	85 and over (I)	DK/NA (J)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	B E		
	Good condition			
	Fair condition			
	Poor condition		a	
	Very poor condition	A ^a	A D F G	A
DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	18	95	170	917
	Excellent condition	52 4.3%	1 4.1%	3 2.9%	4 2.5%	44 4.8%
	Good condition	332 27.6%	11 60.0%	33 34.9%	43 25.2%	245 26.7%
	Fair condition	526 43.9%	4 23.8%	32 34.1%	90 52.7%	400 43.6%
	Poor condition	209 17.4%	1 8.0%	17 18.3%	31 17.9%	160 17.5%
	Very poor condition	73 6.1%	1 4.1%	8 8.5%	3 1.6%	61 6.7%
	DK/NA	8 .6%	0 .0%	1 1.3%	0 .0%	6 .7%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	C D		B	
	Good condition				
	Fair condition				
	Poor condition		C		
	Very poor condition	a		a	
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	53	943	89	116
	Excellent condition	52 4.3%	0 .5%	42 4.4%	5 5.9%	4 3.8%
	Good condition	332 27.6%	15 28.3%	247 26.2%	34 37.9%	36 31.5%
	Fair condition	526 43.9%	23 43.7%	424 45.0%	31 34.4%	49 42.1%
	Poor condition	209 17.4%	9 16.7%	170 18.0%	14 16.0%	16 14.0%
	Very poor condition	73 6.1%	5 10.1%	53 5.6%	5 5.6%	10 8.3%
	DK/NA	8 .6%	0 .6%	7 .7%	0 .2%	0 .2%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition				
	Good condition				
	Fair condition				
	Poor condition				
	Very poor condition DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	20	110	852	62	22
	Excellent condition	52 4.3%	5 26.0%	4 3.7%	31 3.6%	1 2.1%	4 16.6%
	Good condition	332 27.6%	3 14.4%	28 25.5%	240 28.2%	20 31.9%	6 28.8%
	Fair condition	526 43.9%	11 52.9%	54 49.2%	371 43.5%	22 35.6%	6 25.3%
	Poor condition	209 17.4%	1 4.3%	23 21.1%	152 17.8%	11 18.0%	4 18.3%
	Very poor condition	73 6.1%	0 2.4%	1 .5%	54 6.4%	8 12.5%	2 11.0%
	DK/NA	8 .6%	0 .0%	0 .0%	4 .5%	0 .0%	0 .0%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	61	37	35
	Excellent condition	2 3.5%	0 .7%	4 11.5%
	Good condition	17 27.8%	15 41.6%	2 5.6%
	Fair condition	31 50.9%	10 28.3%	22 62.0%
	Poor condition	10 17.1%	6 17.4%	1 3.2%
	Very poor condition	0 .7%	3 8.0%	4 12.1%
	DK/NA	0 .0%	1 4.0%	2 5.6%

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School					
		Bike (A)	Carpool (B)	Drive alone (car, truck, motorcycle, scooter) (C)	Public Transit (Bus or shuttle) (D)	Walk (E)	Work from home/Don't work outside the home (F)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	B C D					
	Good condition						
	Fair condition						
	Poor condition				B		
	Very poor condition DK/NA	a	a		a	a	a

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School	
		Other (G)	DK/NA (H)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition		
	Good condition	H	
	Fair condition		
	Poor condition		B
	Very poor condition DK/NA	C	C

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		Ballot Test - Sales Tax				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	604	242	177	57	98
	Excellent condition	25 4.2%	13 5.5%	5 3.1%	2 2.6%	4 4.0%
	Good condition	174 28.7%	70 29.0%	49 27.9%	27 47.1%	23 24.0%
	Fair condition	270 44.8%	101 41.8%	87 48.8%	21 36.8%	45 45.8%
	Poor condition	92 15.3%	33 13.5%	29 16.4%	8 13.5%	18 18.3%
	Very poor condition	38 6.3%	21 8.7%	7 3.8%	0 .0%	8 7.8%
	DK/NA	4 .7%	4 1.5%	0 .0%	0 .0%	0 .0%

		Ballot Test - Sales Tax
		DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	30
	Excellent condition	1 3.7%
	Good condition	4 12.8%
	Fair condition	17 55.9%
	Poor condition	5 17.0%
	Very poor condition	2 7.4%
	DK/NA	1 3.3%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition			DE		
	Good condition					
	Fair condition					
	Poor condition					
	Very poor condition		a	a	a	
DK/NA						

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		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	596	223	163	58	119
	Excellent condition	26 4.4%	10 4.4%	5 3.4%	3 5.7%	8 6.5%
	Good condition	158 26.5%	64 28.4%	31 19.0%	24 41.1%	27 22.8%
	Fair condition	256 43.0%	85 38.1%	80 49.0%	25 43.1%	53 44.7%
	Poor condition	117 19.6%	47 20.9%	36 22.3%	6 9.6%	22 18.4%
	Very poor condition	35 5.9%	18 8.1%	9 5.6%	0 .5%	8 6.3%
	DK/NA	3 .5%	0 .2%	1 .7%	0 .0%	1 1.1%

		Ballot Test - Vehicle Registration Levy
		DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	33
	Excellent condition	0 .0%
	Good condition	13 38.9%
	Fair condition	13 39.5%
	Poor condition	7 20.0%
	Very poor condition	0 .7%
	DK/NA	0 .9%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					a
	Good condition			B		
	Fair condition					
	Poor condition					
	Very poor condition			a		
DK/NA						

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		Internet Access			
		Total	Yes	No	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	924	271	5
	Excellent condition	52 4.3%	32 3.4%	20 7.5%	0 .0%
	Good condition	332 27.6%	265 28.7%	66 24.4%	0 9.5%
	Fair condition	526 43.9%	403 43.6%	121 44.8%	2 47.4%
	Poor condition	209 17.4%	169 18.3%	40 14.8%	0 .0%
	Very poor condition	73 6.1%	52 5.6%	21 7.8%	0 .0%
	DK/NA	8 .6%	4 .4%	2 .6%	2 43.0%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes (A)	No (B)	DK/NA (C)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition		A	a
	Good condition			.
	Fair condition			
	Poor condition			a
	Very poor condition			.
	DK/NA			A B

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		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	924	54	310	435	89
	Excellent condition	32	2	7	12	7
		3.4%	3.2%	2.4%	2.8%	8.1%
	Good condition	265	12	98	118	25
		28.7%	22.9%	31.6%	27.1%	28.2%
	Fair condition	403	33	116	204	33
		43.6%	61.9%	37.4%	46.9%	37.5%
	Poor condition	169	6	63	80	19
		18.3%	11.8%	20.4%	18.5%	20.9%
Very poor condition	52	0	24	19	5	
	5.6%	.2%	7.7%	4.3%	5.3%	
DK/NA	4	0	1	2	0	
	.4%	.0%	.5%	.5%	.0%	

		Type of Internet Connection	
		Other	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	17	19
	Excellent condition	2	2
		9.6%	7.8%
	Good condition	6	6
		33.1%	32.4%
	Fair condition	8	7
		50.1%	38.3%
	Poor condition	1	0
	3.6%	.6%	
Very poor condition	0	4	
	1.8%	20.8%	
DK/NA	0	0	
	1.7%	.0%	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection				
		A dial-up connection (A)	A DSL connection (B)	Through a cable provider (C)	Through a satellite provider (D)	Other (E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					
	Good condition					
	Fair condition	B				
	Poor condition					
	Very poor condition					
	DK/NA	a			a	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection
		DK/NA (F)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition	
	Good condition	
	Fair condition	
	Poor condition	
	Very poor condition	A C
	DK/NA	a

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		Rent or Own Residence			
		Total	Rent	Own	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	481	706	13
	Excellent condition	52	22	30	0
		4.3%	4.6%	4.2%	.0%
	Good condition	332	112	219	1
		27.6%	23.2%	31.0%	6.7%
	Fair condition	526	221	300	6
		43.9%	45.9%	42.5%	41.9%
	Poor condition	209	90	118	1
		17.4%	18.7%	16.8%	9.7%
Very poor condition	73	33	35	4	
	6.1%	6.9%	5.0%	33.3%	
DK/NA	8	3	3	1	
	.6%	.7%	.5%	8.4%	

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition		A	a
	Good condition			
	Fair condition			
	Poor condition			A B
	Very poor condition DK/NA			A B

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		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	67	15	48	468
	Excellent condition	52	0	1	4	22
		4.3%	.0%	4.2%	7.7%	4.6%
	Good condition	332	16	3	12	133
		27.6%	24.5%	18.9%	25.1%	28.4%
	Fair condition	526	28	8	22	193
		43.9%	42.4%	52.5%	44.8%	41.3%
	Poor condition	209	14	0	11	78
	17.4%	21.1%	2.2%	22.4%	16.8%	
Very poor condition	73	8	3	0	36	
	6.1%	12.0%	21.5%	.0%	7.8%	
DK/NA	8	0	0	0	5	
	.6%	.0%	.6%	.0%	1.1%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	589	2	22	2	6
	Excellent condition	27	0	1	1	0
		4.6%	4.5%	6.5%	50.9%	.0%
	Good condition	162	2	6	0	1
		27.6%	83.4%	27.7%	.0%	23.2%
	Fair condition	265	0	14	0	4
		45.0%	.1%	62.1%	.1%	55.8%
	Poor condition	107	0	1	0	1
	18.2%	11.9%	3.3%	.0%	17.2%	
Very poor condition	25	0	0	1	0	
	4.3%	.0%	.3%	49.0%	3.7%	
DK/NA	2	0	0	0	0	
	.4%	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					
	Good condition					
	Fair condition					
	Poor condition		E	a		
	Very poor condition DK/NA	a		a		

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander (F)	Two or more races (G)	Other (H)	DK/NA (I)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition			b	
	Good condition			a, b	
	Fair condition			b	
	Poor condition			a, b	
	Very poor condition DK/NA	a	a	b	a, b

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b. This category is not used in comparisons because the sum of case weights is less than two.

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		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	589	203	232	83	55	16
	Excellent condition	16	6	6	3	1	0
		2.7%	3.2%	2.4%	3.0%	2.2%	.0%
	Good condition	176	65	71	24	13	3
		29.9%	32.2%	30.4%	29.2%	23.8%	16.8%
	Fair condition	267	85	115	30	34	4
		45.3%	41.8%	49.4%	36.5%	60.6%	22.7%
	Poor condition	96	33	29	21	4	8
	16.2%	16.4%	12.5%	24.8%	7.7%	54.5%	
Very poor condition	34	13	12	5	3	0	
	5.8%	6.5%	5.3%	6.5%	5.7%	1.5%	
DK/NA	1	0	0	0	0	1	
	.1%	.0%	.0%	.0%	.0%	4.5%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					a
	Good condition					
	Fair condition					
	Poor condition					A B D
	Very poor condition					
	DK/NA	a	a	a	a	

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	384	207	149	12	9	7
	Excellent condition	20	14	6	0	0	0
		5.2%	6.5%	4.2%	.1%	.0%	.0%
	Good condition	97	51	41	2	2	2
		25.2%	24.5%	27.2%	14.6%	22.9%	26.7%
	Fair condition	164	93	57	5	5	4
		42.7%	44.9%	37.8%	46.4%	56.4%	55.3%
	Poor condition	73	37	33	3	0	0
		19.1%	17.6%	22.3%	27.2%	.0%	3.2%
Very poor condition	26	12	13	0	2	0	
	6.9%	5.6%	8.4%	.0%	20.7%	5.0%	
DK/NA	4	2	0	1	0	1	
	1.0%	.8%	.0%	11.7%	.0%	9.8%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					a
	Good condition					
	Fair condition					
	Poor condition					a
	Very poor condition					
	DK/NA		a	a	a	

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		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	88	129	179	155
	Excellent condition	52	8	10	6	8
		4.3%	9.3%	8.1%	3.6%	5.0%
	Good condition	332	29	17	52	40
		27.6%	33.3%	13.1%	29.2%	26.1%
	Fair condition	526	24	67	82	68
		43.9%	27.8%	51.9%	45.8%	44.2%
	Poor condition	209	15	26	33	26
		17.4%	16.9%	20.2%	18.2%	16.9%
Very poor condition	73	11	9	6	12	
	6.1%	12.6%	6.6%	3.3%	7.8%	
DK/NA	8	0	0	0	0	
	.6%	.1%	.2%	.0%	.0%	

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	40	193	133	83
	Excellent condition	3	3	2	5
		8.5%	1.7%	1.8%	6.3%
	Good condition	6	53	50	24
		15.0%	27.3%	37.6%	29.1%
	Fair condition	16	96	52	31
		39.6%	49.4%	39.4%	37.5%
	Poor condition	11	33	18	20
		26.9%	17.0%	13.8%	24.0%
Very poor condition	3	9	10	3	
	8.4%	4.5%	7.3%	3.2%	
DK/NA	1	0	0	0	
	1.5%	.0%	.0%	.0%	

		Household Income	
		More than \$50,000/no further information	DK/NA
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	33	166
	Excellent condition	1	4
		1.8%	2.5%
	Good condition	10	50
		29.5%	30.1%
	Fair condition	20	70
		59.5%	41.9%
	Poor condition	2	26
		6.4%	15.4%
Very poor condition	1	10	
	2.9%	6.0%	
DK/NA	0	7	
	.0%	4.0%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition				
	Good condition	B		B	
	Fair condition		A		
	Poor condition				
	Very poor condition			a	a
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition				
	Good condition		A	B	
	Fair condition				
	Poor condition				
	Very poor condition		a	a	a
	DK/NA				

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition		
	Good condition		B
	Fair condition		
	Poor condition		
	Very poor condition	a	
	DK/NA		

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		Supervisorial District					
		Total	1	2	3	4	5
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	221	230	176	361	212
	Excellent condition	52	16	11	5	9	10
		4.3%	7.4%	4.9%	2.9%	2.5%	4.7%
	Good condition	332	71	57	56	101	46
		27.6%	32.2%	24.7%	31.7%	28.1%	21.9%
	Fair condition	526	85	109	70	167	95
		43.9%	38.4%	47.2%	40.1%	46.3%	44.9%
	Poor condition	209	38	36	29	64	42
	17.4%	17.2%	15.6%	16.5%	17.7%	20.0%	
Very poor condition	73	8	17	14	15	18	
	6.1%	3.6%	7.5%	8.1%	4.3%	8.4%	
DK/NA	8	3	0	1	4	0	
	.6%	1.1%	.0%	.8%	1.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition					
	Good condition					
	Fair condition					
	Poor condition					
	Very poor condition		a			
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Total	1200	226	298	298	308	61	9
	Excellent condition	52	12	9	8	19	5	0
		4.3%	5.2%	2.9%	2.8%	6.1%	7.5%	.0%
	Good condition	332	69	78	93	78	11	3
		27.6%	30.4%	26.3%	31.1%	25.2%	17.5%	38.9%
	Fair condition	526	83	132	129	154	24	4
		43.9%	36.9%	44.3%	43.4%	49.8%	40.0%	42.5%
	Poor condition	209	41	50	51	47	19	2
	17.4%	18.3%	16.8%	17.0%	15.3%	30.8%	18.5%	
Very poor condition	73	17	25	17	11	3	0	
	6.1%	7.7%	8.4%	5.8%	3.5%	4.1%	.0%	
DK/NA	8	4	4	0	0	0	0	
	.6%	1.6%	1.2%	.0%	.1%	.0%	.0%	

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
14. How would you rate the condition of roads, freeways, bridges and overpasses in Kern County?	Excellent condition						
	Good condition				A		
	Fair condition						a
	Poor condition						a
	Very poor condition					a	a
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
15. Ballot Test - Half-Cent Sales Tax	Total	604	604
	Definitely yes	242	242
		40.1%	40.1%
	Probably yes	177	177
		29.4%	29.4%
	Probably no	57	57
	9.4%	9.4%	
Definitely no	98	98	
	16.2%	16.2%	
DK/NA	30	30	
	5.0%	5.0%	

Comparisons of Column Proportions^{a,b}

		Total
		(A)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes	.
	Probably yes	.
	Probably no	.
	Definitely no	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Respondent's Gender		
		Total	Male	Female
15. Ballot Test - Half-Cent Sales Tax	Total	604	310	294
	Definitely yes	242	114	128
		40.1%	36.7%	43.7%
	Probably yes	177	88	90
		29.4%	28.3%	30.5%
	Probably no	57	34	23
	9.4%	10.9%	7.8%	
Definitely no	98	65	33	
	16.2%	20.9%	11.2%	
DK/NA	30	10	20	
	5.0%	3.2%	6.8%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes		
	Probably yes		
	Probably no	B	
	Definitely no		A
	DK/NA		A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age							
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
15. Ballot Test - Half-Cent Sales Tax	Total	604	97	123	113	96	52	36	47
	Definitely yes	242	48	54	38	33	20	21	14
		40.1%	49.7%	44.1%	33.7%	33.9%	38.4%	57.9%	29.8%
	Probably yes	177	24	41	38	27	17	6	16
		29.4%	24.4%	33.3%	33.4%	28.1%	32.6%	16.2%	34.2%
	Probably no	57	13	7	15	7	2	6	4
		9.4%	13.1%	5.8%	12.9%	7.2%	3.0%	15.1%	7.4%
	Definitely no	98	10	17	18	23	8	4	11
	16.2%	10.5%	14.1%	16.2%	23.5%	16.0%	10.7%	22.5%	
DK/NA	30	2	3	4	7	5	0	3	
	5.0%	2.2%	2.8%	3.7%	7.4%	10.0%	.0%	6.1%	

		Age		
		75 to 84	85 and over	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	30	6	3
	Definitely yes	12 39.6%	2 31.5%	0 3.9%
	Probably yes	8 25.4%	1 8.3%	1 31.6%
	Probably no	2 6.8%	2 24.9%	1 36.9%
	Definitely no	6 18.9%	1 8.3%	0 4.0%
	DK/NA	3 9.4%	2 27.1%	1 23.6%

Comparisons of Column Proportions^{b,c}

		Age							
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes								
	Probably yes								
	Probably no								
	Definitely no								
	DK/NA						a		

Comparisons of Column Proportions^{b,c}

		Age	
		85 and over (I)	DK/NA (J)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes		
	Probably yes		
	Probably no		
	Definitely no		
	DK/NA		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
15. Ballot Test - Half-Cent Sales Tax	Total	604	12	49	96	447
	Definitely yes	242 40.1%	6 53.5%	20 40.5%	40 41.4%	176 39.4%
	Probably yes	177 29.4%	1 9.8%	22 45.4%	25 26.6%	129 28.8%
	Probably no	57 9.4%	3 26.7%	3 7.0%	11 11.8%	39 8.7%
	Definitely no	98 16.2%	1 9.9%	3 6.8%	12 12.1%	81 18.2%
	DK/NA	30 5.0%	0 .0%	0 .3%	8 8.1%	22 4.9%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes				
	Probably yes				
	Probably no				
	Definitely no				
	DK/NA	a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
15. Ballot Test - Half-Cent Sales Tax	Total	604	24	477	46	56
	Definitely yes	242 40.1%	11 44.1%	189 39.7%	21 45.6%	21 37.7%
	Probably yes	177 29.4%	9 38.5%	144 30.2%	11 22.8%	13 23.5%
	Probably no	57 9.4%	1 5.5%	46 9.6%	4 7.8%	6 10.7%
	Definitely no	98 16.2%	3 11.8%	76 15.8%	8 16.5%	11 20.5%
	DK/NA	30 5.0%	0 .2%	22 4.7%	3 7.4%	4 7.5%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes				
	Probably yes				
	Probably no				
	Definitely no				
	DK/NA				

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
15. Ballot Test - Half-Cent Sales Tax	Total	604	14	61	422	36	7	30
	Definitely yes	242	6	28	166	14	2	7
		40.1%	42.8%	46.8%	39.3%	39.9%	30.6%	24.2%
	Probably yes	177	5	20	121	9	2	14
		29.4%	34.4%	33.2%	28.7%	24.5%	33.4%	47.6%
	Probably no	57	0	6	41	7	0	2
		9.4%	.0%	9.7%	9.7%	20.1%	3.7%	6.9%
Definitely no	98	3	5	76	3	2	3	
	16.2%	22.7%	8.3%	18.0%	9.8%	32.2%	11.4%	
DK/NA	30	0	1	18	2	0	3	
	5.0%	.0%	2.0%	4.4%	5.7%	.0%	10.0%	

		Typical Transportation to Work or School	
		Other	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	19	17
	Definitely yes	11	7
		59.7%	44.2%
	Probably yes	2	4
		10.9%	26.6%
	Probably no	0	1
		.0%	3.9%
Definitely no	3	2	
	14.6%	10.2%	
DK/NA	3	2	
	14.7%	15.0%	

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School						
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes							
	Probably yes	a						a
	Probably no							
	Definitely no					a		
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School
		DK/NA (H)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes	
	Probably yes	
	Probably no	
	Definitely no	
	DK/NA	

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		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	604	242	177	57	98	30
	Definitely yes	242	242	0	0	0	0
		40.1%	100.0%	.0%	.0%	.0%	.0%
	Probably yes	177	0	177	0	0	0
		29.4%	.0%	100.0%	.0%	.0%	.0%
	Probably no	57	0	0	57	0	0
		9.4%	.0%	.0%	100.0%	.0%	.0%
	Definitely no	98	0	0	0	98	0
	16.2%	.0%	.0%	.0%	100.0%	.0%	
DK/NA	30	0	0	0	0	30	
	5.0%	.0%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Ballot Test - Half-Cent Sales Tax	Definitely use	a	a	a	a	a
	Probably yes	a	a	a	a	a
	Probably no	a	a	a	a	a
	Definitely no	a	a	a	a	a
	DK/NA	a	a	a	a	a

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Internet Access			
		Total	Yes	No	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	604	463	139	2
	Definitely yes	242	180	62	0
		40.1%	38.8%	44.8%	.1%
	Probably yes	177	132	46	0
		29.4%	28.4%	32.9%	.0%
	Probably no	57	47	9	0
		9.4%	10.1%	6.7%	27.0%
Definitely no	98	82	16	0	
	16.2%	17.6%	11.5%	.0%	
DK/NA	30	23	6	1	
	5.0%	5.0%	4.1%	73.0%	

Comparisons of Column Proportions^{c,d}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
15. Ballot Test - Half-Cent Sales Tax	Definitely use		a	a
	Probably yes		a,b	a
	Probably no		a	a
	Definitely no		a,b	a
	DK/NA		a	a

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

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d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					Other
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	
15. Ballot Test - Half-Cent Sales Tax	Total	463	26	148	223	44	10
	Definitely yes	180	15	54	84	17	2
		38.8%	58.5%	36.7%	37.7%	39.8%	25.3%
	Probably yes	132	5	40	67	15	3
		28.4%	20.8%	26.9%	30.0%	33.6%	29.7%
	Probably no	47	4	17	23	3	0
		10.1%	15.5%	11.4%	10.5%	5.7%	.0%
Definitely no	82	1	31	35	7	4	
	17.6%	5.1%	21.0%	15.7%	16.3%	42.0%	
DK/NA	23	0	6	14	2	0	
	5.0%	.0%	4.1%	6.1%	4.6%	2.9%	

		Type of Internet Connection
		DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	12
	Definitely yes	6
		51.7%
	Probably yes	2
		14.1%
	Probably no	0
		.0%
Definitely no	3	
	23.9%	
DK/NA	1	
	10.4%	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
15. Ballot Test - Half-Cent Sales Tax	Definitely use						
	Probably yes					a	a
	Probably no						
	Definitely no						
	DK/NA	a					

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	604	227	368	9
	Definitely yes	242 40.1%	105 46.5%	134 36.5%	3 27.2%
	Probably yes	177 29.4%	62 27.2%	114 31.0%	2 19.5%
	Probably no	57 9.4%	22 9.6%	35 9.5%	0 .0%
	Definitely no	98 16.2%	24 10.7%	69 18.9%	4 40.6%
	DK/NA	30 5.0%	13 5.9%	15 4.2%	1 12.7%

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes	B		
	Probably yes			a
	Probably no		A	A
	Definitely no			
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
15. Ballot Test - Half-Cent Sales Tax	Total	604	36	8	21	230	303
	Definitely yes	242 40.1%	17 47.7%	4 50.2%	8 36.3%	75 32.6%	139 45.7%
	Probably yes	177 29.4%	11 30.8%	2 20.9%	4 18.6%	58 25.2%	99 32.6%
	Probably no	57 9.4%	5 14.2%	0 .0%	0 .0%	26 11.4%	26 8.6%
	Definitely no	98 16.2%	1 2.4%	1 12.4%	3 14.4%	56 24.2%	33 11.0%
	DK/NA	30 5.0%	2 4.8%	1 16.5%	7 30.7%	15 6.6%	6 2.1%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	1	9	0	1
	Definitely yes	0 .1%	3 35.0%	0 .0%	0 13.9%
	Probably yes	0 .1%	4 44.1%	0 100.0%	0 .2%
	Probably no	0 .0%	0 .0%	0 .0%	0 13.8%
	Definitely no	1 91.2%	2 20.9%	0 .0%	0 51.7%
	DK/NA	0 8.7%	0 .0%	0 .0%	0 20.4%

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes					D
	Probably yes		.b	.b		
	Probably no				A E	
	Definitely no			D E		

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander (F)	Two or more races (G)	Other (H)	DK/NA (I)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes	a		a,,b	a
	Probably yes	a		a,,b	a
	Probably no	a,,b		a,,b	a
	Definitely no	a		a,,b	a
	DK/NA	a	.b	a,,b	a

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a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

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d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	294	103	107	48	31	6
	Definitely yes	134	46	53	17	15	4
		45.7%	44.3%	49.4%	35.4%	49.6%	66.1%
	Probably yes	100	34	36	20	11	0
		34.0%	32.6%	33.8%	41.5%	34.0%	.0%
	Probably no	21	9	6	4	1	0
		7.2%	9.0%	5.9%	9.0%	4.4%	.0%
Definitely no	31	12	11	3	4	1	
	10.5%	11.4%	10.4%	6.2%	12.0%	21.8%	
DK/NA	8	3	0	4	0	1	
	2.6%	2.6%	.4%	7.9%	.0%	12.0%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes					a
	Probably yes					a
	Probably no					.
	Definitely no				a	
	DK/NA					B

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	202	112	80	5	2	4
	Definitely yes	91	55	28	3	2	2
		44.9%	48.8%	35.7%	68.3%	100.0%	60.3%
	Probably yes	59	34	25	0	0	0
		29.0%	30.3%	31.0%	.0%	.0%	.0%
	Probably no	10	5	6	0	0	0
		5.0%	4.0%	7.0%	.0%	.0%	.0%
Definitely no	26	10	14	2	0	0	
	12.9%	9.1%	17.7%	31.7%	.0%	3.3%	
DK/NA	17	9	7	0	0	1	
	8.3%	7.8%	8.6%	.0%	.0%	36.4%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes				a	
	Probably yes			a	a	a
	Probably no			a	a	a
	Definitely no			a	a	a
	DK/NA			a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
15. Ballot Test - Half-Cent Sales Tax	Total	604	47	64	77	78
	Definitely yes	242	23	29	28	48
		40.1%	50.0%	45.3%	35.6%	61.6%
	Probably yes	177	8	27	31	13
		29.4%	17.3%	43.1%	40.4%	17.3%
	Probably no	57	4	1	12	6
		9.4%	8.3%	1.6%	16.0%	7.1%
Definitely no	98	5	6	6	8	
	16.2%	10.8%	9.9%	7.9%	10.2%	
DK/NA	30	6	0	0	3	
	5.0%	13.6%	.0%	.0%	3.8%	

		Household Income				
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
15. Ballot Test - Half-Cent Sales Tax	Total	24	97	69	43	21
	Definitely yes	4	25	30	20	4
		15.9%	25.5%	43.3%	45.0%	21.5%
	Probably yes	6	30	18	13	6
		26.8%	30.4%	26.1%	30.0%	29.8%
	Probably no	2	9	5	3	5
		8.5%	9.2%	7.1%	7.5%	23.2%
Definitely no	7	30	15	7	4	
	30.0%	31.0%	22.2%	16.6%	19.0%	
DK/NA	5	4	1	0	1	
	18.8%	3.9%	1.2%	.9%	6.6%	

		Household Income
		DK/NA
15. Ballot Test - Half-Cent Sales Tax	Total	84
	Definitely yes	32 38.1%
	Probably yes	24 28.6%
	Probably no	10 11.7%
	Definitely no	8 9.9%
	DK/NA	10 11.7%

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes				E F I	
	Probably yes		D			
	Probably no					
	Definitely no					
	DK/NA	C	a			C

Comparisons of Column Proportions^{b,c}

		Household Income				DK/NA
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	
		(F)	(G)	(H)	(I)	(J)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes					
	Probably yes					
	Probably no				B	
	Definitely no	C D J				
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
15. Ballot Test - Half-Cent Sales Tax	Total	604	113	99	87	190	115
	Definitely yes	242 40.1%	47 41.4%	50 50.7%	37 42.9%	69 36.3%	39 33.9%
	Probably yes	177 29.4%	32 28.6%	20 20.6%	20 22.7%	62 32.6%	43 37.3%
	Probably no	57 9.4%	10 8.7%	10 9.6%	8 8.9%	19 9.9%	11 9.4%
	Definitely no	98 16.2%	14 12.5%	17 17.3%	19 21.5%	30 15.6%	18 15.6%
	DK/NA	30 5.0%	10 8.8%	2 1.7%	3 3.9%	11 5.6%	4 3.8%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
15. Ballot Test - Half-Cent Sales Tax	Definitely yes					
	Probably yes					
	Probably no					
	Definitely no					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
15. Ballot Test - Half-Cent Sales Tax	Total	604	107	146	152	164	30	4
	Definitely yes	242 40.1%	36 33.6%	62 42.3%	71 46.8%	57 34.8%	14 46.6%	2 46.5%
	Probably yes	177 29.4%	34 31.7%	36 24.7%	37 24.6%	55 33.6%	14 45.1%	1 23.2%
	Probably no	57 9.4%	12 10.8%	11 7.6%	11 7.2%	21 12.5%	3 8.3%	0 .0%
	Definitely no	98 16.2%	16 14.9%	32 21.9%	22 14.8%	26 15.7%	0 .0%	1 30.3%
	DK/NA	30 5.0%	10 9.0%	5 3.4%	10 6.5%	5 3.3%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
15. Ballot Test - Half-Cent Sales Tax	Definitely use						
	Probably yes						a
	Probably no						a
	Definitely no						a
	DK/NA						a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	596
	Definitely yes	223 37.5%	223 37.5%
	Probably yes	163 27.3%	163 27.3%
	Probably no	58 9.7%	58 9.7%
	Definitely no	119 20.0%	119 20.0%
	DK/NA	33 5.5%	33 5.5%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely use	.
	Probably yes	.
	Probably no	.
	Definitely no	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	305	292
	Definitely yes	223 37.5%	111 36.4%	113 38.6%
	Probably yes	163 27.3%	79 25.8%	84 28.8%
	Probably no	58 9.7%	34 11.1%	24 8.2%
	Definitely no	119 20.0%	69 22.7%	50 17.3%
	DK/NA	33 5.5%	12 4.0%	21 7.1%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes		
	Probably yes		
	Probably no		
	Definitely no		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age							
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	96	120	101	119	46	34	44
	Definitely yes	223 37.5%	29 30.2%	55 45.6%	39 38.8%	39 33.1%	18 39.1%	10 29.6%	21 48.0%
	Probably yes	163 27.3%	38 39.1%	29 24.3%	30 29.7%	32 26.6%	11 23.1%	10 29.5%	5 11.0%
	Probably no	58 9.7%	7 7.2%	15 12.8%	11 10.6%	15 12.4%	6 13.5%	1 1.6%	2 4.6%
	Definitely no	119 20.0%	14 15.1%	13 11.1%	19 19.0%	33 27.9%	9 20.5%	10 30.5%	12 27.9%
	DK/NA	33 5.5%	8 8.3%	7 6.2%	2 2.0%	0 .0%	2 3.8%	3 8.9%	4 8.4%

