Neighborhood Survey for Caltrans Grant

Final Report

Submitted to:
UCR’s Center for Sustainable Urban Development

by:

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INTRODUCTION

In November, 2013, the Institute of Applied Research and Policy Analysis (IAR) at California State University, San Bernardino submitted to UCR’s Center for Sustainable Suburban Development a proposal to gather information related to walkability plans for two relatively low income neighborhoods in the City of Riverside: Ramona and Arlington. Specifically, IAR was asked to gather statistically valid input from area residents regarding their perceptions of the positive aspects of their neighborhood, the issues of concern which need to be addressed, and ways in which the residents of the neighborhood can become engaged in finding solutions to the neighborhood’s challenges. Some of this input was gleaned from the community meetings and “walkabouts” planned by UCR and Riverside County Department of Public Health, however this statistically valid survey was also deemed to be necessary to provide the opportunity for input from a broad spectrum of residents.

IAR is pleased to submit its final report describing the results of the Neighborhood Survey. The results will contribute meaningful information to the UCR Center for Sustainable Suburban Development as it creates plans of action geared toward improving the quality of life in the neighborhoods.

SURVEY METHODS

Questionnaire Construction

The primary responsibility for questionnaire construction fell to UCR researchers and planners on the Advisory Committee for the Caltrans-funded project: New Urbanism in Action. IAR participated in the process by offering advice on specific question wording and recommending questions from other surveys that are relevant to this particular project. Questions were included to measure attitudes and behavior regarding a wide range of issues, including:

- Quality of life (positive factors and concerns about living in the neighborhood)
- Ratings of public services in the community
- Availability of places in the neighborhood to exercise
- Availability of healthy places to eat and shop
- “Connection” to the neighborhood (measured by a question about knowledge of neighbors’ names and a question about membership in local organizations)
- Mode of transportation to work, school, shopping, dining, church, or other activities (walking, bicycling, bus, personal vehicle, etc.)
- Suggestions for improving walkability
- Suggestions for changes that would encourage use of public transportation
- Feelings about community safety and fear of crime
- Exercise behavior, and reasons for not exercising outdoors
- Health profile (smoking, blood pressure, asthma)
Demographic profile

Once the questionnaire was pre-tested and finalized, a Spanish version was generated by IAR and both surveys were programmed into the CATI (Computer Assisted Telephone Interviewing) system. The English version of the survey is in Appendix I.

**Sampling Methodology**

IAR chose to use a dual frame sampling approach in which both listed land-lines and cell phone sampling frames were obtained from STS, a company which specializes in providing sampling frames for research endeavors. Specifically, STS provided IAR with *all listed* phone numbers (including cell phones) of residents who live within the geographic polygon defined by the neighborhoods of interest: Arlington and Ramona. Then in order to reach individuals with *unlisted* phone numbers, IAR supplemented the initial sampling frame by using working residential numbers as seed numbers from which other numbers were generated by adding a constant. Of course, the “hit rate” of those random numbers was significantly lower than the listed sample since it turned out that many of the numbers belong to people outside the geographic area of interest. The cell phone numbers from STS were also relatively inefficient (i.e. there were a great number of unproductive calls) since cell phones are often purchased in one location and used in another. If the geographical area of interest is large, that doesn’t cause a significant problem, however in an area as small as the two neighborhoods under study, the number of “qualified” numbers tends to be low.

Bottom line: the procedure followed provided, to the extent possible, each resident of those neighborhoods *with a telephone* (including cell phone) an equal chance to be included in the survey.

Employing the above procedures, a total of 517 surveys were completed in the Arlington and Ramona neighborhoods, however 7 were found to be unusable due to inconsistencies in survey responses. The resulting sample size of 510 reflects an accuracy rate of plus/minus approximately 4.3% and a 95% level of confidence. Over half of the sample (58.8%) came from the Arlington neighborhood of Riverside, 23.3% reported that they live in the Ramona neighborhood, and 17.8% were unable to list the name of their neighborhood but assured the interviewer that they DO live in one of the two target areas.

Sixty-one of the surveys (11.8%) were conducted in Spanish to improve the quality of the data collected, and the other 88.2% were conducted in English.

Although IAR initially recommended that the survey be kept relatively short (10 minutes or less), the final questionnaire ranged from 7 minutes to 33 minutes, with a mean of 14.83 minutes and a median of 14 minutes.
Interviewing Procedures

Telephone interviews were conducted from the facilities of CSUSB’s Institute of Applied Research and Policy Analysis in San Bernardino using CATI equipment and software. The pre-tests began on March 19, 2014 and data collection was concluded on March 27, 2014. Surveys were conducted during the following shifts: Monday through Friday 3:00 PM – 9:00 PM; Saturday 10:00 AM to 6:00 PM; and Sunday 1:00 PM – 7:00 PM.

If an interviewer reached an answering-machine, a message was left informing the respondent about the reason for the call and indicating that we will call back. Two additional calls were made at different days and times so as to increase the likelihood of completing an interview with the randomly selected resident.

In an effort to ensure the quality and reliability of the interviews, an Institute Supervisor was present during all interviews conducted and monitors a random sample of each interviewer’s calls.

FINDINGS

Following are the findings from the surveys of Arlington and Ramona residents. The results are organized by conceptual category, categories which should be useful in evaluating residents’ perceptions about the community. First, overall results pertaining to quality of life and evaluation of available community services are presented. Next, questions of mobility are addressed, followed by perceptions of community safety. Finally, questions about the respondents’ health are addressed. Only with information regarding all of these issues can local government officials, in cooperation with community members, guide planning to enhance sustainable development in a way which will create a walkable community where residents can enjoy a good quality of life.

One additional note: it is well known in survey research that Hispanics and young people (and often males) tend to be under-represented in surveys unless a huge amount of promotion is used to increase response rates in those subgroups. This survey is no exception. IAR discussed with UCR researchers one of two options: (1) create weighting factors to weight results, or (2) use unweighted results, and present cross-tabulations by subgroup where appropriate. The decision was made to use the latter approach for the following reasons:

1) Available demographic data from the census for the two neighborhoods under study were only estimates derived by City of Riverside staff. If there had been an acceptable goodness of fit between neighborhoods and zip codes, weighting factors based on those area’s demographics would have been accurate. Unfortunately, that was not the case, thus the accuracy of weighting factors derived using those numbers was questionable.

2) 18% of respondents in the sample assured the interviewers that they live in the Arlington or Ramona neighborhood, however they were unable to specify which neighborhood they are in. Averages of the two neighborhoods could have been applied when developing the weighting factors for this third neighborhood subgroup, however it is uncertain how accurate that would be.
3) The best approach would have been to develop weighting factors based on both Hispanic origin and age using unique population age distributions for Hispanics and non-Hispanics. Those data were not available for the neighborhoods under study.

