

PERCEPTION OF CRIME
ON MASS TRANSPORTATION

A Report to:

City of Chicago
Department of Public Works

Prepared by:

Ronald Czaja
University of Illinois
Survey Research Laboratory
June, 1973

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I. Background and Objectives

The City of Chicago, in an effort to improve security on mass transportation, applied for and received a demonstration grant from the Urban Mass Transportation Administration. The general objective of the program was to demonstrate and test the effectiveness of crime prevention devices in an effort to promote public transportation. A significant aspect of the program was to ascertain the public's attitudes toward the CTA and to determine patrons' perceptions of their safety as a determinant of ridership patterns.

The service need requirements for the demonstration grant were separated into three major work elements which were:

- Task 1: Selection of Alternative Crime Prevention Devices
- Task 2: Perception of Crime on Mass Transportation
- Task 3: Model for Evaluating Impact of the Device Selected

The scope of services for Task 2, the task for which the Survey Research Laboratory submitted a proposal, was outlined as follows:

Develop and implement questionnaire that surveys the perceived level of crime on the Chicago Transit Authority (within the corporate limits of the City of Chicago). The general intent of the survey is to discover what effect an individual's psychological perception of crime on the CTA has on ridership. The survey should provide sufficient information so that analysis addressing itself to the following questions may be accomplished:

1. What is the effect of crime on deterrence of ridership -- frequency, magnitude, etc.

2. Who is deterred psychologically -- differentiation by age, income, sex, race, residence, frequency of ridership, mode of ridership, and other relevant factors.
3. When is the ridership deterred due to crime perceived -- time of day, day of week, holidays, etc.
4. What is perception of crime in relation to facilities and operations of system -- lighting, physical obstructions, method of fare collection, etc.
5. Any other relevant data.

Analysis and evaluation of the survey data will be accomplished in the evaluation section of Task 1.

II. Survey Design

A. Basic Rationale

To accomplish the survey objective, ascertain an individual's perception of crime on the CTA and its effect on his ridership behavior, two concomitant surveys using different but not independent sampling frames were proposed.

One survey was to be based on a statistical probability sample of the general population of the City of Chicago. This survey would have provided baseline data on all persons in the sample households on type and extent of ridership, respondent's perception of the level of CTA crime, its relationship to deterrence of ridership, usage of the CTA by socioeconomic groups, deterrence to usage by socioeconomic groups, opinions on how to increase usage by psychologically deterred groups, and other relevant data. The desired information would have been in a 6-8 page questionnaire and would have been collected by telephone using a random digit dialing method that automatically includes unlisted phone numbers. A maximum of two IBM cards of information was to be collected from each household. The expected number of completed interviews was to be 800-900.

The second study would have concentrated solely on CTA riders. The desired information was to be collected from riders at points in transit selected by statistical probability methods. As a basis for doing so, two crucial issues were to be examined in the pretest:

1. What is the best point at which to interview riders: before boarding the vehicle, after exiting the vehicle, while riding or some combination?

2. Since riders were to be interviewed in transit, how long can the questionnaire be and still elicit a high degree of cooperation?

Since these two issues needed to be resolved empirically, we were assuming that the questionnaire for this survey would be an abridged version of the general population questionnaire, and would not exceed one IBM card per respondent. The expected number of completed interviews, as in the general population study, would have been 800-900. Together, the two studies would have yielded 1,600 to 1,800 completed interviews.

To recapitulate, the Laboratory was to design and implement a survey under the guidance and supervision of the City and another city consultant. The suggested survey techniques, including the method(s) by which the questionnaire was to be administered, the size and type of sample selected, and the content of the questionnaire were to be approved by the City before implementation.

B. Redefinition

In December 1972, a letter of authorization to proceed with the design of the survey was received from Milton Pikarsky, Commissioner of the Department of Public Works. A meeting was then arranged to formulate the goals and objectives of the survey. The meeting consisted of members from the Transit Security Program Committee, the Department of Public Works, Carnegie-Mellon University and the Survey Research Laboratory.¹ On the basis of this meeting, the objectives and sample universe were defined and the initial survey design was modified, as explained shortly.

The general objectives of the survey remained the same: to ascertain people's use of and attitudes toward the CTA. These objectives were further specified to include (1) both the bus and rapid transit lines, and (2) the opinions from frequent and occasional riders of the CTA, as well as persons who do not make use of any CTA transportation lines. Thus, the survey would provide baseline data from a sample of households on the extent of CTA ridership; type of vehicle used, if any; if used, how often and at what times; respondent's perception of the level of crime on the CTA in relation to other characteristics; usage of the CTA by socioeconomic groups; and other relevant data. The Survey Research Laboratory assumed the responsibility of developing the questionnaire. After development, the questionnaire was circulated to all members present for their comments and suggestions.

It was agreed that collecting information from riders at points in transit should be deleted for the survey design. The group felt it would be more beneficial to lengthen the interview and/or increase the size of the general population sample. This decision was made because of the feeling that a sufficient number of riders would be obtained in a general population study, that more than one IBM card of information was desired from this group, and that data collected from respondents in the comfort of their home would be more valid than that collected in-transit under the conditions of winter.

The telephone population in households of the City of Chicago was specified as the sample universe. The suburban population was excluded because of the time and cost factors involved. For example, if five percent of the suburban population were riders of the CTA, 1,000 households would yield only 50 rider respondents. Thus, concentrating on the City of Chicago would yield optimum results.

FOOTNOTES

1. Henceforth, these groups will be referred to as the Transit Security Program Committee -- TSPC.

III. Methodology

The methodology used in conducting this study is outlined in this section. The major purpose of this description is to provide useful information to better assess the findings discussed in the main body of the report. Also, a permanent record of the methods used can prove helpful in further analysis of the data and in future research endeavors of a similar nature.

A. Sample Design

The eventual objective was to complete 1,500 interviews from a statistically random sample of all private households with telephones in the City of Chicago. While any sample based entirely on telephone subscribers is subject to some bias due to unlisted and unpublished numbers, new telephone prefixes (first three digits) put into service after the telephone book is published, and non-subscribers; the largest source of bias are the unlisted or unpublished numbers.¹ The sampling procedure used in this study, "random digit dialing," overcomes this latter source of bias. Consequently, the remaining bias was felt to be tolerable. From a different perspective, when one considers the study constraints -- a large probability sample for a relatively small and fixed price in conjunction with a 90 day time schedule, telephone interviewing using random digit dialing is the optimum technique.

The sampling unit for this study was the telephone number. Approximately 3,380 numbers were selected with a systematic random sample from the Chicago Alphabetical Telephone Directory using a sampling fraction of $1/239$. For each of these telephone numbers, the last two digits were dropped and replaced with two randomly selected digits. From the 3,377 numbers, 2,204 eligible telephone numbers were generated from which a total of 1,586 interviews were then completed.

To roughly estimate the probability of selection is quite simple. In 1970 there were 949,795 occupied housing units with a telephone.² This figure, divided by the number eligible (2,204), gives a sampling rate of $1/431$. Therefore, the estimated probability of selection is .0023.

B. Questionnaire Design

The development of the questionnaire was a joint effort by TSPC. The initial responsibility for development was assumed by the Survey Research Laboratory. The first draft of the questionnaire was eleven pages in length. Its primary function was to serve as a baseline from which members of TSPC would provide comments and suggestions. The questionnaire was circulated and revised four times.³ The numerous revisions were necessitated for five reasons: (1) Ideas for new questions and revisions of existing questions occurred continuously; (2) The first few drafts put too much emphasis on crime, and it was decided that this issue should be placed in a more general framework; (3) Questions on crime should be asked in an open-ended and narrative manner to better assure the validity of the data; (4) It was decided that questions on CTA services should be worded in a positive manner so as not to lead the respondents; and (5) One of the early

drafts was pretested on a classroom of college students, and the results provided information for the modification and deletion of some questions.

As of December 20, a pretest questionnaire had been agreed upon even though some areas within the questionnaire were unacceptable to a few members of TSPC. It was agreed, nevertheless, that the instrument should be pretested to obtain a better idea of which questions worked and which needed to be modified or deleted.