	Age		
	75 to 84	85 and over	DK/NA
Total	21	9	6
Definitely yes	7 33.1%	2 20.8%	3 49.4%
Probably yes	7 33.2%	2 21.2%	0 .0%
Probably no	1 5.3%	0 .0%	0 3.0%
Definitely no	4 18.4%	2 26.9%	1 15.0%
DK/NA	2 10.0%	3 31.0%	2 32.6%

Comparisons of Column Proportions ^{b,c}

	Age							
	18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
Definitely yes								
Probably yes	G							
Probably no				B				
Definitely no								
DK/NA								D

Comparisons of Column Proportions ^{b,c}

	Age	
	85 and over (I)	DK/NA (J)
Definitely yes		
Probably yes		a
Probably no		.
Definitely no		
DK/NA	C D	C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
Total	596	6	46	74	470
Definitely yes	223 37.5%	1 17.2%	25 54.1%	25 33.4%	173 36.8%
Probably yes	163 27.3%	0 .0%	8 16.8%	24 32.9%	131 27.8%
Probably no	58 9.7%	0 .0%	6 12.4%	5 6.3%	47 10.1%
Definitely no	119 20.0%	4 74.5%	5 11.9%	14 18.9%	96 20.3%
DK/NA	33 5.5%	0 8.3%	2 4.8%	6 8.6%	24 5.1%

Comparisons of Column Proportions ^{b,c}

	Years Lived in Kern County			
	Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
Definitely yes				
Probably yes	a			
Probably no	a			
Definitely no	B C D			
DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	596	28	465	43	60
Definitely yes	223 37.5%	13 46.6%	182 39.1%	15 34.0%	14 23.4%
Probably yes	163 27.3%	7 25.1%	124 26.6%	10 22.3%	22 37.0%
Probably no	58 9.7%	4 13.0%	41 8.9%	3 7.4%	10 16.0%
Definitely no	119 20.0%	4 15.2%	92 19.7%	12 28.5%	11 18.6%
DK/NA	33 5.5%	0 .1%	27 5.7%	3 7.8%	3 5.0%

Comparisons of Column Proportions ^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes				
	Probably yes				
	Probably no				
	Definitely no				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	7	50	431	26	16
	Definitely yes	223 37.5%	2 34.2%	16 32.6%	155 36.0%	15 58.1%	5 30.6%
	Probably yes	163 27.3%	1 22.0%	21 41.8%	119 27.5%	5 17.3%	5 29.4%
	Probably no	58 9.7%	1 13.8%	4 8.9%	46 10.6%	1 2.6%	1 9.3%
	Definitely no	119 20.0%	2 30.1%	7 14.7%	85 19.7%	6 21.0%	4 23.6%
	DK/NA	33 5.5%	0 .0%	1 2.0%	26 6.1%	0 1.0%	1 7.1%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	32	17	18
	Definitely yes	13 40.2%	7 38.3%	11 58.8%
	Probably yes	6 18.3%	4 20.8%	3 18.5%
	Probably no	2 6.0%	3 14.9%	0 .0%
	Definitely no	8 24.7%	5 26.0%	3 19.1%
	DK/NA	3 10.9%	0 .0%	1 3.6%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School					
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
		(A)	(B)	(C)	(D)	(E)	(F)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes						
	Probably yes						
	Probably no						
	Definitely no						
	DK/NA	a					

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School	
		Other	DK/NA
		(G)	(H)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes		
	Probably yes		a
	Probably no		
	Definitely no		
	DK/NA	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	223	163	58	119	33
	Definitely yes	223 37.5%	223 100.0%	0 .0%	0 .0%	0 .0%	0 .0%
	Probably yes	163 27.3%	0 .0%	163 100.0%	0 .0%	0 .0%	0 .0%
	Probably no	58 9.7%	0 .0%	0 .0%	58 100.0%	0 .0%	0 .0%
	Definitely no	119 20.0%	0 .0%	0 .0%	0 .0%	119 100.0%	0 .0%
	DK/NA	33 5.5%	0 .0%	0 .0%	0 .0%	0 .0%	33 100.0%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes	.	.	.	.	.
	Probably yes	.	.	.	.	.
	Probably no	.	.	.	.	.
	Definitely no	.	.	.	.	.
	DK/NA	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	461	132	3
	Definitely yes	223	164	60	0
	Probably yes	163	129	34	0
	Probably no	58	48	10	0
	Definitely no	119	95	23	1
	DK/NA	33	25	6	2
			5.5%	5.3%	4.7%	59.9%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes			.
	Probably yes			.
	Probably no			.
	Definitely no			.
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
16. Ballot Test - \$10 Vehicle Registration Fee	Total	461	28	162	212	45	7
	Definitely yes	164	13	55	74	17	0
	Probably yes	129	7	50	59	10	2
	Probably no	48	2	18	19	7	1
	Definitely no	95	2	30	48	9	4
	DK/NA	25	4	8	11	2	0
			5.3%	13.7%	4.9%	5.0%	5.1%	.0%

		Type of Internet Connection
		DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	7
	Definitely yes	4
	Probably yes	1
	Probably no	0
	Definitely no	2
	DK/NA	0

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes						.
	Probably yes						.
	Probably no						.
	Definitely no						.
	DK/NA					A	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	254	338	4
	Definitely yes	223 37.5%	101 39.8%	120 35.5%	2 57.1%
	Probably yes	163 27.3%	77 30.4%	85 25.3%	0 5.8%
	Probably no	58 9.7%	19 7.5%	39 11.5%	0 .0%
	Definitely no	119 20.0%	43 17.0%	76 22.6%	0 .0%
	DK/NA	33 5.5%	14 5.4%	18 5.2%	2 37.1%

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent (A)	Own (B)	DK/NA (C)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes			
	Probably yes			a
	Probably no			a
	Definitely no			a
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	32	8	27	238	286
	Definitely yes	223 37.5%	15 47.5%	3 32.3%	7 24.9%	89 37.3%	113 39.5%
	Probably yes	163 27.3%	6 19.7%	4 46.2%	14 50.5%	50 21.0%	88 31.0%
	Probably no	58 9.7%	0 .0%	0 .0%	3 10.8%	19 7.9%	30 10.3%
	Definitely no	119 20.0%	8 24.3%	2 20.3%	4 13.8%	65 27.1%	41 14.3%
	DK/NA	33 5.5%	3 8.5%	0 1.3%	0 .0%	16 6.7%	14 4.9%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	1	13	2	6
	Definitely yes	0 29.2%	8 59.4%	1 49.0%	0 .0%
	Probably yes	0 .1%	1 4.7%	0 15.7%	0 .0%
	Probably no	0 .0%	2 11.5%	1 35.2%	4 78.0%
	Definitely no	1 70.7%	3 24.4%	0 .1%	1 17.0%
	DK/NA	0 .0%	0 .0%	0 .0%	0 4.9%

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black (A)	American Indian or Alaska Native (B)	Asian (C)	Caucasian or White (D)	Hispanic or Latino (E)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes			D		
	Probably yes	b				
	Probably no				E	
	Definitely no			b		

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander (F)	Two or more races (G)	Other (H)	DK/NA (I)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes	a		a	
	Probably yes	a		a	
	Probably no	a,b		a	B C D E
	Definitely no	a		a	
	DK/NA	a,b		a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	295	100	125	36	24	10
Definitely yes	112 38.1%	36 35.8%	46 36.5%	17 46.5%	8 33.8%	6 61.6%
Probably yes	82 27.8%	18 18.0%	46 36.5%	12 34.9%	6 23.2%	0 2.3%
Probably no	30 10.2%	18 17.9%	9 7.3%	3 7.5%	0 .8%	0 .0%
Definitely no	52 17.5%	20 19.9%	19 15.5%	4 11.1%	8 32.7%	0 4.8%
DK/NA	19 6.4%	8 8.4%	5 4.2%	0 .0%	2 9.4%	3 31.2%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
Definitely yes					
Probably yes		A			
Probably no					a
Definitely no					
DK/NA			a		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	182	95	70	7	7	4
Definitely yes	76 41.5%	38 39.3%	28 40.5%	4 59.5%	4 60.2%	2 49.6%
Probably yes	39 21.6%	22 23.1%	14 20.8%	0 2.0%	3 39.8%	0 .0%
Probably no	11 6.1%	4 4.2%	7 9.5%	0 .0%	0 .0%	0 9.8%
Definitely no	40 22.2%	22 22.7%	16 23.2%	3 38.5%	0 .0%	0 .0%
DK/NA	16 8.6%	10 10.6%	4 6.0%	0 .0%	0 .0%	1 40.6%

Comparisons of Column Proportions^{b,c}

	Adults 65 and Over Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
Definitely yes					
Probably yes			a		a
Probably no				a	
Definitely no				a	
DK/NA			a		B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Household Income				
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
Total	596	41	66	102	77
Definitely yes	223 37.5%	18 42.5%	30 46.0%	39 38.3%	22 28.2%
Probably yes	163 27.3%	14 34.0%	16 23.7%	39 38.2%	23 29.8%
Probably no	58 9.7%	3 6.7%	3 4.5%	7 6.6%	14 18.2%
Definitely no	119 20.0%	7 16.5%	9 13.4%	10 10.0%	17 22.7%
DK/NA	33 5.5%	0 .2%	8 12.4%	7 6.9%	1 1.1%

	Household Income				
	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
Total	16	96	64	40	12
Definitely yes	5 31.0%	41 42.6%	30 46.7%	14 34.6%	4 28.9%
Probably yes	4 22.1%	21 21.8%	14 21.3%	7 18.4%	5 40.9%
Probably no	2 10.1%	11 11.7%	10 15.0%	2 4.6%	2 12.7%
Definitely no	2 10.8%	19 20.2%	11 16.6%	17 42.3%	0 3.8%
DK/NA	4 26.1%	4 3.7%	0 .4%	0 .1%	2 13.7%

		Household Income
		DK/NA
16. Ballot Test - \$10 Vehicle Registration Fee	Total	82
	Definitely yes	22 26.8%
	Probably yes	21 25.2%
	Probably no	5 6.5%
	Definitely no	27 32.9%
	DK/NA	7 8.7%

Comparisons of Column Proportions^{a,b}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes					
	Probably yes					
	Probably no					
	Definitely no					
	DK/NA					A D F G H

Comparisons of Column Proportions^{a,b}

		Household Income				DK/NA
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes					
	Probably yes					
	Probably no					
	Definitely no			B C		C
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	108	131	89	171	97
	Definitely yes	223 37.5%	38 35.0%	36 27.7%	38 42.6%	72 42.4%	39 40.2%
	Probably yes	163 27.3%	39 35.7%	42 32.3%	19 21.6%	43 25.0%	20 20.3%
	Probably no	58 9.7%	12 10.6%	10 7.5%	7 8.4%	15 8.9%	14 14.2%
	Definitely no	119 20.0%	15 13.5%	37 28.2%	15 17.2%	28 16.4%	24 25.2%
	DK/NA	33 5.5%	6 5.2%	6 4.3%	9 10.2%	12 7.3%	0 .1%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely yes					
	Probably yes					
	Probably no					
	Definitely no					
	DK/NA			E		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
16. Ballot Test - \$10 Vehicle Registration Fee	Total	596	119	152	146	144	30	5
	Definitely yes	223 37.5%	41 34.5%	69 45.7%	53 36.6%	47 32.5%	12 38.2%	1 24.5%
	Probably yes	163 27.3%	30 25.1%	37 24.2%	37 25.1%	45 31.2%	13 41.7%	2 35.6%
	Probably no	58 9.7%	14 12.1%	10 6.8%	20 13.7%	8 5.3%	4 13.4%	1 24.5%
	Definitely no	119 20.0%	28 23.1%	30 20.0%	26 17.8%	33 22.8%	2 6.7%	1 15.4%
	DK/NA	33 5.5%	6 5.0%	5 3.3%	10 6.9%	12 8.3%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
16. Ballot Test - \$10 Vehicle Registration Fee	Definitely use						
	Probably yes						
	Probably no						
	Definitely no					a	a
	DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
D. Do you have Internet access at home?	Total	1200	1200
	Yes	924	924
		77.0%	77.0%
	No	271	271
		22.6%	22.6%
	DK/NA	5	5
		.4%	.4%

Comparisons of Column Proportions^{a,b}

		Total
		Total
		(A)
D. Do you have Internet access at home?	Yes	.
	No	.
	DK/NA	.
		.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
D. Do you have Internet access at home?	Total	1200	615	585
	Yes	924	490	434
		77.0%	79.8%	74.2%
	No	271	120	151
		22.6%	19.5%	25.7%
	DK/NA	5	4	1
		.4%	.7%	.1%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
D. Do you have Internet access at home?	Yes	B	
	No		A
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age								
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
D. Do you have Internet access at home?	Total	1200	193	243	214	215	98	70	92	51
	Yes	924	157	213	165	185	65	49	56	23
		77.0%	81.4%	87.8%	77.1%	86.3%	67.0%	69.8%	61.5%	45.6%
	No	271	36	30	49	29	32	21	35	27
		22.6%	18.6%	12.2%	22.9%	13.7%	33.0%	29.6%	38.5%	53.5%
	DK/NA	5	0	0	0	0	0	0	0	0
		.4%	.0%	.0%	.0%	.0%	.0%	.6%	.0%	.9%

		Age	
		85 and over	DK/NA
D. Do you have Internet access at home?	Total	15	9
	Yes	5	4
		34.4%	41.9%
	No	8	3
		56.5%	28.4%
	DK/NA	1	3
		9.1%	29.7%

Comparisons of Column Proportions^{b,c}

		Age							
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
		(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
D. Do you have Internet access at home?	Yes	G H I	E F G H I J	H I	E G H I J				
	No					B D	B	A B D	A B C D
	DK/NA	.	.	.		.

Comparisons of Column Proportions^{b,c}

		Age	
		85 and over	DK/NA
		(I)	(J)
D. Do you have Internet access at home?	Yes		
	No	A B D	
	DK/NA	D	D F G H

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
D. Do you have Internet access at home?	Total	1200	18	95	170	917
	Yes	924 77.0%	12 69.0%	72 75.7%	141 82.7%	700 76.3%
	No	271 22.6%	5 28.4%	23 24.2%	29 17.0%	214 23.3%
	DK/NA	5 .4%	0 2.6%	0 .1%	0 .3%	4 .4%

Comparisons of Column Proportions^{a,b}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
D. Do you have Internet access at home?	Yes				
	No				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
D. Do you have Internet access at home?	Total	1200	53	943	89	116
	Yes	924 77.0%	44 84.3%	719 76.3%	67 75.1%	94 81.4%
	No	271 22.6%	8 15.7%	220 23.3%	21 23.9%	21 18.4%
	DK/NA	5 .4%	0 .0%	4 .4%	1 1.0%	0 .2%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
D. Do you have Internet access at home?	Yes				
	No				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
D. Do you have Internet access at home?	Total	1200	20	110	852	62	22	61
	Yes	924 77.0%	13 62.9%	80 72.9%	699 82.0%	26 42.7%	20 90.0%	46 74.4%
	No	271 22.6%	8 37.1%	30 27.1%	150 17.6%	35 57.3%	2 10.0%	16 25.6%
	DK/NA	5 .4%	0 .0%	0 .0%	3 .4%	0 .0%	0 .0%	0 .0%

		Typical Transportation to Work or School	
		Other	DK/NA
D. Do you have Internet access at home?	Total	37	35
	Yes	22 59.6%	18 51.7%
	No	15 40.4%	15 42.9%
	DK/NA	0 .0%	2 5.5%

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School						
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
D. Do you have Internet access at home?	Yes		D	D G H		D	D	
	No	a	a		B C E F	a	a	C
	DK/NA							

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School
		DK/NA
		(H)
D. Do you have Internet access at home?	Yes	
	No	C
	DK/NA	C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
D. Do you have Internet access at home?	Total	604	242	177	57	98	30
	Yes	463	180	132	47	82	23
		76.7%	74.2%	74.2%	82.8%	83.6%	77.1%
	No	139	62	46	9	16	6
		23.0%	25.8%	25.8%	16.4%	16.4%	19.0%
DK/NA	2	0	0	0	0	1	
		.3%	.0%	.0%	.8%	.0%	3.9%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes					
	No		a		a	
	DK/NA					A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
D. Do you have Internet access at home?	Total	596	223	163	58	119	33
	Yes	461	164	129	48	95	25
		77.4%	73.3%	79.4%	83.4%	79.9%	75.0%
	No	132	60	34	10	23	6
		22.1%	26.7%	20.6%	16.6%	19.0%	18.7%
DK/NA	3	0	0	0	1	2	
		.6%	.0%	.0%	.0%	1.1%	6.2%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes					
	No		a		a	
	DK/NA					A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
D. Do you have Internet access at home?	Total	1200	924	271	5
	Yes	924	924	0	0
		77.0%	100.0%	.0%	.0%
	No	271	0	271	0
	22.6%	.0%	100.0%	.0%	
DK/NA	5	0	0	5	
	.4%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
D. Do you have Internet access at home?	Yes	a	a	a
	No	a	a	a
	DK/NA	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
D. Do you have Internet access at home?	Total	924	54	310	435	89	17
	Yes	924	54	310	435	89	17
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

		Type of Internet Connection
		DK/NA
D. Do you have Internet access at home?	Total	19
	Yes	19
		100.0%

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
D. Do you have Internet access at home?	Yes	a	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
D. Do you have Internet access at home?	Total	1200	481	706	13
	Yes	924	343	572	9
		77.0%	71.4%	81.0%	69.9%
	No	271	136	133	1
	22.6%	28.4%	18.8%	9.7%	
DK/NA	5	1	1	3	
	.4%	.2%	.2%	20.4%	

Comparisons of Column Proportions^{a,b}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
D. Do you have Internet access at home?	Yes		A	
	No	B		
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
D. Do you have Internet access at home?	Total	1200	67	15	48	468	589
	Yes	924	45	9	45	383	430
		77.0%	67.4%	60.0%	94.3%	81.8%	72.9%
	No	271	22	6	3	82	158
	22.6%	32.6%	39.4%	5.7%	17.4%	26.8%	
DK/NA	5	0	0	0	3	1	
	.4%	.0%	.6%	.0%	.7%	.2%	

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
D. Do you have Internet access at home?	Total	2	22	2	6
	Yes	2	19	1	6
		100.0%	84.4%	64.8%	97.3%
	No	0	3	1	0
	.0%	15.6%	35.2%	2.7%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

Comparisons of Column Proportions^{c,d}

		Ethnicity					
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
D. Do you have Internet access at home?	Yes			A B E	E		
	No	C	C			C D	
	DK/NA	b		b			b

Comparisons of Column Proportions^{c,d}

		Ethnicity		
		Two or more races	Other	DK/NA
		(G)	(H)	(I)
D. Do you have Internet access at home?	Yes		a	
	No		a	
	DK/NA	b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
D. Do you have Internet access at home?	Total	589	203	232	83	55	16
	Yes	478	166	189	68	41	13
		81.1%	82.0%	81.6%	81.3%	75.0%	83.0%
	No	109	37	43	16	14	0
	18.5%	18.0%	18.4%	18.7%	25.0%	.0%	
	DK/NA	3	0	0	0	0	3
		.4%	.0%	.0%	.0%	.0%	17.0%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes					
	No					
	DK/NA	a	a	a	a	a

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
D. Do you have Internet access at home?	Total	384	207	149	12	9	7
	Yes	254	130	105	9	6	4
		66.2%	62.6%	70.4%	78.1%	69.3%	58.2%
	No	126	78	44	1	3	0
	32.8%	37.4%	29.6%	10.2%	30.7%	5.0%	
	DK/NA	4	0	0	1	0	3
		1.0%	.0%	.0%	11.7%	.0%	36.9%

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes					
	No					
	DK/NA			A B	a	A B

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
D. Do you have Internet access at home?	Total	1200	88	129	179	155	40
	Yes	924	45	64	129	120	23
		77.0%	51.7%	49.5%	71.8%	77.6%	58.8%
	No	271	42	65	50	35	16
		22.6%	48.2%	50.5%	28.2%	22.4%	40.7%
	DK/NA	5	0	0	0	0	0
		.4%	.1%	.0%	.0%	.0%	.5%

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
D. Do you have Internet access at home?	Total	193	133	83	33	166
	Yes	172	117	83	32	139
		89.0%	87.7%	100.0%	96.8%	83.3%
	No	21	16	0	1	23
	11.0%	12.3%	.0%	3.2%	13.8%	
	DK/NA	0	0	0	0	5
		.0%	.0%	.0%	.0%	2.8%

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes			A B	A B	
	No	C D F G I J	C D F G I J	F G J	a	F G I J
	DK/NA			a	a	

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
D. Do you have Internet access at home?	Yes	A B C E	A B C E	a	A B E	A B E
	No			a	a	
	DK/NA	a	a	a	a	

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		Supervisorial District					
		Total	1	2	3	4	5
D. Do you have Internet access at home?	Total	1200	221	230	176	361	212
	Yes	924	159	187	140	298	141
		77.0%	71.8%	81.3%	79.5%	82.5%	66.5%
	No	271	62	43	35	61	71
	22.6%	27.8%	18.6%	19.7%	16.9%	33.5%	
	DK/NA	5	1	0	1	2	0
		.4%	.4%	.1%	.8%	.7%	.0%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
D. Do you have Internet access at home?	Yes					
	No	D	E	E	AE	BCD
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
D. Do you have Internet access at home?	Total	1200	226	298	298	308	61	9
	Yes	924	179	220	254	215	47	9
		77.0%	79.1%	73.8%	85.3%	69.8%	77.5%	100.0%
	No	271	47	75	42	93	14	0
	22.6%	20.6%	25.3%	14.2%	30.0%	22.5%	.0%	
	DK/NA	5	0	3	2	0	0	0
		.4%	.2%	.9%	.5%	.1%	.0%	.0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
D. Do you have Internet access at home?	Yes			BD			a
	No		C		C		a
	DK/NA						a

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		Total	
		Total	924
E. What type of Internet connection do you have at home? Is it ____?	Total	924	924
	A dial-up connection	54	54
		5.8%	5.8%
	A DSL connection	310	310
		33.6%	33.6%
	Through a cable provider	435	435
		47.1%	47.1%
	Through a satellite provider	89	89
	9.6%	9.6%	
Other	17	17	
	1.8%	1.8%	
DK/NA	19	19	
	2.1%	2.1%	

Comparisons of Column Proportions^{a,b}

		Total
		(A)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection	.
	A DSL connection	.
	Through a cable provider	.
	Through a satellite provider	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

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		Respondent's Gender		
		Total	Male	Female
E. What type of Internet connection do you have at home? Is it ____?	Total	924	490	434
	A dial-up connection	54	15	39
		5.8%	3.0%	9.0%
	A DSL connection	310	171	139
		33.6%	35.0%	32.0%
	Through a cable provider	435	231	204
		47.1%	47.1%	47.0%
	Through a satellite provider	89	55	34
	9.6%	11.1%	7.9%	
Other	17	7	10	
	1.8%	1.4%	2.4%	
DK/NA	19	12	8	
	2.1%	2.4%	1.7%	

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male	Female
		(A)	(B)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection		A
	A DSL connection		
	Through a cable provider		
	Through a satellite provider		
	Other		
	DK/NA		

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		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
E. What type of Internet connection do you have at home? Is it ____?	Total	924	157	213	165	185	65	49
	A dial-up connection	54	5	11	16	7	4	3
		5.8%	3.4%	5.4%	9.6%	3.6%	5.8%	6.4%
	A DSL connection	310	60	73	61	72	13	13
		33.6%	38.0%	34.3%	36.7%	38.6%	19.4%	25.6%
	Through a cable provider	435	69	102	75	88	38	18
		47.1%	44.0%	47.8%	45.5%	47.3%	57.5%	36.0%
	Through a satellite provider	89	16	16	11	14	11	8
	9.6%	10.4%	7.5%	6.5%	7.7%	16.7%	16.2%	
Other	17	1	8	0	4	0	3	
	1.8%	.8%	3.7%	.0%	2.3%	.6%	5.4%	
DK/NA	19	5	3	3	1	0	5	
	2.1%	3.5%	1.3%	1.7%	.5%	10.3%		

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	Total	56	23	5	4
	A dial-up connection	3	3	1	0
		5.2%	13.7%	22.0%	3.0%
	A DSL connection	11	5	2	3
		18.7%	19.8%	46.2%	64.7%
	Through a cable provider	32	12	1	1
		55.9%	50.4%	26.4%	29.2%
	Through a satellite provider	11	2	0	0
	19.1%	8.4%	.0%	.1%	
Other	0	0	0	0	
	.0%	1.1%	5.4%	.0%	
DK/NA	1	2	0	0	
	1.1%	6.6%	.0%	3.0%	

Comparisons of Column Proportions^{b,c}

		Age					
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
		(A)	(B)	(C)	(D)	(E)	(F)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection						
	A DSL connection						
	Through a cable provider						
	Through a satellite provider						
	Other						
	DK/NA						B D

Comparisons of Column Proportions^{b,c}

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
		(G)	(H)	(I)	(J)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection				
	A DSL connection				
	Through a cable provider			a	
	Through a satellite provider			a	a
	Other				
	DK/NA				

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		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
E. What type of Internet connection do you have at home? Is it ____?	Total	924	12	72	141
	A dial-up connection	54	0	8	12
		5.8%	.0%	11.6%	8.3%
	A DSL connection	310	5	28	56
		33.6%	38.1%	38.6%	39.9%
	Through a cable provider	435	8	24	58
		47.1%	61.9%	33.5%	41.4%
	Through a satellite provider	89	0	7	12
	9.6%	.0%	9.7%	8.7%	
Other	17	0	3	2	
	1.8%	.0%	4.4%	1.1%	
DK/NA	19	0	2	1	
	2.1%	.0%	2.2%	.6%	

	Years Lived in Kern County
	10 years or more
Total	700
A dial-up connection	34 4.8%
A DSL connection	222 31.7%
Through a cable provider	345 49.3%
Through a satellite provider	70 10.0%
Other	12 1.7%
DK/NA	17 2.4%

Comparisons of Column Proportions^{b,c}

	Years Lived in Kern County			
	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
	(A)	(B)	(C)	(D)
E. What type of Internet connection do you have at home? Is it ____?				
A dial-up connection	a	D		
A DSL connection	.			
Through a cable provider	a			
Through a satellite provider	.			
Other	a			
DK/NA	.			