Thus the findings in this report are presented using unweighted data. Throughout the report, crosstabs by relevant variables such as respondent’s age or race are presented where meaningful differences exist. Further, neighborhood differences are highlighted when appropriate. The reader is encouraged to view the full data displays as well as demographic profiles of respondents in Appendices II - V.

1) General measures of quality of life and evaluation of community services

In 2013 a survey of residents throughout the City of Riverside was conducted by IAR for Seizing Our Destiny, and one of the things deemed “best” about living in Riverside was its small town atmosphere and feeling…the sense that it is a clean community which engenders a sense of belonging, a town where you can make friends and where neighbors know each other. In that survey, nearly 85% indicated that they felt a sense of belonging to their community. The results of this survey of Arlington and Ramona residents match those of overall Riverside City residents. More than 4 out of 5 residents (81.1%) either “strongly agree” or “agree” that they feel a sense of belonging to the community. Further, 86.4% agreed that they are proud to live in their neighborhood, and 84.0% rate their neighborhood as an attractive place. This is good news for the community input and engagement so important to creating a walkable and sustainable community.

<table>
<thead>
<tr>
<th></th>
<th>Overall sample</th>
<th>Arlington</th>
<th>Ramona</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>My neighborhood is an attractive place*</td>
<td>84.0%</td>
<td>82.1%</td>
<td>89.9%</td>
<td>82.2%</td>
</tr>
<tr>
<td>I feel a sense of belonging to my community</td>
<td>81.1%</td>
<td>80.9%</td>
<td>87.2%</td>
<td>73.6%</td>
</tr>
<tr>
<td>I am proud to live in my neighborhood</td>
<td>86.4%</td>
<td>86.0%</td>
<td>88.1%</td>
<td>85.4%</td>
</tr>
</tbody>
</table>

* Statistically significant difference by neighborhood

As seen in the table below, there were no significant differences in opinions on those questions based on age. Ethnicity, however, is a factor, as Hispanics appear to have a stronger sense of belonging to their respective communities than do non-Hispanics. This finding relative to the Hispanic community that has been well established among educators seeking to be sensitive to cultural diversity in their classrooms, as well as market researchers and social
scientists.¹

<table>
<thead>
<tr>
<th>% Who “Strongly Agree” or “Agree” (Breakdowns by Hispanic Origin and Age Group)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hispanic</td>
</tr>
<tr>
<td>My neighborhood is an attractive place</td>
</tr>
<tr>
<td>I feel a sense of belonging to my community*</td>
</tr>
<tr>
<td>I am proud to live in my neighborhood</td>
</tr>
</tbody>
</table>

* Statistically significant difference by Hispanic origin

Further, in 2010 the Pew Internet & American Life Project conducted a study that showed that nationwide, 43% know most or all of their neighbors (another measure of belonging, social well-being, and social connection). About a third of Arlington/Ramona residents (36.0%) report knowing most or all of their neighbors, with no significant differences among the respondents of the three neighborhoods and no significant differences by ethnicity or age.

The obvious question is: what are the factors which people like most about their neighborhood, factors which engender that sense of belonging and pride in living in the neighborhood? Top answers to this open-ended multiple-response question include:

<table>
<thead>
<tr>
<th>“What do you like most about your neighborhood?”</th>
</tr>
</thead>
<tbody>
<tr>
<td>MULTIPLE RESPONSE, OPEN ENDED QUESTION</td>
</tr>
<tr>
<td># of mentions</td>
</tr>
<tr>
<td>Quiet neighborhood</td>
</tr>
<tr>
<td>Friendly people</td>
</tr>
<tr>
<td>Convenience to stores, retail, restaurants</td>
</tr>
<tr>
<td>Small town atmosphere</td>
</tr>
<tr>
<td>Low crime, feel safe</td>
</tr>
</tbody>
</table>

Of course it is also important to determine the aspects of life in community that are most disliked by residents. Those are the factors which might be addressed (either by local government or by the community itself) in any sustainability plan. It is worth noting that over one-quarter of respondents (28.2%) said that there was NOTHING that they dislike most about living in the neighborhood. Other “top” answers to this open-ended multiple-response question include:

“What do you dislike most about living in your neighborhood?”

**MULTIPLE RESPONSE, OPEN ENDED QUESTION**

<table>
<thead>
<tr>
<th></th>
<th># of mentions</th>
<th>% of cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic and busy streets</td>
<td>50</td>
<td>9.8%</td>
</tr>
<tr>
<td>Yards or homes that look run down</td>
<td>49</td>
<td>9.6%</td>
</tr>
<tr>
<td>Homeless people/people loitering</td>
<td>42</td>
<td>8.2%</td>
</tr>
<tr>
<td>Trains and other noise</td>
<td>40</td>
<td>7.8%</td>
</tr>
<tr>
<td>Street maintenance</td>
<td>33</td>
<td>6.5%</td>
</tr>
<tr>
<td>Graffiti</td>
<td>31</td>
<td>6.1%</td>
</tr>
<tr>
<td>Vandalism</td>
<td>28</td>
<td>5.5%</td>
</tr>
<tr>
<td>Drugs/gangs</td>
<td>25</td>
<td>4.9%</td>
</tr>
<tr>
<td>Cars speeding</td>
<td>24</td>
<td>4.7%</td>
</tr>
</tbody>
</table>

In addition, 20 people made other comments about crime, such as: “Law enforcement needs to respond faster to address people who are breaking the law,” or “child molesters,” or “if it was a little bit safer it would be better.” And 29 made comments about “neighbor problems” such as “homeowner association,” “annoying kids,” “kids are out of control,” and “one of my neighbors.”

The concept of quality of life also includes access to quality community services. A series of questions was included on the survey asking people to rate various public services in the community on a scale of “excellent,” “good,” “fair,” or “poor.” As has been the case in every Inland Empire Annual Survey conducted by IAR in San Bernardino County since 1997 (and occasionally in Riverside County), street repair or maintenance received the lowest ratings from respondents (only 47.2% of respondents rated street repair/maintenance as “excellent” or “good”). Fire protection and trash collection received the highest ratings in this neighborhood survey.

The following table summarizes those data:

<table>
<thead>
<tr>
<th>% Rating Services as “Excellent” or “Good”</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire protection</td>
<td>90.5%</td>
</tr>
<tr>
<td>Trash collection</td>
<td>85.2%</td>
</tr>
<tr>
<td>Park maintenance</td>
<td>82.7%</td>
</tr>
<tr>
<td>Community centers</td>
<td>81.6%</td>
</tr>
<tr>
<td>Parks</td>
<td>80.7%</td>
</tr>
<tr>
<td>Public transportation</td>
<td>77.8%</td>
</tr>
<tr>
<td>Police protection</td>
<td>76.0%</td>
</tr>
<tr>
<td>Schools</td>
<td>74.4%</td>
</tr>
<tr>
<td>Availability of recycling bins</td>
<td>73.9%</td>
</tr>
<tr>
<td>Street repair or maintenance</td>
<td>47.2%</td>
</tr>
</tbody>
</table>
There were no significant differences in ratings of services by neighborhood or age, however it is to be noted that Hispanics tended to give statistically significantly lower ratings than non-Hispanics for fire protection, police protection, and trash collection. Hispanics gave significantly higher ratings on street repair/maintenance. It is unknown why this should be the case. There were also some statistically significant differences in ratings based on age, with older people (65 and older) giving higher ratings to police and fire protection than younger people.