The final questionnaire was a 19 page instrument containing 45 questions, 23 of which had more than one part. While the questionnaire was essentially closed-end, 24 questions could be answered wholly or in part by responses other than those provided. To facilitate interviewing, the questionnaire was color coordinated with the numerous skip patterns. A sample copy of the final instrument is provided in Appendix A.

C. Pretest(s)

In order to pinpoint any problems in question wording, structure or response variance, pretests were conducted when necessary. During the course of questionnaire development and modification, SRL conducted at least four pretests. The first pretest was conducted during the early stages of questionnaire development. As previously mentioned, this pretest was performed on a classroom of college students. The results provided some useful inputs as to question wording and the ordering of questions.

The second pretest was actually a pilot study. After the initial questionnaire was revised three times, it was decided to test the instru-

ment on the general population to see which questions were working and which were not. Approximately 50 interviews, 25 with males and 25 with females, were to be completed using random digit dialing.⁴ This was believed an adequate number for question revisions and for obtaining an estimate of the average time to administer the interview schedule.

The average length of time required per interview was found to be twenty-five to thirty minutes, a time period felt to be satisfactory in terms of subject matter and field costs. Regarding the substantive content of the questionnaire, the pilot study revealed some awkward ordering of questions, a few ambiguities and two questions which provided very little response variation. These results were scrutinized by TSPC and the appropriate changes were made.⁵

The two questions which provided very little response variation were unfortunately important questions, and hence had to be redesigned and tested.⁶ These questions were reworked and 10 additional interviews were conducted with the general population using random digit dialing. The results of this pretest were satisfactory.

Finally, before the questionnaire was implemented on the general population, it was evaluated by the Laboratory's Questionnaire Review Committee. This committee is comprised of three senior staff members from both campuses. The questionnaire was approved, and interviews were conducted with several members of the Laboratory's staff to see if any major flaws or inconsistencies could be found before final typing of the questionnaire.⁷

D. Data Collection

1. Interviewer selection and training. Two weeks prior to the main study 18 interviewers in Chicago and 13 in Urbana were specifically hired and trained in telephone interviewing for this study.⁸ Some were experienced SRL interviewers, others were students hired especially for this study. All attended two separate training sessions. The first session discussed general procedures and techniques of interviewing, i.e., the uses of survey questionnaires, building rapport, introduction and probing techniques, etc. The second session was detailed training and simulated interviewing. This training included instructions of relevant subject matter, a question-by-question review of the survey instrument and various forms of role-playing and practice interviewing with each other. Each session was face-to-face and lasted three to four hours a day.
2. Interviewing procedures. The sample phone numbers were filled in on Interviewer Report Forms (IRF's). These forms were given to the interviewers in groups of 25; it was from these forms that the telephoning was conducted and records were kept.

The interviewing began as follows:

Hello, is this (e.g., 999-0000)? My name is (John Doe) and I am calling from the University of Illinois. We are doing a study of people's use and attitudes of the CTA--Chicago Transit Authority, and I would like to ask some questions about this. May I speak to the head of the household?

For each phone number only one interview was to be conducted. There were three potential respondents who were eligible, and they are listed in the order in which the interviewer asked for them: (1) Head of the household, (2) spouse of the head, (3) any member of the household 18 years of age or older. In cases where the head of the household was not available, the

interview was conducted with the spouse of head and when neither head nor spouse were available the interviewer was instructed to conduct the interview with a household member age 18 or older. In addition, a close watch was kept on the sex breakdown of the completed interviews to insure that the final sex ratio was not extremely disproportionate.⁹

For each call, the date, time and result of the call were recorded. The disposition was one of the following: interviewed, refusal, busy signal, no answer, disconnected number, appointment or other (language difficulty, health problem etc.). Five attempts were made before the result was considered a final non-contact. All disconnected numbers were attempted twice, at the beginning and at the end of the study. This procedure was followed in hopes of contacting households where phone numbers were only temporarily disconnected for short periods of time (people who go on vacation, unpaid bills, etc.). Number changes were classified as ineligible.

3. Interviewer supervision. A supervisor was on hand at all times while interviews were being conducted to answer any questions which might arise and to give assignments. Supervisors monitored a portion of each interviewer's work and clarified any problems encountered therein. In addition, they edited each completed interview twice to insure quality data. When necessary, interviewers were retrained to improve their techniques for the remaining interviews and respondents were recalled to pick up missing information.

4. Verification. The verification was conducted concurrently with the interviewing. Twenty percent of each interviewer's work was verified by a special group of trained personnel. In every instance, the work was found to meet or exceed the required quality standards.

5. Control Desk Results. A total of 3,377 cases were assigned. Of these assignments, 2,204 were eligible cases which resulted in 1,586 completed interviews.¹⁰ Table 1 gives a detailed breakdown on the disposition of the sampled units. As illustrated, an overall response rate of 72 per cent was obtained. The refusal rate was only 17 per cent. This very low rate might be accounted for by the strong interest on the part of the general public in the research subject. Sixty-five percent of the sample units drawn were eligible to be interviewed; that is, they were operable residential telephone numbers within the city limits which contained an eligible respondent. The rate of contact of eligible respondents was 90 per cent.

E. Data Reduction and Data Processing

Shortly after the field work phase of the survey was begun, the process of converting or "reducing" the interview schedule to an IBM data file began. This process was greatly facilitated by the fact that the interview schedule was largely "precoded," that is, for the most part, numbers corresponding to units of information had been assigned to the response categories in a predetermined IBM card format and incorporated directly into the interview schedule. The process of data reduction nonetheless involved six discrete steps:

- a. Quality Control: Each interview schedule was inspected to make certain that the schedule was completely filled out, that response categories were unambiguously indicated, and that written information was legible and coherent. Problems were referred to interviewing supervisors for clarification and correction.

Table 1

Field Work Completion Data

<u>Total Sample</u>	<u>3,377</u>	
<u>Assignments Worked</u>	<u>3,377</u>	
Ineligibles	1,173	
Disconnected numbers,		
Changed numbers, or		653
No such numbers		
Business numbers		520
Eligibles	2,204	
Interviews		1,586
Refusals		316
Non-contacts		219
Other (age, illness, and language)		83
Response Rate	$\left(\frac{\text{Completed interviews}}{\text{Eligibles}} \right)$	72%
Refusal Rate	$\left(\frac{\text{Refusals}}{\text{Eligibles}} \right)$	17%
Contact Rate	$\left(\frac{\text{Eligibles} - \text{Non-contacts}}{\text{Eligibles}} \right)$	90%
Eligibility	$\left(\frac{\text{Total sample} - \text{Ineligibles}}{\text{Total sample}} \right)$	65%

- b. Editing: Response patterns were checked by editors whose task consisted of looking for inconsistent entries, impossible entries and evidence of unclear or ambiguous patterns of response. Errors not correctable on the basis of information within the interview schedule were referred back to interviewing supervisors who either resolved the discrepancies by consultation with the interviewer or had all or part of the interview repeated.
- c. Coding: Although the interview schedule was largely precoded, many questions had "Other reason", "Why?" or "What happened?" categories (e.g., Q. 4, 5, 9, 13c, 14, 18c, 30c) where many meaningful responses were recorded. After the completion of approximately 300 interviews, codes were developed for these questions.¹¹
- d. Check Coding: Concurrently with the coding operation, a systematic and independent recoding of approximately 20 percent of each coder's work was undertaken to assess the accuracy of the overall coding operation and provide a running spot-check on the accuracy of this process over time.
- e. Keypunching: Keypunching was done by the Laboratory's keypunching staff in Urbana. The keypunch process included both punching and verification. The verification procedure, which according to the literature has been demonstrated to work most effectively, indicates that if the cards that are verified have a very low rate of error, any error on the remaining cards will be caught more expeditiously by a cleaning program.

f. Cleaning: Despite the several prior levels of quality control, a final check was undertaken by computer evaluation of the comprehensiveness and consistency of the data in the IBM card file. Impossible responses were defined in a computer program which assessed each IBM card. Errors were resolved by the Data Processing Section and cumulated corrections were "cleaned" once again. This process was repeated until all known errors were eliminated.