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	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	924	44	719	67	94
A dial-up connection	54 5.8%	2 3.5%	40 5.6%	6 8.7%	6 6.3%
A DSL connection	310 33.6%	5 12.2%	239 33.3%	22 32.5%	44 46.9%
Through a cable provider	435 47.1%	31 69.0%	350 48.6%	24 36.3%	31 32.4%
Through a satellite provider	89 9.6%	6 13.3%	62 8.6%	11 16.8%	10 10.6%
Other	17 1.8%	1 1.3%	13 1.8%	2 3.5%	1 1.4%
DK/NA	19 2.1%	0 .7%	15 2.1%	1 2.1%	2 2.5%

Comparisons of Column Proportions^{a,b}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
E. What type of Internet connection do you have at home? Is it ____?				
A dial-up connection				
A DSL connection		A		A
Through a cable provider	C D	D		
Through a satellite provider				
Other				
DK/NA				

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	Typical Transportation to Work or School					
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
Total	924	13	80	699	26	20
A dial-up connection	54 5.8%	1 4.7%	2 2.8%	47 6.7%	1 3.1%	1 3.1%
A DSL connection	310 33.6%	2 11.9%	28 35.2%	240 34.3%	8 31.5%	7 37.2%
Through a cable provider	435 47.1%	7 57.2%	32 40.2%	329 47.1%	12 46.7%	6 29.6%
Through a satellite provider	89 9.6%	3 22.3%	14 17.0%	53 7.6%	5 18.7%	6 28.3%
Other	17 1.8%	0 .0%	2 2.2%	14 2.0%	0 .0%	0 .0%
DK/NA	19 2.1%	0 3.8%	2 2.5%	16 2.3%	0 .0%	0 1.8%

	Typical Transportation to Work or School		
	Work from home/Don't work outside the home	Other	DK/NA
Total	46	22	18
A dial-up connection	2 4.2%	0 2.3%	0 .0%
A DSL connection	16 35.9%	4 18.3%	4 24.2%
Through a cable provider	21 45.6%	14 66.1%	13 71.0%
Through a satellite provider	6 13.6%	2 9.5%	0 2.7%
Other	0 .7%	0 1.1%	0 2.0%
DK/NA	0 .0%	1 2.8%	0 .0%

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School				
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
	(A)	(B)	(C)	(D)	(E)
E. What type of Internet connection do you have at home? Is it ____?					C
A dial-up connection					
A DSL connection					
Through a cable provider					
Through a satellite provider					
Other	a			a	
DK/NA					

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School		
	Work from home/Don't work outside the home	Other	DK/NA
	(F)	(G)	(H)
E. What type of Internet connection do you have at home? Is it ____?			
A dial-up connection			
A DSL connection			
Through a cable provider			
Through a satellite provider			
Other			
DK/NA			

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	Ballot Test - Sales Tax			
	Total	Definitely yes	Probably yes	Probably no
E. What type of Internet connection do you have at home? Is it ____?	463	180	132	47
A dial-up connection	26	15	5	4
A DSL connection	148	54	40	17
Through a cable provider	32.1%	30.3%	30.3%	36.1%
Through a satellite provider	223	84	67	23
Other	48.2%	46.8%	51.0%	50.0%
DK/NA	44	17	15	3
	9.5%	9.7%	11.2%	5.4%
	10	2	3	0
	2.1%	1.3%	2.1%	.0%
	12	6	2	0
	2.6%	3.4%	1.3%	.0%

	Ballot Test - Sales Tax	
	Definitely no	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	82	23
A dial-up connection	1	0
A DSL connection	31	6
Through a cable provider	38.2%	26.1%
Through a satellite provider	35	14
Other	43.0%	58.5%
DK/NA	7	2
	8.8%	8.8%
	4	0
	4.9%	1.2%
	3	1
	3.5%	5.4%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
E. What type of Internet connection do you have at home? Is it ____?					
A dial-up connection					
A DSL connection					
Through a cable provider					
Through a satellite provider					
Other			a		
DK/NA			a		

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax
		DK/NA
		(E)
E. What type of Internet connection do you have at home? Is it ____?		a
A dial-up connection		
A DSL connection		
Through a cable provider		
Through a satellite provider		
Other		
DK/NA		

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	Ballot Test - Vehicle Registration Levy			
	Total	Definitely yes	Probably yes	Probably no
Total	461	164	129	48
A dial-up connection	28 6.1%	13 8.1%	7 5.3%	2 4.6%
A DSL connection	162 35.1%	55 33.8%	50 39.0%	18 37.2%
Through a cable provider	212 45.9%	74 45.3%	59 45.9%	19 40.4%
Through a satellite provider	45 9.7%	17 10.2%	10 7.6%	7 15.0%
Other	7 1.6%	0 .2%	2 1.3%	1 2.9%
DK/NA	7 1.6%	4 2.4%	1 .9%	0 .0%

	Ballot Test - Vehicle Registration Levy	
	Definitely no	DK/NA
Total	95	25
A dial-up connection	2 1.9%	4 15.5%
A DSL connection	30 31.7%	8 32.3%
Through a cable provider	48 50.6%	11 42.8%
Through a satellite provider	9 9.4%	2 9.3%
Other	4 4.1%	0 .0%
DK/NA	2 2.3%	0 .0%

Comparisons of Column Proportions^{b,c}

	Ballot Test - Vehicle Registration Levy			
	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
A dial-up connection				
A DSL connection				
Through a cable provider				
Through a satellite provider				
Other			a	
DK/NA			.	

Comparisons of Column Proportions^{b,c}

	Ballot Test - Vehicle Registration Levy	
	DK/NA	(E)
	A dial-up connection		D
A DSL connection		
Through a cable provider		
Through a satellite provider		
Other		a
DK/NA		a

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	Internet Access	
	Total	Yes
Total	924	924
A dial-up connection	54 5.8%	54 5.8%
A DSL connection	310 33.6%	310 33.6%
Through a cable provider	435 47.1%	435 47.1%
Through a satellite provider	89 9.6%	89 9.6%
Other	17 1.8%	17 1.8%
DK/NA	19 2.1%	19 2.1%

Comparisons of Column Proportions^{a,b}

	Internet Access	
	Yes	(A)
	A dial-up connection	.
A DSL connection	.	.
Through a cable provider	.	.
Through a satellite provider	.	.
Other	.	.
DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
E. What type of Internet connection do you have at home? Is it ____?	Total	924	54	310	435
	A dial-up connection	54	54	0	0
	A DSL connection	310	0	310	0
	Through a cable provider	435	0	0	435
	Through a satellite provider	89	0	0	0
	Other	17	0	0	0
	DK/NA	19	0	0	0
			2.1%	.0%	.0%	.0%

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	Total	89	17	19
	A dial-up connection	0	0	0
	A DSL connection	0	0	0
	Through a cable provider	0	0	0
	Through a satellite provider	89	0	0
	Other	0	17	0
	DK/NA	0	0	19
			100.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection			
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
		(A)	(B)	(C)	(D)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection	a	a	a	a
	A DSL connection	a	a	a	a
	Through a cable provider	a	a	a	a
	Through a satellite provider	a	a	a	a
	Other	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection	
		Other	DK/NA
		(E)	(F)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection	a	a
	A DSL connection	a	a
	Through a cable provider	a	a
	Through a satellite provider	a	a
	Other	a	a
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	Total	924	343	572	9
	A dial-up connection	54	29	23	2
	A DSL connection	310	111	198	1
	Through a cable provider	435	162	270	3
	Through a satellite provider	89	31	58	0
	Other	17	7	10	0
	DK/NA	19	3	13	4
			2.1%	.8%	2.2%	40.2%

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection	B		
	A DSL connection			
	Through a cable provider			a
	Through a satellite provider			a
	Other			a
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnicity				
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
Total	924	45	9	45	383
A dial-up connection	54 5.8%	1 1.9%	0 4.0%	4 9.2%	22 5.6%
A DSL connection	310 33.6%	12 26.9%	2 18.8%	11 23.3%	115 30.1%
Through a cable provider	435 47.1%	23 50.1%	6 70.5%	23 51.0%	195 50.9%
Through a satellite provider	89 9.6%	6 13.7%	0 .0%	4 8.1%	35 9.0%
Other	17 1.8%	3 7.4%	0 .0%	0 .0%	8 2.1%
DK/NA	19 2.1%	0 .0%	1 6.6%	4 8.3%	9 2.2%

	Ethnicity				
	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	430	2	19	1	6
A dial-up connection	30 7.0%	0 .0%	1 3.3%	0 .0%	0 2.0%
A DSL connection	162 37.6%	0 16.4%	4 23.2%	1 75.7%	3 50.5%
Through a cable provider	184 42.8%	1 26.7%	9 49.3%	0 .1%	3 44.8%
Through a satellite provider	46 10.7%	0 .0%	2 11.7%	0 .0%	0 .0%
Other	3 .7%	1 56.8%	1 7.4%	0 .0%	0 .0%
DK/NA	5 1.1%	0 .0%	1 5.2%	0 24.3%	0 2.6%

Comparisons of Column Proportions^{c,d}

	Ethnicity			
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
	(A)	(B)	(C)	(D)
A dial-up connection				
A DSL connection				
Through a cable provider				
Through a satellite provider			.b	
Other	E			
DK/NA	.b		E	

Comparisons of Column Proportions^{c,d}

	Ethnicity				
	Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
	(E)	(F)	(G)	(H)	(I)
A dial-up connection				a,b	
A DSL connection				a	
Through a cable provider				a,b	
Through a satellite provider		.b		a,b	.b
Other		DE		a	
DK/NA		.b			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	478	166	189	68	41	13
A dial-up connection	30 6.3%	14 8.4%	14 7.2%	1 .9%	2 4.3%	0 .9%
A DSL connection	170 35.5%	51 30.9%	67 35.4%	25 37.0%	21 50.3%	5 41.9%
Through a cable provider	219 45.8%	74 44.6%	90 47.7%	31 45.9%	16 38.2%	7 56.3%
Through a satellite provider	43 8.9%	19 11.5%	12 6.4%	8 12.4%	3 7.2%	0 .0%
Other	10 2.0%	3 1.8%	4 2.3%	3 3.7%	0 .0%	0 .0%
DK/NA	7 1.4%	5 2.8%	2 1.1%	0 .1%	0 .0%	0 .9%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection					
	A DSL connection					
	Through a cable provider					
	Through a satellite provider					
	Other DK/NA				a a	a a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	Total	254	130	105	9	6	4
	A dial-up connection	15	10	4	2	0	0
		6.1%	7.8%	3.3%	19.6%	.0%	2.8%
	A DSL connection	75	34	36	1	2	2
		29.5%	25.9%	34.7%	15.5%	33.0%	37.2%
	Through a cable provider	119	62	51	2	2	2
		46.7%	47.7%	48.2%	23.6%	33.7%	48.6%
	Through a satellite provider	35	18	13	4	0	0
	13.6%	14.0%	11.9%	41.3%	.0%	.0%	
Other	2	2	0	0	0	0	
	.6%	1.2%	.0%	.0%	.0%	.0%	
DK/NA	9	4	2	0	2	0	
	3.5%	3.3%	1.9%	.0%	33.3%	11.4%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection					
	A DSL connection					
	Through a cable provider					
	Through a satellite provider					
	Other DK/NA		a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income			
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
E. What type of Internet connection do you have at home? Is it ____?	Total	924	45	64	129
	A dial-up connection	54	4	7	22
		5.8%	9.1%	10.3%	17.4%
	A DSL connection	310	19	28	42
		33.6%	40.7%	44.5%	32.6%
	Through a cable provider	435	16	18	49
		47.1%	34.1%	27.7%	38.2%
	Through a satellite provider	89	6	8	13
	9.6%	12.7%	12.6%	10.2%	
Other	17	0	2	2	
	1.8%	.0%	3.6%	1.7%	
DK/NA	19	2	1	0	
	2.1%	3.3%	1.3%	.0%	

		Household Income			
		\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
E. What type of Internet connection do you have at home? Is it ____?	Total	120	23	172	117
	A dial-up connection	5	0	5	2
		3.8%	.0%	2.7%	1.7%
	A DSL connection	42	8	52	38
		34.8%	33.3%	30.5%	33.0%
	Through a cable provider	59	11	91	61
		48.7%	45.7%	53.0%	52.1%
	Through a satellite provider	11	1	18	12
	9.1%	4.9%	10.3%	9.9%	
Other	0	1	2	3	
	.0%	2.2%	1.2%	2.5%	
DK/NA	4	3	4	1	
	3.6%	13.9%	2.2%	.8%	

		Household Income		
		\$100,000 or more	More than \$50,000/no further information	DK/NA
E. What type of Internet connection do you have at home? Is it ____?	Total	83	32	139
	A dial-up connection	0	0	9
		.5%	.0%	6.5%
	A DSL connection	19	10	52
		22.6%	30.5%	37.8%
	Through a cable provider	53	20	58
		64.0%	62.0%	42.0%
	Through a satellite provider	9	2	9
	11.2%	6.4%	6.7%	
Other	1	0	6	
	1.3%	.3%	4.2%	
DK/NA	0	0	4	
	.4%	.8%	2.9%	

Comparisons of Column Proportions ^{b,c}

	Household Income			
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
	(A)	(B)	(C)	(D)
E. What type of Internet connection do you have at home? Is it ____?			D F G H	
A dial-up connection				
A DSL connection				
Through a cable provider				
Through a satellite provider				
Other				a
DK/NA				a

Comparisons of Column Proportions ^{b,c}

	Household Income			
	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
	(E)	(F)	(G)	(H)
E. What type of Internet connection do you have at home? Is it ____?				B C
A dial-up connection				
A DSL connection				
Through a cable provider		B		
Through a satellite provider				
Other				
DK/NA	G			

Comparisons of Column Proportions ^{b,c}

	Household Income	
	More than \$50,000/no further information	DK/NA
	(I)	(J)
E. What type of Internet connection do you have at home? Is it ____?		
A dial-up connection		
A DSL connection		
Through a cable provider		
Through a satellite provider		
Other		
DK/NA		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Supervisorial District					
	Total	1	2	3	4	5
Total	924	159	187	140	298	141
A dial-up connection	54	12	12	7	19	3
	5.8%	7.6%	6.5%	5.1%	6.5%	2.2%
A DSL connection	310	42	78	45	88	58
	33.6%	26.2%	41.6%	31.9%	29.5%	41.5%
Through a cable provider	435	80	61	74	158	62
	47.1%	50.4%	32.6%	53.2%	53.1%	43.8%
Through a satellite provider	89	15	26	9	23	16
	9.6%	9.7%	13.7%	6.7%	7.7%	11.1%
Other	17	4	8	1	4	0
	1.8%	2.5%	4.0%	.9%	1.4%	.0%
DK/NA	19	6	3	3	5	2
	2.1%	3.7%	1.7%	2.3%	1.7%	1.4%

Comparisons of Column Proportions ^{b,c}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
E. What type of Internet connection do you have at home? Is it ____?					
A dial-up connection					
A DSL connection		A			
Through a cable provider	B		B	B	
Through a satellite provider					
Other					a
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	924	179	220	254	215	47	9
A dial-up connection	54	15	8	20	11	0	0
	5.8%	8.5%	3.5%	7.7%	5.2%	.0%	.0%
A DSL connection	310	54	77	75	82	22	0
	33.6%	30.1%	35.1%	29.5%	38.0%	47.3%	.0%
Through a cable provider	435	88	108	118	95	18	7
	47.1%	49.2%	49.1%	46.6%	44.2%	38.7%	81.5%
Through a satellite provider	89	14	17	32	22	2	2
	9.6%	8.0%	7.9%	12.5%	10.1%	4.3%	18.5%
Other	17	5	3	3	4	3	0
	1.8%	2.9%	1.2%	1.1%	1.8%	5.3%	.0%
DK/NA	19	2	7	6	1	2	0
	2.1%	1.3%	3.2%	2.5%	.7%	4.3%	.0%

Comparisons of Column Proportions ^{b,c}

	Date						
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
E. What type of Internet connection do you have at home? Is it ____?	A dial-up connection						
	A DSL connection						
	Through a cable provider						
	Through a satellite provider						
	Other						
DK/NA							

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
F. Do you currently rent or own your place of residence?	1200	1200
Rent	481	481
	40.0%	40.0%
Own	706	706
	58.8%	58.8%
DK/NA	13	13
	1.1%	1.1%

Comparisons of Column Proportions ^{a,b}

	Total	
	Total	(A)
F. Do you currently rent or own your place of residence?	.	.
Rent	.	.
Own	.	.
DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
F. Do you currently rent or own your place of residence?	1200	615	585
Rent	481	217	263
	40.0%	35.4%	45.0%
Own	706	388	318
	58.8%	63.1%	54.3%
DK/NA	13	9	4
	1.1%	1.5%	.7%

Comparisons of Column Proportions ^{a,b}

	Respondent's Gender	
	Male	Female
F. Do you currently rent or own your place of residence?	(A)	(B)
Rent	B	A
Own		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age								
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
F. Do you currently rent or own your place of residence?	1200	193	243	214	215	98	70	92	51
Rent	481	93	133	96	76	36	12	20	9
	40.0%	48.2%	54.7%	44.8%	35.6%	36.8%	17.5%	21.9%	18.2%
Own	706	97	108	118	138	60	58	71	41
	58.8%	50.0%	44.2%	54.9%	64.1%	61.7%	82.5%	77.7%	80.4%
DK/NA	13	4	3	1	1	1	0	0	1
	1.1%	1.9%	1.1%	.3%	.3%	1.5%	.0%	.4%	1.4%

	Age	
	85 and over	DK/NA
F. Do you currently rent or own your place of residence?	15	9
Rent	1	3
	7.6%	36.8%
Own	14	2
	92.4%	25.5%
DK/NA	0	3
	.0%	37.7%

Comparisons of Column Proportions ^{b,c}

	Age							
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
F. Do you currently rent or own your place of residence?	FGH	DFGHI	FGH	B		ABCJ	ABCJ	ABCJ
Rent								
Own								
DK/NA								

Comparisons of Column Proportions^{b,c}

		Age	
		85 and over	DK/NA
		(I)	(J)
F. Do you currently rent or own your place of residence?	Rent	B J	A B C D E F G
	Own	a	
	DK/NA	.	H

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- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
F. Do you currently rent or own your place of residence?	Total	1200	18	95	170	917
	Rent	481	9	63	86	323
		40.0%	49.7%	66.7%	50.5%	35.2%
	Own	706	9	31	83	583
		58.8%	50.3%	32.4%	49.1%	63.5%
	DK/NA	13	0	1	1	12
		1.1%	.0%	.9%	.5%	1.3%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
F. Do you currently rent or own your place of residence?	Rent		D	D	B C
	Own	a			
	DK/NA	.			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
F. Do you currently rent or own your place of residence?	Total	1200	53	943	89	116
	Rent	481	21	385	25	50
		40.0%	39.1%	40.8%	28.0%	43.4%
	Own	706	30	549	63	64
		58.8%	57.3%	58.2%	70.2%	55.6%
	DK/NA	13	2	9	2	1
		1.1%	3.6%	.9%	1.8%	1.0%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
F. Do you currently rent or own your place of residence?	Rent				
	Own				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
F. Do you currently rent or own your place of residence?	Total	1200	20	110	852	62	22	61
	Rent	481	10	53	332	40	11	16
		40.0%	50.5%	47.9%	38.9%	65.0%	50.7%	26.4%
	Own	706	10	57	509	21	11	45
		58.8%	49.5%	52.1%	59.7%	33.7%	49.3%	73.2%
	DK/NA	13	0	0	12	1	0	0
		1.1%	.0%	.0%	1.4%	1.3%	.0%	.4%

		Typical Transportation to Work or School	
		Other	DK/NA
F. Do you currently rent or own your place of residence?	Total	37	35
	Rent	12	6
		32.7%	17.3%
	Own	24	29
	66.4%	82.4%	
	DK/NA	0	0
		.9%	.3%

Comparisons of Column Proportions^{b,c}

		Typical Transportation to Work or School						
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
		(A)	(B)	(C)	(D)	(E)	(F)	(G)
F. Do you currently rent or own your place of residence?	Rent		H		C F H			
	Own	a	a	D		a	D	D
	DK/NA	.	.			.		

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School	DK/NA	(H)			
				F. Do you currently rent or own your place of residence?	Rent	B D
					Own	
					DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax						
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA	
F. Do you currently rent or own your place of residence?	Total	604	242	177	57	98	30
	Rent	227	105	62	22	24	13
	Own	37.6%	43.6%	34.8%	38.4%	25.0%	44.8%
	DK/NA	368	134	114	35	69	15
		60.9%	55.4%	64.2%	61.6%	71.2%	51.3%

Comparisons of Column Proportions^{b,c}

	Ballot Test - Sales Tax	DK/NA				
			Definitely yes	Probably yes	Probably no	Definitely no
			(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?	Rent	D				
	Own					
	DK/NA	a				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Vehicle Registration Levy						
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA	
F. Do you currently rent or own your place of residence?	Total	596	223	163	58	119	33
	Rent	254	101	77	19	43	14
	Own	42.5%	45.2%	47.3%	33.0%	36.0%	41.3%
	DK/NA	338	120	85	39	76	18
		56.7%	53.7%	52.5%	67.0%	64.0%	53.9%

Comparisons of Column Proportions^{b,c}

	Ballot Test - Vehicle Registration Levy	DK/NA				
			Definitely yes	Probably yes	Probably no	Definitely no
			(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?	Rent					
	Own	a				
	DK/NA	B				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Internet Access				
	Total	Yes	No	DK/NA	
F. Do you currently rent or own your place of residence?	Total	1200	924	271	5
	Rent	481	343	136	1
	Own	40.0%	37.1%	50.4%	18.1%
	DK/NA	706	572	133	1
		58.8%	61.8%	49.1%	27.1%

Comparisons of Column Proportions^{a,b}

	Internet Access	DK/NA		
			Yes	No
			(A)	(B)	(C)
F. Do you currently rent or own your place of residence?	Rent	B		
	Own	A		
	DK/NA	A B		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Type of Internet Connection						
	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
F. Do you currently rent or own your place of residence?	Total	924	54	310	435	89	17
	Rent	343	29	111	162	31	7
	Own	37.1%	54.7%	35.8%	37.2%	34.4%	43.1%
	DK/NA	572	23	198	270	58	10
		61.8%	42.5%	63.8%	62.1%	65.6%	56.9%

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					DK/NA
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	
		(A)	(B)	(C)	(D)	(E)	
F. Do you currently rent or own your place of residence?	Rent	F					
	Own		A		a	a	
	DK/NA						B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
F. Do you currently rent or own your place of residence?	Total	1200	481	706	13
	Rent	481	481	0	0
		40.0%	100.0%	.0%	.0%
	Own	706	0	706	0
		58.8%	.0%	100.0%	.0%
DK/NA	13	0	0	13	
		1.1%	.0%	.0%	100.0%

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
F. Do you currently rent or own your place of residence?	Rent	a	a	a
	Own	a	a	a
	DK/NA	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
F. Do you currently rent or own your place of residence?	Total	1200	67	15	48	468	589
	Rent	481	46	4	18	144	270
		40.0%	68.5%	25.9%	37.0%	30.8%	45.9%
	Own	706	20	11	30	317	314
		58.8%	29.7%	69.5%	63.0%	67.7%	53.3%
DK/NA	13	1	1	0	7	4	
		1.1%	1.8%	4.6%	.0%	1.5%	.8%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
F. Do you currently rent or own your place of residence?	Total	2	22	2	6
	Rent	0	7	1	3
		4.6%	32.5%	35.2%	43.1%
	Own	2	15	1	4
		88.9%	67.5%	64.8%	56.2%
DK/NA	0	0	0	0	
		6.5%	.0%	.0%	.7%

Comparisons of Column Proportions^{c,d}

		Ethnicity					
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
F. Do you currently rent or own your place of residence?	Rent	C D E			A	D	
	Own				A E	A	
	DK/NA				b		

Comparisons of Column Proportions^{c,d}

		Ethnicity		
		Two or more races	Other	DK/NA
		(G)	(H)	(I)
F. Do you currently rent or own your place of residence?	Rent		a	
	Own	A	a	
	DK/NA	b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
F. Do you currently rent or own your place of residence?	Total	589	203	232	83	55	16
	Rent	267	90	91	45	33	8
		45.4%	44.4%	39.1%	53.7%	60.5%	52.1%
	Own	315	110	140	38	22	5
		53.5%	54.1%	60.4%	46.1%	39.5%	33.9%
DK/NA	7	3	1	0	0	2	
		1.1%	1.5%	.5%	.2%	.0%	14.0%

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?	Rent				B	
	Own				a	ABC
	DK/NA				.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
F. Do you currently rent or own your place of residence?	Total	384	207	149	12	9	7
	Rent	120	68	43	5	2	2
		31.2%	32.7%	29.1%	39.9%	20.7%	31.6%
	Own	259	138	104	7	7	2
	67.3%	66.7%	69.8%	60.1%	79.3%	31.6%	
DK/NA	6	1	2	0	0	3	
	1.5%	.7%	1.1%	.0%	.0%	36.8%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?	Rent					
	Own				a	AB
	DK/NA			a	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
F. Do you currently rent or own your place of residence?	Total	1200	88	129	179	155	40
	Rent	481	65	74	100	79	18
		40.0%	74.2%	57.2%	55.6%	51.0%	46.3%
	Own	706	23	54	80	76	20
		58.8%	25.7%	42.2%	44.4%	48.7%	50.8%
DK/NA	13	0	1	0	0	1	
	1.1%	.1%	.6%	.0%	.2%	2.9%	

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
F. Do you currently rent or own your place of residence?	Total	193	133	83	33	166
	Rent	62	20	12	1	48
		32.1%	15.3%	14.6%	3.9%	29.1%
	Own	127	113	70	32	112
	65.9%	84.7%	84.0%	96.1%	67.3%	
DK/NA	4	0	1	0	6	
	2.0%	.0%	1.4%	.0%	3.6%	

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?	Rent	DFGHIJ	FGHIJ	FGHIJ	FGHIJ	GHI
	Own				A	
	DK/NA					

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
F. Do you currently rent or own your place of residence?	Rent	G I				
	Own	ABC	ABCDEFJ	ABCDE	ABCDEFJ	ABCD
	DK/NA		a		a	

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		Supervisorial District					
		Total	1	2	3	4	5
F. Do you currently rent or own your place of residence?	Total	1200	221	230	176	361	212
	Rent	481	91	97	66	131	96
		40.0%	41.0%	42.1%	37.8%	36.2%	45.2%
	Own	706	129	131	107	224	115
		58.8%	58.2%	57.0%	61.1%	62.0%	54.2%
DK/NA	13	2	2	2	7	1	
	1.1%	.7%	.9%	1.1%	1.8%	.6%	

Comparisons of Column Proportions ^{a,b}

	Rent Own DK/NA	Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
F. Do you currently rent or own your place of residence?						

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a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
F. Do you currently rent or own your place of residence?	Total	1200	226	298	298	308	61	9
	Rent	481	83	96	114	161	22	4
		40.0%	36.5%	32.3%	38.3%	52.1%	36.7%	50.8%
	Own	706	140	197	178	147	38	4
		58.8%	62.1%	66.2%	59.9%	47.7%	63.3%	49.2%
	DK/NA	13	3	5	5	0	0	0
		1.1%	1.4%	1.6%	1.8%	.1%	.0%	.0%

Comparisons of Column Proportions ^{b,c}

	Rent Own DK/NA	Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
F. Do you currently rent or own your place of residence?		D	D	D	A B C	a	a

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b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Total	
		Total	Total
G. How many motor vehicles does your household have?	Total	1149	1149
	1	318	318
		27.7%	27.7%
	2	462	462
		40.2%	40.2%
	3	213	213
		18.5%	18.5%
	4	99	99
		8.6%	8.6%
	5	29	29
		2.6%	2.6%
6	15	15	
	1.3%	1.3%	
7	4	4	
	.3%	.3%	
9	0	0	
	.0%	.0%	
10	2	2	
	.2%	.2%	
11	1	1	
	.1%	.1%	
99	6	6	
	.6%	.6%	

Comparisons of Column Proportions ^{a,b}

		Total
		Total
		(A)
G. How many motor vehicles does your household have?	1	.
	2	.
	3	.
	4	.
	5	.
	6	.
	7	.
	9	.
	10	.
	11	.
	99	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	1149	586	563
1	318 27.7%	139 23.7%	179 31.8%
2	462 40.2%	224 38.2%	237 42.2%
3	213 18.5%	125 21.3%	88 15.6%
4	99 8.6%	63 10.8%	36 6.4%
5	29 2.6%	17 2.8%	13 2.3%
6	15 1.3%	11 1.8%	4 .8%
7	4 .3%	3 .4%	1 .2%
9	0 .0%	0 .0%	0 .0%
10	2 .2%	2 .3%	0 .0%
11	1 .1%	1 .1%	0 .0%
99	6 .6%	3 .4%	4 .7%

Comparisons of Column Proportions ^{b,c}

	Respondent's Gender	
	Male (A)	Female (B)
1		A
2		
3	B	
4	B	
5		
6		
7		
9	a	
10		a
11		a
99		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	75 to 84
Total	1149	189	233	204	207	93	70	87	47	
1	318 27.7%	40 21.2%	49 21.1%	59 29.2%	53 25.3%	29 31.7%	20 28.8%	35 40.3%	22 47.5%	
2	462 40.2%	53 28.2%	119 51.0%	88 43.3%	74 35.8%	40 43.2%	26 37.5%	34 39.2%	20 43.0%	
3	213 18.5%	54 28.6%	35 15.2%	35 17.3%	51 24.7%	7 7.9%	17 23.8%	11 12.6%	2 3.7%	
4	99 8.6%	27 14.2%	18 7.9%	14 6.7%	18 8.8%	12 12.7%	5 7.3%	4 4.4%	1 3.1%	
5	29 2.6%	10 5.2%	3 1.4%	4 1.9%	7 3.5%	3 3.5%	1 1.8%	1 .8%	0 .0%	
6	15 1.3%	3 1.6%	8 3.4%	2 .7%	1 .6%	0 .4%	0 .0%	1 1.1%	0 .3%	
7	4 .3%	1 .8%	0 .0%	0 .0%	2 .9%	1 .6%	0 .0%	0 .0%	0 .0%	
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
10	2 .2%	0 .0%	0 .0%	0 .0%	1 .3%	0 .0%	0 .1%	1 1.4%	0 .0%	
11	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	
99	6 .6%	0 .0%	0 .0%	2 .9%	0 .0%	0 .0%	0 .6%	0 0	1 2.4%	

	Age	
	85 and over	DK/NA
Total	12	8
1	7 59.8%	3 34.8%
2	5 40.2%	2 21.8%
3	0 .0%	0 3.1%
4	0 .0%	0 .0%
5	0 .0%	0 .0%
6	0 .0%	0 .0%
7	0 .0%	0 .0%
9	0 .0%	0 1.5%
10	0 .0%	0 .0%
11	0 .0%	0 .0%
99	0 .0%	3 38.8%

Comparisons of Column Proportions ^{b,c}

	Age							
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
1							AB	AB
2		A						
3	BEH			EH				
4								
5						a		a
6		a	a			a	a	a
7	a	a	a	a	a	a	a	a
9	a	a	a	a	a	a	a	a
10	a	a	a	a	a	a	a	a
11	a	a	a	a	a	a	a	a
99	a	a	a	a	a	a	a	a

Comparisons of Column Proportions ^{b,c}

	Age	
	85 and over	DK/NA
	(I)	(J)
1		
2		
3	a	
4	a	
5	a	a
6	a	a
7	a	a
9	a	a
10	a	a
11	a	a
99	a	CDFGH

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)	(E)
G. How many motor vehicles does your household have?	Total	1149	17	84	166	883
	1	318	6	33	47	232
		27.7%	33.4%	39.4%	28.5%	26.3%
	2	462	9	30	68	355
		40.2%	54.5%	35.6%	41.1%	40.1%
	3	213	1	15	29	168
		18.5%	4.3%	17.8%	17.6%	19.0%
	4	99	1	4	16	78
		8.6%	5.0%	4.7%	9.8%	8.9%
	5	29	0	1	2	26
		2.6%	.0%	1.6%	1.4%	2.9%
	6	15	0	1	1	13
	1.3%	.0%	.7%	.8%	1.5%	
7	4	0	0	1	3	
	.3%	.0%	.0%	.4%	.4%	
9	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	
10	2	0	0	0	2	
	.2%	.0%	.0%	.0%	.2%	
11	1	0	0	0	1	
	.1%	.0%	.0%	.0%	.1%	
99	6	0	0	1	5	
	.6%	2.8%	.1%	.4%	.6%	