<table>
<thead>
<tr>
<th></th>
<th>Hispanics</th>
<th>Non-Hispanics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire protection</td>
<td>89.0%</td>
<td>91.2%</td>
</tr>
<tr>
<td>Trash collection</td>
<td>79.0%</td>
<td>88.6%</td>
</tr>
<tr>
<td>Park maintenance</td>
<td>77.1%</td>
<td>85.9%</td>
</tr>
<tr>
<td>Community centers</td>
<td>83.4%</td>
<td>80.9%</td>
</tr>
<tr>
<td>Parks</td>
<td>75.1%</td>
<td>84.2%</td>
</tr>
<tr>
<td>Public transportation</td>
<td>81.7%</td>
<td>75.4%</td>
</tr>
<tr>
<td>Police protection</td>
<td>71.7%</td>
<td>78.6%</td>
</tr>
<tr>
<td>Schools</td>
<td>77.0%</td>
<td>72.6%</td>
</tr>
<tr>
<td>Availability of recycling bins</td>
<td>69.8%</td>
<td>76.4%</td>
</tr>
<tr>
<td>Street repair or maintenance</td>
<td>54.3%</td>
<td>43.1%</td>
</tr>
</tbody>
</table>

In addition to ratings of the above services, people were asked to rate the availability of places to eat and shop for groceries as well as places to exercise – facilities/businesses which typically serve to enhance community residents’ social and physical well-being. In response, most people (76.4%) rated the availability of healthy places to eat and shop for groceries in the neighborhood as “excellent” or “good.” Fewer (62.2%) gave those high ratings to the availability of places to exercise and be active in the neighborhood. In general, the older group (65 years old and older) provided higher ratings than younger people regarding the availability of healthy places to eat and exercise in the neighborhood.

As a final measure of community involvement, respondents were asked if they are a member of a local organization such as PTA (Parent Teacher Association), RNP (Riverside Neighborhood Partners), ARP (Arlington Business Partnership), or the Riverside Family Learning Collaborative. About 15% reported being involved, with a slightly higher level of involvement coming from non-Hispanics than Hispanics.

2) Mobility

The ultimate overall deliverable for UCR’s project is to produce “walkability plans” for the Arlington and Ramona neighborhoods of Riverside. In order to accomplish that goal, it is important to determine the extent to which the community is currently “pedestrian friendly” and the extent to which people can get where they need to go by bicycle and public transportation.
instead of by car.

The data from this survey show that the car culture is alive and well in the neighborhoods under study. 82.4% of employed people report driving a car alone to get to work, with another 8.8% saying they carpool. Over half (53.4%) of the adults who go to school reported that they drive alone to get to school, with 12.1% saying they carpool, 15.5% saying they take the bus, and 12.1% are close enough to walk to school.

Further, about a third (32.9%) say they never walk when going places like shopping, dining, to church, for entertainment, or for children’s activities. On the other hand, it is perhaps encouraging to note that 58.4% report walking to those places at least once a week.

Surveys from the early 2000’s show that Americans would like to walk in their communities, however they are concerned with speeding cars and dangerous intersections and the lack of shops and restaurants within walking distance to walk to. Assuming that is currently the case for Arlington and Ramona residents, what changes in the neighborhood would encourage people to walk more often? The answer provided most often was “nothing” (28.9%), with another 13.9% saying they simply can’t walk or are too old/sick to walk. Further, 7.3% said that they already walk a lot, so they couldn’t think about changes to encourage them to walk more often. Other often-mentioned answers given included:

“What changes in your neighborhood would encourage you to walk more often?”

<table>
<thead>
<tr>
<th>MULTIPLE RESPONSE, OPEN ENDED QUESTION</th>
<th># of mentions</th>
<th>% of cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Having better places to walk to</td>
<td>68</td>
<td>13.4%</td>
</tr>
<tr>
<td>Having better sidewalks</td>
<td>45</td>
<td>8.8%</td>
</tr>
<tr>
<td>Less crime (more of a feeling of safety)</td>
<td>50</td>
<td>9.8%</td>
</tr>
<tr>
<td>Better lighting</td>
<td>34</td>
<td>6.7%</td>
</tr>
</tbody>
</table>

What did people mean by “better places to walk to?” When interviewers probed, answers ranged from very general comments such as: “there should be closer places to walk to” and “better destinations,” to more specific comments like:

- Trails and walking paths (2 people)
- Grocery stores (5 people)
- Shopping centers/businesses (13)
- Restaurants (10 people)
- Parks (11)

IAR also asked respondents how often they ride a bike, scooter, or skateboard when going shopping, dining, to church, for entertainment, or for children’s activities. Perhaps not surprising, the vast majority of respondents (81.1%) indicate that they never ride. Most said that

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nothing would encourage them to ride more often or that they are simply too old to do so. Some (7.5% of respondents) said they wanted more bike lanes and 4.1% said the bike lanes need to be clearly demarcated. In addition, 6.1% said it would help to have better sidewalks.

Are respondents getting out of their cars and riding the bus (or taking the train) when they travel for reasons other than for work or school? Apparently not. Four out of 5 respondents (81.7%) said they never ride the bus or take the train. Another 2.0% said that although they have previously used the bus or train as a method of travel, they don’t currently use it. Only 16.3% reported using the bus or train at least a few times a year.

Getting more specific, the following table shows the forms of public transportation used in Riverside (an open-ended multiple-response question):

<table>
<thead>
<tr>
<th>“Which forms of public transportation have you used in Riverside, if any?”</th>
<th># of mentions</th>
<th>% of cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>249</td>
<td>48.8%</td>
</tr>
<tr>
<td>RTA local bus services</td>
<td>214</td>
<td>42.0%</td>
</tr>
<tr>
<td>Metrolink train</td>
<td>89</td>
<td>17.5%</td>
</tr>
<tr>
<td>RTA senior/ADA Dial-a-Ride service</td>
<td>27</td>
<td>5.3%</td>
</tr>
<tr>
<td>RTA Commuterlink (Express) routes</td>
<td>4</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

Those who have used some form of public transportation in Riverside were then asked to indicate the destination for their travel (i.e. for work, shopping, school, etc.). The most often provided destination was shopping/errands (40.2%), followed by social gatherings (going out to eat or see friends – 20.7%), work (19.9%), and medical/social services (12.6%).