During the data reduction process an SPSS (Statistical Package for the Social Sciences) data file was developed for the data analysis. Each question and sub-question on the research instrument was designated as a variable. For each variable a label was constructed and for most questions value labels were developed. The questionnaire was translated into 270 variables. In addition, composite variables were developed from Questions 4, 5, 9, 12, etc.; bringing the final data set to 334 variables. Cross-tabulations were run for Carnegie-Mellon as requested.

F. Validity and Reliability of the Data

1. Non-sampling bias. There are two major sources of error in survey data: sampling error and non-sampling bias. Both sources are controllable but only the former lends itself to precise measurement. Non-sampling bias is difficult to measure because it includes such ephemeral sources of invalidity and unreliability as conceptual and definition bias, measurement error of various sorts, mechanical, typographical and other errors, etc. The best assessment of the magnitude of such error

can be made by careful scrutiny of the procedures employed to create measuring instruments, gather data, coding data, analyze the data, and finally to scrutinize the way in which the data are ultimately interpreted.

The bulk of this report is concerned with the procedures employed by SRL to provide data in a form which lends itself to straightforward analysis and interpretation. While these procedures by no means provide a guarantee that no errors of the non-sampling variety have occurred, they do underscore the fact that non-sampling bias should be minimal. To recapitulate, the key procedures which suggest such assurance are as follows:

The interview schedule was prepared by survey experts in consultation with experts in the fields of transportation and criminology.

The interview schedule was pretested and modified on the basis of this experience.

Interviewers were carefully recruited, trained to the specific demands of this survey, tested and evaluated before they received any assignments, and were under continual supervision throughout the course of the field work.

Completed interviews were subject to standardized quality control procedures: every completed interview was checked and twenty percent of each interviewer's work was subject to verification. Interviews which failed to verify were corrected or new interviews were conducted.

Data reduction procedures ensured that errors of omission, inconsistency, or misinterpretation were negligible: each completed interview was edited for errors, twenty percent of the items which required coding were coded independently and the results compared for accuracy.

IBM data cards were thoroughly cleaned by computer to identify any residual errors which were corrected. Routine card presence procedures guaranteed that no data were lost in transferring the data to the final analytic tape file.

In brief, the procedures employed in this survey were designated to minimize non-sampling bias as sources of invalidity and unreliability.

2. Sampling error. Sampling error arises because only a portion of the eligible population was interviewed. More specifically, it is the difference between the sample results and the results which would have been attained if a complete census were made using the same procedures as the sample. The sampling procedure for the study was systematic random sampling. Thus, sampling errors for proportions can be estimated using the standard p, q formula. For the interested reader, the standard error for sample sizes of 100 to 1,500 is presented in Table 2.

Table 2

Standard Errors for Sample Proportions
(90% Level of Confidence)

Accuracy Range \pm Percent Shown

<u>Sample size</u>	<u>Proportion</u>				
	10% <u>90%</u>	20% <u>80%</u>	30% <u>70%</u>	40% <u>60%</u>	50% <u>50%</u>
100	7.0	9.3	10.7	11.4	11.6
200	4.9	6.6	7.5	8.1	8.2
300	4.0	5.4	6.2	6.6	6.7
400	3.5	4.7	5.3	5.7	5.8
500	3.1	4.2	4.8	5.1	5.2
750	2.5	3.4	3.9	4.2	4.2
1000	2.2	2.9	3.4	3.6	3.7
1500	1.3	1.7	1.9	2.1	2.1

FOOTNOTES

1. For the last quarter of 1971 and the first quarter of 1972, approximately 25% of the telephone numbers in Chicago were unlisted or unpublished numbers.
2. This figure is from: U.S. Census of Housing:1970, HC(1) - A15, p.20. The population of Chicago has been declining slightly, but for the present purposes, the probability would hardly be altered by assuming no change from 1970 to 1973.
3. Prior to the main study, the initial questionnaire was modified to varying degrees not less than seven times. A contributing factor to the numerous revisions was the size of TSPC. The Committee was comprised of not less than 30 members. Some meetings were not well-attended. Questions which were acceptable to some members were unacceptable to others. Ultimately, all differences were resolved judiciously and with a minimum amount of haggling. This reflected the open-minded and seriousness of the committee members.
4. The service proposal specified 40 completed interviews -- 20 by phone and 20 of riders. After the survey design was modified, 25 interviews with males and 25 with females was considered more than adequate to evaluate the questionnaire.
5. The results of each pretest were circulated or made available to members of TSPC.
6. The questions referred to are 27 and 28. The initial questions asked the respondent to evaluate the listed situations: "When using the CTA do you feel very secure, somewhat secure, or not secure at all...?" Most respondents said "somewhat secure" and then qualified their response. Consequently, it was felt that if the respondent were asked to rank the situations, more meaningful response variation could be attained.
7. SRL had ample opportunity to conduct the various pretests because of the extraordinary time delay in waiting for OMB approval of the questionnaire.
8. At the time of the initial proposal, SRL had a pool of approximately 50 telephone interviewers but due to the time delays, by the start of the study many had prior commitments. Consequently, it was necessary to hire some students. The Field Section screened and hired as many interviewers from the pool as were possible. All interviewers selected were hired as independent contractors for the duration of the study. This is standard procedure.

9. The U.S. Census of Populations and Housing:1970, PHC(1) - 43, Part I, shows that 46 percent of the Chicago population 18 and older are males. Our intent was to stay fairly close to this figure. Of the first 1,000 completed interviews, only 40 percent were males. Thus, we began asking to speak with a male 18 and older. If one was not present we attempted an appointment. In the case of a one person household, an interview was always attempted. Sex was disregarded.
10. The figure 1,586 includes partial interviews. A decision was made in the case of "break off" interviews which could not be recontacted, if the respondent answered questions through page 11, he/she was included in the data set; otherwise it was considered a refusal.
11. All open-ended codes were developed in conjunction with Professor Robert Shellow of Carnegie-Mellon University. Professor Shellow was the principal investigator of the group which had responsibility for Task 1.

IV. Data Presentation

The data presented in the fourth and final chapter of this report are the frequency tabulations for each item of the questionnaire. To avoid duplication no cross tabulations are reported since these are the concern of the Task I report. However, the newly created composite variables are included in this presentation. The results of these data are presented in the same order in which the items appeared in the questionnaire.

This chapter which follows the organization of the questionnaire has eight major sections. Section A provides an overview of the three types of respondents, identified in terms of their use or non-use of CTA facilities. The next four sections detail each of these specific ridership patterns: Section B focusing on non-riders; Section C on bus only riders; Section D on el-subway only riders; and Section E on riders who use both modes of transportation. The results of questions on riders' perceptions of system security and victimization are presented in Section F. Demographic and household information appear in Section G. Finally, the composite question variables are contained in Section H.

Previously mentioned and elaborated upon was that three possible respondents were eligible to be interviewed (See page 11). The disposition of those interviewed are as follows: 1,059, 66.8 percent, considered themselves heads of households; 407, 25.7 percent, were the spouse of the head; 119, 7.5 percent, were some other member of the household 18 years of age or older; and one person we were unable to classify or recontact. Thus, the data base of completed interviews is 1,586.

A. RESPONDENT TYPOLOGY

Three types of respondents could emerge from the first two questions of the interview: (1) a person who has never used the CTA -- "never rider"; (2) one who has not used the CTA within the last year -- "past rider"; or (3) a person who has used the CTA at least once in the last year -- "current rider."

Never riders are those persons who answered "no" to Question 1. Questions 2 and 3 were skipped and they were then asked Questions 4 through 6 before skipping to Question 35. They were then asked the remaining questions.

Past riders are ones who answered "yes" to Question 1 but "no" to Question 2. These persons were then asked Questions 3 through 6 before skipping to Question 35 and being asked the remaining questions. Henceforth, past and never riders are combined into one group labelled "non-riders." Their data base is 463.

Current riders are ones who answered "yes" to Questions 1 and 2. This group then skipped Questions 3 through 6 and was asked the remaining appropriate questions. The data base for current riders is 1,123.

Q.1. Have you ever used the CTA bus or el-subway system?

	<u>%</u>
Yes	95
No	<u>5</u>
Total	100
N	(1,586)

Q.2. Have you used the CTA bus or el-subway system within the last year?