Comparisons of Column Proportions ^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
G. How many motor vehicles does your household have?	1				
	2				
	3				
	4				
	5	a			
	6	a			
	7	a	a		
	9	a	a	a	
	10	a	a	a	
	11	a	a	a	
	99	a	a	a	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	1149	52	904	80	113
1	318 27.7%	11 20.7%	258 28.6%	17 21.4%	32 28.1%
2	462 40.2%	20 37.8%	359 39.7%	35 43.4%	49 42.9%
3	213 18.5%	13 24.8%	168 18.6%	17 20.8%	15 13.6%
4	99 8.6%	6 12.1%	81 9.0%	7 9.3%	5 4.1%
5	29 2.6%	1 1.2%	19 2.1%	1 .9%	9 7.9%
6	15 1.3%	0 .7%	10 1.1%	2 2.6%	3 2.6%
7	4 .3%	1 1.0%	3 .3%	0 .0%	1 .6%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	2 .2%	0 .2%	1 .1%	1 .8%	0 .0%
11	1 .1%	1 1.6%	0 .0%	0 .0%	0 .0%
99	6 .6%	0 .0%	5 .6%	1 .9%	0 .2%

Comparisons of Column Proportions^{b,c}

	Home Zip Code Area			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
1				
2				
3				
4				
5				B
6				
7				
9	a		a	a
10				a
11		a	a	a
99				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
Total	1149	16	105	851	40	14	61
1	318 27.7%	6 36.4%	29 27.5%	211 24.8%	20 51.6%	2 11.7%	19 32.1%
2	462 40.2%	3 16.2%	35 33.5%	351 41.3%	13 32.7%	6 41.2%	31 50.6%
3	213 18.5%	5 29.2%	27 26.1%	160 18.8%	2 5.7%	5 39.1%	7 11.2%
4	99 8.6%	2 14.4%	11 10.9%	79 9.3%	2 4.9%	0 .0%	4 5.9%
5	29 2.6%	0 .0%	2 1.5%	28 3.3%	0 .0%	0 .0%	0 .0%
6	15 1.3%	1 3.8%	1 .6%	12 1.4%	2 5.1%	0 .0%	0 .0%
7	4 .3%	0 .0%	0 .0%	4 .5%	0 .0%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	2 .2%	0 .0%	0 .0%	2 .2%	0 .0%	0 .0%	0 .0%
11	1 .1%	0 .0%	0 .0%	1 .1%	0 .0%	0 .0%	0 .0%
99	6 .6%	0 .0%	0 .0%	3 .3%	0 .0%	1 8.0%	0 .2%

	Typical Transportation to Work or School	
	Other	DK/NA
Total	31	32
1	18 56.0%	13 39.8%
2	11 35.1%	12 37.9%
3	2 5.3%	5 14.9%
4	1 3.3%	0 .0%
5	0 .0%	0 .1%
6	0 .0%	0 .0%
7	0 .0%	0 .0%
9	0 .0%	0 .0%
10	0 .3%	0 .0%
11	0 .0%	0 .0%
99	0 .0%	2 7.3%

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School						
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
1				C			C
2							
3							
4					a		
5	a			a	a		a
6	a	a		a	a	a	a
7	a	a		a	a	a	a
9	a			a	a	a	a
10	a			a	a	a	a
11	a			a	a	a	a
99	a	a			C		a

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School
	DK/NA
	(H)
1	
2	
3	
4	a
5	a
6	a
7	a
9	a
10	a
11	a
99	C

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
Total	575	231	167	55	94	29
1	156	60	45	11	26	14
	27.0%	26.1%	26.8%	19.8%	27.5%	48.5%
2	225	92	59	21	42	12
	39.1%	39.6%	35.4%	38.9%	44.3%	40.5%
3	117	48	43	14	12	0
	20.3%	20.8%	25.8%	24.9%	13.0%	.0%
4	53	24	15	5	9	0
	9.2%	10.4%	9.1%	8.3%	10.0%	.0%
5	11	3	4	3	1	0
	2.0%	1.3%	2.5%	5.1%	1.0%	1.4%
6	9	3	1	0	3	2
	1.6%	1.5%	.4%	.0%	3.4%	7.1%
7	1	1	0	0	1	0
	.2%	.2%	.0%	.0%	.7%	.0%
9	0	0	0	0	0	0
	.0%	.1%	.0%	.0%	.0%	.0%
10	1	0	0	1	0	0
	.2%	.0%	.0%	2.2%	.0%	.0%
99	1	0	0	0	0	1
	.2%	.0%	.0%	.8%	.0%	2.5%

Comparisons of Column Proportions^{b,c}

	Ballot Test - Sales Tax				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					
2					
3		E	E		a
4					
5			a		B
6			a		a
7		a	a		a
9		a	a	a	a
10	a			a	a
99	a			a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
G. How many motor vehicles does your household have?	Total	574	215	154	56	117	33
	1	162	62	43	15	33	10
		28.3%	28.7%	27.8%	26.6%	28.3%	30.4%
	2	236	94	71	17	40	14
		41.2%	43.8%	46.3%	30.0%	34.3%	43.5%
	3	96	37	17	12	26	3
		16.7%	17.5%	11.3%	21.0%	22.5%	9.4%
	4	46	13	16	7	8	2
		8.0%	6.0%	10.3%	13.3%	6.6%	7.0%
	5	18	4	4	3	7	0
		3.2%	1.6%	2.7%	6.2%	6.0%	.0%
	6	6	1	2	1	1	0
		1.0%	.6%	1.5%	1.1%	1.2%	.0%
7	3	1	0	0	1	0	
	.5%	.7%	.0%	.0%	1.1%	.0%	
10	1	1	0	0	0	0	
	.1%	.3%	.0%	.0%	.1%	.0%	
11	1	0	0	1	0	0	
	.1%	.0%	.0%	1.5%	.0%	.0%	
99	5	2	0	0	0	3	
	.9%	.8%	.1%	.3%	.0%	9.7%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
G. How many motor vehicles does your household have?	1					
	2					
	3					
	4					
	5					a
	6					a
	7		a	a		a
	10		a	a		a
	11	a	a		a	a
	99				a	AB

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
G. How many motor vehicles does your household have?	Total	1149	905	241	4
	1	318	189	129	0
		27.7%	20.8%	53.4%	13.1%
	2	462	388	73	0
		40.2%	42.9%	30.3%	.0%
	3	213	191	22	0
		18.5%	21.1%	9.3%	.0%
	4	99	86	13	0
		8.6%	9.6%	5.4%	.0%
	5	29	29	0	0
		2.6%	3.2%	.1%	.0%
	6	15	14	1	0
		1.3%	1.6%	.3%	.0%
7	4	4	0	0	
	.3%	.4%	.0%	.0%	
9	0	0	0	0	
	.0%	.0%	.0%	.0%	
10	2	2	0	0	
	.2%	.2%	.0%	.0%	
11	1	1	0	0	
	.1%	.1%	.0%	.0%	
99	6	0	3	3	
	.6%	.0%	1.2%	86.9%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
G. How many motor vehicles does your household have?	1		A	a
	2	B		a
	3	B		a
	4	B		a
	5	B		a
	6			a
	7		a	a
	9		a	a
	10		a	a
	11		a	a
	99		A	AB

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		Type of Internet Connection						
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
G. How many motor vehicles does your household have?	Total	905	52	302	428	87	17	19
	1	189	18	64	82	20	3	2
		20.8%	33.8%	21.1%	19.3%	23.3%	16.9%	9.1%
	2	388	19	119	192	41	10	8
		42.9%	36.6%	39.3%	44.9%	46.6%	58.0%	42.8%
	3	191	10	71	91	11	4	4
		21.1%	18.6%	23.5%	21.3%	12.6%	25.1%	21.1%
	4	86	5	25	42	11	0	3
		9.6%	9.8%	8.4%	9.8%	13.1%	.0%	13.9%
	5	29	0	17	12	0	0	0
		3.2%	.0%	5.7%	2.8%	.0%	.0%	.0%
	6	14	1	4	5	3	0	2
	1.6%	1.2%	1.2%	1.1%	3.8%	.0%	12.2%	
7	4	0	1	3	1	0	0	
	.4%	.0%	.2%	.6%	.6%	.0%	.0%	
9	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.6%	
10	2	0	2	0	0	0	0	
	.2%	.0%	.6%	.0%	.0%	.0%	.0%	
11	1	0	0	1	0	0	0	
	.1%	.0%	.0%	.2%	.0%	.0%	.0%	
99	0	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	.2%	

Comparisons of Column Proportions^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
G. How many motor vehicles does your household have?	1						
	2						
	3						
	4						
	5	a			a	a	a
	6	a				a	B C
	7	a				a	a
	9	a	a	a	a	a	a
	10	a	a	a	a	a	a
	11	a	a	a	a	a	a
	99	a	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Rent or Own Residence			
		Total	Rent	Own	DK/NA
G. How many motor vehicles does your household have?	Total	1149	436	701	12
	1	318	173	144	2
		27.7%	39.5%	20.5%	13.6%
	2	462	173	288	1
		40.2%	39.6%	41.1%	5.8%
	3	213	57	152	4
		18.5%	13.0%	21.8%	30.5%
	4	99	28	70	2
		8.6%	6.4%	9.9%	15.5%
	5	29	3	27	0
		2.6%	.6%	3.8%	.0%
	6	15	3	10	2
	1.3%	.7%	1.5%	15.8%	
7	4	0	4	0	
	.3%	.0%	.6%	.0%	
9	0	0	0	0	
	.0%	.0%	.0%	.0%	
10	2	0	2	0	
	.2%	.0%	.3%	.0%	
11	1	0	1	0	
	.1%	.0%	.1%	.0%	
99	6	1	3	2	
	.6%	.3%	.4%	18.9%	

Comparisons of Column Proportions^{b,c}

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
G. How many motor vehicles does your household have?	1	B		
	2		C	
	3		A	
	4			
	5		A	a
	6			A B
	7	a		a
	9	a		a
	10	a		a
	11	a		a
	99			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity					
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
G. How many motor vehicles does your household have?	Total	1149	58	13	45	450	572
	1	318	25	3	15	125	146
		27.7%	43.5%	25.7%	33.1%	27.8%	25.6%
	2	462	23	3	19	183	228
		40.2%	40.3%	21.7%	42.9%	40.6%	39.8%
	3	213	7	2	8	77	116
		18.5%	12.4%	16.2%	17.6%	17.1%	20.3%
	4	99	1	5	0	36	59
		8.6%	1.4%	35.7%	.0%	8.0%	10.3%
	5	29	1	0	3	13	11
		2.6%	2.4%	.0%	6.4%	2.8%	2.0%
	6	15	0	0	0	8	7
		1.3%	.0%	.0%	.0%	1.8%	1.2%
7	4	0	0	0	3	1	
	.3%	.0%	.0%	.0%	.7%	.1%	
9	0	0	0	0	0	0	
	.0%	.0%	.0%	.0%	.0%	.0%	
10	2	0	0	0	2	0	
	.2%	.0%	.0%	.0%	.4%	.0%	
11	1	0	0	0	0	1	
	.1%	.0%	.0%	.0%	.0%	.1%	
99	6	0	0	0	3	3	
	.6%	.0%	.7%	.0%	.6%	.6%	

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
G. How many motor vehicles does your household have?	Total	2	21	1	6
	1	0	10	0	0
		.0%	46.9%	.0%	2.1%
	2	2	6	0	4
		93.1%	26.7%	24.3%	59.4%
	3	0	4	1	1
		6.8%	20.6%	75.7%	17.0%
	4	0	0	0	1
		.0%	.3%	.0%	18.9%
	5	0	1	0	0
		.0%	5.5%	.0%	.0%
	6	0	0	0	0
		.0%	.0%	.0%	.0%
7	0	0	0	0	
	.0%	.0%	.0%	.0%	
9	0	0	0	0	
	.0%	.0%	.0%	1.8%	
10	0	0	0	0	
	.0%	.0%	.1%	.0%	
11	0	0	0	0	
	.0%	.0%	.0%	.0%	
99	0	0	0	0	
	.0%	.0%	.0%	.8%	

Comparisons of Column Proportions^{c,d}

		Ethnicity					
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
		(A)	(B)	(C)	(D)	(E)	(F)
G. How many motor vehicles does your household have?	1						
	2						
	3						
	4		A D	.b			.b
	5						.b
	6	.b	.b	.b			.b
	7	.b	.b	.b		.b	.b
	9	.b	.b	.b	.b	.b	.b
	10	.b	.b	.b		.b	.b
	11	.b	.b	.b	.b	.b	.b
	99	.b		.b			.b

Comparisons of Column Proportions^{c,d}

		Ethnicity		
		Two or more races	Other	DK/NA
		(G)	(H)	(I)
G. How many motor vehicles does your household have?	1		a,b	
	2		a	
	3		a	
	4		a,b	
	5		a,b	.b
	6		a,b	.b
	7	.b	a,b	.b
	9	.b	a,b	
	10	.b	a	.b
	11	.b	a,b	.b
	99	.b	a,b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	572	194	232	81	50	16
1	110 19.3%	41 21.1%	50 21.7%	12 15.0%	5 10.5%	2 12.9%
2	249 43.6%	79 40.8%	101 43.8%	39 48.2%	19 38.3%	10 67.1%
3	122 21.3%	38 19.8%	49 20.9%	21 25.9%	14 27.1%	0 2.2%
4	59 10.2%	23 11.7%	21 9.3%	6 7.2%	9 17.3%	0 .0%
5	15 2.6%	6 3.4%	5 2.1%	0 .4%	3 6.8%	0 .0%
6	11 1.9%	4 1.9%	4 1.9%	3 3.3%	0 .0%	0 .0%
7	2 .4%	2 .9%	1 .3%	0 .0%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .7%
10	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
11	1 .1%	1 .4%	0 .0%	0 .0%	0 .0%	0 .0%
99	3 .5%	0 .0%	0 .0%	1 .1%	0 .0%	3 17.0%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
1					
2					
3					
4					a
5					a
6				a	a
7					a
9	a	a	a		
10		a	a	a	a
11				a	a
99	a			a	B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	368	198	144	10	9	7
1	124 33.9%	83 42.0%	39 27.3%	2 15.7%	0 .0%	0 7.1%
2	144 39.3%	76 38.1%	61 42.5%	4 40.6%	2 20.7%	2 26.8%
3	60 16.4%	23 11.7%	27 18.7%	4 38.6%	4 46.2%	2 32.0%
4	27 7.5%	11 5.5%	14 9.5%	0 .0%	3 33.1%	0 .0%
5	3 .8%	2 .8%	2 1.1%	0 .0%	0 .0%	0 .0%
6	3 .8%	3 1.3%	0 .1%	0 .0%	0 .0%	0 .0%
7	1 .1%	0 .0%	0 .0%	1 5.2%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 1.7%
10	1 .3%	0 .0%	1 .8%	0 .0%	0 .0%	0 .0%
99	3 .9%	1 .6%	0 .0%	0 .0%	0 .0%	2 32.4%

Comparisons of Column Proportions^{b,c}

	Adults 65 and Over Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
1	B			a	
2					
3				A	
4			a	A	a
5			a	a	a
6			a	a	a
7	a	a		a	
9	a	a	a	a	
10	a		a	a	a
99		a	a	a	A

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Household Income					
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
Total	1149	66	121	171	153	35
1	318	44	61	62	36	17
	27.7%	66.3%	50.7%	36.1%	23.6%	47.4%
2	462	12	30	63	88	12
	40.2%	17.6%	24.6%	37.1%	57.5%	34.5%
3	213	9	15	26	16	2
	18.5%	13.0%	12.7%	15.4%	10.5%	5.1%
4	99	2	11	19	8	2
	8.6%	2.4%	8.9%	11.4%	5.2%	6.0%
5	29	0	4	0	3	0
	2.6%	.5%	3.2%	.0%	2.0%	.0%
6	15	0	0	0	1	2
	1.3%	.0%	.0%	.0%	.4%	6.5%
7	4	0	0	0	0	0
	.3%	.0%	.0%	.0%	.0%	.0%
9	0	0	0	0	0	0
	.0%	.0%	.0%	.0%	.0%	.0%
10	2	0	0	0	1	0
	.2%	.0%	.0%	.0%	.8%	.0%
11	1	0	0	0	0	0
	.1%	.0%	.0%	.0%	.0%	.0%
99	6	0	0	0	0	0
	.6%	.1%	.0%	.0%	.0%	.6%

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
Total	193	132	83	33	161
1	36	15	7	2	38
	18.4%	11.2%	8.3%	6.8%	23.9%
2	96	54	24	15	67
	49.8%	41.0%	28.6%	45.6%	41.7%
3	37	40	19	12	37
	19.2%	30.1%	22.5%	34.9%	23.3%
4	16	16	14	3	9
	8.2%	11.9%	16.5%	8.6%	5.7%
5	5	1	14	1	1
	2.4%	1.1%	16.6%	4.1%	.6%
6	2	5	3	0	2
	1.1%	3.8%	3.3%	.0%	1.5%
7	1	1	3	0	0
	.3%	.5%	3.3%	.0%	.0%
9	0	0	0	0	0
	.0%	.0%	.0%	.0%	.1%
10	0	1	0	0	0
	.0%	.5%	.0%	.0%	.1%
11	0	0	1	0	0
	.0%	.0%	1.0%	.0%	.0%
99	1	0	0	0	5
	.6%	.0%	.0%	.0%	3.1%

Comparisons of Column Proportions^{b,c}

	Household Income				
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
	(A)	(B)	(C)	(D)	(E)
1	C D F G H I J	D F G H I J	F G H I	A B C H	F G H I
2					
3					
4					
5			a		a
6	a	a	a		a
7	a	a	a	a	a
9	a	a	a	a	a
10	a	a	a		a
11	a	a	a	a	a
99		a	a	a	

Comparisons of Column Proportions^{b,c}

	Household Income				
	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
	(F)	(G)	(H)	(I)	(J)
1					
2	A B	A		D	A
3		B D			
4					
5			A B D F G J		
6				a	
7	a	a	a	a	a
9	a	a	a	a	a
10				a	
11	a	a	a	a	a
99					

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Supervisorial District					
	Total	1	2	3	4	5
Total	1149	210	220	174	351	195
1	318 27.7%	54 25.9%	52 23.5%	57 32.9%	75 21.5%	79 40.7%
2	462 40.2%	93 44.0%	91 41.5%	75 43.0%	143 40.8%	60 30.8%
3	213 18.5%	35 16.5%	45 20.5%	21 12.0%	80 22.8%	32 16.6%
4	99 8.6%	17 8.3%	21 9.6%	13 7.2%	33 9.3%	16 8.0%
5	29 2.6%	8 3.7%	4 1.7%	3 1.8%	11 3.1%	4 2.0%
6	15 1.3%	2 1.1%	3 1.2%	5 3.1%	2 .7%	2 1.2%
7	4 .3%	0 .0%	1 .3%	0 .0%	2 .5%	1 .7%
9	0 .0%	0 .0%	0 .1%	0 .0%	0 .0%	0 .0%
10	2 .2%	1 .3%	0 .0%	0 .0%	1 .4%	0 .0%
11	1 .1%	0 .0%	0 .0%	0 .0%	1 .2%	0 .0%
99	6 .6%	0 .2%	3 1.5%	0 .0%	2 .7%	0 .1%

Comparisons of Column Proportions^{b,c}

	Supervisorial District				
	1 (A)	2 (B)	3 (C)	4 (D)	5 (E)
1			D		A B D
2					
3				C	
4					
5					
6	a		a		
7	a		a	a	a
9					
10					a
11	a	a			a
99					

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	1149	219	282	286	296	58	9
1	318 27.7%	69 31.4%	81 28.9%	65 22.8%	96 32.3%	6 10.5%	1 12.1%
2	462 40.2%	81 37.2%	118 41.8%	131 45.7%	100 33.7%	28 47.7%	4 45.4%
3	213 18.5%	43 19.8%	43 15.4%	53 18.4%	54 18.4%	18 31.3%	1 14.7%
4	99 8.6%	19 8.7%	25 8.9%	17 6.1%	29 10.0%	6 10.5%	2 27.8%
5	29 2.6%	3 1.4%	8 2.7%	9 3.1%	10 3.4%	0 .0%	0 .0%
6	15 1.3%	2 1.0%	4 1.3%	6 2.1%	3 1.1%	0 .0%	0 .0%
7	4 .3%	1 .3%	1 .4%	2 .7%	0 .0%	0 .0%	0 .0%
9	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
10	2 .2%	0 .0%	0 .0%	1 .2%	1 .4%	0 .0%	0 .0%
11	1 .1%	0 .0%	0 .0%	1 .3%	0 .0%	0 .0%	0 .0%
99	6 .6%	1 .3%	2 .6%	2 .6%	2 .8%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

	Date					
	May 9 (A)	May 10 (B)	May 11 (C)	May 13 (D)	May 14 (E)	May 18 (F)
1	E			E		
2			D			
3						
4						
5					a	a
6					a	a
7				a	a	a
9	a	a		a	a	a
10	a			a	a	a
11	a	a		a	a	a
99					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
H. What ethnicity do you consider yourself a part of?	Total	1200	1200
	African-American or Black	67 5.6%	67 5.6%
	American Indian or Alaska Native	15 1.3%	15 1.3%
	Asian	48 4.0%	48 4.0%
	Caucasian or White	468 39.0%	468 39.0%
	Hispanic or Latino	589 49.1%	589 49.1%
	Native Hawaiian or other Pacific Islander	2 .2%	2 .2%
	Two or more races	22 1.9%	22 1.9%
	Other	2 .2%	2 .2%
	DK/NA	6 .5%	6 .5%

Comparisons of Column Proportions^{a,b}

		Total
		(A)
H. What ethnicity do you consider yourself a part of?	African-American or Black	.
	American Indian or Alaska Native	.
	Asian	.
	Caucasian or White	.
	Hispanic or Latino	.
	Native Hawaiian or other Pacific Islander	.
	Two or more races	.
	Other	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
H. What ethnicity do you consider yourself a part of?	Total	1200	615	585
	African-American or Black	67 5.6%	26 4.2%	41 7.1%
	American Indian or Alaska Native	15 1.3%	7 1.2%	8 1.4%
	Asian	48 4.0%	29 4.8%	19 3.2%
	Caucasian or White	468 39.0%	237 38.6%	231 39.5%
	Hispanic or Latino	589 49.1%	309 50.2%	280 47.9%
	Native Hawaiian or other Pacific Islander	2 .2%	0 .1%	2 .3%
	Two or more races	22 1.9%	7 1.2%	15 2.5%
	Other	2 .2%	1 .1%	1 .2%
	DK/NA	6 .5%	6 1.0%	0 .1%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
H. What ethnicity do you consider yourself a part of?	African-American or Black		A
	American Indian or Alaska Native		
	Asian		
	Caucasian or White		
	Hispanic or Latino		
	Native Hawaiian or other Pacific Islander		
	Two or more races		
	Other		
	DK/NA	B	

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b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age					
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59
Total	1200	193	243	214	215	98
African-American or Black	67 5.6%	7 3.7%	17 6.9%	9 4.0%	11 5.0%	8 8.5%
American Indian or Alaska Native	15 1.3%	1 .3%	2 .8%	2 1.1%	4 1.7%	1 1.3%
Asian	48 4.0%	3 1.6%	4 1.7%	6 2.6%	21 10.0%	4 3.8%
Caucasian or White	468 39.0%	36 18.7%	90 36.9%	69 32.3%	88 40.8%	35 36.3%
Hispanic or Latino	589 49.1%	144 74.5%	130 53.4%	125 58.2%	90 41.8%	47 48.1%
Native Hawaiian or other Pacific Islander	2 .2%	0 .1%	1 .5%	0 .0%	0 .1%	0 .0%
Two or more races	22 1.9%	3 1.8%	6 2.4%	2 .8%	2 1.1%	2 2.1%
Other	2 .2%	0 .0%	1 .4%	1 .3%	0 .0%	0 .0%
DK/NA	6 .5%	0 .0%	2 .7%	1 .6%	0 .2%	1 .8%

	Age				
	60 to 64	65 to 74	75 to 84	85 and over	DK/NA
Total	70	92	51	15	9
African-American or Black	5 6.9%	5 5.7%	3 6.4%	0 .0%	2 23.8%
American Indian or Alaska Native	1 1.0%	4 4.5%	0 .0%	1 5.1%	0 1.1%
Asian	4 5.4%	4 4.0%	3 5.4%	0 .0%	0 .0%
Caucasian or White	32 45.2%	64 70.0%	37 72.2%	11 76.6%	6 64.0%
Hispanic or Latino	26 36.3%	17 19.0%	7 14.2%	2 11.4%	2 17.9%
Native Hawaiian or other Pacific Islander	1 .8%	0 .0%	0 .0%	0 .0%	0 .0%
Two or more races	3 4.9%	2 1.7%	1 1.5%	1 6.9%	0 .0%
Other	0 .4%	0 .0%	0 .0%	0 .0%	0 .0%
DK/NA	1 1.3%	1 .9%	0 .3%	0 .0%	0 3.8%

Comparisons of Column Proportions^{b,c}

	Age					
	18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)
H. What ethnicity do you consider yourself a part of?						
African-American or Black						
American Indian or Alaska Native						
Asian				ABC		
Caucasian or White	BCDEFGH	A		A	A	A
Hispanic or Latino	IJ	GH	DGHI	GH	GH	
Native Hawaiian or other Pacific Islander						
Two or more races						
Other	a				a	
DK/NA	a					

Comparisons of Column Proportions^{b,c}

	Age			
	65 to 74 (G)	75 to 84 (H)	85 and over (I)	DK/NA (J)
H. What ethnicity do you consider yourself a part of?				
African-American or Black				a
American Indian or Alaska Native				a
Asian	ABCDE	ABCDE		a
Caucasian or White			AC	A
Hispanic or Latino				
Native Hawaiian or other Pacific Islander		a	a	a
Two or more races				a
Other	a	a	a	a
DK/NA				

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County			
		Total	Less than one year	One year to less than five years	Five years to less than ten years
H. What ethnicity do you consider yourself a part of?	Total	1200	18	95	170
	African-American or Black	67	0	3	10
		5.6%	.0%	2.9%	5.7%
	American Indian or Alaska Native	15	0	2	1
		1.3%	.0%	2.1%	.6%
	Asian	48	0	4	11
		4.0%	.0%	4.4%	6.2%
	Caucasian or White	468	8	38	44
		39.0%	45.0%	40.3%	25.9%
	Hispanic or Latino	589	9	47	101
		49.1%	50.3%	50.0%	59.6%
	Native Hawaiian or other Pacific Islander	2	0	0	0
		.2%	.0%	.1%	.0%
Two or more races	22	1	3	3	
	1.9%	4.8%	2.8%	1.9%	
Other	2	0	0	0	
	.2%	.0%	.0%	.0%	
DK/NA	6	0	2	0	
	.5%	.0%	1.8%	.1%	

		Years Lived in Kern County
		10 years or more
H. What ethnicity do you consider yourself a part of?	Total	917
	African-American or Black	55
		6.0%
	American Indian or Alaska Native	12
		1.3%
	Asian	33
		3.6%
	Caucasian or White	378
		41.2%
	Hispanic or Latino	431
		47.0%
	Native Hawaiian or other Pacific Islander	2
		.2%
Two or more races	15	
	1.7%	
Other	2	
	.2%	
DK/NA	4	
	.5%	

Comparisons of Column Proportions ^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
H. What ethnicity do you consider yourself a part of?	African-American or Black	a			
	American Indian or Alaska Native	a			
	Asian	a			
	Caucasian or White				C
	Hispanic or Latino			D	
	Native Hawaiian or other Pacific Islander	a			
	Two or more races		a	a	
	Other	a			
	DK/NA	.			

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
H. What ethnicity do you consider yourself a part of?	Total	1200	53	943	89	116
	African-American or Black	67	1	53	2	11
		5.6%	2.8%	5.7%	2.0%	9.1%
	American Indian or Alaska Native	15	0	15	1	0
		1.3%	.0%	1.5%	.8%	.0%
	Asian	48	2	31	3	12
		4.0%	4.7%	3.3%	3.5%	10.0%
	Caucasian or White	468	16	331	65	56
		39.0%	30.8%	35.1%	72.7%	48.2%
	Hispanic or Latino	589	32	502	18	36
		49.1%	61.6%	53.3%	19.9%	31.5%
	Native Hawaiian or other Pacific Islander	2	0	2	0	0
		.2%	.0%	.2%	.0%	.3%
Two or more races	22	0	21	1	0	
	1.9%	.0%	2.2%	.7%	.4%	
Other	2	0	2	0	0	
	.2%	.0%	.2%	.0%	.0%	
DK/NA	6	0	6	0	0	
	.5%	.0%	.6%	.4%	.4%	

Comparisons of Column Proportions ^{b,c}

		Home Zip Code Area			
		West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
H. What ethnicity do you consider yourself a part of?	African-American or Black				
	American Indian or Alaska Native				
	Asian				B
	Caucasian or White			A B D	B
	Hispanic or Latino	C D	C D		
	Native Hawaiian or other Pacific Islander				
	Two or more races				
	Other	a			
	DK/NA				

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
H. What ethnicity do you consider yourself a part of?	Total	1200	20	110	852	62	22
	African-American or Black	67	0	4	46	10	2
	American Indian or Alaska Native	15	1	1	8	2	0
	Asian	48	0	8	33	0	7
	Caucasian or White	468	10	19	328	24	12
	Hispanic or Latino	589	8	77	425	27	5
	Native Hawaiian or other Pacific Islander	2	0	0	1	0	0
	Two or more races	22	2	1	15	1	0
	Other	2	0	0	1	1	0
	DK/NA	6	0	0	5	0	0
		.5%	.0%	.0%	.6%	.0%	.0%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
H. What ethnicity do you consider yourself a part of?	Total	61	37	35
	African-American or Black	5	0	0
	American Indian or Alaska Native	0	2	1
	Asian	0	0	0
	Caucasian or White	35	20	20
	Hispanic or Latino	21	13	13
	Native Hawaiian or other Pacific Islander	0	1	0
	Two or more races	1	2	1
	Other	0	0	0
	DK/NA	0	1	0
		.1%	.2%	.4%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School				
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
		(A)	(B)	(C)	(D)	(E)
H. What ethnicity do you consider yourself a part of?	African-American or Black	a			B C	a
	American Indian or Alaska Native	.			.	B C
	Asian	a			a	B
	Caucasian or White	B		B		B
	Hispanic or Latino	a	C D E F G H			a
	Native Hawaiian or other Pacific Islander	.			.	.
	Two or more races	a				a
	Other	a				.
	DK/NA	.			.	.