If public transportation systems are not convenient and efficient to use, the public will find other ways to travel. One aspect of convenience is having an easy way to get to the bus/train (as is the case in walkable cities), and an easy way to get to one’s final destination after the bus/train ride (the “last mile” issue). Cities across the nation (and indeed throughout the world) have developed options such as feeder buses, bicycle sharing systems, car sharing programs, pod cars, motorized shoes, and other options to address the “last mile” issues.

Respondents who had used any form in public transportation in Riverside were asked to specify how they get to the bus/train and how they get to their final destination. The following table details those responses and shows that the vast majority of people walk or travel in their wheelchair at the “ends” of their bus/train trip. Very few ride a bicycle (perhaps due to the logistics of taking the bicycle on the bus/train and storing it at their final destination) or take a taxi (perhaps due to cost).
<table>
<thead>
<tr>
<th>How do you usually get to….</th>
<th>Your first stop (the bus/train)?</th>
<th>Your final destination?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk or wheelchair</td>
<td>77.7%</td>
<td>84.8%</td>
</tr>
<tr>
<td>Car ride with others</td>
<td>11.0%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.8%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1.5%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Drive alone</td>
<td>6.1%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Other</td>
<td>3.0%</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

When asked what changes in the neighborhood would encourage the person to use public transportation more often, the most-often offered responses were “Nothing” (41.3%) or “I already use it a lot” (28.8%). Some (17.0%) said that more frequent service on existing routes would help, as would better timed transfers between services (7.6%) and earlier (4.9%) or later (1.9%) service on existing routes.

3) **Feelings of safety in the neighborhood**

In order for a community to be a “successful” walkable community (with all of the potential benefits of such an area), it must be a place where people feel safe enough to walk. If residents feel safe enough to walk in their neighborhood, their level of physical activity will increase thus producing personal benefits. Businesses will benefit from the fact that customers are walking to their stores. Neighbors will interact more, resulting in more social cohesion in the community. But none of these benefits will happen unless the residents feel that it is safe to get out of their homes and walk.

Respondents were asked: “Do you think it is safe to walk in your neighborhood [during the day/at night]?” Following are the responses for those two questions (responses which were not significantly different based on neighborhood, ethnicity of respondent, or age group):

<table>
<thead>
<tr>
<th>Feelings of safety</th>
<th>Do you think it is safe to walk in your neighborhood….</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>during the day?</td>
<td>at night?</td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>90.9%</td>
<td>45.2%</td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>3.4%</td>
<td>40.7%</td>
<td></td>
</tr>
<tr>
<td>Somewhat</td>
<td>5.7%</td>
<td>14.1%</td>
<td></td>
</tr>
</tbody>
</table>

It is difficult to make sense out of these figures without some basis for comparison, either with another comparable city/region or with a previous survey in the same geographic area. Since the latter doesn’t exist, results might be compared with a survey recently completed by IAR in the City of Hemet (although there is obviously not perfect comparability between the regions). The Hemet survey showed that 54% of respondents feel safe walking around their
neighborhood during the day, and 17% feel safe at night. Clearly Arlington and Ramona neighborhoods are perceived to be much safer than Hemet.

The 292 individuals who indicated either that they didn’t feel safe (or only felt somewhat safe or “didn’t know”) were then asked about the reasons for those feelings. Crime (including gang problems and drugs) was far and away the most often mentioned reason.

### Reasons People Feel Unsafe

**MULTIPLE RESPONSE, OPEN ENDED QUESTION**

<table>
<thead>
<tr>
<th>Reason</th>
<th># of mentions</th>
<th>% of cases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crime (“people who might harm me”)</td>
<td>169</td>
<td>57.9%</td>
</tr>
<tr>
<td>No/poor lighting</td>
<td>45</td>
<td>15.4%</td>
</tr>
<tr>
<td>Gang problems</td>
<td>40</td>
<td>13.7%</td>
</tr>
<tr>
<td>Dogs, animals</td>
<td>18</td>
<td>6.2%</td>
</tr>
<tr>
<td>Drugs/people selling drugs</td>
<td>12</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

A related question is: “In general how fearful are you that you will be the victim of a serious crime, such as a violent or costly crime, in your neighborhood?” As noted in the table below, the majority of respondents do not report a high level of fear. And actually, the level of fear of crime is relatively consistent with the recent survey conducted throughout the City of Riverside and is significantly lower than the fear expressed by Hemet residents.

### Fear of being the victim of a serious crime in the neighborhood

**(with comparisons to other cities)**

<table>
<thead>
<tr>
<th></th>
<th>Overall sample</th>
<th>City of Riverside</th>
<th>City of Hemet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not at all fearful</td>
<td>36.1%</td>
<td>28.0%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Not too fearful</td>
<td>27.3%</td>
<td>39.3%</td>
<td>32.1%</td>
</tr>
<tr>
<td>Somewhat fearful</td>
<td>31.7%</td>
<td>28.6%</td>
<td>38.7%</td>
</tr>
<tr>
<td>Very fearful</td>
<td>4.8%</td>
<td>4.2%</td>
<td>9.6%</td>
</tr>
</tbody>
</table>

The lowest level of fear was seen in the Ramona neighborhood (32.2% “somewhat” or “very” fearful, as opposed to 37.1% in Arlington and 40.4% among those who weren’t sure about their neighborhood designation – a difference which is not statistically significant). Younger people appeared to be significantly more fearful than older people (40.1% of people below the age of 40 are “somewhat” or “very” fearful, as opposed to 31.5% of people age 65 or older).

As noted above, one of the potential benefits of a walkable community is the increased interaction between neighbors. Apparently that social cohesion already exists in large part, since 90.2% of respondents either “strongly agreed” or “somewhat agreed” that they see and speak to people when they walk or ride in the neighborhood. Further, 70.7% either “strongly agree” or “somewhat agree” that “if there were a problem in this neighborhood, the neighbors would get together and try to solve the problem themselves.”
Respondents’ health and wellness

The final series of questions on the survey dealt with the respondents’ evaluations of their own health and wellness. The rationale for putting these questions on the survey is that there is a well-established relationship in the literature between activities inherent to a “walkable community” (e.g. walking or bicycling) and several health indicators (e.g. high blood pressure).

First the respondent was asked to indicate whether, in general, his/her health is excellent, good, fair, or poor. Only 23% of respondents rated their health as “excellent,” and another 46.7% evaluated it as “good.” Somewhat surprising, the evaluation of health status was not related to a person’s age group. On the other hand, that evaluation was related to the response to the next question: “Thinking about the kinds of activities you do for exercise, about how many days do you go outside to walk or run each week?” Whereas 17.2% of those whose health is excellent say they never go outside to walk or run for exercise, that figure is 26.8% for those whose health is fair or poor.

Overall, 21.0% of respondents reported never going outside to walk or run for exercise. Almost a third (32.3%) say they walk/run for exercise 1 to 3 days a week, and 39.2% say they walk/run 4 or more days a week. These figures may seem quite high, however they are relatively consistent with national stats. Further, 80.6% of Arlington and Ramona respondents said that they never ride a bike for exercise. That doesn’t mean that people aren’t exercising. Nearly half (49.3%) said that they exercise at least 1 day a week at a gym or indoors.