	<u>%</u>
Yes	75
No	<u>25</u>
Total	100
N	(1499)

B. NON-RIDERS

Q.3. How many years ago did you last use the CTA bus or el-subway system?

<u>Years</u>	<u>%</u>
1	9
2	21
3	13
4	7
5-9	25
10-20	23
21-40	<u>2</u>
Total	100
N*	(358)

*The case base will fluctuate from the expected number due to the exclusion of those who gave "no answer." For example, Q.3 was asked of 377 respondents and 19 gave no answer.

Q.4. Please tell me whether or not each of the following statements is a reason why you do not ride the bus.

(in percentages)

<u>Reason</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Bus stops are not close to where I want to go .	21	79	100	(462)
(b) Comfort of ride on the bus	10	90	100	(462)
(c) Frequency of the bus service	15	85	100	(462)
(d) Speed of the bus service	11	89	100	(462)
(e) Cleanliness of the bus	8	92	100	(461)
(f) Safety from harassment while riding or waiting for the bus	21	79	100	(462)
(g) Safety from crime while riding or waiting for the bus	21	79	100	(462)
(h) Safety from accidents, collisions, and so forth on the bus	4	96	100	(462)
(i) Helpfulness and courtesy of CTA personnel on the bus	6	94	100	(460)
(j) Cost to ride the bus	22	78	100	(461)
(k) Other reason	87	13	100	(462)

Other Reason

	<u>%</u>
Prefer car	80
Too crowded	*
Not convenient	2
Railroad commuter	2
Age, health	10
Careless personnel	1
Other	5
Total	100
N	(403)

*One respondent which is less than one percent.

As shown above, "other reason" was coded into seven categories (See Codebook, List F, Appendix B). Typical, "prefer car" responses are as follows:

"Would ride if I didn't own a car. Own a car and have no reason to ride CTA."

"Rather use my car."

"Have cheap transportation. Drive everywhere for convenience."

"Have car and use it all the time."

"My children drive me where I go."

"I prefer to drive and bus doesn't go where I want to go."

"I really prefer my car -- convenience."

"Own a car. Would have to transfer twice."

"I need a car in my work. More convenient to go in my own vehicle, don't waste time waiting for buses."

Q.5. Please tell me whether or not each of the following statements is a reason why you do not ride the el-subway.

(in percentages)

<u>Reason</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) El-subway stations are not close to home or where I want to go	33	67	100	(461)
(b) Comfort of ride on the el-subway trains	6	94	100	(461)
(c) Frequency of the el-subway train service	5	95	100	(460)
(d) Speed of the el-subway train service	5	95	100	(460)
(e) Cleanliness of the el-subway trains	7	93	100	(460)
(f) Safety from harassment while riding or waiting for the el-subway trains	24	76	100	(460)
(g) Safety from crime while riding or waiting for the el-subway trains	25	75	100	(460)
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains	7	93	100	(460)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	4	96	100	(460)
(j) Cost to ride the el-subway	17	83	100	(461)
(k) Some other reason	80	20	100	(461)

Other Reason

	<u>%</u>
Prefer car	78
Too crowded	*
Not convenient	4
Railroad commuter	2
Age, health	10
Careless personnel	1
Other	<u>5</u>
Total	100
N	(369)

*One respondent which is less than one percent.

Q.6. Do you think you will ride the CTA in the future?

	<u>%</u>
Yes	43
No	42
Don't know	<u>15</u>
Total	100
N	(462)

(Non-riders skip to Q.35)

Q.7. At what time of the day and night do you usually use the various CTA bus routes or el-subway lines?

(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	59	41	100	(1,114)
(b) Between 9 a.m. and noon	40	60	100	(1,112)
(c) Between noon and 3 p.m.	38	62	100	(1,111)
(d) Between 3 p.m. and 6 p.m.	67	33	100	(1,116)
(e) Between 6 p.m. and 9 p.m.	16	84	100	(1,112)
(f) Between 9 p.m. and midnight	6	94	100	(1,110)
(g) Between midnight and 6 a.m.	6	94	100	(1,111)

Q.8a. Which type of CTA transportation have you used within the last year -- the bus only, the el-subway only, or both?

	<u>%</u>
Bus only	38
El-subway only	8
Both modes	<u>54</u>
Total	100
N	(1123)

Bus only users skipped to the Yellow Section and were asked Questions 9-13. El-subway users were asked Questions 8b,c. They then skipped to the Green Section and were asked Questions 14-18. Both mode users were asked Questions 8b,c. They then skipped to the Blue Section and were asked Questions 19-26.

Q.8b. Which station near your home do you usually board the el-subway?

Q.8c. What el-subway line do you primarily board at this station? ("b" and "c" were coded as one, three column, variable. See Codebook, List A, Appendix B.)

	<u>%</u>
Howard-Englewood/Jackson Park	45
Milwaukee-Congress/Douglas	23
Lake-Dan Ryan	24
Ravenswood	8
Evanston	<u>*</u>
Total	100
N	(663)

*Two respondents which is less than one percent.

C. BUS ONLY RIDERS

Q.9. Please tell me whether or not each of the following statements is a reason why you do not ride the el-subway.

(in percentages)

<u>Reason</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) El-subway stations are not close to home or where I want to go	62	38	100	(424)
(b) Comfort of ride on the el-subway trains . .	8	92	100	(421)
(c) Frequency of the el-subway train service . .	7	93	100	(415)
(d) Speed of the el-subway train service	7	93	100	(415)
(e) Cleanliness of the el-subway trains	7	93	100	(414)
(f) Safety from harassment while riding or waiting for the el-subway trains	29	71	100	(419)
(g) Safety from crime while riding or waiting for the el-subway trains	31	69	100	(418)
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains	11	89	100	(418)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	6	94	100	(417)
(j) Cost to ride the el-subway	9	91	100	(418)
(k) Some other reason	42	58	100	(421)

Other Reason

	<u>%</u>
Prefer car	53
Too crowded	*
Not convenient	17
Railroad commuter	1
Age, health	13
Careless personnel	1
Other	<u>15</u>
Total	100
N	(172)

*One respondent which is less than one percent.

Q.10. Within the last year, how often did you use the bus?
(in percentages)

<u>Frequency</u>	<u>Yes</u>
Daily	30
At least once a week	30
At least once a month	19
Less than once a month	<u>21</u>
Total	100
N	(425)

Q.11. For which of the following do you primarily use the bus?
(in percentages)

<u>Reason</u>	<u>Yes</u>
Work	42
Shopping	30
School	3
Personal business	20
Social or recreational activities	4
Something else	<u>2</u>
Total	101
N	(426)

Q.12. Now I would like to ask you some questions about features of the bus system. For each feature, please tell me whether you think they are very good, good, fair, poor or very poor?

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the bus stop locations .	38	46	12	3	1	100	(424)
(b) Comfort of ride on the bus	17	46	27	7	3	100	(421)
(c) Frequency of the bus service	13	39	30	13	5	100	(417)
(d) Speed of the bus service	13	51	26	7	3	100	(412)
(e) Cleanliness of the buses	10	42	33	9	6	100	(414)
(f) Safety from harassment while riding or waiting for the bus	13	50	24	9	4	100	(405)
(g) Safety from crime while riding or waiting for the bus	12	47	25	10	7	100	(400)
(h) Safety from accidents, collisions, and so forth on the bus	19	59	19	3	1	101	(402)
(i) Helpfulness and courtesy of CTA per- sonnel on the bus	26	44	22	4	3	99	(411)
(j) Cost to ride the bus	6	21	33	19	21	100	(417)

Q.13a. Are there times during the day or night when you will not ride the bus?

	<u>%</u>
Yes	64
No	<u>36</u>
Total	100
N	(425)

Q.13b. If yes, will you ride the bus...

(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	93	8	101	(268)
(b) Between 9 a.m. and noon	98	2	100	(268)
(c) Between noon and 3 p.m.	97	3	100	(268)
(d) Between 3 p.m. and 6 p.m.	91	9	100	(267)
(e) Between 6 p.m. and 9 p.m.	39	61	100	(270)
(f) Between 9 p.m. and midnight	8	92	100	(270)
(g) Between midnight and 6 a.m.	3	97	100	(270)

Q.13c. If no, why?