Comparisons of Column Proportions ^{b,c}

	Typical Transportation to Work or School	Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
		(F)	(G)	(H)
H. What ethnicity do you consider yourself a part of?	African-American or Black		a	a
	American Indian or Alaska Native			
	Asian	a	a	a
	Caucasian or White	B	B	B
	Hispanic or Latino			
	Native Hawaiian or other Pacific Islander			a
	Two or more races			
	Other	a	a	a
	DK/NA			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ballot Test - Sales Tax		
		Definitely yes	Probably yes	Probably no
H. What ethnicity do you consider yourself a part of?	604	242	177	57
African-American or Black	36	17	11	5
American Indian or Alaska Native	8	4	2	0
Asian	21	8	4	0
Caucasian or White	230	75	58	26
Hispanic or Latino	303	139	99	26
Native Hawaiian or other Pacific Islander	1	0	0	0
Two or more races	9	3	4	0
Other	0	0	0	0
DK/NA	1	0	0	0

	Ballot Test - Sales Tax	
	Definitely no	DK/NA
H. What ethnicity do you consider yourself a part of?	98	30
African-American or Black	1	2
American Indian or Alaska Native	1	1
Asian	3	7
Caucasian or White	56	15
Hispanic or Latino	33	6
Native Hawaiian or other Pacific Islander	1	0
Two or more races	2	0
Other	0	0
DK/NA	0	0

Comparisons of Column Proportions ^{b,c}

	Ballot Test - Sales Tax			
	Definitely yes	Probably yes	Probably no	Definitely no
	(A)	(B)	(C)	(D)
H. What ethnicity do you consider yourself a part of?				
African-American or Black			a	
American Indian or Alaska Native			a	
Asian				
Caucasian or White				A B
Hispanic or Latino	D E	D E		
Native Hawaiian or other Pacific Islander			a	
Two or more races			a	
Other	a			a
DK/NA				

Comparisons of Column Proportions ^{b,c}

	Ballot Test - Sales Tax	
	DK/NA	(E)
H. What ethnicity do you consider yourself a part of?		
African-American or Black		
American Indian or Alaska Native		
Asian		A B D
Caucasian or White		
Hispanic or Latino		
Native Hawaiian or other Pacific Islander		
Two or more races	a	
Other	a	
DK/NA		

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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		Ballot Test - Vehicle Registration Levy			
		Total	Definitely yes	Probably yes	Probably no
H. What ethnicity do you consider yourself a part of?	Total	596	223	163	58
	African-American or Black	32	15	6	0
		5.3%	6.7%	3.8%	.0%
	American Indian or Alaska Native	8	3	4	0
		1.3%	1.1%	2.2%	.0%
	Asian	27	7	14	3
		4.5%	3.0%	8.3%	5.0%
	Caucasian or White	238	89	50	19
		39.9%	39.7%	30.7%	32.6%
	Hispanic or Latino	286	113	88	30
		47.9%	50.5%	54.4%	51.1%
Native Hawaiian or other Pacific Islander	1	0	0	0	
	.1%	.1%	.0%	.0%	
Two or more races	13	8	1	2	
	2.2%	3.5%	.4%	2.6%	
Other	2	1	0	1	
	.3%	.4%	.2%	1.2%	
DK/NA	6	0	0	4	
	.9%	.0%	.0%	7.5%	

		Ballot Test - Vehicle Registration Levy	
		Definitely no	DK/NA
H. What ethnicity do you consider yourself a part of?	Total	119	33
	African-American or Black	8	3
		6.4%	8.2%
	American Indian or Alaska Native	2	0
		1.3%	.3%
	Asian	4	0
		3.1%	.0%
	Caucasian or White	65	16
		54.1%	48.2%
	Hispanic or Latino	41	14
		34.3%	42.5%
Native Hawaiian or other Pacific Islander	1	0	
	.5%	.0%	
Two or more races	3	0	
	2.7%	.0%	
Other	0	0	
	.0%	.0%	
DK/NA	1	0	
	.8%	.8%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy			
		Definitely yes	Probably yes	Probably no	Definitely no
		(A)	(B)	(C)	(D)
H. What ethnicity do you consider yourself a part of?	African-American or Black			a	
	American Indian or Alaska Native				
	Asian				
	Caucasian or White				B
	Hispanic or Latino	D	D		
	Native Hawaiian or other Pacific Islander			a	
	Two or more races				
	Other				
	DK/NA			A B	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy
		DK/NA
		(E)
H. What ethnicity do you consider yourself a part of?	African-American or Black	
	American Indian or Alaska Native	
	Asian	a
	Caucasian or White	
	Hispanic or Latino	
	Native Hawaiian or other Pacific Islander	a
	Two or more races	
	Other	a
	DK/NA	

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		Internet Access			
		Total	Yes	No	DK/NA
Total		1200	924	271	5
African-American or Black		67	45	22	0
		5.6%	4.9%	8.1%	.0%
American Indian or Alaska Native		15	9	6	0
		1.3%	1.0%	2.2%	1.9%
Asian		48	45	3	0
		4.0%	4.9%	1.0%	.0%
Caucasian or White		468	383	82	3
		39.0%	41.4%	30.2%	68.7%
Hispanic or Latino		589	430	158	1
		49.1%	46.5%	58.4%	29.3%
Native Hawaiian or other Pacific Islander		2	2	0	0
		.2%	.2%	.0%	.0%
Two or more races		22	19	3	0
		1.9%	2.0%	1.3%	.0%
Other		2	1	1	0
		.2%	.1%	.3%	.0%
DK/NA		6	6	0	0
		.5%	.7%	.1%	.1%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
African-American or Black			A	. ^a
American Indian or Alaska Native				. ^a
Asian		B		. ^a
Caucasian or White		B		
Hispanic or Latino			A	
Native Hawaiian or other Pacific Islander				. ^a
Two or more races				. ^a
Other				. ^a
DK/NA				. ^a

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		Type of Internet Connection			
		Total	A dial-up connection	A DSL connection	Through a cable provider
Total		924	54	310	435
African-American or Black		45	1	12	23
		4.9%	1.6%	3.9%	5.2%
American Indian or Alaska Native		9	0	2	6
		1.0%	.7%	.6%	1.5%
Asian		45	4	11	23
		4.9%	7.8%	3.4%	5.3%
Caucasian or White		383	22	115	195
		41.4%	40.1%	37.2%	44.8%
Hispanic or Latino		430	30	162	184
		46.5%	56.2%	52.1%	42.3%
Native Hawaiian or other Pacific Islander		2	0	0	1
		.2%	.0%	.1%	.1%
Two or more races		19	1	4	9
		2.0%	1.1%	1.4%	2.1%
Other		1	0	1	0
		.1%	.0%	.3%	.0%
DK/NA		6	0	3	3
		.7%	.2%	1.0%	.6%

		Type of Internet Connection		
		Through a satellite provider	Other	DK/NA
Total		89	17	19
African-American or Black		6	3	0
		7.0%	19.7%	.0%
American Indian or Alaska Native		0	0	1
		.0%	.0%	3.1%
Asian		4	0	4
		4.2%	.0%	19.6%
Caucasian or White		35	8	9
		38.8%	46.6%	44.5%
Hispanic or Latino		46	3	5
		51.7%	18.3%	25.3%
Native Hawaiian or other Pacific Islander		0	1	0
		.0%	7.2%	.0%
Two or more races		2	1	1
		2.5%	8.2%	5.0%
Other		0	0	0
		.0%	.0%	1.6%
DK/NA		0	0	0
		.0%	.0%	.9%

H. What ethnicity do you consider yourself a part of?

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection			
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
	(A)	(B)	(C)	(D)
H. What ethnicity do you consider yourself a part of?				
African-American or Black				
American Indian or Alaska Native				
Asian				
Caucasian or White				
Hispanic or Latino				
Native Hawaiian or other Pacific Islander				a
Two or more races				
Other	a			
DK/NA				a

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection	
	Other	DK/NA
	(E)	(F)
H. What ethnicity do you consider yourself a part of?		
African-American or Black	B	a
American Indian or Alaska Native		
Asian	a	B
Caucasian or White		
Hispanic or Latino		
Native Hawaiian or other Pacific Islander	B C	a
Two or more races		
Other	a	C
DK/NA	a	

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	Rent or Own Residence			
	Total	Rent	Own	DK/NA
H. What ethnicity do you consider yourself a part of?				
Total	1200	481	706	13
African-American or Black	67 5.6%	46 9.6%	20 2.8%	1 9.0%
American Indian or Alaska Native	15 1.3%	4 .8%	11 1.5%	1 5.2%
Asian	48 4.0%	18 3.7%	30 4.3%	0 .0%
Caucasian or White	468 39.0%	144 30.0%	317 44.9%	7 51.5%
Hispanic or Latino	589 49.1%	270 56.3%	314 44.5%	4 32.9%
Native Hawaiian or other Pacific Islander	2 .2%	0 .0%	2 .3%	0 1.0%
Two or more races	22 1.9%	7 1.5%	15 2.1%	0 .0%
Other	2 .2%	1 .1%	1 .2%	0 0.0%
DK/NA	6 .5%	3 .6%	4 .5%	0 .3%

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
H. What ethnicity do you consider yourself a part of?			
African-American or Black	B		
American Indian or Alaska Native			a
Asian			
Caucasian or White		A	
Hispanic or Latino	B		
Native Hawaiian or other Pacific Islander			a
Two or more races			a
Other			
DK/NA			

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
H. What ethnicity do you consider yourself a part of?	Total	1200	67	15	48	468
	African-American or Black	67	67	0	0	3
		5.6%	100.0%	.0%	.0%	.7%
	American Indian or Alaska Native	15	0	15	0	2
		1.3%	.0%	100.0%	.0%	.5%
	Asian	48	0	0	48	8
		4.0%	.0%	.0%	100.0%	1.7%
	Caucasian or White	468	3	2	8	468
		39.0%	4.8%	14.3%	16.4%	100.0%
	Hispanic or Latino	589	3	2	0	1
		49.1%	3.7%	10.1%	.0%	.3%
	Native Hawaiian or other Pacific Islander	2	0	0	0	0
		.2%	.0%	.0%	.0%	.0%
Two or more races	22	0	0	0	0	
	1.9%	.0%	.0%	.0%	.0%	
Other	2	0	0	0	0	
	.2%	.0%	.0%	.0%	.0%	
DK/NA	6	0	0	0	0	
	.5%	.0%	.0%	.0%	.0%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
H. What ethnicity do you consider yourself a part of?	Total	589	2	22	2	6
	African-American or Black	3	0	0	0	0
		.4%	.0%	.0%	.0%	.0%
	American Indian or Alaska Native	2	0	0	0	0
		.3%	.0%	.0%	.0%	.0%
	Asian	0	0	0	0	0
		.0%	.0%	.0%	.0%	.0%
	Caucasian or White	1	0	0	0	0
		.2%	.0%	.0%	.0%	.0%
	Hispanic or Latino	589	0	2	0	0
		100.0%	.0%	7.4%	.0%	.0%
	Native Hawaiian or other Pacific Islander	0	2	0	0	0
		.0%	100.0%	.0%	.0%	.0%
Two or more races	2	0	22	0	0	
	.3%	.0%	100.0%	.0%	.0%	
Other	0	0	0	2	0	
	.0%	.0%	.0%	100.0%	.0%	
DK/NA	0	0	0	0	6	
	.0%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions ^{c,d}

		Ethnicity			
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
		(A)	(B)	(C)	(D)
H. What ethnicity do you consider yourself a part of?	African-American or Black	.	.	.	.
	American Indian or Alaska Native	.	.	.	.
	Asian	.	.	.	.
	Caucasian or White	E	E	E	.
	Hispanic or Latino	D	D	.	.
	Native Hawaiian or other Pacific Islander	.	.	.	.
	Two or more races	.	.	.	.
	Other	.	.	.	.
	DK/NA	.	.	.	.

Comparisons of Column Proportions ^{c,d}

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(E)	(F)	(G)	(H)	(I)
H. What ethnicity do you consider yourself a part of?	African-American or Black	.	.	.	a,b	.
	American Indian or Alaska Native	.	.	.	a,b	.
	Asian	.	.	.	a,b	.
	Caucasian or White	.	.	.	a,b	.
	Hispanic or Latino	.	.	D	a,b	.
	Native Hawaiian or other Pacific Islander	.	.	.	a,b	.
	Two or more races	.	.	.	a,b	.
	Other	.	.	.	a,b	.
	DK/NA	.	.	.	a,b	.

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. This category is not used in comparisons because the sum of case weights is less than two.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
H. What ethnicity do you consider yourself a part of?	Total	589	203	232	83	55	16
	African-American or Black	35	12	14	7	1	0
		5.9%	5.8%	6.1%	8.9%	2.5%	.0%
	American Indian or Alaska Native	6	3	2	2	0	0
		1.1%	1.5%	.8%	1.9%	.0%	.0%
	Asian	10	2	4	0	4	0
		1.8%	1.2%	1.7%	.0%	7.2%	.0%
	Caucasian or White	159	58	70	17	8	5
		26.9%	28.5%	30.2%	20.7%	14.4%	34.8%
	Hispanic or Latino	375	126	140	57	42	10
		63.6%	61.9%	60.3%	69.0%	76.0%	62.2%
Native Hawaiian or other Pacific Islander	1	0	1	0	0	0	
	.2%	.0%	.5%	.2%	.0%	.0%	
Two or more races	6	4	1	1	0	0	
	1.1%	2.2%	.4%	1.1%	.0%	.0%	
Other	2	1	0	1	0	0	
	.3%	.3%	.0%	1.1%	.0%	.0%	
DK/NA	2	1	0	0	0	0	
	.3%	.5%	.0%	.1%	.0%	3.0%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
H. What ethnicity do you consider yourself a part of?	African-American or Black				a	a
	American Indian or Alaska Native				.	a
	Asian			a	A	a
	Caucasian or White					.
	Hispanic or Latino					a
	Native Hawaiian or other Pacific Islander				.	a
	Two or more races				.	a
	Other	a			.	a
	DK/NA				.	.

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		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
H. What ethnicity do you consider yourself a part of?	Total	384	207	149	12	9	7
	African-American or Black	17	10	6	0	0	0
		4.3%	5.0%	4.2%	.0%	.0%	.0%
	American Indian or Alaska Native	8	4	3	0	1	0
		2.0%	1.8%	1.9%	.0%	10.0%	.0%
	Asian	18	11	7	0	0	0
		4.6%	5.4%	4.5%	.0%	.0%	.0%
	Caucasian or White	171	105	60	3	0	3
		44.5%	50.6%	40.1%	24.9%	.0%	46.4%
	Hispanic or Latino	169	79	71	7	8	4
		43.9%	38.1%	47.7%	61.2%	90.0%	48.7%
Native Hawaiian or other Pacific Islander	0	0	0	0	0	0	
	.1%	.0%	.2%	.0%	.0%	1.6%	
Two or more races	9	6	2	2	0	0	
	2.4%	2.8%	1.2%	13.9%	.0%	.0%	
Other	0	0	0	0	0	0	
	.1%	.0%	.2%	.0%	.0%	.0%	
DK/NA	0	0	0	0	0	0	
	.1%	.0%	.1%	.0%	.0%	3.3%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
H. What ethnicity do you consider yourself a part of?	African-American or Black			a	a	a
	American Indian or Alaska Native			.	.	a
	Asian			.	.	a
	Caucasian or White				.	.
	Hispanic or Latino				A	.
	Native Hawaiian or other Pacific Islander			a	.	a
	Two or more races			B	.	a
	Other	a		a	.	a
	DK/NA			.	.	.

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Household Income			
	Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000
Total	1200	88	129	179
African-American or Black	67 5.6%	10 11.5%	10 7.6%	15 8.5%
American Indian or Alaska Native	15 1.3%	4 4.6%	1 .8%	1 .4%
Asian	48 4.0%	7 7.7%	0 .0%	13 7.5%
Caucasian or White	468 39.0%	27 30.3%	39 30.3%	39 21.5%
Hispanic or Latino	589 49.1%	42 47.8%	76 58.8%	115 64.2%
Native Hawaiian or other Pacific Islander	2 .2%	0 .0%	0 .0%	0 .0%
Two or more races	22 1.9%	0 .3%	3 2.5%	4 2.2%
Other	2 .2%	0 .3%	0 .0%	1 .4%
DK/NA	6 .5%	0 .0%	0 .0%	0 .0%

	Household Income			
	\$35,000 to less than \$50,000	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000
Total	155	40	193	133
African-American or Black	11 6.9%	2 4.3%	3 1.7%	5 3.9%
American Indian or Alaska Native	2 1.0%	1 3.6%	2 1.3%	2 1.3%
Asian	7 4.3%	0 .0%	10 5.0%	0 .0%
Caucasian or White	49 31.4%	16 40.2%	89 46.2%	65 48.8%
Hispanic or Latino	87 56.3%	21 51.7%	87 45.2%	55 41.5%
Native Hawaiian or other Pacific Islander	0 .0%	0 .0%	0 .1%	1 .9%
Two or more races	2 1.5%	0 .0%	3 1.6%	5 3.6%
Other	0 .0%	0 .0%	0 .0%	0 .0%
DK/NA	0 .0%	0 .1%	1 .4%	1 .8%

	Household Income		
	\$100,000 or more	More than \$50,000/no further information	DK/NA
Total	83	33	166
African-American or Black	1 1.0%	1 4.1%	9 5.4%
American Indian or Alaska Native	2 1.8%	0 .0%	1 .6%
Asian	4 4.4%	4 12.0%	4 2.4%
Caucasian or White	58 69.9%	22 65.7%	65 39.1%
Hispanic or Latino	20 24.5%	5 14.7%	80 48.2%
Native Hawaiian or other Pacific Islander	0 .1%	0 .0%	1 .4%
Two or more races	2 2.6%	1 2.7%	1 .9%
Other	0 .0%	0 .0%	1 .6%
DK/NA	0 .0%	0 .8%	4 2.5%

Comparisons of Column Proportions^{b,c}

	Household Income			
	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
	(A)	(B)	(C)	(D)
African-American or Black	F			
American Indian or Alaska Native		a		
Asian		.		
Caucasian or White				
Hispanic or Latino	I	H I	F G H I	H I
Native Hawaiian or other Pacific Islander		a	a	a
Two or more races		a		a
Other		.		.
DK/NA	a		a	

Comparisons of Column Proportions^{b,c}

	Household Income			
	Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
	(E)	(F)	(G)	(H)
H. What ethnicity do you consider yourself a part of?				
African-American or Black	a		a	
American Indian or Alaska Native	.		.	
Asian				
Caucasian or White		C	C	A B C D F J
Hispanic or Latino	I	I		
Native Hawaiian or other Pacific Islander	a			
Two or more races	.		.	
Other	a		a	
DK/NA	.		.	

Comparisons of Column Proportions^{b,c}

	Household Income	
	More than \$50,000/no further information	DK/NA
	(I)	(J)
H. What ethnicity do you consider yourself a part of?		
African-American or Black	a	
American Indian or Alaska Native	.	
Asian		
Caucasian or White	A B C D	C
Hispanic or Latino		H I
Native Hawaiian or other Pacific Islander		
Two or more races		
Other	a	
DK/NA	.	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Supervisorial District					
	Total	1	2	3	4	5
H. What ethnicity do you consider yourself a part of?						
Total	1200	221	230	176	361	212
African-American or Black	67 5.6%	2 .9%	25 10.7%	8 4.4%	15 4.2%	18 8.4%
American Indian or Alaska Native	15 1.3%	1 .5%	1 .4%	4 2.3%	4 1.1%	5 2.6%
Asian	48 4.0%	24 11.0%	10 4.2%	0 .0%	11 3.0%	4 1.7%
Caucasian or White	468 39.0%	66 29.7%	99 42.8%	99 56.0%	167 46.2%	39 18.3%
Hispanic or Latino	589 49.1%	123 55.9%	95 41.3%	67 38.0%	164 45.4%	140 66.0%
Native Hawaiian or other Pacific Islander	2 .2%	0 .1%	0 .1%	2 1.0%	0 .0%	0 .0%
Two or more races	22 1.9%	3 1.2%	0 .2%	1 .8%	6 1.6%	12 5.7%
Other	2 .2%	0 .0%	0 .0%	1 .4%	0 .1%	1 .4%
DK/NA	6 .5%	2 .8%	1 .4%	0 .0%	4 1.1%	0 .0%

Comparisons of Column Proportions^{b,c}

	Supervisorial District				
	1	2	3	4	5
	(A)	(B)	(C)	(D)	(E)
H. What ethnicity do you consider yourself a part of?					
African-American or Black		A D			A
American Indian or Alaska Native					
Asian	B D E		a		
Caucasian or White		A E	A E	A E	
Hispanic or Latino	B C				B C D
Native Hawaiian or other Pacific Islander					a
Two or more races					B
Other					
DK/NA			a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Date						
	Total	May 9	May 10	May 11	May 13	May 14	May 18
Total	1200	226	298	298	308	61	9
African-American or Black	67	15	20	17	15	0	0
	5.6%	6.8%	6.7%	5.6%	4.9%	.0%	.0%
American Indian or Alaska Native	15	3	5	4	3	0	0
	1.3%	1.3%	1.7%	1.4%	1.1%	.0%	.0%
Asian	48	11	15	12	11	0	0
	4.0%	4.7%	4.9%	4.1%	3.5%	.0%	.0%
Caucasian or White	468	127	174	115	53	0	0
	39.0%	56.0%	58.3%	38.6%	17.1%	.0%	.0%
Hispanic or Latino	589	67	76	149	227	61	9
	49.1%	29.8%	25.4%	50.0%	73.7%	100.0%	100.0%
Native Hawaiian or other Pacific Islander	2	0	1	1	0	0	0
	.2%	.0%	.3%	.4%	.0%	.0%	.0%
Two or more races	22	4	10	6	3	0	0
	1.9%	1.8%	3.4%	1.8%	.8%	.0%	.0%
Other	2	2	0	0	0	0	0
	.2%	.9%	.0%	.0%	.0%	.0%	.0%
DK/NA	6	3	2	1	0	0	0
	.5%	1.2%	.7%	.5%	.1%	.0%	.0%

Comparisons of Column Proportions^{b,c}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
African-American or Black					a	a
American Indian or Alaska Native					a	a
Asian					a	a
Caucasian or White	C D	C D	D		a	a
Hispanic or Latino			AB	ABC	a	a
Native Hawaiian or other Pacific Islander	a				a	a
Two or more races			a	a	a	a
Other					a	a
DK/NA					a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	1200	1200
18 to 24	193	193
	16.1%	16.1%
25 to 34	243	243
	20.3%	20.3%
35 to 44	214	214
	17.8%	17.8%
45 to 54	215	215
	17.9%	17.9%
55 to 59	98	98
	8.1%	8.1%
60 to 64	70	70
	5.9%	5.9%
65 to 74	92	92
	7.6%	7.6%
75 to 84	51	51
	4.2%	4.2%
85 and over	15	15
	1.2%	1.2%
DK/NA	9	9
	.8%	.8%

Comparisons of Column Proportions^{a,b}

	Total	
	Total	(A)
18 to 24	.	.
25 to 34	.	.
35 to 44	.	.
45 to 54	.	.
55 to 59	.	.
60 to 64	.	.
65 to 74	.	.
75 to 84	.	.
85 and over	.	.
DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	1200	615	585
18 to 24	193 16.1%	131 21.4%	62 10.6%
25 to 34	243 20.3%	110 17.9%	133 22.7%
35 to 44	214 17.8%	91 14.8%	123 21.0%
45 to 54	215 17.9%	114 18.5%	101 17.2%
55 to 59	98 8.1%	55 9.0%	42 7.2%
60 to 64	70 5.9%	27 4.5%	43 7.3%
65 to 74	92 7.6%	52 8.4%	40 6.8%
75 to 84	51 4.2%	20 3.2%	31 5.4%
85 and over	15 1.2%	9 1.5%	6 1.0%
DK/NA	9 .8%	5 .8%	5 .8%

Comparisons of Column Proportions^{a,b}

	Respondent's Gender	
	Male (A)	Female (B)
18 to 24	B	
25 to 34		A
35 to 44		A
45 to 54		
55 to 59		
60 to 64		A
65 to 74		
75 to 84		
85 and over		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Age									
	Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84	
Total	1200	193	243	214	215	98	70	92	51	
18 to 24	193 16.1%	193 100.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
25 to 34	243 20.3%	0 .0%	243 100.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
35 to 44	214 17.8%	0 .0%	0 .0%	214 100.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
45 to 54	215 17.9%	0 .0%	0 .0%	0 .0%	215 100.0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
55 to 59	98 8.1%	0 .0%	0 .0%	0 .0%	0 .0%	98 100.0%	0 .0%	0 .0%	0 .0%	0 .0%
60 to 64	70 5.9%	0 .0%	0 .0%	0 .0%	0 .0%	0 100.0%	70 100.0%	0 .0%	0 .0%	0 .0%
65 to 74	92 7.6%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	92 100.0%	0 .0%	0 .0%
75 to 84	51 4.2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	51 100.0%
85 and over	15 1.2%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%
DK/NA	9 .8%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%	0 .0%

	Age	
	85 and over	DK/NA
Total	15	9
18 to 24	0 .0%	0 .0%
25 to 34	0 .0%	0 .0%
35 to 44	0 .0%	0 .0%
45 to 54	0 .0%	0 .0%
55 to 59	0 .0%	0 .0%
60 to 64	0 .0%	0 .0%
65 to 74	0 .0%	0 .0%
75 to 84	0 .0%	0 .0%
85 and over	15 100.0%	0 .0%
DK/NA	0 .0%	9 100.0%

Comparisons of Column Proportions^{b,c}

	Age							
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74	75 to 84
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
I. What is your age?	a	a	a	a	a	a	a	a
18 to 24	a	a	a	a	a	a	a	a
25 to 34	a	a	a	a	a	a	a	a
35 to 44	a	a	a	a	a	a	a	a
45 to 54	a	a	a	a	a	a	a	a
55 to 59	a	a	a	a	a	a	a	a
60 to 64	a	a	a	a	a	a	a	a
65 to 74	a	a	a	a	a	a	a	a
75 to 84	a	a	a	a	a	a	a	a
85 and over	a	a	a	a	a	a	a	a
DK/NA	a	a	a	a	a	a	a	a

Comparisons of Column Proportions^{b,c}

	Age	
	85 and over	DK/NA
	(I)	(J)
I. What is your age?	a	a
18 to 24	a	a
25 to 34	a	a
35 to 44	a	a
45 to 54	a	a
55 to 59	a	a
60 to 64	a	a
65 to 74	a	a
75 to 84	a	a
85 and over	a	a
DK/NA	a	a

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)	(E)
I. What is your age?	Total	1200	18	95	170	917
	18 to 24	193	4	10	33	146
		16.1%	23.7%	10.2%	19.4%	16.0%
	25 to 34	243	3	32	34	174
		20.3%	18.9%	34.3%	19.7%	19.0%
	35 to 44	214	6	15	40	153
		17.8%	33.4%	15.9%	23.6%	16.7%
	45 to 54	215	1	16	33	165
		17.9%	3.7%	17.3%	19.2%	18.0%
	55 to 59	98	1	10	14	73
		8.1%	4.8%	10.4%	8.0%	8.0%
	60 to 64	70	0	6	9	54
		5.9%	.0%	6.7%	5.5%	5.9%
65 to 74	92	2	3	5	83	
	7.6%	8.8%	3.3%	2.7%	9.0%	
75 to 84	51	1	1	3	47	
	4.2%	4.1%	.6%	1.7%	5.1%	
85 and over	15	0	1	0	14	
	1.2%	.0%	1.2%	.0%	1.5%	
DK/NA	9	0	0	0	8	
	.8%	2.6%	.1%	.1%	.9%	

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
I. What is your age?	18 to 24		D		
	25 to 34				
	35 to 44				
	45 to 54				
	55 to 59	a			
	60 to 64				C
	65 to 74				
	75 to 84			a	
	85 and over	a			
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	1200	53	943	89	116
18 to 24	193 16.1%	8 16.1%	164 17.4%	6 7.3%	14 12.2%
25 to 34	243 20.3%	17 32.0%	185 19.7%	19 21.3%	22 19.1%
35 to 44	214 17.8%	11 20.8%	177 18.7%	7 8.2%	19 16.5%
45 to 54	215 17.9%	11 20.8%	147 15.6%	22 25.1%	34 29.6%
55 to 59	98 8.1%	1 2.1%	84 8.9%	8 8.5%	5 4.3%
60 to 64	70 5.9%	2 2.9%	56 6.0%	8 8.5%	5 4.3%
65 to 74	92 7.6%	1 1.8%	75 8.0%	9 10.4%	6 5.3%
75 to 84	51 4.2%	2 3.0%	33 3.4%	8 8.7%	9 7.8%
85 and over	15 1.2%	0 .6%	12 1.3%	2 1.7%	1 .7%
DK/NA	9 .8%	0 .0%	9 .9%	0 .2%	0 .2%

Comparisons of Column Proportions^{a,b}

	Home Zip Code Area			
	West Kern (A)	Central Valley (B)	Mountains (C)	East Kern (D)
18 to 24				
25 to 34				
35 to 44				
45 to 54				B
55 to 59				
60 to 64				
65 to 74				
75 to 84				
85 and over				
DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Typical Transportation to Work or School						
	Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
Total	1200	20	110	852	62	22	61
18 to 24	193 16.1%	9 42.1%	25 22.5%	136 16.0%	11 17.7%	8 37.0%	1 1.0%
25 to 34	243 20.3%	4 17.4%	26 23.3%	191 22.4%	16 26.3%	1 6.1%	4 6.3%
35 to 44	214 17.8%	4 18.6%	18 16.5%	164 19.2%	8 13.6%	2 9.0%	13 21.2%
45 to 54	215 17.9%	3 14.8%	22 20.2%	165 19.3%	5 8.3%	3 15.2%	7 10.8%
55 to 59	98 8.1%	1 4.6%	7 6.4%	69 8.1%	10 15.6%	1 5.2%	6 9.7%
60 to 64	70 5.9%	0 .0%	4 3.5%	45 5.3%	4 6.5%	0 .0%	7 11.0%
65 to 74	92 7.6%	0 .0%	5 4.2%	46 5.5%	4 6.4%	4 17.1%	13 20.9%
75 to 84	51 4.2%	0 2.4%	4 3.4%	22 2.5%	2 3.0%	2 10.4%	9 14.9%
85 and over	15 1.2%	0 .0%	0 .0%	8 .9%	1 .9%	0 .0%	1 2.2%
DK/NA	9 .8%	0 .0%	0 .0%	7 .8%	1 1.6%	0 .0%	1 1.9%