Those 118 people who indicated that they walk, run, or bike outdoors for exercise a couple of times a month or less (or perhaps never) were then asked for their reasons for not exercising outdoors. Most of the responses centered around health/age (43 people), time constraints/responsibilities (31 people), crime/lack of safety in the area (14 people), or a preference for exercising in a gym (7 people).

Finally, people were asked if they smoke (11.6% said “yes”), have high blood pressure (36.0%), or asthma (10.6%), all of which hinder a person’s ability to exercise outdoors.

CONCLUSION

IAR hopes that the information contained in this report will help UCR researchers and Caltrans: (1) formulate a set of priorities that are responsive to the views of area residents; (2) formulate an actionable strategic plan to create a walkable community; and (3) in the future, track whether the actions taken to implement such a plan are successful at improving the quality of life in the community.

3. The 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior reported that 70% of respondents had walked, jogged, or ran outside for more than 5 minutes within the past week.
4. The 2012 National Survey of Bicyclist and Pedestrian Attitudes and Behavior reported that only 13% of respondents had ridden a bicycle the previous week, and only 28% said that the reason for bicycling was for exercise/health.
The Institute of Applied Research stands ready to assist UCR researchers as they triangulate the information from this report with information gleaned from its community meetings and “walkabouts.” Improving the quality of life in the neighborhoods will take a collective effort on the part of all stakeholders: residents, the Riverside Mayor and City Council, business leaders, school districts, faith-based institutions, social services and other non-profits, and researchers. As they say: “It takes a village.”
APPENDIX I

Questionnaire
March 21, 2014 FINAL SURVEY: UCR/CALTRANS STUDY

NOTE: CAPITAL LETTERS ON RESPONSE CHOICES INDICATE THAT THE INTERVIEWER WON’T READ THOSE CHOICES.

SHELLO Hello, I am calling from Cal State University. Have I reached [READ PHONE # FROM SCREEN]? We’re conducting a survey about the quality of life in certain neighborhoods of Riverside, and we need the input of a Riverside resident who is 18 or older. [INTERVIEWER: IF THEY ASK WHAT DIVISION OF CAL STATE, SAY “INSTITUTE OF APPLIED RESEARCH”]

1. YES – CONTINUE
2. NO – [SKIP TO SHEAD2]
3. THE PERSON DOESN’T LIVE IN RIVERSIDE – [SKIP TO QSORRY2]
4. DISPOSITION SCREEN

[INTERVIEWER: IF THEY ASK WHAT THIS IS ALL ABOUT, SAY “QUALITY OF LIFE AND THE EXTENT TO WHICH YOUR NEIGHBORHOOD IS A DESIRABLE PLACE TO WALK”]

SHELLO2 (used only to complete a survey already started)

Have I reached [READ PHONE NUMBER]? Hello, this is ____________, calling from Cal State University. Recently, we started a quality of life survey with a [MALE/FEMALE] adult at this number and I'm calling back to complete that interview. Is that person available?

SPAN INTERVIEWER: PLEASE CODE WHICH LANGUAGE THE INTERVIEW WILL BE CONDUCTED IN:
1. ENGLISH
2. SPANISH

SHEAD Are you that person?
1. YES [SKIP TO INTRO]
2. NO [CONTINUE]

SHEAD2 Is there an adult Riverside resident available that I can speak with?
1. Yes [SKIP TO INTRO]
2. No [CONTINUE]
1. DON’T KNOW/NO RESPONSE
2. REFUSED

CALLBK Is there a better time I could call back to reach an adult Riverside resident?
1. Yes [SKIP TO APPT]
2. No [ENDQUEST]
INTRO This survey takes about 10 minutes to complete, and your answers may be used by Riverside leaders to improve the quality of life of residents. Your name and your responses will remain completely confidential, and of course, you are free to decline to answer any particular survey question.

I should also mention that this call may be monitored by my supervisor for quality control purposes only. Is it alright to ask you these questions now?

1. Yes [CONTINUE]
2. No [SKIP TO APPT]

AGEQAL First, I’d like to confirm that you are at least 18 years of age.

1. Yes [SKIP TO NEIGHBOR]
2. No [ASK TO SPEAK TO AN ADULT AT HOME]

QSORRY I'm sorry, but currently we are interviewing people 18 years of age and older. Thank you for your cooperation. [ENDQUEST]

APPT Is it possible to make an appointment to ask you the survey questions at a more convenient time?

1. Yes (SPECIFY)________________
2. No [ENDQUEST]

NEIGHBOR Riverside has 26 different neighborhoods, including Ramona, Arlington, La Sierra, Casa Blanca, and others. What neighborhood do you live in?

1. ARLINGTON [SKIP TO Q1]
2. ARLINGTON HEIGHTS [SKIP TO Q1/ Was removed on Saturday morning 3/22]
3. ARLINGTON SOUTH [SKIP TO Q1/ Was removed on Saturday morning 3/22]
4. RAMONA [SKIP TO Q1]
5. OTHER NEIGHBORHOOD [SKIP TO QSORRY2]
8. DON’T KNOW
9. REFUSED [SKIP TO QSORRY2]

NEIGHBOR2 [ASK ONLY IF THEY DON’T KNOW NEIGHBORHOOD]: Do you live either in the Arlington or the Ramona area of Riverside?

1. YES [SKIP TO Q1]
2. NO [SKIP TO QSORRY2]
8. DON’T KNOW
9. REFUSED [SKIP TO QSORRY2]

INTERVIEWER: IF THEY STILL DON’T KNOW THEIR NEIGHBORHOOD, GIVE LANDMARKS TO ASSIST:
I'm sorry, but we are only surveying people from the certain areas of Riverside at this time. Thank you for your time.

Q1. Do you rent or own your current residence?
1. RENT OR LEASE
2. OWN [YES PAY THE BANK IS OWNING]
3. LIVE IN FAMILY MEMBER’S PLACE (LIKE PARENTS OR KIDS)
4. LIVE WITH A FRIEND
5. OTHER (SPECIFY) __________________________
6. DON’T KNOW
7. REFUSED

Q2a. Now for the next few statements, please tell me if you strongly agree, agree, disagree, or strongly disagree. Here’s the first statement
a. “My neighborhood is an attractive place”
   (INTERVIEWER FALLBACK: BEAUTIFUL SURROUNDINGS)

Q2b. “I feel a sense of belonging to my community”

Q2d. “I am proud to live in my neighborhood.”
   1. STRONGLY AGREE
   2. AGREE
   3. DISAGREE
   4. STRONGLY DISAGREE
   5. DON’T KNOW
   6. REFUSED

Q3. Now, on another topic…do you know the names of your neighbors who live close to you?
   [INTERVIEWER: IF THEY JUST SAY “YES” PROMPT WITH …. WOULD YOU SAY YOU KNOW ALL OF THEM, MOST OF THEM, OR SOME OF THEM?]
   1. ALL OF THEM
   2. MOST OF THEM
   3. SOME OF THEM
   4. NO, DON’T KNOW ANY
5. DON'T HAVE ANY NEIGHBORS CLOSE BY
8. DON'T KNOW
9. REFUSED

Q4. What do you like most about your neighborhood?