(in percentages)

Reason ^a	6 a.m.- 9 a.m.	9 a.m.- noon	Noon- 3 p.m.	3 p.m.- 6 p.m.	6 p.m.- 9 p.m.	9 p.m.- midnight	Midnight- 6 a.m.
Unsafe	42	20	13	36	75	82	82
Not convenient	16	40	25	12	3	1	1
Dislike class of people - ^b	-	-	-	-	3	3	2
Too crowded	11	-	13	20	1	-	1
Wait too long	-	-	-	-	1	1	2
Not used then	32	20	13	20	13	10	9
Other	-	20	37	12	4	3	3
Total	101	100	101	100	100	100	100
N	(19)	(5)	(8)	(25)	(164)	(245)	(259)

(Bus only riders skip to Q.27)

a. See Codebook, List B, Appendix B.

b. "-" means no respondent mentioned the category.

D. EL-SUBWAY ONLY RIDERS

Q.14. Please tell me whether or not each of the following statements is a reason why you do not ride the bus.

(in percentages)

Reason	Yes	No	Total	N
(a) Bus stops are not close to where I want to go	29	71	100	(93)
(b) Comfort of ride on the bus	13	87	100	(93)
(c) Frequency of the bus service	30	70	100	(93)
(d) Speed of the bus service	45	55	100	(93)
(e) Cleanliness of the bus	13	87	100	(93)
(f) Safety from harassment while riding or waiting for the bus	12	88	100	(93)
(g) Safety from crime while riding or waiting for the bus	19	81	100	(93)
(h) Safety from accidents, collisions, and so forth on the bus	8	93	101	(93)
(i) Helpfulness and courtesy of CTA personnel on the bus	8	93	101	(93)
(j) Cost to ride the bus	22	79	101	(93)
(k) Other reason	55	45	100	(93)

Q.12. Now I would like to ask you some questions about features of the bus system. For each feature, please tell me whether you think they are very good, good, fair, poor or very poor?

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the bus stop locations .	38	46	12	3	1	100	(424)
(b) Comfort of ride on the bus	17	46	27	7	3	100	(421)
(c) Frequency of the bus service	13	39	30	13	5	100	(417)
(d) Speed of the bus service	13	51	26	7	3	100	(412)
(e) Cleanliness of the buses	10	42	33	9	6	100	(414)
(f) Safety from harassment while riding or waiting for the bus	13	50	24	9	4	100	(405)
(g) Safety from crime while riding or waiting for the bus	12	47	25	10	7	100	(400)
(h) Safety from accidents, collisions, and so forth on the bus	19	59	19	3	1	101	(402)
(i) Helpfulness and courtesy of CTA personnel on the bus	26	44	22	4	3	99	(411)
(j) Cost to ride the bus	6	21	33	19	21	100	(417)

Q.13a. Are there times during the day or night when you will not ride the bus?

	<u>%</u>
Yes	64
No	<u>36</u>
Total	100
N	(425)

Q.13b. If yes, will you ride the bus...

(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	93	8	101	(268)
(b) Between 9 a.m. and noon	98	2	100	(268)
(c) Between noon and 3 p.m.	97	3	100	(268)
(d) Between 3 p.m. and 6 p.m.	91	9	100	(267)
(e) Between 6 p.m. and 9 p.m.	39	61	100	(270)
(f) Between 9 p.m. and midnight	8	92	100	(270)
(g) Between midnight and 6 a.m.	3	97	100	(270)

Q.13c. If no, why?

(in percentages)

Reason ^a	6 a.m.- 9 a.m.	9a.m.- noon	Noon- 3 p.m.	3 p.m.- 6 p.m.	6 p.m.- 9 p.m.	9 p.m.- midnight	Midnight- 6 a.m.
Unsafe	42	20	13	36	75	82	82
Not convenient	16	40	25	12	3	1	1
Dislike class of people - ^b	-	-	-	-	3	3	2
Too crowded	11	-	13	20	1	-	1
Wait too long	-	-	-	-	1	1	2
Not used then	32	20	13	20	13	10	9
Other	-	20	37	12	4	3	3
Total	101	100	101	100	100	100	100
N	(19)	(5)	(8)	(25)	(164)	(245)	(259)

(Bus only riders skip to Q.27)

a. See Codebook, List B, Appendix B.

b. "-" means no respondent mentioned the category.

D. EL-SUBWAY ONLY RIDERS

Q.14. Please tell me whether or not each of the following statements is a reason why you do not ride the bus.

(in percentages)

Reason	Yes	No	Total	N
(a) Bus stops are not close to where I want to go	29	71	100	(93)
(b) Comfort of ride on the bus	13	87	100	(93)
(c) Frequency of the bus service	30	70	100	(93)
(d) Speed of the bus service	45	55	100	(93)
(e) Cleanliness of the bus	13	87	100	(93)
(f) Safety from harassment while riding or waiting for the bus	12	88	100	(93)
(g) Safety from crime while riding or waiting for the bus	19	81	100	(93)
(h) Safety from accidents, collisions, and so forth on the bus	8	93	101	(93)
(i) Helpfulness and courtesy of CTA personnel on the bus	8	93	101	(93)
(j) Cost to ride the bus	22	79	101	(93)
(k) Other reason	55	45	100	(93)

Other Reason

	<u>%</u>
Prefer car	58
Too crowded	4
Not convenient	20
Railroad commuter	4
Age, health	2
Careless personnel	2
Other	<u>10</u>
Total	100
N	(50)

Q.15. Within the last year, how often did you use the el-subway?

(in percentages)

<u>Frequency</u>	<u>Yes</u>
Daily	31
At least once a week	26
At least once a month	17
Less than once a month	<u>26</u>
Total	100
N	(93)

Q.16. For which of the following do you primarily use the el-subway?

<u>Reason</u>	<u>Yes</u>
Work	47
Shopping	24
School	5
Personal business	18
Social or recreational activities	4
Something else	<u>1</u>
Total	99
N	(93)

Q.17. Now I would like to ask you some questions about features of the el-subway system. Again, please tell me whether you think they are very good, good, fair, poor, or very poor.

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the el-subway station locations	36	45	15	2	2	100	(93)
(b) Comfort of ride on the el-subway trains	16	43	26	11	4	100	(93)
(c) Frequency of the el-subway trains service	27	55	15	1	1	99	(92)
(d) Speed of the el-subway trains	29	53	14	2	1	99	(92)
(e) Cleanliness of the el-subways	3	22	51	16	9	101	(93)
(f) Safety from harassment while riding or waiting for the el-subway trains	13	36	28	20	3	100	(92)
(g) Safety from crime while riding or waiting for the el-subway trains	11	34	32	18	4	99	(90)
(h) Safety from collisions, trains derailing and so forth on the el-subway trains	18	54	23	2	3	100	(89)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	12	51	31	4	2	100	(91)
(j) Cost to ride the el-subway	7	21	37	22	13	100	(91)

Q.18a. Are there times during the day or night when you will not ride the el-subway?

	<u>%</u>
Yes	75
No	<u>25</u>
Total	100
N	(93)

Q.18b. If yes, will you ride the el-subway...

(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	100	-	100	(69)
(b) Between 9 a.m. and noon	99	1	100	(69)
(c) Between noon and 3 p.m.	99	1	100	(69)
(d) Between 3 p.m. and 6 p.m.	100	-	100	(69)
(e) Between 6 p.m. and 9 p.m.	48	52	100	(69)
(f) Between 9 p.m. and midnight	6	94	100	(70)
(g) Between midnight and 6 a.m.	-	100	100	(70)

Q.18c. If no, why?