	Typical Transportation to Work or School	
	Other	DK/NA
Total	37	35
18 to 24	2 5.7%	2 5.9%
25 to 34	1 3.8%	0 .0%
35 to 44	2 5.5%	3 8.6%
45 to 54	6 15.9%	4 10.8%
55 to 59	3 8.8%	0 .2%
60 to 64	4 11.1%	7 19.2%
65 to 74	11 29.8%	9 26.0%
75 to 84	4 10.4%	8 22.9%
85 and over	3 9.1%	2 6.2%
DK/NA	0 .0%	0 .3%

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School						
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home	Other
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
I. What is your age?							
18 to 24	F G H	F	F	F	F		
25 to 34							
35 to 44							
45 to 54							
55 to 59	a						
60 to 64	a						
65 to 74	a					B C	B C D
75 to 84						C	
85 and over	a						B C
DK/NA	a	a					

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School
	DK/NA
	(H)
I. What is your age?	
18 to 24	
25 to 34	a
35 to 44	
45 to 54	
55 to 59	
60 to 64	B C
65 to 74	B C
75 to 84	B C
85 and over	C
DK/NA	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
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- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax					
	Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
I. What is your age?						
Total	604	242	177	57	98	30
18 to 24	97	48	24	13	10	2
	16.1%	20.0%	13.4%	22.5%	10.5%	7.2%
25 to 34	123	54	41	7	17	3
	20.4%	22.4%	23.1%	12.6%	17.8%	11.4%
35 to 44	113	38	38	15	18	4
	18.7%	15.7%	21.3%	25.7%	18.8%	13.8%
45 to 54	96	33	27	7	23	7
	15.9%	13.4%	15.2%	12.3%	23.1%	23.6%
55 to 59	52	20	17	2	8	5
	8.6%	8.2%	9.5%	2.8%	8.5%	17.3%
60 to 64	36	21	6	6	4	0
	6.0%	8.7%	3.3%	9.7%	4.0%	.0%
65 to 74	47	14	16	4	11	3
	7.8%	5.8%	9.1%	6.2%	10.9%	9.6%
75 to 84	30	12	8	2	6	3
	5.0%	4.9%	4.3%	3.6%	5.8%	9.4%
85 and over	6	2	1	2	1	2
	1.0%	.8%	.3%	2.7%	.5%	5.5%
DK/NA	3	0	1	1	0	1
	.5%	.0%	.5%	1.9%	.1%	2.4%

Comparisons of Column Proportions^{b,c}

	Ballot Test - Sales Tax				
	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
	(A)	(B)	(C)	(D)	(E)
I. What is your age?					
18 to 24					
25 to 34					
35 to 44					
45 to 54					
55 to 59					a
60 to 64					
65 to 74					
75 to 84					
85 and over					
DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
I. What is your age?	Total	596	223	163	58	119	33
	18 to 24	96	29	38	7	14	8
		16.1%	13.0%	23.1%	12.0%	12.1%	24.4%
	25 to 34	120	55	29	15	13	7
		20.2%	24.6%	18.0%	26.6%	11.2%	22.6%
	35 to 44	101	39	30	11	19	2
		17.0%	17.6%	18.5%	18.5%	16.1%	6.2%
	45 to 54	119	39	32	15	33	0
		19.9%	17.6%	19.4%	25.4%	27.7%	.1%
	55 to 59	46	18	11	6	9	2
		7.7%	8.0%	6.5%	10.7%	7.9%	5.3%
	60 to 64	34	10	10	1	10	3
		5.7%	4.5%	6.1%	.9%	8.6%	9.1%
	65 to 74	44	21	5	2	12	4
	7.5%	9.6%	3.0%	3.5%	10.4%	11.4%	
75 to 84	21	7	7	1	4	2	
	3.5%	3.1%	4.2%	1.9%	3.2%	6.4%	
85 and over	9	2	2	0	2	3	
	1.5%	.8%	1.2%	.0%	2.0%	8.4%	
DK/NA	6	3	0	0	1	2	
	1.1%	1.4%	.0%	.3%	.8%	6.2%	

Comparisons of Column Proportions^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
I. What is your age?	18 to 24					
	25 to 34	D				
	35 to 44					
	45 to 54			E	E	
	55 to 59					
	60 to 64					
	65 to 74					
	75 to 84					
	85 and over					A
	DK/NA		a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
I. What is your age?	Total	1200	924	271	5
	18 to 24	193	157	36	0
		16.1%	17.0%	13.3%	.0%
	25 to 34	243	213	30	0
		20.3%	23.1%	11.0%	.0%
	35 to 44	214	165	49	0
		17.8%	17.9%	18.1%	.0%
	45 to 54	215	185	29	0
		17.9%	20.1%	10.8%	.0%
	55 to 59	98	65	32	0
		8.1%	7.1%	11.9%	.0%
	60 to 64	70	49	21	0
		5.9%	5.3%	7.7%	8.7%
	65 to 74	92	56	35	0
	7.6%	6.1%	13.0%	.0%	
75 to 84	51	23	27	0	
	4.2%	2.5%	10.1%	9.5%	
85 and over	15	5	8	1	
	1.2%	.6%	3.1%	27.1%	
DK/NA	9	4	3	3	
	.8%	.4%	1.0%	54.7%	

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
I. What is your age?	18 to 24			a
	25 to 34	B		a
	35 to 44			a
	45 to 54	B		a
	55 to 59		A	a
	60 to 64			
	65 to 74		A	
	75 to 84		A	
	85 and over		A	A B
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Type of Internet Connection						
	Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
Total	924	54	310	435	89	17	19
18 to 24	157 17.0%	5 10.0%	60 19.3%	69 15.9%	16 18.4%	1 7.1%	5 28.1%
25 to 34	213 23.1%	11 21.3%	73 23.6%	102 23.5%	16 18.1%	8 46.7%	3 14.5%
35 to 44	165 17.9%	16 29.6%	61 19.5%	75 17.3%	11 12.0%	0 .0%	3 14.4%
45 to 54	185 20.1%	7 12.6%	72 23.1%	88 20.1%	14 16.0%	4 25.2%	1 5.1%
55 to 59	65 7.1%	4 7.0%	13 4.1%	38 8.6%	11 12.3%	0 2.3%	0 .0%
60 to 64	49 5.3%	3 5.8%	13 4.0%	18 4.1%	8 9.0%	3 15.6%	5 26.2%
65 to 74	56 6.1%	3 5.4%	11 3.4%	32 7.3%	11 12.2%	0 .0%	1 3.1%
75 to 84	23 2.5%	3 5.9%	5 1.5%	12 2.7%	2 2.2%	0 1.4%	2 8.0%
85 and over	5 .6%	1 2.1%	2 .8%	1 .3%	0 .0%	0 1.7%	0 .0%
DK/NA	4 .4%	0 .2%	3 .8%	1 .3%	0 .0%	0 .0%	0 .6%

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection					
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
18 to 24						
25 to 34						
35 to 44						
45 to 54						
55 to 59						
60 to 64						B C
65 to 74				B		
75 to 84				.		.
85 and over				.	a	.
DK/NA						

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	1200	481	706	13
18 to 24	193 16.1%	93 19.4%	97 13.7%	4 26.7%
25 to 34	243 20.3%	133 27.7%	108 15.2%	3 19.8%
35 to 44	214 17.8%	96 20.0%	118 16.6%	1 4.5%
45 to 54	215 17.9%	76 15.9%	138 19.5%	1 4.3%
55 to 59	98 8.1%	36 7.5%	60 8.5%	1 11.0%
60 to 64	70 5.9%	12 2.6%	58 8.2%	0 .0%
65 to 74	92 7.6%	20 4.2%	71 10.1%	0 2.5%
75 to 84	51 4.2%	9 1.9%	41 5.8%	1 5.3%
85 and over	15 1.2%	1 .2%	14 2.0%	0 .0%
DK/NA	9 .8%	3 .7%	2 .3%	3 25.9%

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
18 to 24	B		
25 to 34	B		
35 to 44			
45 to 54			
55 to 59		A	
60 to 64		A	
65 to 74		A	
75 to 84		A	
85 and over		A	a
DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ethnicity					
	Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
Total	1200	67	15	48	468	589
18 to 24	193	7	1	3	36	144
	16.1%	10.7%	4.1%	6.4%	7.7%	24.5%
25 to 34	243	17	2	4	90	130
	20.3%	25.2%	11.9%	8.7%	19.2%	22.1%
35 to 44	214	9	2	6	69	125
	17.8%	12.8%	14.9%	11.6%	14.8%	21.2%
45 to 54	215	11	4	21	88	90
	17.9%	15.9%	23.9%	44.5%	18.7%	15.3%
55 to 59	98	8	1	4	35	47
	8.1%	12.4%	8.3%	7.6%	7.6%	8.0%
60 to 64	70	5	1	4	32	26
	5.9%	7.2%	4.5%	7.9%	6.8%	4.3%
65 to 74	92	5	4	4	64	17
	7.6%	7.7%	26.8%	7.7%	13.7%	3.0%
75 to 84	51	3	0	3	37	7
	4.2%	4.8%	.0%	5.7%	7.9%	1.2%
85 and over	15	0	1	0	11	2
	1.2%	.0%	5.0%	.0%	2.5%	.3%
DK/NA	9	2	0	0	6	2
	.8%	3.3%	.6%	.0%	1.3%	.3%

	Ethnicity			
	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	2	22	2	6
18 to 24	0	3	0	0
	5.4%	15.7%	.0%	.0%
25 to 34	1	6	1	2
	56.8%	26.0%	49.0%	24.7%
35 to 44	0	2	1	1
	4.5%	8.0%	35.2%	20.7%
45 to 54	0	2	0	0
	6.5%	10.3%	.0%	6.1%
55 to 59	0	2	0	1
	.0%	9.3%	.1%	12.7%
60 to 64	1	3	0	1
	26.7%	15.6%	15.8%	14.7%
65 to 74	0	2	0	1
	.0%	6.9%	.0%	13.4%
75 to 84	0	1	0	0
	.0%	3.5%	.0%	2.1%
85 and over	0	1	0	0
	.0%	4.7%	.0%	.0%
DK/NA	0	0	0	0
	.0%	.0%	.0%	5.5%

Comparisons of Column Proportions^{c,d}

	Ethnicity					
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino	Native Hawaiian or other Pacific Islander
	(A)	(B)	(C)	(D)	(E)	(F)
18 to 24					D	
25 to 34						
35 to 44						
45 to 54			A D E			
55 to 59						
60 to 64		E		E		.b
65 to 74		E		E		.b
75 to 84	.b	E	.b	E		.b
85 and over						
DK/NA	E		.b			.b

Comparisons of Column Proportions^{c,d}

	Ethnicity		
	Two or more races	Other	DK/NA
	(G)	(H)	(I)
18 to 24		a, b	.b
25 to 34		a	
35 to 44		a	
45 to 54		a, b	
55 to 59		a	
60 to 64		a	
65 to 74		a, b	
75 to 84		a, b	
85 and over	E	a, b	
DK/NA	.b	a, b	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because the sum of case weights is less than two.
- b. This category is not used in comparisons because its column proportion is equal to zero or one.
- c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
I. What is your age?	Total	589	203	232	83	55	16
	18 to 24	118	53	41	11	14	0
		20.1%	26.0%	17.6%	13.1%	24.4%	.0%
	25 to 34	159	38	60	36	18	6
		27.0%	18.9%	25.8%	43.5%	33.4%	37.8%
	35 to 44	157	40	77	22	13	5
		26.6%	19.6%	33.2%	26.5%	23.5%	32.7%
	45 to 54	98	38	40	9	10	1
		16.6%	18.5%	17.2%	10.4%	18.3%	8.0%
	55 to 59	35	24	8	4	0	0
		5.9%	11.6%	3.3%	4.7%	.0%	.0%
	60 to 64	9	5	3	1	0	0
	1.5%	2.6%	1.2%	.9%	.4%	.0%	
65 to 74	5	2	3	1	0	0	
	.9%	1.0%	1.1%	.8%	.0%	.0%	
75 to 84	3	2	1	0	0	0	
	.6%	1.1%	.5%	.0%	.0%	.0%	
DK/NA	5	1	0	0	0	3	
	.8%	.6%	.1%	.0%	.0%	21.5%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
I. What is your age?	18 to 24					a
	25 to 34			AB		.
	35 to 44		A			.
	45 to 54					a
	55 to 59	BD				a
	60 to 64				a	.
	65 to 74				a	.
	75 to 84			a	a	.
	DK/NA					AB

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
I. What is your age?	Total	384	207	149	12	9	7
	18 to 24	34	16	12	3	2	2
		8.9%	7.5%	7.9%	24.6%	23.1%	29.9%
	25 to 34	46	27	17	2	0	0
		12.0%	13.1%	11.6%	13.9%	.0%	.0%
	35 to 44	42	20	15	3	2	2
		11.0%	9.5%	10.3%	27.3%	22.9%	25.0%
	45 to 54	50	23	22	0	5	0
		13.0%	11.0%	14.9%	.0%	54.0%	.0%
	55 to 59	23	15	8	1	0	0
		6.1%	7.4%	5.0%	4.6%	.0%	.0%
	60 to 64	43	33	9	1	0	0
	11.1%	15.9%	5.8%	7.5%	.0%	.0%	
65 to 74	82	47	34	0	0	0	
	21.3%	22.8%	22.8%	1.0%	.0%	5.0%	
75 to 84	44	19	24	1	0	0	
	11.4%	9.0%	15.7%	9.5%	.0%	6.6%	
85 and over	14	6	7	1	0	0	
	3.8%	2.9%	4.8%	11.7%	.0%	.0%	
DK/NA	6	2	2	0	0	2	
	1.6%	.9%	1.1%	.0%	.0%	33.5%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One (A)	Two (B)	Three (C)	Four or more (D)	DK/NA (E)
I. What is your age?	18 to 24					.
	25 to 34				a	a
	35 to 44				.	.
	45 to 54			a	AB	a
	55 to 59				a	.
	60 to 64	B			a	a
	65 to 74				a	.
	75 to 84				a	.
	85 and over				a	a
	DK/NA			a	a	AB

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income					
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
I. What is your age?	Total	1200	88	129	179	155	40
	18 to 24	193	11	31	31	22	5
		16.1%	13.0%	24.3%	17.1%	14.1%	13.3%
	25 to 34	243	18	16	35	44	7
		20.3%	20.7%	12.5%	19.8%	28.3%	17.6%
	35 to 44	214	11	27	33	24	9
		17.8%	12.6%	20.9%	18.3%	15.7%	21.4%
	45 to 54	215	10	13	39	24	5
		17.9%	11.7%	10.4%	21.6%	15.6%	13.5%
	55 to 59	98	17	11	12	13	4
		8.1%	19.0%	8.4%	6.4%	8.3%	9.0%
	60 to 64	70	6	8	9	9	3
		5.9%	6.6%	6.6%	5.0%	5.6%	7.0%
	65 to 74	92	10	12	9	11	5
	7.6%	11.4%	9.7%	5.1%	6.9%	12.6%	
75 to 84	51	3	7	10	6	2	
	4.2%	3.3%	5.2%	5.8%	3.9%	4.3%	
85 and over	15	1	2	1	2	0	
	1.2%	.6%	1.7%	.7%	1.3%	.7%	
DK/NA	9	1	0	0	0	0	
	.8%	1.2%	.4%	.3%	.3%	.5%	

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
I. What is your age?	Total	193	133	83	33	166
	18 to 24	26	14	10	2	41
		13.6%	10.7%	11.6%	6.1%	24.4%
	25 to 34	47	34	8	10	24
		24.1%	25.5%	10.0%	29.0%	14.6%
	35 to 44	41	27	19	1	21
		21.3%	20.6%	23.3%	4.4%	12.6%
	45 to 54	40	29	18	10	26
		20.7%	21.5%	21.5%	29.7%	15.9%
	55 to 59	14	11	7	0	10
		7.2%	8.2%	8.2%	.5%	6.1%
	60 to 64	7	6	10	5	7
		3.7%	4.8%	11.9%	14.1%	4.4%
	65 to 74	14	6	9	2	13
	7.2%	4.2%	11.3%	5.9%	8.1%	
75 to 84	2	5	2	2	12	
	1.2%	4.0%	2.2%	4.8%	7.3%	
85 and over	1	1	0	1	6	
	.5%	.6%	.0%	4.1%	3.4%	
DK/NA	1	0	0	0	5	
	.4%	.0%	.0%	1.4%	3.2%	

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
I. What is your age?	18 to 24					
	25 to 34					
	35 to 44					
	45 to 54					
	55 to 59					
	60 to 64					
	65 to 74					
	75 to 84					
	85 and over					
	DK/NA					

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
I. What is your age?	18 to 24					
	25 to 34					
	35 to 44					
	45 to 54					
	55 to 59					
	60 to 64					
	65 to 74					
	75 to 84					
	85 and over					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
I. What is your age?	Total	1200	221	230	176	361	212
	18 to 24	193 16.1%	42 19.1%	31 13.6%	22 12.2%	60 16.6%	38 18.0%
	25 to 34	243 20.3%	41 18.3%	50 21.5%	32 18.0%	63 17.5%	58 27.6%
	35 to 44	214 17.8%	28 12.7%	46 20.2%	30 17.2%	77 21.3%	33 15.3%
	45 to 54	215 17.9%	56 25.1%	44 19.0%	27 15.6%	64 17.8%	24 11.2%
	55 to 59	98 8.1%	17 7.7%	16 6.9%	19 10.6%	26 7.3%	20 9.4%
	60 to 64	70 5.9%	16 7.2%	15 6.5%	15 8.6%	18 4.9%	7 3.1%
	65 to 74	92 7.6%	11 5.0%	14 6.1%	15 8.7%	30 8.2%	21 10.1%
	75 to 84	51 4.2%	10 4.6%	13 5.7%	10 5.6%	10 2.6%	8 4.0%
	85 and over	15 1.2%	1 .2%	1 .3%	5 2.8%	8 2.1%	1 .5%
	DK/NA	9 .8%	0 .0%	1 .3%	1 .7%	6 1.6%	2 .8%

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
I. What is your age?	18 to 24					
	25 to 34					D
	35 to 44					
	45 to 54	E				
	55 to 59					
	60 to 64					
	65 to 74					
	75 to 84					
	85 and over					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
I. What is your age?	Total	1200	226	298	298	308	61	9
	18 to 24	193 16.1%	28 12.2%	35 11.6%	36 12.2%	60 19.5%	31 50.3%	4 46.4%
	25 to 34	243 20.3%	30 13.4%	65 21.8%	46 15.3%	67 21.8%	30 49.7%	5 53.6%
	35 to 44	214 17.8%	45 19.9%	41 13.9%	66 22.2%	62 20.0%	0 .0%	0 .0%
	45 to 54	215 17.9%	41 18.0%	47 15.7%	67 22.6%	60 19.4%	0 .0%	0 .0%
	55 to 59	98 8.1%	21 9.1%	16 5.5%	39 13.1%	21 7.0%	0 .0%	0 .0%
	60 to 64	70 5.9%	13 5.7%	20 6.7%	25 8.3%	13 4.1%	0 .0%	0 .0%
	65 to 74	92 7.6%	27 11.9%	36 11.9%	14 4.8%	15 4.8%	0 .0%	0 .0%
	75 to 84	51 4.2%	15 6.5%	25 8.6%	2 .8%	8 2.7%	0 .0%	0 .0%
	85 and over	15 1.2%	5 2.1%	8 2.8%	0 .0%	2 .6%	0 .0%	0 .0%
	DK/NA	9 .8%	2 1.1%	4 1.5%	2 .8%	0 .0%	0 .0%	0 .0%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
I. What is your age?	18 to 24					A B C D	A B C
	25 to 34					A B C D	A C
	35 to 44			B		.	.
	45 to 54					.	.
	55 to 59			B		.	.
	60 to 64					.	.
	65 to 74	C D	C D			.	.
	75 to 84	C	C D			.	.
	85 and over			.		.	.
	DK/NA				.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	589	589
One	203 34.5%	203 34.5%
Two	232 39.4%	232 39.4%
Three	83 14.1%	83 14.1%
Four or more	55 9.4%	55 9.4%
DK/NA	16 2.6%	16 2.6%

Comparisons of Column Proportions^{a,b}

	Total	
	Total	(A)
One	.	.
Two	.	.
Three	.	.
Four or more	.	.
DK/NA	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	589	285	304
One	203 34.5%	96 33.6%	107 35.2%
Two	232 39.4%	106 37.2%	126 41.4%
Three	83 14.1%	41 14.4%	42 13.9%
Four or more	55 9.4%	30 10.5%	25 8.3%
DK/NA	16 2.6%	12 4.2%	3 1.1%

Comparisons of Column Proportions^{a,b}

	Respondent's Gender	
	Male (A)	Female (B)
One		
Two		
Three		
Four or more		
DK/NA	B	

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
Total	589	118	159	157	98	35	9	5
One	203 34.5%	53 44.7%	38 24.1%	40 25.3%	38 38.5%	24 67.2%	5 58.8%	2 39.0%
Two	232 39.4%	41 34.6%	60 37.7%	77 49.1%	40 40.9%	8 21.6%	3 30.2%	3 48.6%
Three	83 14.1%	11 9.2%	36 22.8%	22 14.1%	9 8.9%	4 11.2%	1 8.7%	1 12.4%
Four or more	55 9.4%	14 11.4%	18 11.6%	13 8.3%	10 10.4%	0 .0%	0 2.3%	0 .0%
DK/NA	16 2.6%	0 .0%	6 3.7%	5 3.2%	1 1.3%	0 .0%	0 .0%	0 .0%

	Age	
	75 to 84	DK/NA
Total	3	5
One	2 67.4%	1 25.6%
Two	1 32.6%	0 3.9%
Three	0 .0%	0 .0%
Four or more	0 .0%	0 .0%
DK/NA	0 .0%	3 70.5%

Comparisons of Column Proportions^{b,c}

	Total	Age						
		18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
One	B C				B C			
Two								a
Three								a
Four or more							a	a
DK/NA	a				a	a	a	a

Comparisons of Column Proportions^{b,c}

		Age
		DK/NA
		(I)
J. How many children under the age of 18 live in your household?	One	a
	Two	.
	Three	a
	Four or more	.
	DK/NA	B C D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
J. How many children under the age of 18 live in your household?	Total	589	11	44	89	446
	One	203 34.5%	7 59.2%	18 42.0%	29 32.4%	149 33.5%
	Two	232 39.4%	2 20.8%	16 35.7%	45 50.3%	170 38.0%
	Three	83 14.1%	0 .0%	7 15.7%	8 9.2%	68 15.3%
	Four or more	55 9.4%	2 15.8%	3 6.5%	7 7.8%	44 9.8%
	DK/NA	16 2.6%	0 4.1%	0 .0%	0 .3%	15 3.3%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
J. How many children under the age of 18 live in your household?	One	a			
	Two	.			
	Three	a			
	Four or more	.			
	DK/NA		a		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
J. How many children under the age of 18 live in your household?	Total	589	31	473	34	51
	One	203 34.5%	10 32.7%	163 34.4%	12 35.7%	18 34.8%
	Two	232 39.4%	15 48.9%	181 38.3%	14 41.4%	21 42.0%
	Three	83 14.1%	1 3.6%	73 15.4%	4 13.1%	5 9.6%
	Four or more	55 9.4%	4 14.1%	43 9.1%	2 7.3%	5 10.5%
	DK/NA	16 2.6%	0 .7%	13 2.7%	1 2.5%	2 3.1%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
J. How many children under the age of 18 live in your household?	One				
	Two				
	Three				
	Four or more				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
J. How many children under the age of 18 live in your household?	Total	589	7	61	463	26	5
	One	203 34.5%	1 20.2%	7 11.5%	173 37.3%	12 45.7%	1 15.2%
	Two	232 39.4%	2 32.0%	28 45.7%	187 40.3%	5 19.0%	2 33.6%
	Three	83 14.1%	4 47.8%	14 22.2%	57 12.3%	5 18.9%	2 34.7%
	Four or more	55 9.4%	0 .0%	13 20.6%	32 7.0%	4 16.3%	1 16.6%
	DK/NA	16 2.6%	0 .0%	0 .0%	14 3.1%	0 .0%	0 .0%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
J. How many children under the age of 18 live in your household?	Total	16	6	4
	One	5 29.3%	4 68.4%	0 .0%
	Two	8 53.9%	0 .6%	0 .0%
	Three	1 4.2%	2 31.1%	0 .0%
	Four or more	2 12.6%	0 .0%	3 72.1%
	DK/NA	0 .0%	0 .0%	1 27.8%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School					
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
		(A)	(B)	(C)	(D)	(E)	(F)
J. How many children under the age of 18 live in your household?	One			B	B		
	Two						
	Three						
	Four or more	a	C				
	DK/NA	a	a		a	a	a

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School	
		Other	DK/NA
		(G)	(H)
J. How many children under the age of 18 live in your household?	One	B	
	Two		a
	Three		C
	Four or more	a	C
	DK/NA	a	C

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		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
J. How many children under the age of 18 live in your household?	Total	294	134	100	21	31	8
	One	103 35.0%	46 33.9%	34 33.6%	9 43.5%	12 38.1%	3 35.5%
	Two	107 36.2%	53 39.2%	36 36.1%	6 29.8%	11 36.0%	0 6.2%
	Three	48 16.2%	17 12.6%	20 19.8%	4 20.2%	3 9.6%	4 49.1%
	Four or more	31 10.6%	15 11.5%	11 10.6%	1 6.5%	4 12.1%	0 .0%
	DK/NA	6 2.0%	4 2.9%	0 .0%	0 .0%	1 4.2%	1 9.2%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One					
	Two					
	Three					
	Four or more					A
	DK/NA		a	a		a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
J. How many children under the age of 18 live in your household?	Total	295	112	82	30	52	19
	One	100 33.9%	36 31.9%	18 22.0%	18 59.8%	20 38.5%	8 44.3%
	Two	125 42.5%	46 40.8%	46 55.8%	9 30.7%	19 37.6%	5 27.7%
	Three	36 12.0%	17 14.7%	12 15.1%	3 8.9%	4 7.6%	0 .0%
	Four or more	24 8.2%	8 7.3%	6 6.9%	0 .7%	8 15.3%	2 12.1%
	DK/NA	10 3.3%	6 5.3%	0 .3%	0 .0%	0 .9%	3 16.0%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One			B		a
	Two					.
	Three					.
	Four or more					.
	DK/NA			a		B

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
J. How many children under the age of 18 live in your household?	Total	589	478	109	3
	One	203	166	37	0
	Two	232	189	43	0
	Three	83	68	16	0
	Four or more	55	41	14	0
	DK/NA	16	13	0	3
			2.6%	2.7%	.0%	100.0%

Comparisons of Column Proportions ^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
J. How many children under the age of 18 live in your household?	One			a
	Two			a
	Three			a
	Four or more			a
	DK/NA		a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
J. How many children under the age of 18 live in your household?	Total	478	30	170	219	43	10
	One	166	14	51	74	19	3
	Two	189	14	67	90	12	4
	Three	68	1	25	31	8	3
	Four or more	41	2	21	16	3	0
	DK/NA	13	0	5	7	0	0
			2.7%	.4%	3.2%	3.3%	.0%	.0%

		Type of Internet Connection
		DK/NA
J. How many children under the age of 18 live in your household?	Total	7
	One	5
	Two	2
	Three	0
	Four or more	0
	DK/NA	0
		67.4%

Comparisons of Column Proportions ^{b,c}

		Type of Internet Connection					
		A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
		(A)	(B)	(C)	(D)	(E)	(F)
J. How many children under the age of 18 live in your household?	One						
	Two						
	Three						
	Four or more					a	a
	DK/NA					a	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	589	267	315	7
One	203 34.5%	90 33.7%	110 34.8%	3 45.8%
Two	232 39.4%	91 34.0%	140 44.4%	1 18.3%
Three	83 14.1%	45 16.7%	38 12.2%	0 2.8%
Four or more	55 9.4%	33 12.5%	22 6.9%	0 .0%
DK/NA	16 2.6%	8 3.0%	5 1.7%	2 33.0%

Comparisons of Column Proportions ^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
One		A	
Two			
Three	B		. ^a
Four or more			
DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
Total	589	35	6	10	159	375
One	203 34.5%	12 33.8%	3 46.3%	2 23.8%	58 36.5%	126 33.5%
Two	232 39.4%	14 40.9%	2 28.6%	4 38.1%	70 44.2%	140 37.3%
Three	83 14.1%	7 21.3%	2 25.0%	0 .0%	17 10.9%	57 15.3%
Four or more	55 9.4%	1 4.0%	0 .0%	4 38.1%	8 5.0%	42 11.2%
DK/NA	16 2.6%	0 .0%	0 .0%	0 .0%	5 3.4%	10 2.6%

	Ethnicity			
	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	1	6	2	2
One	0 .1%	4 71.7%	1 41.8%	1 61.3%
Two	1 89.7%	1 13.1%	0 .0%	0 4.9%
Three	0 10.2%	1 15.2%	1 58.2%	0 3.0%
Four or more	0 .0%	0 .0%	0 .0%	0 .0%
DK/NA	0 .0%	0 .0%	0 .0%	0 30.7%

Comparisons of Column Proportions ^{c,d}

	Ethnicity				
	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
	(A)	(B)	(C)	(D)	(E)
One					
Two					
Three		. ^b	. ^b		
Four or more			A D		
DK/NA	. ^b	. ^b	. ^b		

Comparisons of Column Proportions ^{c,d}

	Ethnicity			
	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
	(F)	(G)	(H)	(I)
One	. ^a		. ^a	. ^a
Two	. ^a		. ^{a,b}	. ^a
Three	. ^a		. ^a	. ^a
Four or more	. ^{a,b}		. ^{a,b}	. ^{a,b}
DK/NA	. ^{a,b}	. ^b	. ^{a,b}	. ^a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
J. How many children under the age of 18 live in your household?	Total	589	203	232	83	55	16
	One	203	203	0	0	0	0
		34.5%	100.0%	.0%	.0%	.0%	.0%
	Two	232	0	232	0	0	0
		39.4%	.0%	100.0%	.0%	.0%	.0%
	Three	83	0	0	83	0	0
	14.1%	.0%	.0%	100.0%	.0%	.0%	
Four or more	55	0	0	0	55	0	
	9.4%	.0%	.0%	.0%	100.0%	.0%	
DK/NA	16	0	0	0	0	16	
	2.6%	.0%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions b,c

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One	.	.	.	.	.
	Two	.	.	.	.	.
	Three	.	.	.	.	.
	Four or more	.	.	.	.	.
	DK/NA	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
J. How many children under the age of 18 live in your household?	Total	137	61	58	7	7	4
	One	40	17	18	6	0	0
		29.1%	27.3%	30.4%	77.3%	.0%	.0%
	Two	49	30	13	1	6	0
		35.9%	48.6%	22.1%	11.7%	87.0%	.0%
	Three	24	10	12	1	1	0
	17.6%	16.6%	21.3%	11.1%	13.0%	.0%	
Four or more	17	2	15	0	0	0	
	12.6%	3.3%	26.2%	.0%	.0%	.0%	
DK/NA	6	3	0	0	0	4	
	4.7%	4.1%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions b,c

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One	.	.	.	.	.
	Two	B	.	A B	B C	.
	Three	.	.	.	.	.
	Four or more	.	A	.	.	.
	DK/NA	.	.	.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
J. How many children under the age of 18 live in your household?	Total	589	27	70	95	89
	One	203	14	25	36	32
		34.5%	51.3%	35.9%	37.5%	35.8%
	Two	232	7	31	33	38
		39.4%	26.0%	44.8%	34.7%	42.4%
	Three	83	6	6	18	12
	14.1%	22.7%	8.8%	18.6%	13.2%	
Four or more	55	0	5	8	7	
	9.4%	.0%	7.6%	8.7%	7.6%	
DK/NA	16	0	2	0	1	
	2.6%	.0%	2.9%	.5%	1.0%	

		Household Income				
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
J. How many children under the age of 18 live in your household?	Total	17	88	70	38	14
	One	5	25	22	17	3
		28.5%	27.8%	32.2%	44.5%	17.4%
	Two	8	39	28	16	8
		46.5%	44.4%	40.3%	42.7%	53.7%
	Three	2	10	7	3	3
	11.8%	11.7%	10.6%	7.6%	19.3%	
Four or more	2	11	9	2	1	
	12.1%	13.0%	13.3%	5.2%	9.5%	
DK/NA	0	3	3	0	0	
	1.2%	3.1%	3.6%	.0%	.0%	

		Household Income
		DK/NA
J. How many children under the age of 18 live in your household?	Total	81
	One	25 31.1%
	Two	24 29.6%
	Three	16 20.0%
	Four or more	9 10.9%
	DK/NA	7 8.4%

Comparisons of Column Proportions ^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One					
	Two					
	Three					
	Four or more	.				
	DK/NA	.				