[INTERVIEWER: DON'T READ OPTIONS -- CHECK ALL THAT APPLY]

- AFFORDABLE HOUSING
- GOOD CLIMATE, WEATHER
- NOT CROWDED
- GOOD SCHOOLS/UNIVERSITIES NEARBY
- LESS CRIME, FEEL SAFE
- JOB AVAILABILITY
- FRIENDLY PEOPLE
- FAMILY AND FRIENDS LIVE HERE
- CLOSE TO WORK
- FAITH/RELIGIOUS COMMUNITY/Congregation
- GOOD ENTERTAINMENT/ARTS/CULTURE
- ACTIVE COMMUNITY
- I LIKE BEING INVOLVED
- SMALL TOWN ATMOSPHERE/FEELING
- CONVENIENCE TO STORES, RETAIL, RESTAURANTS
- OTHER (SPECIFY)______________________
- NOTHING
- EVERYTHING
- DON'T KNOW
- REFUSED
- QUIET NEIGHBORHOOD

Q6. What do you dislike most about living in your neighborhood?

1. CARS SPEEDING THROUGH THE NEIGHBORHOOD
2. TRAFFIC
3. VANDALISM
4. GRAFFITI
5. YARDS OR HOMES THAT LOOK RUN DOWN
6. BROKEN DOWN CARS OR TRUCKS
7. STREET MAINTENANCE
8. BAD SIDEWALKS
9. ALLEYS
10. NOT ENOUGH BIKE LANES
11. BAD LIGHTING
12. HOMELESS
13. ANIMALS
14. OTHER (SPECIFY)_______________
15. EVERYTHING
16. NOTHING
17. DON'T KNOW
18. REFUSED
19. DRUGS/GANGS
20. TRAINS/NOISE

TRANS. Now, I'd like to ask you how you would rate the following public services in your community. For each please let me know if you believe the service is excellent, good, fair, or poor. Let’s start with…

Q7. Trash collection

(ROTATE Q8 through Q16)

Q8. Fire protection
Q9. Street repair or maintenance
Q10. Police protection
Q11. Availability of recycling bins
Q12. Parks
Q13. Park maintenance
Q14. Public transportation
Q15. Community Centers
Q16. Schools
  1. EXCELLENT
  2. GOOD
  3. FAIR
  4. POOR
  8. DON’T KNOW
  9. REFUSED

Q17. And using the same scale of excellent, good, fair, or poor, how would you rate the availability of healthy places to eat and shop for groceries in your neighborhood?
  1. EXCELLENT
  2. GOOD
  3. FAIR
  4. POOR
  8. DON’T KNOW
  9. REFUSED

Q18. And how would you rate the availability of places to exercise and be active in your neighborhood?
  1. EXCELLENT
  2. GOOD
  3. FAIR
  4. POOR
  7. I DON’T EXERCISE…I’M NOT ACTIVE
  8. DON’T KNOW
  9. REFUSED
Q20. Thank you. Now…on another subject…are you a member of a local organization such as the PTA, or RNP, or ARP, or Riverside Family Learning Collaborative?
1. YES
2. NO
3. WOULD LIKE TO GET INVOLVED BUT DO NOT KNOW HOW
8. DON’T KNOW
9. REFUSED

FALLBACK STATEMENT FOR INTERVIEWERS
PTA = PARENT TEACHER ASSOCIATION
RNP = RIVERSIDE NEIGHBORHOOD PARTNERS
ARP = ARLINGTON BUSINESS PARTNERSHIP

The next questions are labelled beginning with M for “mobility”

M1. Do you work outside the home?
1. YES
2. NO [SKIP TO M4]
9. REFUSED [SKIP TO M4]

M2. How do you usually get to work?
1. DRIVE CAR ALONE
2. CARPOOL/DRIVE CAR WITH OTHERS [INTERVIEWER: IF THEY JUST SAY “BY CAR,” PROBE WITH “ALONE OR WITH OTHERS?”]
3. MOTORCYCLE
4. METROLINK
5. BIKE/SKATEBOARD
6. BUS
7. WALK
9. REFUSED

INTERVIEWER: IF THEY GIVE MORE THAN ONE ANSWER, ASK FOR THE WAY THEY GET TO WORK MOST OF THE TIME

M4. Do you go to school?
1. YES
2. NO [SKIP TO M7]
9. REFUSED [SKIP TO M7]

M5. How do you usually get to school?
1. DRIVE CAR ALONE
2. CARPOOL/DRIVE CAR WITH OTHERS [INTERVIEWER: IF THEY JUST SAY “BY CAR,” PROBE WITH “ALONE OR WITH OTHERS?”]
3. MOTORCYCLE
4. METROLINK
5. BIKE/SKATEBOARD
6. BUS
7. WALK
8. I TAKE ONLINE CLASSES
9. REFUSED
INTERVIEWER: IF THEY GIVE MORE THAN ONE ANSWER, ASK FOR THE WAY THEY GET TO SCHOOL MOST OF THE TIME

M7. As I mentioned at the start of the call, part of this survey is about making your neighborhood a more desirable place to walk. How often do you walk each week to places OTHER than work or school? How often do you walk each week when going shopping, dining, to church, for entertainment, or for children’s activities?
1. NEVER
2. ONCE EVERY FEW MONTHS
3. 1 TO 3 TIMES A WEEK
4. 4 OR MORE TIMES A WEEK
5. TOO OLD/NEED ASSISTANCE DON’T DO PHYSICAL ACTIVITIES [SKIP TO M11]
8. DON’T KNOW
9. REFUSED

M8. What changes in your neighborhood would encourage you to WALK more often?
MULTIPLE RESPONSE QUESTION [INTERVIEWER: DON’T READ…RECORD ALL THEY SAY]
• NOTHING
• PERSONAL REASONS (CAN’T WALK, TOO OLD, …)
• LESS CRIME (MORE OF A FEELING OF SAFETY)
• BETTER LIGHTING
• BETTER SIDEWALKS
• BETTER/GOOD PLACES TO WALK TO [INTERVIEWER: PROBE WITH “WHICH TYPE OF PLACES WOULD YOU LIKE NEARBY”]
• I ALREADY WALK A LOT
• OTHER (SPECIFY)_____________
• DON’T KNOW
• REFUSED