(in percentages)

<u>Reason</u>	<u>6 a.m.- 9 a.m.</u>	<u>9 a.m.- noon</u>	<u>Noon- 3 p.m.</u>	<u>3 p.m.- 6 p.m.</u>	<u>6 p.m.- 9 p.m.</u>	<u>9 p.m.- midnight</u>	<u>Midnight- 6 a.m.</u>
Unsafe	-	100	100	-	86	88	89
Not convenient	-	-	-	-	-	-	-
Dislike class of people	-	-	-	-	3	2	1
Too crowded	-	-	-	-	3	2	-
Wait too long	-	-	-	-	-	2	1
Not used then	-	-	-	-	8	7	9
Other	-	-	-	-	-	-	-
Total	-	100	100	100	100	101	100
N	(0)	(1)	(1)	(0)	(36)	(66)	(70)

(El-subway only riders skip to Q.27)

E. BUS AND EL-SUBWAY RIDERS

Q.19. Within the last year, how often did you use the bus?
(in percentages)

<u>Frequency</u>	<u>Yes</u>
Daily	48
At least once a week	23
At least once a month	16
Less than once a month	<u>13</u>
Total	100
N	(604)

Q.20. For which of the following do you primarily use the bus?
(in percentages)

<u>Reason</u>	<u>Yes</u>
Work	55
Shopping	16
School	6
Personal business	16
Social or recreational activities	5
Something else	<u>2</u>
Total	100
N	(596)

Q.21. Now I would like to ask you some questions about features of the bus system. For each feature, please tell me whether you think they are very good, good, fair, poor or very poor.

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N*</u>
(a) Convenience of the bus stop locations . .	34	44	16	4	2	100	(600)
(b) Comfort of ride on the bus	14	45	31	8	3	101	(598)
(c) Frequency of the bus service	10	36	29	17	8	100	(591)
(d) Speed of the bus service	10	47	32	8	4	101	(584)
(e) Cleanliness of the buses	7	33	35	17	8	100	(592)
(f) Safety from harassment while riding or waiting for the bus	9	45	24	14	8	100	(581)
(g) Safety from crime while riding or waiting for the bus	9	45	22	17	8	101	(575)
(h) Safety from accidents, collisions, and so forth on the bus	15	57	22	5	1	100	(580)
(i) Helpfulness and courtesy of CTA person- nel on the bus	20	41	28	7	4	100	(588)
(j) Cost to ride the bus	4	11	29	27	29	100	(595)

*The case base is less than 604 due to the exclusion of those who gave a "don't know" or "no answer."

Q.22a. Are there times during the day or night when you will not ride the bus?

	<u>%</u>
Yes	62
No	<u>38</u>
Total	100
N	(602)

Q.22b. If yes, will you ride the bus...

(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	97	3	100	(372)
(b) Between 9 a.m. and noon	98	2	100	(372)
(c) Between noon and 3 p.m.	99	1	100	(371)
(d) Between 3 p.m. and 6 p.m.	97	3	100	(371)
(e) Between 6 p.m. and 9 p.m.	59	41	100	(373)
(f) Between 9 p.m. and midnight	13	87	100	(373)
(g) Between midnight and 6 a.m.	1	99	100	(373)

Q.22c. If no, why?

(in percentages)

	<u>6 a.m.- 9 a.m.</u>	<u>9 a.m.- noon</u>	<u>Noon- 3 p.m.</u>	<u>3 p.m.- 6 p.m.</u>	<u>6 p.m.- 9 p.m.</u>	<u>9 p.m.- midnight</u>	<u>Midnight- 6 a.m.</u>
Unsafe	58	29	20	50	85	86	86
Not convenient	-	14	20	-	-	1	1
Dislike class of people	-	14	20	-	2	3	3
Too crowded	17	14	-	33	2	1	-
Wait too long	8	-	-	-	3	3	4
Not used then	17	29	40	17	9	6	6
Other	-	-	-	-	-	-	-
Total	100	100	100	100	101	100	100
N	(12)	(7)	(5)	(12)	(152)	(323)	(365)

Q.23. Within the last year, how often did you use the el-subway?

(in percentages)

<u>Frequency</u>	<u>Yes</u>
Daily	36
At least once a week	26
At least once a month	18
Less than once a month	20
Total	100
N	(603)

Q.24. For which of the following do you usually use the el-subway?

(in percentages)

<u>Reason</u>	<u>Yes</u>
Work	47
Shopping	22
School	3
Personal business	20
Social or recreational activities	7
Something else	1
Total	100
N	(595)

Q.25. Now I would like to ask you some questions about features of the el-subway system. Again, please tell me whether you think they are very good, good, fair, poor or very poor.

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the el-subway station locations	24	50	18	6	1	99	(591)
(b) Comfort of ride on the el-subway trains	18	50	23	6	3	100	(594)
(c) Frequency of the el-subway train service	26	55	16	3	1	101	(593)
(d) Speed of the el-subway trains	25	58	15	2	1	101	(588)
(e) Cleanliness of the el-subway trains	8	35	36	15	6	100	(588)
(f) Safety from harassment while riding or waiting for the el-subway trains	9	42	23	18	9	101	(569)
(g) Safety from crime while riding or waiting for the el-subway trains	8	38	25	19	11	101	(560)
(h) Safety from collisions, trains derailling, and so forth on the el-subway trains	14	59	21	5	1	100	(569)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	19	48	25	7	2	101	(578)
(j) Cost to ride the el-subway trains	5	15	32	25	23	100	(590)

Q.26a. Are there times during the day or night when you will not ride the el-subway?

	<u>%</u>
Yes.	70
No	<u>30</u>
Total	100
N	(599)

Q.26b. If yes, will you ride the el-subway. . .
(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	97	3	100	(418)
(b) Between 9 a.m. and noon	98	2	100	(418)
(c) Between noon and 3 p.m.	98	2	100	(418)
(d) Between 3 p.m. and 6 p.m.	97	3	100	(418)
(e) Between 6 p.m. and 9 p.m.	53	47	100	(419)
(f) Between 9 p.m. and midnight	12	89	101	(419)
(g) Between midnight and 6 a.m.	1	99	100	(419)

Q.26c. If no, why?

(in percentages)

<u>Reason</u>	<u>6 a.m.- 9 a.m.</u>	<u>9 a.m.- Noon</u>	<u>Noon- 3 p.m.</u>	<u>3 p.m.- 6 p.m.</u>	<u>6 p.m.- 9 p.m.</u>	<u>9 p.m.- midnight.</u>	<u>Midnight 6 a.m.</u>
Unsafe	43	100	78	75	90	88	87
Not convenient . . .	21	-	11	8	1	1	1
Dislike of people . .	-	-	-	-	1	2	3
Too crowded	21	-	-	17	1	1	1
Wait too long . . .	7	-	-	-	1	2	2
Not used then . . .	7	-	11	-	6	6	5
Other	-	-	-	-	1	1	1
Total	99	100	100	100	101	101	100
N	(14)	(7)	(9)	(12)	(198)	(366)	(409)

F. PERCEIVED SYSTEM SECURITY AND VICTIMIZATION

All CTA riders were asked Questions 27a.- 44f. For Question 27a, respondents were asked to select from four conditions, the one condition where they feel most secure and one condition under which they feel least secure. The same procedure was used for parts b and c. For part d the respondents were read their three most secure choices and asked to rank them in terms of most secure. Likewise, they were asked to do the same with their three least secure choices. The results are as follows:

27. While using the CTA, under which of these four conditions do you feel most secure and under which do you feel least secure?

(in percentages)

Rankings **

<u>Conditions</u>	<u>Most Secure</u>				<u>Least Secure</u>			
	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total Mentions</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>Total Mentions</u>
a. (1) While going from home to the bus or el-subway stop	32	26	16	24	2	2	2	2
(2) After departing the bus or el-subway and going to your destination	8	8	5	7	4	5	3	4
(3) While walking thru the el-subway stations	*	2	3	1	2	9	6	6
(4) While on stairs, rampway or tunnel to el-subway platform .	*	*	1	1	5	21	38	21
b. (5) While waiting at the bus stop	8	24	42	25	2	7	4	4
(6) While waiting in the el-subway stations	2	6	10	6	2	12	11	8
(7) While waiting on el-subway platform	1	2	5	2	8	29	26	21
c. (8) While riding the el-subway ..	9	8	3	7	60	11	8	27
(9) While riding the bus	<u>40</u>	<u>25</u>	<u>15</u>	<u>27</u>	<u>16</u>	<u>4</u>	<u>2</u>	<u>7</u>
Total	100	101	100	100	101	100	100	100
N	(949)	(901)	(923)	(2773)	(926)	(882)	(899)	(2707)

* Less than one percent.