Comparisons of Column Proportions ^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
J. How many children under the age of 18 live in your household?	One					
	Two					
	Three					
	Four or more			.	.	
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
J. How many children under the age of 18 live in your household?	Total	589	98	113	77	185	117
	One	203 34.5%	26 26.2%	44 39.2%	27 34.8%	64 34.8%	42 36.1%
	Two	232 39.4%	42 42.7%	41 36.0%	33 43.8%	74 40.0%	42 36.1%
	Three	83 14.1%	14 14.5%	15 13.0%	13 17.2%	23 12.6%	18 15.3%
	Four or more	55 9.4%	11 11.5%	9 8.4%	1 1.6%	19 10.3%	14 12.2%
	DK/NA	16 2.6%	5 5.1%	4 3.4%	2 2.6%	4 2.3%	0 .4%

Comparisons of Column Proportions ^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
J. How many children under the age of 18 live in your household?	One					
	Two					
	Three					
	Four or more					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
J. How many children under the age of 18 live in your household?	Total	589	93	130	146	175	43	2
	One	203 34.5%	30 32.0%	47 36.1%	57 39.3%	54 30.6%	15 34.2%	1 33.3%
	Two	232 39.4%	35 37.6%	58 44.5%	54 36.9%	73 41.6%	11 25.9%	2 66.7%
	Three	83 14.1%	16 16.9%	14 11.2%	24 16.5%	19 11.1%	10 22.3%	0 .0%
	Four or more	55 9.4%	8 9.1%	10 7.7%	8 5.8%	26 14.8%	3 5.9%	0 .0%
	DK/NA	16 2.6%	4 4.4%	1 .5%	2 1.6%	3 2.0%	5 11.7%	0 .0%

Comparisons of Column Proportions^{b,c}

	Date					
	May 9	May 10	May 11	May 13	May 14	May 18
	(A)	(B)	(C)	(D)	(E)	(F)
One						
Two						
Three						
Four or more						
DK/NA					B C D	a . a . a .

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	
	Total	Total
Total	384	384
One	207 54.0%	207 54.0%
Two	149 38.9%	149 38.9%
Three	12 3.0%	12 3.0%
Four or more	9 2.3%	9 2.3%
DK/NA	7 1.9%	7 1.9%

Comparisons of Column Proportions^{a,b}

	Total
	Total
	(A)
One	.
Two	.
Three	.
Four or more	.
DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Respondent's Gender		
	Total	Male	Female
Total	384	203	181
One	207 54.0%	98 48.2%	110 60.4%
Two	149 38.9%	84 41.4%	65 36.1%
Three	12 3.0%	8 3.9%	4 2.1%
Four or more	9 2.3%	7 3.4%	2 1.0%
DK/NA	7 1.9%	6 3.2%	1 .4%

Comparisons of Column Proportions^{a,b}

	Respondent's Gender	
	Male	Female
	(A)	(B)
One		A
Two		
Three		
Four or more		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Total	Age						
		18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
Total	384	34	46	42	50	23	43	82
One	207 54.0%	16 45.2%	27 59.0%	20 46.8%	23 45.8%	15 65.5%	33 77.5%	47 57.8%
Two	149 38.9%	12 34.2%	17 37.5%	15 36.6%	22 44.6%	8 32.2%	9 20.5%	34 41.6%
Three	12 3.0%	3 8.4%	2 3.5%	3 7.5%	0 .0%	1 2.3%	1 2.0%	0 .1%
Four or more	9 2.3%	2 5.9%	0 .0%	2 4.8%	5 9.6%	0 .0%	0 .0%	0 .0%
DK/NA	7 1.9%	2 6.3%	0 .0%	2 4.3%	0 .0%	0 .0%	0 .0%	0 .4%

	Age		
	75 to 84	85 and over	DK/NA
Total	44	14	6
One	19 42.8%	6 40.9%	2 31.9%
Two	24 53.6%	7 49.7%	2 28.0%
Three	1 2.5%	1 9.4%	0 .0%
Four or more	0 .0%	0 .0%	0 .0%
DK/NA	0 1.1%	0 .0%	2 40.0%

Comparisons of Column Proportions ^{b,c}

	Age							
	18 to 24 (A)	25 to 34 (B)	35 to 44 (C)	45 to 54 (D)	55 to 59 (E)	60 to 64 (F)	65 to 74 (G)	75 to 84 (H)
One						H		
Two								
Three				a				
Four or more		a			a	a	a	a
DK/NA		a			a	a		

Comparisons of Column Proportions ^{b,c}

	Age	
	85 and over (I)	DK/NA (J)
One		
Two		a
Three		a
Four or more	a	a
DK/NA	a	D G H

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Years Lived in Kern County				
	Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
Total	384	3	20	43	319
One	207 54.0%	1 52.8%	14 67.7%	20 46.9%	172 54.0%
Two	149 38.9%	1 47.2%	6 30.6%	15 34.8%	127 39.9%
Three	12 3.0%	0 .0%	0 .0%	5 12.8%	6 1.9%
Four or more	9 2.3%	0 .0%	0 .0%	2 4.7%	7 2.1%
DK/NA	7 1.9%	0 .0%	0 1.8%	0 .8%	6 2.0%

Comparisons of Column Proportions ^{b,c}

	Years Lived in Kern County			
	Less than one year (A)	One year to less than five years (B)	Five years to less than ten years (C)	10 years or more (D)
One				
Two				
Three	a	a	D	
Four or more	a	a		
DK/NA	a			

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	Home Zip Code Area				
	Total	West Kern	Central Valley	Mountains	East Kern
Total	384	10	315	27	33
One	207 54.0%	6 59.6%	171 54.4%	13 47.5%	18 53.2%
Two	149 38.9%	2 22.8%	121 38.5%	14 50.3%	13 37.8%
Three	12 3.0%	2 17.5%	8 2.5%	0 .4%	2 5.9%
Four or more	9 2.3%	0 .0%	9 2.8%	0 .0%	0 .0%
DK/NA	7 1.9%	0 .0%	6 1.8%	0 1.8%	1 3.1%

Comparisons of Column Proportions ^{b,c}

	Home Zip Code Area			
	West Kern	Central Valley	Mountains	East Kern
	(A)	(B)	(C)	(D)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One Two Three Four or more DK/NA	B a	.	a

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		Typical Transportation to Work or School						
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	6	42	225	24	6	28
	One	207	2	15	127	16	5	15
	Two	149	2	22	85	8	0	12
	Three	12	2	1	6	0	1	1
	Four or more	9	1	2	4	0	0	0
	DK/NA	7	0	2	4	0	0	0
			1.9%	.0%	5.1%	1.9%	.0%	5.9%	1.3%

		Typical Transportation to Work or School	
		Other	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	24	28
	One	15	13
	Two	9	12
	Three	0	1
	Four or more	0	2
	DK/NA	0	0
			61.1%	45.6%

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School					
		Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
		(A)	(B)	(C)	(D)	(E)	(F)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One Two Three Four or more DK/NA	C	.	.	a a	.	a

Comparisons of Column Proportions ^{b,c}

		Typical Transportation to Work or School	
		Other	DK/NA
		(G)	(H)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One Two Three Four or more DK/NA	a a a	.

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		Ballot Test - Sales Tax					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	202	91	59	10	26	17
	One	112	55	34	5	10	9
	Two	80	28	25	6	14	7
	Three	5	3	0	0	2	0
	Four or more	2	2	0	0	0	0
	DK/NA	4	2	0	0	0	1
			55.3%	60.3%	57.9%	44.8%	39.0%	51.7%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One					
	Two		a	a		a
	Three			a		a
	Four or more				a	a
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy					
		Total	Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	182	76	39	11	40	16
	One	95	38	22	4	22	10
	Two	70	28	14	7	16	4
	Three	7	4	0	0	3	0
	Four or more	7	4	3	0	0	0
	DK/NA	4	2	0	0	0	1
			2.0%	2.4%	.0%	3.2%	.0%	9.4%

Comparisons of Column Proportions ^{b,c}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One					
	Two			a		a
	Three			a		a
	Four or more				a	a
	DK/NA		a			

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	254	126	4
	One	207	130	78	0
	Two	149	105	44	0
	Three	12	9	1	1
	Four or more	9	6	3	0
	DK/NA	7	4	0	3
		54.0%	51.0%	61.6%	.1%
		38.9%	41.4%	35.0%	.0%
		3.0%	3.6%	.9%	33.9%
		2.3%	2.4%	2.1%	.0%
		1.9%	1.6%	.3%	66.0%

Comparisons of Column Proportions ^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One		C	
	Two			A B
	Three			a
	Four or more			A B
	DK/NA			A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection					
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	254	15	75	119	35	2
	One	130	10	34	62	18	2
	Two	105	4	36	51	13	0
	Three	9	2	1	2	4	0
	Four or more	6	0	2	2	0	0
	DK/NA	4	0	2	2	0	0
			51.0%	65.0%	44.8%	52.1%	52.7%	100.0%
		41.4%	22.7%	48.6%	42.7%	36.4%	.0%
		3.6%	11.5%	1.9%	1.8%	10.9%	.0%
		2.4%	.0%	2.7%	1.7%	.0%	.0%
		1.6%	.8%	2.1%	1.7%	.0%	.0%

	Type of Internet Connection	
	DK/NA	
Total	9	
One	4	49.1%
Two	2	22.3%
Three	0	.0%
Four or more	2	23.1%
DK/NA	0	5.4%

Comparisons of Column Proportions c,d

	Type of Internet Connection					
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other	DK/NA
	(A)	(B)	(C)	(D)	(E)	(F)
One					a,b	
Two					a,b	
Three					a,b	
Four or more	.b			.b	a,b	.b
DK/NA					a,b	B C

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Rent or Own Residence			
	Total	Rent	Own	DK/NA
Total	384	120	259	6
One	207	68	138	1
	54.0%	56.5%	53.4%	24.6%
Two	149	43	104	2
	38.9%	36.2%	40.3%	28.4%
Three	12	5	7	0
	3.0%	3.9%	2.7%	.0%
Four or more	9	2	7	0
	2.3%	1.5%	2.7%	.0%
DK/NA	7	2	2	3
	1.9%	1.9%	.9%	47.0%

Comparisons of Column Proportions b,c

		Rent or Own Residence		
		Rent	Own	DK/NA
		(A)	(B)	(C)
One				
Two				
Three				a
Four or more				a
DK/NA				A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
Total	384	17	8	18	171	169
One	207	10	4	11	105	79
	54.0%	62.7%	50.4%	62.4%	61.4%	46.8%
Two	149	6	3	7	60	71
	38.9%	37.3%	38.0%	37.6%	35.0%	42.2%
Three	12	0	0	0	3	7
	3.0%	.0%	.0%	.0%	1.7%	4.2%
Four or more	9	0	1	0	0	8
	2.3%	.0%	11.5%	.0%	.0%	4.7%
DK/NA	7	0	0	0	3	4
	1.9%	.0%	.0%	.0%	2.0%	2.1%

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
Total	0	9	0	0	
One	0	6	0	0	
	.6%	62.9%	.0%	11.5%	
Two	0	2	0	0	
	66.7%	19.5%	100.0%	32.8%	
Three	0	2	0	0	
	.0%	17.7%	.0%	.0%	
Four or more	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	32.7%	.0%	.0%	55.8%	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One					
	Two	.b	.b	.b		
	Three	.b		.b	.b	
	Four or more	.b	.b	.b		
	DK/NA	.b	.b	.b		

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One	a		a,b	a
	Two	a		a,b	a
	Three	a,b	D	a,b	a,b
	Four or more	a,b	.b	a,b	a,b
	DK/NA	a	.b	a,b	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Children Under 18 Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	137	40	49	24	17	6
	One	61	17	30	10	2	3
		44.5%	41.8%	60.2%	41.8%	11.8%	39.5%
	Two	58	18	13	12	15	0
		42.5%	44.4%	26.1%	51.3%	88.2%	.0%
	Three	7	6	1	1	0	0
		5.2%	13.9%	1.7%	3.3%	.0%	.0%
Four or more	7	0	6	1	0	0	
	4.9%	.0%	12.0%	3.6%	.0%	.0%	
DK/NA	4	0	0	0	0	4	
	2.8%	.0%	.0%	.0%	.0%	60.5%	

Comparisons of Column Proportions^{b,c}

		Children Under 18 Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One		D		AB	a
	Two				a	a
	Three	a			a	a
	Four or more	a	a	a	a	a
	DK/NA	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Adults 65 and Over Living in Household					
		Total	One	Two	Three	Four or more	DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	207	149	12	9	7
	One	207	207	0	0	0	0
		54.0%	100.0%	.0%	.0%	.0%	.0%
	Two	149	0	149	0	0	0
		38.9%	.0%	100.0%	.0%	.0%	.0%
	Three	12	0	0	12	0	0
		3.0%	.0%	.0%	100.0%	.0%	.0%
Four or more	9	0	0	0	9	0	
	2.3%	.0%	.0%	.0%	100.0%	.0%	
DK/NA	7	0	0	0	0	7	
	1.9%	.0%	.0%	.0%	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Adults 65 and Over Living in Household				
		One	Two	Three	Four or more	DK/NA
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One	a	a	a	a	a
	Two	a	a	a	a	a
	Three	a	a	a	a	a
	Four or more	a	a	a	a	a
	DK/NA	a	a	a	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	31	42	56	54
	One	207	26	26	33	29
		54.0%	82.5%	62.0%	58.7%	53.4%
	Two	149	5	15	21	21
		38.9%	16.3%	36.1%	37.9%	39.5%
	Three	12	0	1	2	0
		3.0%	.0%	1.9%	3.4%	.0%
Four or more	9	0	0	0	4	
	2.3%	.0%	.0%	.0%	7.1%	
DK/NA	7	0	0	0	0	
	1.9%	1.1%	.0%	.0%	.0%	

		Household Income				
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	18	55	38	28	8
	One	11	28	19	13	4
		58.7%	50.7%	50.4%	45.5%	46.2%
	Two	5	22	12	15	4
		28.5%	40.8%	31.8%	54.5%	53.8%
	Three	0	4	3	0	0
		.5%	6.8%	7.1%	.0%	.0%
Four or more	2	1	2	0	0	
	11.2%	1.6%	5.4%	.0%	.0%	
DK/NA	0	0	2	0	0	
	1.1%	.0%	5.3%	.0%	.0%	

		Household Income
		DK/NA
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	54
	One	20
		36.4%
	Two	27
		50.7%
	Three	2
		4.5%
Four or more	0	
	.0%	
DK/NA	5	
	8.5%	

Comparisons of Column Proportions^{b,c}

		Household Income				
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000	Less than \$50,000/no further information
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One	J				
	Two					
	Three	a				
	Four or more	a	a	a		
	DK/NA	.	.	.	.	.

Comparisons of Column Proportions^{b,c}

		Household Income				
		\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more	More than \$50,000/no further information	DK/NA
		(F)	(G)	(H)	(I)	(J)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One					
	Two					
	Three			a	a	
	Four or more			a	a	a
	DK/NA	a		.	.	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	73	59	64	104	85
	One	207	46	34	37	49	42
		54.0%	62.6%	57.5%	57.6%	47.3%	49.5%
	Two	149	27	20	21	42	39
		38.9%	36.6%	34.2%	32.9%	40.7%	46.2%
	Three	12	0	4	1	5	2
		3.0%	.0%	6.6%	2.1%	4.6%	1.9%
Four or more	9	0	0	5	2	2	
	2.3%	.0%	.0%	7.3%	2.0%	2.4%	
DK/NA	7	1	1	0	6	0	
	1.9%	.8%	1.8%	.0%	5.4%	.0%	

Comparisons of Column Proportions^{b,c}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One					
	Two	a				
	Three	a	a			
	Four or more	a		a		
	DK/NA					a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	Total	384	86	120	75	84	19	1
	One	207	38	64	49	47	10	0
		54.0%	44.5%	53.0%	65.3%	55.4%	53.9%	.0%
	Two	149	43	48	23	31	5	0
		38.9%	49.5%	40.1%	30.3%	37.3%	24.4%	.0%
	Three	12	1	5	1	4	0	1
		3.0%	1.4%	3.8%	1.8%	4.4%	.0%	100.0%
Four or more	9	4	2	0	1	2	0	
	2.3%	4.5%	1.7%	.0%	1.0%	10.9%	.0%	
DK/NA	7	0	2	2	2	2	0	
	1.9%	.1%	1.3%	2.6%	1.9%	10.9%	.0%	

Comparisons of Column Proportions^{c,d}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
K. Including yourself, if applicable, how many adults age 65 and over live in your household?	One						a,,b
	Two						a,,b
	Three					b	a,,b
	Four or more			b			a,,b
	DK/NA					A	a,,b

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Total	
		Total	Total
L. Household Income	Total	1200	1200
	Less than \$15,000	88	88
		7.3%	7.3%
	\$15,000 to less than \$25,000	129	129
		10.8%	10.8%
	\$25,000 to less than \$35,000	179	179
		14.9%	14.9%
	\$35,000 to less than \$50,000	155	155
		12.9%	12.9%
	Less than \$50,000/no further information	40	40
		3.3%	3.3%
\$50,000 to less than \$75,000	193	193	
	16.1%	16.1%	
\$75,000 to less than \$100,000	133	133	
	11.1%	11.1%	
\$100,000 or more	83	83	
	6.9%	6.9%	
More than \$50,000/no further information	33	33	
	2.8%	2.8%	
DK/NA	166	166	
	13.9%	13.9%	

Comparisons of Column Proportions^{a,b}

		Total
		(A)
L. Household Income	Less than \$15,000	.
	\$15,000 to less than \$25,000	.
	\$25,000 to less than \$35,000	.
	\$35,000 to less than \$50,000	.
	Less than \$50,000/no further information	.
	\$50,000 to less than \$75,000	.
	\$75,000 to less than \$100,000	.
	\$100,000 or more	.
	More than \$50,000/no further information	.
	DK/NA	.

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Respondent's Gender		
		Total	Male	Female
L. Household Income	Total	1200	615	585
	Less than \$15,000	88 7.3%	46 7.5%	42 7.2%
	\$15,000 to less than \$25,000	129 10.8%	43 6.9%	86 14.8%
	\$25,000 to less than \$35,000	179 14.9%	83 13.5%	96 16.5%
	\$35,000 to less than \$50,000	155 12.9%	79 12.9%	76 13.0%
	Less than \$50,000/no further information	40 3.3%	12 2.0%	28 4.7%
	\$50,000 to less than \$75,000	193 16.1%	114 18.5%	79 13.5%
	\$75,000 to less than \$100,000	133 11.1%	83 13.4%	50 8.6%
	\$100,000 or more	83 6.9%	50 8.1%	33 5.7%
	More than \$50,000/no further information	33 2.8%	20 3.2%	13 2.3%
	DK/NA	166 13.9%	86 14.0%	80 13.7%

Comparisons of Column Proportions^{a,b}

		Respondent's Gender	
		Male (A)	Female (B)
L. Household Income	Less than \$15,000		
	\$15,000 to less than \$25,000		A
	\$25,000 to less than \$35,000		
	\$35,000 to less than \$50,000		
	Less than \$50,000/no further information		A
	\$50,000 to less than \$75,000	B	
	\$75,000 to less than \$100,000	B	
	\$100,000 or more		
	More than \$50,000/no further information		
	DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Age						
		Total	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64
L. Household Income	Total	1200	193	243	214	215	98	70
	Less than \$15,000	88 7.3%	11 5.9%	18 7.5%	11 5.2%	10 4.8%	17 17.1%	6 8.3%
	\$15,000 to less than \$25,000	129 10.8%	31 16.2%	16 6.6%	27 12.6%	13 6.3%	11 11.1%	8 12.1%
	\$25,000 to less than \$35,000	179 14.9%	31 15.8%	35 14.6%	33 15.3%	39 18.0%	12 11.8%	9 12.8%
	\$35,000 to less than \$50,000	155 12.9%	22 11.3%	44 18.0%	24 11.4%	24 11.2%	13 13.2%	9 12.4%
	Less than \$50,000/no further information	40 3.3%	5 2.7%	7 2.9%	9 4.0%	5 2.5%	4 3.7%	3 4.0%
	\$50,000 to less than \$75,000	193 16.1%	26 13.6%	47 19.1%	41 19.2%	40 18.6%	14 14.3%	7 10.2%
	\$75,000 to less than \$100,000	133 11.1%	14 7.3%	34 13.9%	27 12.8%	29 13.3%	11 11.2%	6 9.1%
	\$100,000 or more	83 6.9%	10 5.0%	8 3.4%	19 9.1%	18 8.3%	7 7.0%	10 14.1%
	More than \$50,000/no further information	33 2.8%	2 1.1%	10 4.0%	1 .7%	10 4.6%	0 .2%	5 6.6%
	DK/NA	166 13.9%	41 21.0%	24 10.0%	21 9.8%	26 12.3%	10 10.4%	7 10.3%

		Age			
		65 to 74	75 to 84	85 and over	DK/NA
L. Household Income	Total	92	51	15	9
	Less than \$15,000	10 10.9%	3 5.8%	1 3.4%	1 11.7%
	\$15,000 to less than \$25,000	12 13.6%	7 13.3%	2 14.3%	0 5.1%
	\$25,000 to less than \$35,000	9 10.0%	10 20.3%	1 8.5%	0 5.1%
	\$35,000 to less than \$50,000	11 11.7%	6 11.8%	2 13.5%	0 5.1%
	Less than \$50,000/no further information	5 5.5%	2 3.4%	0 1.9%	0 2.1%
	\$50,000 to less than \$75,000	14 15.3%	2 4.6%	1 6.9%	1 7.6%
	\$75,000 to less than \$100,000	6 6.1%	5 10.3%	1 5.1%	0 .0%
	\$100,000 or more	9 10.2%	2 3.6%	0 .0%	0 .0%
	More than \$50,000/no further information	2 2.1%	2 3.1%	1 9.1%	0 5.1%
	DK/NA	13 14.6%	12 23.9%	6 37.4%	5 58.2%

Comparisons of Column Proportions^{b,c}

	Age						
	18 to 24	25 to 34	35 to 44	45 to 54	55 to 59	60 to 64	65 to 74
	(A)	(B)	(C)	(D)	(E)	(F)	(G)
L. Household Income							
Less than \$15,000					C D		
\$15,000 to less than \$25,000							
\$25,000 to less than \$35,000							
\$35,000 to less than \$50,000							
Less than \$50,000/no further information							
\$50,000 to less than \$75,000							
\$75,000 to less than \$100,000							
\$100,000 or more						B	
More than \$50,000/no further information							
DK/NA							

Comparisons of Column Proportions^{b,c}

	Age		
	75 to 84	85 and over	DK/NA
	(H)	(I)	(J)
L. Household Income			
Less than \$15,000			
\$15,000 to less than \$25,000			
\$25,000 to less than \$35,000			
\$35,000 to less than \$50,000			
Less than \$50,000/no further information			
\$50,000 to less than \$75,000			
\$75,000 to less than \$100,000			
\$100,000 or more		a	a
More than \$50,000/no further information			
DK/NA			B C D E F

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Years Lived in Kern County				
		Total	Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)	(E)
L. Household Income	Total	1200	18	95	170	917
	Less than \$15,000	88	1	8	12	67
		7.3%	6.8%	8.3%	7.3%	7.2%
	\$15,000 to less than \$25,000	129	3	4	20	103
		10.8%	15.0%	4.2%	11.7%	11.2%
	\$25,000 to less than \$35,000	179	0	23	29	127
		14.9%	1.5%	23.9%	16.9%	13.9%
	\$35,000 to less than \$50,000	155	2	5	28	121
		12.9%	10.2%	4.9%	16.2%	13.2%
	Less than \$50,000/no further information	40	0	4	4	32
		3.3%	.0%	4.7%	2.2%	3.5%
	\$50,000 to less than \$75,000	193	2	15	19	157
		16.1%	10.7%	15.3%	11.3%	17.2%
	\$75,000 to less than \$100,000	133	0	10	15	108
		11.1%	2.7%	10.1%	9.1%	11.7%
	\$100,000 or more	83	3	6	10	64
		6.9%	18.1%	6.2%	6.0%	7.0%
	More than \$50,000/no further information	33	0	4	6	23
		2.8%	.0%	4.4%	3.7%	2.5%
	DK/NA	166	6	17	26	117
		13.9%	35.0%	18.0%	15.5%	12.7%

Comparisons of Column Proportions^{b,c}

		Years Lived in Kern County			
		Less than one year	One year to less than five years	Five years to less than ten years	10 years or more
		(A)	(B)	(C)	(D)
L. Household Income	Less than \$15,000				
	\$15,000 to less than \$25,000				
	\$25,000 to less than \$35,000				
	\$35,000 to less than \$50,000				
	Less than \$50,000/no further information	a		B	
	\$50,000 to less than \$75,000				
	\$75,000 to less than \$100,000				
	\$100,000 or more	a			
	More than \$50,000/no further information				
	DK/NA	D			

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Home Zip Code Area				
		Total	West Kern	Central Valley	Mountains	East Kern
L. Household Income	Total	1200	53	943	89	116
	Less than \$15,000	88 7.3%	2 3.9%	63 6.7%	14 15.4%	9 7.5%
	\$15,000 to less than \$25,000	129 10.8%	3 6.2%	107 11.3%	9 10.1%	10 9.0%
	\$25,000 to less than \$35,000	179 14.9%	9 16.6%	152 16.1%	8 9.5%	10 8.8%
	\$35,000 to less than \$50,000	155 12.9%	3 6.1%	121 12.9%	9 9.8%	22 18.8%
	Less than \$50,000/no further information	40 3.3%	1 2.0%	35 3.8%	2 2.0%	2 1.3%
	\$50,000 to less than \$75,000	193 16.1%	16 29.8%	147 15.6%	9 10.3%	21 18.3%
	\$75,000 to less than \$100,000	133 11.1%	7 14.0%	99 10.5%	14 16.0%	13 10.9%
	\$100,000 or more	83 6.9%	5 9.5%	63 6.7%	6 7.1%	9 7.6%
	More than \$50,000/no further information	33 2.8%	1 1.9%	26 2.7%	3 3.5%	4 3.0%
	DK/NA	166 13.9%	5 9.9%	129 13.7%	15 16.4%	17 14.7%

Comparisons of Column Proportions^{a,b}

		Home Zip Code Area			
		West Kern	Central Valley	Mountains	East Kern
		(A)	(B)	(C)	(D)
L. Household Income	Less than \$15,000			B	
	\$15,000 to less than \$25,000				
	\$25,000 to less than \$35,000				
	\$35,000 to less than \$50,000				
	Less than \$50,000/no further information				
	\$50,000 to less than \$75,000	B C			
	\$75,000 to less than \$100,000				
	\$100,000 or more				
	More than \$50,000/no further information				
	DK/NA				

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Typical Transportation to Work or School					
		Total	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk
L. Household Income	Total	1200	20	110	852	62	22
	Less than \$15,000	88 7.3%	0 .0%	8 7.7%	44 5.1%	18 28.6%	6 27.6%
	\$15,000 to less than \$25,000	129 10.8%	4 17.4%	16 14.8%	86 10.1%	7 11.9%	2 10.7%
	\$25,000 to less than \$35,000	179 14.9%	3 17.0%	19 17.3%	130 15.2%	10 16.5%	3 11.9%
	\$35,000 to less than \$50,000	155 12.9%	1 5.4%	12 10.5%	127 14.9%	8 13.2%	0 1.4%
	Less than \$50,000/no further information	40 3.3%	1 7.3%	4 3.6%	27 3.2%	2 3.3%	1 5.0%
	\$50,000 to less than \$75,000	193 16.1%	3 14.5%	13 11.5%	149 17.5%	8 12.2%	2 8.2%
	\$75,000 to less than \$100,000	133 11.1%	4 20.9%	15 13.2%	93 10.9%	2 3.1%	0 1.6%
	\$100,000 or more	83 6.9%	1 3.0%	7 6.6%	64 7.5%	3 4.3%	5 22.3%
	More than \$50,000/no further information	33 2.8%	0 .0%	4 3.7%	22 2.6%	0 .0%	0 .0%
	DK/NA	166 13.9%	3 14.5%	12 11.1%	111 13.0%	4 7.0%	3 11.3%