M9. And how often do you RIDE A BIKE or SCOOTER, or SKATEBOARD, each week when going shopping, dining, to church, for entertainment, or children’s activities?
1. NEVER
2. ONCE EVERY FEW MONTHS
3. 1 TO 3 TIMES A WEEK
4. 4 OR MORE TIMES A WEEK
8. DON’T KNOW
9. REFUSED

M10. What changes in your neighborhood would encourage you to ride more often?
MULTIPLE RESPONSE QUESTION [INTERVIEWER: DON’T READ…RECORD ALL THEY SAY]
• NOTHING
• I DON’T RIDE A BIKE/DON’T WANT TO/TOO OLD TO RIDE
• LESS CRIME (MORE OF A FEELING OF SAFETY)
• BETTER LIGHTING
• BETTER SIDEWALKS
• MORE BIKE LANES
• BIKE LANES CLEARLY DEMARCATED
• LESS TRAFFIC
• BETTER ENFORCED SPEED LIMITS
• I ALREADY RIDE A LOT
• OTHER (SPECIFY)__________
• DON’T KNOW
• REFUSED

M11. How often do you RIDE THE BUS OR TAKE A TRAIN each week other than for work or school?
1. NEVER
2. I DO NOT CURRENTLY RIDE THE BUS OR TAKE THE TRAIN AND HAVE NEVER USED IT.
3. I DO NOT CURRENTLY RIDE THE BUS OR TAKE THE TRAIN, I HAVE USED IT BEFORE.
4. I USE BUS OR TRAIN A FEW TIMES PER YEAR
5. I USE BUS OR TRAIN EVERY FEW MONTHS
6. 1 TO 3 TIMES A WEEK
7. 4 OR MORE TIMES A WEEK
8. EVERY DAY
98. DON’T KNOW
99. REFUSED

M13. Which forms of PUBLIC TRANSPORTATION have you used IN RIVERSIDE, if any?
[DON’T READ CHECK ALL THAT APPLY]
• NONE [SKIP TO SA1]
• RTA LOCAL BUS SERVICES
• RTA COMMUTERLINK (EXPRESS) ROUTES
• RTA SENIOR/ADA DIAL-A-RIDE SERVICE
• METROLINK TRAIN
• OTHER (SPECIFY)__________
• DON’T KNOW
• REFUSED

M14. And do you use it usually to go to work, school, shopping, or… MULTIPLE RESPONSE QUESTION [INTERVIEWER: IF THEY START GIVING A STREET, SAY, “NO, I MEANT DO YOU USE PUBLIC TRANSPORTATION FOR WORK, OR SHOPPING, OR SCHOOL, OR WHAT?”]
• WORK
• SOCIAL – GO OUT TO EAT, SEE FRIENDS, ETC.
• HOME
• SHOPPING/ERRANDS
• SCHOOL (K–12)
• COLLEGE/VOCATIONAL
• MEDICAL/SOCIAL SERVICES
• OTHER (SPECIFY) ____________
• REFUSED

M15. Thinking about how you USUALLY use PUBLIC TRANSPORTATION in RIVERSIDE, how do you get to your first stop?
1. WALK/WHEELCHAIR
2. CAR RIDE WITH OTHER PERSON/PEOPLE
3. RIDE A BICYCLE
4. TAKE A TAXI
5. DRIVE MYSELF
6. OTHER: ________________
7. REFUSED

M16. And how do you usually get to your final destination after reaching your last bus stop/train station?
1. WALK/WHEELCHAIR
2. CAR RIDE WITH OTHER PERSON/PEOPLE
3. RIDE A BICYCLE
4. TAKE A TAXI
5. DRIVE MYSELF
6. OTHER (SPECIFY): ___________________
7. REFUSED

M12. What changes in your neighborhood would cause you to USE PUBLIC TRANSPORTATION more often? MULTIPLE RESPONSE QUESTION [INTERVIEWER: DON’T READ...RECORD ALL THEY SAY]
• NOTHING
• MORE FREQUENT SERVICE ON EXISTING ROUTES
• EARLIER SERVICE ON EXISTING ROUTES
• BETTER-TIMED TRANSFERS BETWEEN SERVICES
• LATER SERVICE ON EXISTING ROUTES
• MORE BENCHES AND SHELTERS AT TRANSIT STOPS
• ADDITIONAL WEEKEND SERVICE ON EXISTING ROUTES
• MORE BIKE RACKS AT TRANSIT STOPS
• EXPRESS/COMMUTERLINK SERVICE (SPECIFY WHERE___________)
• TECHNOLOGY AT BUS STOPS
• I ALREADY USE IT A LOT
• OTHER: (PLEASE SPECIFY) _________
• DON’T KNOW
• REFUSED
The next questions are labelled beginning with S for “SAFETY”

S1a. Now I have a few questions about your feelings of safety in your neighborhood. So first, in general, do you feel it is safe to walk in your neighborhood during the day?
   1. YES
   2. NO
   3. SOMEWHAT
   8. DON’T KNOW
   9. REFUSED

S1b. And do you feel it is safe to walk in your neighborhood at night?
   1. YES
   2. NO
   3. SOMEWHAT
   8. DON’T KNOW
   9. REFUSED

S2. [ASK IF S1A OR S1B = SOMEWHAT OR NOT SAFE] What makes you feel it is unsafe? [DON’T READ CHECK ALL THAT APPLY]
   - CRIME/PEOPLE WHO MIGHT HARM ME
   - Gанг PROBLEM
   - NO SIDEWALKS OR BAD SIDEWALKS
   - DANGEROUS INTERSECTIONS
   - NO LIGHTING/POOR LIGHTING OR TOO DARK
   - TOO MUCH TRAFFIC
   - DOGS, ANIMALS LOOSE
   - OTHER (SPECIFY:______________)
   - DON’T KNOW
   - REFUSED

S3. Do you strongly agree, somewhat agree, or disagree with the following two statements… I see and speak to people when I walk or ride in my neighborhood. INTERVIEWER: YOU MAY NEED TO PROMPT THE PERSON TO USE STRONGLY AGREE, SOMEWHAT AGREE, DISAGREE
   1. STRONGLY AGREE
   2. SOMEWHAT AGREE
   3. DISAGREE
   4. I DON’T WALK OR RIDE IN THE NEIGHBORHOOD
   8. DON’T KNOW
   9. REFUSED

S4. If there were a problem in this neighborhood, the neighbors would get together and try to solve the problem themselves.
   1. STRONGLY AGREE
   2. SOMEWHAT AGREE
   3. DISAGREE
8. **DON’T KNOW**  
9. **REFUSED**

**S5.** In general, how fearful are you that you will be the victim of a serious crime, such as a violent or costly crime, in your neighborhood? Would you say that you are...  
1. Not at all fearful  
2. Not too fearful  
3. Somewhat fearful, or  
4. Very fearful  
8. **DON’T KNOW**  
9. **REFUSED**