** Within both groupings, 1st means "most" and 3rd means "least" secure. For example, of all choices, "Least-3rd," are considered the least secure conditions.

Similarly, for Question 28 respondents were asked to select one statement from each of three groupings of three conditions. They were then read their three choices and asked to rank them in terms of most secure.

Q.28. Which of the following conditions would make you feel most secure?

(in percentages)

<u>Conditions</u>	<u>Most Secure</u>			<u>Total mentions</u>
	<u>1st</u>	<u>2nd</u>	<u>3rd</u>	
a. (1) If you saw more police officers on el-subway platforms and trains?	29	26	13	23
(2) If buses and el-subway trains ran more frequently, thereby shortening the waiting time?	5	5	4	5
(3) If other passengers were present while you were waiting for a bus or el-subway train?	4	7	8	6
b. (4) If you knew quick assistance was available from CTA personnel or the police?	17	23	28	22
(5) If lighting in el-subway stations and platforms were better?	1	3	4	3
(6) If other passengers were riding in the same bus or el-subway car as you?	3	10	12	8
c. (7) If a policeman and police dog were assigned to each bus or el-subway train during non-rush hour periods?	31	14	14	20
(8) If el-subway trains had 2 cars during non-rush hour periods so that a conductor would be present in one and the driver in the other?	6	7	10	8
(9) If other people were nearby while waiting for a bus or el-subway train?	4	5	8	6
Total	100	100	101	101
N	(1021)	(1017)	(1007)	(3045)

Q.29. Concerning events you may have seen or heard about that might occur on the CTA, how often do you think...

(in percentages)

<u>Events</u>	<u>Frequency</u>				<u>Total</u>	<u>N</u>
	<u>Frequently</u>	<u>Occasionally</u>	<u>Seldom</u>	<u>Never</u>		
a. people are bothered by drunks who ride the CTA? Is it	32	39	24	5	100	(990)
b. people are bothered by someone using obscene language or making verbal threats?	40	31	23	7	101	(989)
c. people are frightened by other passengers, such as a gang?	40	36	18	6	100	(969)
d. people are robbed or assaulted while using the CTA?	38	38	18	6	100	(946)
e. CTA personnel are helpful to passengers? . .	45	31	19	5	100	(1007)

Question 30 with its numerous parts was not as formidable to conduct as it may seem visually. Respondents were asked categories (1) through (4) first, and a "yes" or "no" was circled for each. For each "yes" response in parts (1) through (3), up to two mentions were coded for items c through f. Thus, 87-93 percent of the responses are included in the data set. For a "yes" response in part (4), up to three mentions were coded for items c and e. Eighty-five percent of the responses for part (4) are included in the data set. This procedure of asking parts (1) through (4) first,

does not forewarn the respondent that for each "yes" he may be asked an additional nine questions; which, if conducted in a different manner may lead to a suppression of "yes" responses.

The narratives recorded for item c "what happened?", were coded into five general categories and defined as follows: (1) theft-person usually not confronted or not aware of act; (2) robbery-person usually confronted directly or aware of act; (3) assault-to place one in fear of imminent harmful or offensive contact; (4) battery- a harmful or offensive contact; and (5) crime against person. The detailed codes which were constructed for items c, d and f are contained in Appendix B - - Codebook.

The data presentation for Question 30 will correspond to the rows of the questions. For items which contained multiple responses (columns c-f), the responses are combined and will be presented in one table.

Q. 30. Now I would like to ask you some questions concerning whether or not you have ever been a victim of a crime or attempted crime, witnessed a crime, or been harassed while walking from or going to a stop, waiting at the stop or riding the bus or el-subway trains. Let's take the first one.

(1)a. Been the victim of a crime

	<u>%</u>
Yes.	8
No	<u>92</u>
Total	100
N	(1090)

(1)b. How Many Times

<u>Number</u>	<u>%</u>
1	78
2	16
3	6
4	<u>1</u>
Total	101
N	(89)

(1)c. What Happened

<u>Crime</u>	<u>%</u>
Theft	49
Robbery	25
Battery-Offensive	3
Battery-Harmful	15
Crime Against Person	<u>9</u>
Total	101
N	(105) ^a

a - Does not include 70 "no answer" responses.

(1)d. Where Did it Happen

<u>Place</u>	<u>%</u>
Going from home to bus or el-subway stop	9
Walking through el-subway stations	-
Waiting . . . at bus stop.	18
. . . in el-subway station	3
. . . on el-subway platform	6
Riding . . . the bus.	22
. . . the el-subway.	16
On stairs or rampway to el-subway platforms.	5
Departing bus or el-subway and going to destination. . .	<u>21</u>
Total	100
N	(105) ^a

a - Does not include 70 "no answer" responses.

(1)e. Report This to the Police or CTA Personnel

	<u>%</u>
Yes	63
No	<u>37</u>
Total	100
N	(107)

a - Does not include 68 "no answer" responses.

(1)f. Why Not Reported

<u>Reason</u>	<u>%</u>
Afraid to report	19
Wanted to leave	22
Someone else reported	11
Misapprehension	40
Don't care	<u>8</u>
Total	100
N	(37)

(2)a. Been the Victim of an Attempted Crime %

Yes	8
No	<u>92</u>
Total	100
N	(1090)

(2)b. How Many Times

<u>Number</u>	<u>%</u>
1	71
2	22
3	2
4	1
5 or more	<u>4^a</u>
Total	100
N	(86)

a - Two persons mentioned 5, and one mentioned 20.

(2)c. What happened

<u>Crime</u>	<u>%</u>
Theft	31
Robbery	24
Assault with weapon	6
Assault without weapon	18
Battery - offensive	13
Battery - harmful	6
Crime against person	<u>2</u>
Total	100
N	(109) ^a

a - Does not include 70 "no answer" responses.

(2)d. Where did it happen

<u>Place</u>	<u>%</u>
Going from home to bus or el-subway stop	5
Walking through el-subway stations	5
Waiting . . . at bus stop	19
. . . in el-subway station	3
. . . on el-subway platform	13
Riding . . . the bus	20
. . . the el-subway	23
On stairs or rampway to el-subway platforms	4
Departing bus or el-subway and going to destination . . .	7
Other	<u>2</u>
Total .	101
N	(111) ^a

a - Does not include 68 "no answer" responses.

(2)e. Report this to the police or CTA personnel

	<u>%</u>
Yes	28
No	<u>72</u>
Total	100
N	(110) ^a

a - Does not include 69 "no answer" responses.

(2)f. Why not reported

<u>Reason</u>	<u>%</u>
Afraid to report	7
No police	7
Wanted to leave	12
Someone else reported	5
Police on scene	8
Misapprehension	59
Don't care	<u>1</u>
Total	99
N	(74)

(3)a. Witness a crime

	<u>%</u>
Yes	18
No	<u>82</u>
Total	100
N	(1089)

(3)b. How many times

<u>Number</u>	<u>%</u>
1	63
2	24
3	7
4	2
5	1
6	1
7 or more	<u>3^a</u>
Total	101
N	(180)

a - There was one mention for each of the following number of times: 7, 8,9,10 and 30.

(3)c. What happened

<u>Crime</u>	<u>%</u>
Theft	54
Robbery	17
Assault with weapon	3
Assault without weapon	6
Battery - offensive	3
Battery - harmful	15
Crime against person	<u>2</u>
Total	100
N	(269) ^a

a - Does not include 74 "no answer" responses.

(3)d. Where did it happen

<u>Place</u>	<u>%</u>
Going from home to bus or el-subway stop	2
Walking through el-subway stations	3
Waiting . . . at bus stop	10
. . . in el-subway station	4
. . . on el-subway platform	8
Riding . . . the bus	38
. . . the el-subway	31
On stairs or rampway to el-subway platforms	1
Departing bus or el-subway and going to destination . . .	2
Other	<u>1</u>
Total	100
N	(271) ^a

a - Does not include 72 "no answer" responses.

(3)e. Report this to the police or CTA personnel

	<u>%</u>
Yes	26
No	<u>74</u>
Total	100
N	(270)

a - Does not include 73 "no answer" responses.