		Typical Transportation to Work or School		
		Work from home/Don't work outside the home	Other	DK/NA
L. Household Income	Total	61	37	35
	Less than \$15,000	4 5.9%	6 16.6%	2 6.8%
	\$15,000 to less than \$25,000	7 12.2%	2 6.3%	4 11.1%
	\$25,000 to less than \$35,000	6 10.1%	6 16.0%	2 5.4%
	\$35,000 to less than \$50,000	2 3.3%	4 11.8%	0 .2%
	Less than \$50,000/no further information	1 2.2%	1 1.7%	2 6.9%
	\$50,000 to less than \$75,000	13 21.5%	4 9.7%	3 7.6%
	\$75,000 to less than \$100,000	10 16.1%	4 12.0%	5 13.6%
	\$100,000 or more	2 3.8%	1 2.2%	1 2.0%
	More than \$50,000/no further information	6 9.6%	0 1.3%	1 1.5%
	DK/NA	9 15.3%	8 22.5%	16 44.9%

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School					
	Bike	Carpool	Drive alone (car, truck, motorcycle, scooter)	Public Transit (Bus or shuttle)	Walk	Work from home/Don't work outside the home
	(A)	(B)	(C)	(D)	(E)	(F)
L. Household Income	a			B C F	C	
Less than \$15,000						
\$15,000 to less than \$25,000						
\$25,000 to less than \$35,000						
\$35,000 to less than \$50,000						
Less than \$50,000/no further information						
\$50,000 to less than \$75,000						
\$75,000 to less than \$100,000						
\$100,000 or more						
More than \$50,000/no further information	a			a	a	C
DK/NA						

Comparisons of Column Proportions^{b,c}

	Typical Transportation to Work or School	
	Other	DK/NA
	(G)	(H)
L. Household Income		B C D F
Less than \$15,000		
\$15,000 to less than \$25,000		
\$25,000 to less than \$35,000		
\$35,000 to less than \$50,000		
Less than \$50,000/no further information		
\$50,000 to less than \$75,000		
\$75,000 to less than \$100,000		
\$100,000 or more		
More than \$50,000/no further information		
DK/NA		

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Ballot Test - Sales Tax				
	Total	Definitely yes	Probably yes	Probably no	Definitely no
L. Household Income	604	242	177	57	98
Less than \$15,000	47 7.7%	23 9.6%	8 4.5%	4 6.9%	5 5.2%
\$15,000 to less than \$25,000	64 10.5%	29 11.9%	27 15.4%	1 1.9%	6 6.5%
\$25,000 to less than \$35,000	77 12.8%	28 11.4%	31 17.6%	12 21.9%	6 6.3%
\$35,000 to less than \$50,000	78 12.9%	48 19.8%	13 7.6%	6 9.8%	8 8.1%
Less than \$50,000/no further information	24 4.0%	4 1.6%	6 3.6%	2 3.6%	7 7.4%
\$50,000 to less than \$75,000	97 16.1%	25 10.2%	30 16.6%	9 15.8%	30 30.9%
\$75,000 to less than \$100,000	69 11.5%	30 12.4%	18 10.2%	5 8.7%	15 15.8%
\$100,000 or more	43 7.2%	20 8.1%	13 7.3%	3 5.7%	7 7.4%
More than \$50,000/no further information	21 3.4%	4 1.8%	6 3.5%	5 8.5%	4 4.0%
DK/NA	84 13.9%	32 13.2%	24 13.6%	10 17.4%	8 8.5%

	Ballot Test - Sales Tax
	DK/NA
L. Household Income	30
Less than \$15,000	6 21.2%
\$15,000 to less than \$25,000	0 .0%
\$25,000 to less than \$35,000	0 .0%
\$35,000 to less than \$50,000	3 9.9%
Less than \$50,000/no further information	5 15.0%
\$50,000 to less than \$75,000	4 12.5%
\$75,000 to less than \$100,000	1 2.8%
\$100,000 or more	0 1.3%
More than \$50,000/no further information	1 4.5%
DK/NA	10 32.7%

Comparisons of Column Proportions^{b,c}

		Ballot Test - Sales Tax				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
L. Household Income	Less than \$15,000	B	C	D	A	B ^a
	\$15,000 to less than \$25,000					.
	\$25,000 to less than \$35,000					
	\$35,000 to less than \$50,000					
	Less than \$50,000/no further information					
	\$50,000 to less than \$75,000					
	\$75,000 to less than \$100,000					
	\$100,000 or more					
	More than \$50,000/no further information					
	DK/NA					D

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ballot Test - Vehicle Registration Levy				
		Total	Definitely yes	Probably yes	Probably no	Definitely no
L. Household Income	Total	596	223	163	58	119
	Less than \$15,000	41	18	14	3	7
		6.9%	7.9%	8.6%	4.8%	5.7%
	\$15,000 to less than \$25,000	66	30	16	3	9
		11.0%	13.5%	9.6%	5.1%	7.4%
	\$25,000 to less than \$35,000	102	39	39	7	10
		17.1%	17.5%	24.0%	11.7%	8.5%
	\$35,000 to less than \$50,000	77	22	23	14	17
		12.9%	9.7%	14.1%	24.4%	14.6%
	Less than \$50,000/no further information	16	5	4	2	2
		2.7%	2.2%	2.2%	2.8%	1.4%
	\$50,000 to less than \$75,000	96	41	21	11	19
		16.1%	18.3%	12.9%	19.5%	16.2%
\$75,000 to less than \$100,000	64	30	14	10	11	
	10.7%	13.3%	8.4%	16.6%	8.9%	
\$100,000 or more	40	14	7	2	17	
	6.7%	6.2%	4.5%	3.2%	14.1%	
More than \$50,000/no further information	12	4	5	2	0	
	2.1%	1.6%	3.1%	2.7%	.4%	
DK/NA	82	22	21	5	27	
	13.8%	9.8%	12.7%	9.2%	22.7%	

		Ballot Test - Vehicle Registration Levy
		DK/NA
L. Household Income	Total	33
	Less than \$15,000	0
		.3%
	\$15,000 to less than \$25,000	8
		24.7%
	\$25,000 to less than \$35,000	7
		21.3%
	\$35,000 to less than \$50,000	1
		2.6%
	Less than \$50,000/no further information	4
		12.6%
	\$50,000 to less than \$75,000	4
		10.7%
\$75,000 to less than \$100,000	0	
	.8%	
\$100,000 or more	0	
	.1%	
More than \$50,000/no further information	2	
	5.2%	
DK/NA	7	
	21.7%	

Comparisons of Column Proportions^{a,b}

		Ballot Test - Vehicle Registration Levy				
		Definitely yes	Probably yes	Probably no	Definitely no	DK/NA
		(A)	(B)	(C)	(D)	(E)
L. Household Income	Less than \$15,000	D	A	A	B	A B D
	\$15,000 to less than \$25,000					
	\$25,000 to less than \$35,000					
	\$35,000 to less than \$50,000					
	Less than \$50,000/no further information					
	\$50,000 to less than \$75,000					
	\$75,000 to less than \$100,000					
	\$100,000 or more					
	More than \$50,000/no further information					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Internet Access			
		Total	Yes	No	DK/NA
L. Household Income	Total	1200	924	271	5
	Less than \$15,000	88 7.3%	45 4.9%	42 15.7%	0 1.9%
	\$15,000 to less than \$25,000	129 10.8%	64 6.9%	65 24.1%	0 .0%
	\$25,000 to less than \$35,000	179 14.9%	129 13.9%	50 18.6%	0 .0%
	\$35,000 to less than \$50,000	155 12.9%	120 13.0%	35 12.8%	0 .0%
	Less than \$50,000/no further information	40 3.3%	23 2.5%	16 6.0%	0 3.9%
	\$50,000 to less than \$75,000	193 16.1%	172 18.6%	21 7.9%	0 .0%
	\$75,000 to less than \$100,000	133 11.1%	117 12.6%	16 6.0%	0 .0%
	\$100,000 or more	83 6.9%	83 9.0%	0 .0%	0 .0%
	More than \$50,000/no further information	33 2.8%	32 3.5%	1 .4%	0 .0%
	DK/NA	166 13.9%	139 15.0%	23 8.5%	5 94.1%

Comparisons of Column Proportions^{b,c}

		Internet Access		
		Yes	No	DK/NA
		(A)	(B)	(C)
L. Household Income	Less than \$15,000		A	
	\$15,000 to less than \$25,000		A	
	\$25,000 to less than \$35,000			a
	\$35,000 to less than \$50,000			a
	Less than \$50,000/no further information		A	
	\$50,000 to less than \$75,000	B		a
	\$75,000 to less than \$100,000	B		a
	\$100,000 or more			a
	More than \$50,000/no further information	B		a
	DK/NA	B		A B

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c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Type of Internet Connection				
		Total	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider
L. Household Income	Total	924	54	310	435	89
	Less than \$15,000	45 4.9%	4 7.7%	19 6.0%	16 3.6%	6 6.5%
	\$15,000 to less than \$25,000	64 6.9%	7 12.3%	28 9.2%	18 4.1%	8 9.0%
	\$25,000 to less than \$35,000	129 13.9%	22 41.6%	42 13.5%	49 11.3%	13 14.7%
	\$35,000 to less than \$50,000	120 13.0%	5 8.5%	42 13.5%	59 13.5%	11 12.3%
	Less than \$50,000/no further information	23 2.5%	0 .0%	8 2.5%	11 2.5%	1 1.3%
	\$50,000 to less than \$75,000	172 18.6%	5 8.8%	52 16.9%	91 21.0%	18 20.0%
	\$75,000 to less than \$100,000	117 12.6%	2 3.6%	38 12.4%	61 14.0%	12 13.0%
	\$100,000 or more	83 9.0%	0 .8%	19 6.1%	53 12.2%	9 10.5%
	More than \$50,000/no further information	32 3.5%	0 .0%	10 3.2%	20 4.6%	2 2.3%
	DK/NA	139 15.0%	9 16.7%	52 16.9%	58 13.4%	9 10.4%

		Type of Internet Connection	
		Other	DK/NA
L. Household Income	Total	17	19
	Less than \$15,000	0 .0%	2 7.8%
	\$15,000 to less than \$25,000	2 13.5%	1 4.4%
	\$25,000 to less than \$35,000	2 12.9%	0 .0%
	\$35,000 to less than \$50,000	0 .0%	4 22.3%
	Less than \$50,000/no further information	1 3.1%	3 16.8%
	\$50,000 to less than \$75,000	2 12.5%	4 19.4%
	\$75,000 to less than \$100,000	3 17.2%	1 5.0%
	\$100,000 or more	1 6.3%	0 1.9%
	More than \$50,000/no further information	0 .5%	0 1.4%
	DK/NA	6 34.0%	4 20.9%

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection				
	A dial-up connection	A DSL connection	Through a cable provider	Through a satellite provider	Other
	(A)	(B)	(C)	(D)	(E)
L. Household Income					
Less than \$15,000					
\$15,000 to less than \$25,000	B C D				a
\$25,000 to less than \$35,000					
\$35,000 to less than \$50,000					
Less than \$50,000/no further information	a				
\$50,000 to less than \$75,000					
\$75,000 to less than \$100,000					
\$100,000 or more					
More than \$50,000/no further information					
DK/NA					

Comparisons of Column Proportions^{b,c}

	Type of Internet Connection
	DK/NA
	(F)
L. Household Income	
Less than \$15,000	
\$15,000 to less than \$25,000	a
\$25,000 to less than \$35,000	
\$35,000 to less than \$50,000	
Less than \$50,000/no further information	B C D
\$50,000 to less than \$75,000	
\$75,000 to less than \$100,000	
\$100,000 or more	
More than \$50,000/no further information	
DK/NA	

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 a. This category is not used in comparisons because its column proportion is equal to zero or one.
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	Rent or Own Residence			
	Total	Rent	Own	DK/NA
	(A)	(B)	(C)	(D)
L. Household Income				
Total	1200	481	706	13
Less than \$15,000	88 7.3%	65 13.6%	23 3.2%	0 .7%
\$15,000 to less than \$25,000	129 10.8%	74 15.4%	54 7.7%	1 6.1%
\$25,000 to less than \$35,000	179 14.9%	100 20.7%	80 11.3%	0 .0%
\$35,000 to less than \$50,000	155 12.9%	79 16.5%	76 10.7%	0 2.8%
Less than \$50,000/no further information	40 3.3%	18 3.8%	20 2.9%	1 8.4%
\$50,000 to less than \$75,000	193 16.1%	62 12.9%	127 18.0%	4 28.8%
\$75,000 to less than \$100,000	133 11.1%	20 4.2%	113 16.0%	0 .0%
\$100,000 or more	83 6.9%	12 2.5%	70 9.9%	1 8.7%
More than \$50,000/no further information	33 2.8%	1 .3%	32 4.5%	0 .0%
DK/NA	166 13.9%	48 10.1%	112 15.9%	6 44.5%

Comparisons of Column Proportions^{b,c}

	Rent or Own Residence		
	Rent	Own	DK/NA
	(A)	(B)	(C)
L. Household Income			
Less than \$15,000	B		
\$15,000 to less than \$25,000	B		
\$25,000 to less than \$35,000	B		
\$35,000 to less than \$50,000	B		
Less than \$50,000/no further information			
\$50,000 to less than \$75,000			
\$75,000 to less than \$100,000		A	a
\$100,000 or more		A	
More than \$50,000/no further information		A	a
DK/NA		A	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.
 b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
 c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Ethnicity				
		Total	African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White
L. Household Income	Total	1200	67	15	48	468
	Less than \$15,000	88	10	4	7	27
		7.3%	15.0%	26.4%	14.0%	5.7%
	\$15,000 to less than \$25,000	129	10	1	0	39
		10.8%	14.7%	6.5%	.0%	8.4%
	\$25,000 to less than \$35,000	179	15	1	13	39
		14.9%	22.6%	4.2%	27.8%	8.2%
	\$35,000 to less than \$50,000	155	11	2	7	49
		12.9%	15.9%	10.3%	13.9%	10.4%
	Less than \$50,000/no further information	40	2	1	0	16
		3.3%	2.6%	9.5%	.0%	3.4%
	\$50,000 to less than \$75,000	193	3	2	10	89
		16.1%	4.9%	15.9%	20.2%	19.1%
	\$75,000 to less than \$100,000	133	5	2	0	65
	11.1%	7.6%	11.1%	.0%	13.9%	
\$100,000 or more	83	1	2	4	58	
	6.9%	1.2%	10.0%	7.7%	12.4%	
More than \$50,000/no further information	33	1	0	4	22	
	2.8%	2.0%	.0%	8.2%	4.7%	
DK/NA	166	9	1	4	65	
	13.9%	13.3%	6.1%	8.2%	13.9%	

		Ethnicity				
		Hispanic or Latino	Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
L. Household Income	Total	589	2	22	2	6
	Less than \$15,000	42	0	0	0	0
		7.1%	.1%	1.3%	15.7%	.0%
	\$15,000 to less than \$25,000	76	0	3	0	0
		12.9%	.0%	14.3%	.0%	.0%
	\$25,000 to less than \$35,000	115	0	4	1	0
		19.5%	.0%	17.8%	35.2%	.0%
	\$35,000 to less than \$50,000	87	0	2	0	0
		14.8%	.0%	10.6%	.0%	.0%
	Less than \$50,000/no further information	21	0	0	0	0
		3.5%	.0%	.0%	.0%	.6%
	\$50,000 to less than \$75,000	87	0	3	0	1
		14.8%	6.5%	14.2%	.1%	12.8%
	\$75,000 to less than \$100,000	55	1	5	0	1
	9.4%	56.8%	21.4%	.0%	17.0%	
\$100,000 or more	20	0	2	0	0	
	3.5%	4.5%	9.7%	.1%	.6%	
More than \$50,000/no further information	5	0	1	0	0	
	.8%	.0%	4.0%	.0%	4.2%	
DK/NA	80	1	1	1	4	
	13.6%	32.1%	6.7%	49.0%	64.9%	

Comparisons of Column Proportions^{c,d}

		Ethnicity				
		African-American or Black	American Indian or Alaska Native	Asian	Caucasian or White	Hispanic or Latino
		(A)	(B)	(C)	(D)	(E)
L. Household Income	Less than \$15,000		D			
	\$15,000 to less than \$25,000			b		
	\$25,000 to less than \$35,000	D		D		D
	\$35,000 to less than \$50,000					
	Less than \$50,000/no further information			b		
	\$50,000 to less than \$75,000					
	\$75,000 to less than \$100,000			b		
	\$100,000 or more				E	
	More than \$50,000/no further information		b	E	E	
	DK/NA					

Comparisons of Column Proportions^{c,d}

		Ethnicity			
		Native Hawaiian or other Pacific Islander	Two or more races	Other	DK/NA
		(F)	(G)	(H)	(I)
L. Household Income	Less than \$15,000	b		a	b
	\$15,000 to less than \$25,000	b		a,b	
	\$25,000 to less than \$35,000	b		a	b
	\$35,000 to less than \$50,000	b		a,b	
	Less than \$50,000/no further information	b		a,b	
	\$50,000 to less than \$75,000			a	
	\$75,000 to less than \$100,000			a,b	
	\$100,000 or more			a	
	More than \$50,000/no further information			a,b	
	DK/NA			a	A C D ...

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because the sum of case weights is less than two.

b. This category is not used in comparisons because its column proportion is equal to zero or one.

c. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

d. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Children Under 18 Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	589	203	232	83	55	16
Less than \$15,000	27 4.6%	14 6.9%	7 3.1%	6 7.4%	0 .0%	0 .0%
\$15,000 to less than \$25,000	70 11.8%	25 12.3%	31 13.4%	6 7.4%	5 9.6%	2 12.9%
\$25,000 to less than \$35,000	95 16.1%	36 17.5%	33 14.2%	18 21.2%	8 15.0%	0 3.0%
\$35,000 to less than \$50,000	89 15.1%	32 15.7%	38 16.3%	12 14.1%	7 12.3%	1 5.5%
Less than \$50,000/no further information	17 2.8%	5 2.3%	8 3.3%	2 2.4%	2 3.6%	0 1.3%
\$50,000 to less than \$75,000	88 15.0%	25 12.1%	39 16.9%	10 12.4%	11 20.8%	3 17.6%
\$75,000 to less than \$100,000	70 11.8%	22 11.0%	28 12.1%	7 8.8%	9 16.7%	3 16.2%
\$100,000 or more	38 6.5%	17 8.4%	16 7.1%	3 3.5%	2 3.6%	0 .0%
More than \$50,000/no further information	14 2.4%	3 1.2%	8 3.3%	3 3.4%	1 2.5%	0 .0%
DK/NA	81 13.7%	25 12.4%	24 10.3%	16 19.4%	9 15.8%	7 43.5%

Comparisons of Column Proportions^{b,c}

	Children Under 18 Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
Less than \$15,000				a	a
\$15,000 to less than \$25,000					
\$25,000 to less than \$35,000					
\$35,000 to less than \$50,000					
Less than \$50,000/no further information					
\$50,000 to less than \$75,000					
\$75,000 to less than \$100,000					
\$100,000 or more					a
More than \$50,000/no further information					a
DK/NA					A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

	Adults 65 and Over Living in Household					
	Total	One	Two	Three	Four or more	DK/NA
Total	384	207	149	12	9	7
Less than \$15,000	31 8.2%	26 12.5%	5 3.4%	0 .0%	0 .0%	0 5.0%
\$15,000 to less than \$25,000	42 11.0%	26 12.6%	15 10.2%	1 6.8%	0 .0%	0 .0%
\$25,000 to less than \$35,000	56 14.6%	33 15.8%	21 14.2%	2 16.4%	0 .0%	0 .0%
\$35,000 to less than \$50,000	54 14.1%	29 13.9%	21 14.3%	0 .0%	4 43.6%	0 .0%
Less than \$50,000/no further information	18 4.7%	11 5.1%	5 3.5%	0 .7%	2 23.1%	0 2.7%
\$50,000 to less than \$75,000	55 14.2%	28 13.4%	22 14.9%	4 32.0%	1 10.0%	0 .0%
\$75,000 to less than \$100,000	38 9.9%	19 9.3%	12 8.1%	3 23.3%	2 23.3%	2 28.3%
\$100,000 or more	28 7.2%	13 6.0%	15 10.1%	0 .0%	0 .0%	0 .0%
More than \$50,000/no further information	8 2.1%	4 1.8%	4 2.9%	0 .0%	0 .0%	0 .0%
DK/NA	54 14.1%	20 9.5%	27 18.4%	2 20.7%	0 .0%	5 64.1%

Comparisons of Column Proportions^{b,c}

	Adults 65 and Over Living in Household				
	One	Two	Three	Four or more	DK/NA
	(A)	(B)	(C)	(D)	(E)
Less than \$15,000	B		a	a	
\$15,000 to less than \$25,000			a	a	a
\$25,000 to less than \$35,000			a	a	a
\$35,000 to less than \$50,000					
Less than \$50,000/no further information					
\$50,000 to less than \$75,000					a
\$75,000 to less than \$100,000					a
\$100,000 or more			a	a	a
More than \$50,000/no further information			a	a	a
DK/NA				a	A B

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

- a. This category is not used in comparisons because its column proportion is equal to zero or one.
- b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.
- c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Household Income				
		Total	Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
L. Household Income	Total	1200	88	129	179	155
	Less than \$15,000	88	88	0	0	0
		7.3%	100.0%	.0%	.0%	.0%
	\$15,000 to less than \$25,000	129	0	129	0	0
		10.8%	.0%	100.0%	.0%	.0%
	\$25,000 to less than \$35,000	179	0	0	179	0
		14.9%	.0%	.0%	100.0%	.0%
	\$35,000 to less than \$50,000	155	0	0	0	155
		12.9%	.0%	.0%	.0%	100.0%
	Less than \$50,000/no further information	40	0	0	0	0
		3.3%	.0%	.0%	.0%	.0%
	\$50,000 to less than \$75,000	193	0	0	0	0
		16.1%	.0%	.0%	.0%	.0%
\$75,000 to less than \$100,000	133	0	0	0	0	
	11.1%	.0%	.0%	.0%	.0%	
\$100,000 or more	83	0	0	0	0	
	6.9%	.0%	.0%	.0%	.0%	
More than \$50,000/no further information	33	0	0	0	0	
	2.8%	.0%	.0%	.0%	.0%	
DK/NA	166	0	0	0	0	
	13.9%	.0%	.0%	.0%	.0%	

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
L. Household Income	Total	40	193	133	83
	Less than \$15,000	0	0	0	0
		.0%	.0%	.0%	.0%
	\$15,000 to less than \$25,000	0	0	0	0
		.0%	.0%	.0%	.0%
	\$25,000 to less than \$35,000	0	0	0	0
		.0%	.0%	.0%	.0%
	\$35,000 to less than \$50,000	0	0	0	0
		.0%	.0%	.0%	.0%
	Less than \$50,000/no further information	40	0	0	0
		100.0%	.0%	.0%	.0%
	\$50,000 to less than \$75,000	0	193	0	0
		.0%	100.0%	.0%	.0%
\$75,000 to less than \$100,000	0	0	133	0	
	.0%	.0%	100.0%	.0%	
\$100,000 or more	0	0	0	83	
	.0%	.0%	.0%	100.0%	
More than \$50,000/no further information	0	0	0	0	
	.0%	.0%	.0%	.0%	
DK/NA	0	0	0	0	
	.0%	.0%	.0%	.0%	

		Household Income	
		More than \$50,000/no further information	DK/NA
L. Household Income	Total	33	166
	Less than \$15,000	0	0
		.0%	.0%
	\$15,000 to less than \$25,000	0	0
		.0%	.0%
	\$25,000 to less than \$35,000	0	0
		.0%	.0%
	\$35,000 to less than \$50,000	0	0
		.0%	.0%
	Less than \$50,000/no further information	0	0
		.0%	.0%
	\$50,000 to less than \$75,000	0	0
		.0%	.0%
\$75,000 to less than \$100,000	0	0	
	.0%	.0%	
\$100,000 or more	0	0	
	.0%	.0%	
More than \$50,000/no further information	33	0	
	100.0%	.0%	
DK/NA	0	166	
	.0%	100.0%	

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$15,000	\$15,000 to less than \$25,000	\$25,000 to less than \$35,000	\$35,000 to less than \$50,000
		(A)	(B)	(C)	(D)
L. Household Income	Less than \$15,000	a	a	a	a
	\$15,000 to less than \$25,000	a	a	a	a
	\$25,000 to less than \$35,000	a	a	a	a
	\$35,000 to less than \$50,000	a	a	a	a
	Less than \$50,000/no further information	a	a	a	a
	\$50,000 to less than \$75,000	a	a	a	a
	\$75,000 to less than \$100,000	a	a	a	a
	\$100,000 or more	a	a	a	a
	More than \$50,000/no further information	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Household Income			
		Less than \$50,000/no further information	\$50,000 to less than \$75,000	\$75,000 to less than \$100,000	\$100,000 or more
		(E)	(F)	(G)	(H)
L. Household Income	Less than \$15,000	a	a	a	a
	\$15,000 to less than \$25,000	a	a	a	a
	\$25,000 to less than \$35,000	a	a	a	a
	\$35,000 to less than \$50,000	a	a	a	a
	Less than \$50,000/no further information	a	a	a	a
	\$50,000 to less than \$75,000	a	a	a	a
	\$75,000 to less than \$100,000	a	a	a	a
	\$100,000 or more	a	a	a	a
	More than \$50,000/no further information	a	a	a	a
	DK/NA	a	a	a	a

Comparisons of Column Proportions^{b,c}

		Household Income	
		More than \$50,000/no further information	DK/NA
		(I)	(J)
L. Household Income	Less than \$15,000	a	a
	\$15,000 to less than \$25,000	a	a
	\$25,000 to less than \$35,000	a	a
	\$35,000 to less than \$50,000	a	a
	Less than \$50,000/no further information	a	a
	\$50,000 to less than \$75,000	a	a
	\$75,000 to less than \$100,000	a	a
	\$100,000 or more	a	a
	More than \$50,000/no further information	a	a
	DK/NA	a	a

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. This category is not used in comparisons because its column proportion is equal to zero or one.

b. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

c. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Supervisorial District					
		Total	1	2	3	4	5
L. Household Income	Total	1200	221	230	176	361	212
	Less than \$15,000	88	19	24	8	16	21
		7.3%	8.8%	10.4%	4.4%	4.4%	9.9%
	\$15,000 to less than \$25,000	129	25	19	18	32	35
		10.8%	11.5%	8.1%	10.5%	8.9%	16.4%
	\$25,000 to less than \$35,000	179	34	41	25	49	30
		14.9%	15.4%	17.7%	14.3%	13.5%	14.4%
	\$35,000 to less than \$50,000	155	40	27	22	39	27
		12.9%	18.2%	11.5%	12.5%	10.8%	12.8%
	Less than \$50,000/no further information	40	4	4	8	7	16
		3.3%	2.0%	1.9%	4.5%	2.1%	7.4%
	\$50,000 to less than \$75,000	193	36	25	33	73	26
		16.1%	16.4%	10.8%	18.7%	20.2%	12.3%
	\$75,000 to less than \$100,000	133	12	30	23	57	11
	11.1%	5.5%	12.9%	13.2%	15.7%	5.4%	
\$100,000 or more	83	11	13	15	34	9	
	6.9%	5.0%	5.7%	8.8%	9.5%	4.4%	
More than \$50,000/no further information	33	4	7	6	13	3	
	2.8%	1.8%	3.0%	3.6%	3.6%	1.4%	
DK/NA	166	34	41	17	41	33	
	13.9%	15.5%	17.9%	9.6%	11.3%	15.7%	

Comparisons of Column Proportions^{a,b}

		Supervisorial District				
		1	2	3	4	5
		(A)	(B)	(C)	(D)	(E)
L. Household Income	Less than \$15,000		D			
	\$15,000 to less than \$25,000					
	\$25,000 to less than \$35,000					
	\$35,000 to less than \$50,000					
	Less than \$50,000/no further information					D
	\$50,000 to less than \$75,000				B	
	\$75,000 to less than \$100,000				A E	
	\$100,000 or more					
	More than \$50,000/no further information					
	DK/NA					

Results are based on two-sided tests with significance level 0.05. For each significant pair, the key of the category with the smaller column proportion appears under the category with the larger column proportion.

a. Tests are adjusted for all pairwise comparisons within a row of each innermost subtable using the Bonferroni correction.

b. Cell counts of some categories are not integers. They were rounded to the nearest integers before performing column proportions tests.

		Date						
		Total	May 9	May 10	May 11	May 13	May 14	May 18
L. Household Income	Total	1200	226	298	298	308	61	9
	Less than \$15,000	88 7.3%	14 6.1%	31 10.3%	17 5.8%	24 7.7%	3 4.1%	0 .0%
	\$15,000 to less than \$25,000	129 10.8%	26 11.3%	29 9.8%	31 10.3%	42 13.6%	2 3.4%	0 .0%
	\$25,000 to less than \$35,000	179 14.9%	35 15.5%	26 8.6%	41 13.8%	70 22.7%	7 10.8%	1 12.1%
	\$35,000 to less than \$50,000	155 12.9%	20 8.8%	39 13.2%	40 13.3%	43 13.8%	14 22.5%	0 .0%
	Less than \$50,000/no further information	40 3.3%	6 2.7%	10 3.2%	6 2.1%	16 5.2%	2 3.4%	0 .0%
	\$50,000 to less than \$75,000	193 16.1%	41 18.2%	57 19.0%	47 15.8%	35 11.4%	10 15.8%	4 42.5%
	\$75,000 to less than \$100,000	133 11.1%	28 12.2%	31 10.5%	39 13.2%	25 8.2%	7 11.6%	2 26.8%
	\$100,000 or more	83 6.9%	16 6.9%	24 7.9%	29 9.6%	14 4.7%	0 .0%	1 9.3%
	More than \$50,000/no further information	33 2.8%	10 4.6%	10 3.2%	7 2.2%	5 1.5%	2 3.4%	0 .0%
	DK/NA	166 13.9%	31 13.8%	42 14.3%	42 14.0%	35 11.3%	15 25.0%	1 9.3%

Comparisons of Column Proportions^{b,c}

		Date					
		May 9	May 10	May 11	May 13	May 14	May 18
		(A)	(B)	(C)	(D)	(E)	(F)
L. Household Income	Less than \$15,000						a
	\$15,000 to less than \$25,000						a
	\$25,000 to less than \$35,000				B		
	\$35,000 to less than \$50,000					A	a
	Less than \$50,000/no further information						a
	\$50,000 to less than \$75,000						
	\$75,000 to less than \$100,000						
	\$100,000 or more					a	
	More than \$50,000/no further information						a
	DK/NA						

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a. This category is not used in comparisons because its column proportion is equal to zero or one.

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