**The next questions are labelled beginning with H for “HEALTH AND WELLNESS”**

**H1.** And now a few general questions about your health. In general would you say your health is excellent, good, fair or poor?  
1. **EXCELLENT**  
2. **GOOD**  
3. **FAIR**  
4. **POOR**  
8. **DON’T KNOW**  
9. **REFUSED**

**H2.** Thinking about the kinds of activities you do for EXERCISE, about how many days do you go outside to WALK or RUN each week?  
1. **NEVER**  
2. **A COUPLE OF TIMES A YEAR**  
3. **A COUPLE OF TIMES A MONTH**  
4. **1 TO 3 DAYS A WEEK**  
5. **4 TO 6 DAYS A WEEK (“MOST” DAYS)**  
6. **7 DAYS A WEEK**  
7. **I WALK A LOT, BUT NOT FOR EXERCISE**  
8. **I WALK AND RUN, BUT NOT OUTSIDE**  
9. **TOO OLD TO WALK OR RUN, NEED ASSISTANCE** [**SKIP TO H3A**]  
98. **DON’T KNOW**  
99. **REFUSED**

**H3.** Again, focusing on exercising, about how many days do you RIDE A BIKE each week for exercise?  
1. **NEVER**  
2. **A COUPLE OF TIMES A YEAR**  
3. **A COUPLE OF TIMES A MONTH**  
4. **1 TO 3 DAYS A WEEK**  
5. **4 TO 6 DAYS A WEEK (“MOST” DAYS)**  
6. **7 DAYS A WEEK**  
7. **I RIDE A BIKE, BUT NOT FOR EXERCISE**  
8. **DON’T KNOW**
9. REFUSED

H3A. How many days each week do you currently exercise at a gym or indoors?
   1. NEVER
   2. A COUPLE OF TIMES A YEAR
   3. A COUPLE OF TIMES A MONTH
   4. 1 TO 3 DAYS A WEEK
   5. 4 TO 6 DAYS A WEEK (“MOST” DAYS)
   6. 7 DAYS A WEEK
   8. DON’T KNOW
   9. REFUSED

IF (H2>3 & H2<8) SKIPTO H4
IF (H3>3 & H3<8) SKIPTO H4

H3b. What are your reasons for not exercising outdoors?
[DON’T READ CHECK ALL THAT APPLY
   • HEAT
   • NO SIDEWALKS
   • HEAVY TRAFFIC FLOW
   • TOO MANY PEDESTRIANS
   • TOO MANY CYCLISTS
   • POOR SIDEWALK CONDITIONS
   • FEAR OF CRIME
   • DOGS, ANIMALS
   • OTHER (SPECIFY)__________________

H4. Do you smoke?
   1. YES
   2. NO
   9. REFUSED

H5. Have you ever been told you have high blood pressure?
   1. YES
   2. NO
   8. DON’T KNOW
   9. REFUSED

H6. Do you have asthma?
   1. YES
   2. NO
   8. DON’T KNOW
   9. REFUSED

DEMOG Thank you…we’re almost done. I’d just like to ask a few questions about you and your background...
D1. How long have you lived in this neighborhood?
1. Less than 2 YEARS
2. 2 TO 5 YEARS
3. 6 TO 10 YEARS
4. 11 TO 20 YEARS
5. MORE THAN 20 YEARS
8. DON’T KNOW
9. REFUSED

D2. What was the last grade of school that you completed?
1. SOME HIGH SCHOOL OR LESS
2. HIGH SCHOOL GRADUATE OR EQUIVALENT
3. SOME COLLEGE BUT NO DEGREE
4. ASSOCIATE DEGREE OR TECHNICAL CERTIFICATE
5. BACHELOR’S DEGREE
6. SOME GRADUATE WORK
7. GRADUATE OR PROFESSIONAL DEGREE
9. REFUSED

INTERNET Do you use the internet?
1. YES
2. NO [SKIP TO D3]
9. REFUSED

INTER2 How do you usually access the internet? Is it from….
1. A home computer, or
2. The library, or
3. From work or school, or
4. From a smartphone?
5. Other (SPECIFY) ___________________
8. DON’T KNOW
9. REFUSED

EMAIL Do you have an e-mail account?
1. YES
2. NO
9. REFUSED

D3. Which of the following best describes your marital status? Are you….
1. Single, never married
2. Married
3. Divorced
4. Widowed
5. Separated, or
6. Single, living with partner
7. OTHER (Specify)
9. REFUSED

D4. How many people live in your household INCLUDING YOURSELF? ___
REFUSED [ENTER 999]

D5. How many children ages 18 years old and under? ______
REFUSED [ENTER 999]

D6. Which of the following best describes your employment status? Are you…
[INTERVIEWER THE MAIN FOCUS IS WORK. IF THEY SAY BOTH WORK AND STUDENT, RECORD AS “WORK.” IF THEY ARE RETIRED AND DISABLED, RECORD AS “RETIRER”]
1. Working full-time for pay
2. Working less than 30 hours a week for pay
3. Full-time Student
4. Full-time homemaker, parent or caregiver
5. Unemployed and looking for work
6. Retired, or
7. Disabled and not able to work
8. DON’T KNOW
9. REFUSED

D7. Are you of Hispanic, Spanish, or Latino origin?
1. YES
2. NO
8. DON’T KNOW
9. REFUSED

D8. How would you describe your race or ethnicity? SELECT ALL THAT APPLY
1. ASIAN
2. BLACK OR AFRICAN AMERICAN
3. CAUCASIAN OR WHITE
4. HISPANIC
5. OTHER (SPECIFY) _________
8. DON’T KNOW
9. REFUSED

D9. What is your age? (IF THEY GIVE A YEAR INSTEAD OF AGE, CLICK CONTROL “N” AND TYPE IN THE YEAR)
DON’T KNOW [ENTER 998]
REFUSED [ENTER 999]

D10. Which of the following categories best describes your total household or family income before taxes, from all sources, for 2013? Stop me when I get to the correct category.
1. Less than $25,000
2. $25,000 to less than $35,000
3. $35,000 to less than $50,000
4. $50,000 to less than $65,000
5. $65,000 to less than $80,000
6. $80,000 to $110,000
7. Over $110,000
8. DON'T KNOW
9. REFUSED

LASTQ: Thank you...you have been very helpful. Do you have any other comments to make about walkability in your neighborhood? ____________
  1. YES AND A BOX OPENS FOR RESPONSE
  2. NO

END:
   Well, that's it. Thank you very much for your time - we appreciate it.

INTERVIEWER QUESTIONS
GENDER The respondent was...
  1. Male
  2. Female
  3. Couldn't tell

COOP How cooperative was the respondent?
  1. Cooperative
  2. Uncooperative
  3. Very Uncooperative

UNDSTD How well did the respondent understand the questions?
  1. Very easily
  2. Easily
  3. Some difficulty
  4. Great deal of difficulty

LNG In what language was the interview conducted?
  1. English
  2. Spanish

NAME Interviewer name?