(3)f. Why not reported

<u>Reason</u>	<u>%</u>
Afraid to report	4
No police	3
Wanted to leave	13
Someone else reported	26
Victim reported	18
Misapprehension	22
Don't care	<u>15</u>
Total	101
N	(188)

(4)a. Been bothered, frightened, or threatened

	<u>%</u>
Yes	25
No	<u>75</u>
	100
	(1090)

(4)b. How many times

<u>Number</u>	<u>%</u>
1	53
2	21
3	11
4	2
5	6
6	2
7 or more	<u>5</u>
Total	100
N	(239) ^a

a - Categories 7,9, and 25 each had one respondent.

Category 12 had 2 respondents and Category 10 had 6 respondents.

(4)c. What Happened

<u>Crime</u>	<u>%</u>
Theft	2
Robbery	2
Assault with weapon	2
Assault without weapon	65
Battery - offensive	11
Battery - harmful	5
Crime against person	<u>12</u>
Total	99
N	(470) ^a

a - Does not include 118 "no answer" responses.

(4)e. Report This to the Police or CTA Personnel

	<u>%</u>
Yes	17
No	<u>83</u>
Total	100
N	(465) ^a

a - Does not include 123 "no answer" responses.

Q.31. Have any members of your household, relatives or friends ever been victims of a robbery, assault, attempted robbery or attempted assault while using the CTA?

	<u>%</u>
Yes	25
No	<u>75</u>
Total	100
N	(1087)

32. In terms of personal security which do you consider the safest -- buses or el-subway trains?

	<u>%</u>
Buses	70
El-subway trains	16
Both equally	7
Neither	2
Don't know	<u>5</u>
Total	100
N	(1087)

33a. During the past year, do you think personal safety from crime when using the CTA has been better, about the same, or worse?

	<u>%</u>
Better	33
About the same	40
Worse	13
Don't know	<u>13</u>
Total	99
N	(1088)

33b. Is this feeling based on...

(in percentages)

	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(1) Radio, TV, or newspapers . . .	58	42	100	(946)
(2) Discussions you have had with family and friends	48	52	100	(945)
(3) Your own personal experiences.	54	46	100	(945)
(4) Some other feeling	6	94	100	(944)

34. Concerning the quality of CTA services, please tell me whether you think each of the following has improved, stayed the same, or got worse.

(in percentages)

	<u>Improved</u>	<u>Stayed same</u>	<u>Got worse</u>	<u>Don't know</u>	<u>Total</u>	<u>N</u>
a. Comfort and cleanliness of the CTA vehicle	49	37	10	4	100	(1084)
b. Convenience, frequency and speed of the CTA vehicle . . .	26	56	13	5	100	(1084)
c. Safety of the CTA vehicles from accident	30	55	5	10	100	(1084)
d. Safety from harassment and crime	26	45	17	12	100	(1085)
e. Courteousness and helpfulness of the CTA personnel	31	56	8	5	100	(1084)

G. DEMOGRAPHIC AND HOUSEHOLD INFORMATION

All respondents were asked Questions 35-44.

Q.35. Other than the CTA, what types of transportation do you usually use for work, shopping and so forth?

(in percentages)

	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) A personal or business car	75	25	100	(1551)
(b) A car pool	5	95	100	(1549)
(c) A taxi cab	25	75	100	(1548)
(d) A commuter railroad	8	92	100	(1548)
(e) Some other means of transportation	14	86	100	(1548)

Other Means of Transportation

	<u>%</u>
Someone else's car	7
Bicycle	22
Motorcycle	5
Walk	55
Truck	3
Other	<u>7</u>
Total	99
N	(211)

For purposes of the study it was important to know where in the city a respondent resided. When using random digit dialing, initially, the residence of a respondent is unknown. From a past study, when asking the respondent where he lives, 50 percent refused to divulge the information. Therefore, to locate non-published numbers is nearly impossible; and to locate other numbers would be very tedious and time consuming.

Consequently, it was decided to ask each respondent the innocuous question of the closest bus stop to his home. In Chicago, all households are within three-eighths of one mile from a bus stop, and for purposes of this study this was an adequate approximation to the respondent's residence. The twenty-one police districts for the city were used as the codes for respondent's household location.

Q.36. What is the location of the closest bus stop to your home? (*None of two intersecting streets.*)

<u>Police District</u>	<u>%</u>
Central	1.1
Wentworth	1.8
Grand Crossing	4.5
South Chicago	4.7
Kensington	5.9
Gresham	6.4
Englewood	3.8
Chicago Lawn	7.4
Deering	3.8
Marquette	2.8
Fillmore	1.7
Monroe	1.2
Wood	2.0
Shakespeare	3.4
Austin	6.1
Jefferson Park	9.0
Albany Park	6.3
East Chicago	2.9
Town Hall	8.8
Foster	13.9
Prairie	<u>2.4</u>
Total	100.0
N	(1481)

Q.37. Do you own or have frequent use of an automobile?

	<u>%</u>
Yes	75
No	<u>25</u>
Total	100
N	(1538)

Q.38a. What is the main occupation of the head of the household, that is, what kind of work does he/she (you) do?

<u>Occupation</u>	<u>%</u>
Professional, technical and kindred	13
Managers and administrators	7
Sales	6
Clerical and kindred	13
Craftsmen and kindred	13
Operatives	14
Laborers	4
Service, except private household	8
Private household	1
Student	2
Housewife	4
Retired	11
Unemployed	3
Disabled	<u>1</u>
Total	101
N	(1493)

Q.39. What is the highest grade of school you completed?

<u>Education</u>	<u>%</u>
No school	1
Eighth grade or less	12
Some high school	16
High school graduate	31
Technical-vocational school	4
Some college	21
College graduate	10
Graduate school	<u>6</u>
Total	101
N	(1526)

Q.40. In what year were you born?

<u>Age</u>	<u>%</u>
18-20	6
21-24	9
25-29	15
30-34	9
35-39	8
40-44	9
45-49	8
50-54	9
55-59	9
60-64	6
65-69	5
70 and older	<u>7</u>
Total	100
N	(1460)

Q.41. For purposes of our study, we need to have a rough estimate of the income of your household. Was your total household income before taxes last year (1972)...

<u>Income</u>	<u>%</u>
\$3,000 or less	10
\$3,001 - \$5,000	7
\$5,001 - \$7,500	10
\$7,501 - \$10,000	15
\$10,001 - \$15,000	20
\$15,001 - \$25,000	12
More than \$25,000	4
Would not state	17
Don't know	6
Total	101
N	(1534)

Q.42. What is your racial background?

<u>Race</u>	<u>%</u>
White	65
Black	29
American Indian	1
Asian, Oriental	1
Spanish-American	4
Other	<u>1</u>
Total	101
N	(1528)

Q.43. Including yourself, how many people live in the household?

<u>Number</u>	<u>%</u>
1	19
2	28
3	18
4	15
5	10
6	5
7	2
8 or more	<u>3</u>
Total	100
N	(1511)

Q.44a. Other than yourself, how many people in the household are 14 years of age or older?

<u>Number</u>	<u>%</u>
1	59
2	22
3	11
4	6
5	1
6	* ^a
7	* ^b
8	* ^c
Total	99
N	(1160)

a - Six households which is less than one percent.

b - Four households which is less than one percent.

c - One household which is less than one percent.

After Question 44a was asked, if there were no persons 14 years or older, the respondent was thanked for his/her cooperation, the interview was terminated, and the sex of the respondent was recorded. In the 1154 households which contained a person 14 years or older, the respondent was asked to give the age and sex of each person. For each person listed, the respondent was asked how frequently that person has used the CTA within the last year; if used, does the person use the el-subway; and if yes, what station and line do they usually board near home. The above information was coded for a maximum of five people. Virtually all persons listed, 99 percent, are included in the data set.

In the data presentation for this series of questions, the responses for each part are combined and presented in one table.

b. Age Composition of Household

<u>Age</u>	<u>%</u>
14,15	10
16-19	17
20-24	13
25-29	9
30-34	7
35-39	6
40-44	7
45-49	7
50-54	7
55-59	5
60-64	4
65-69	3
70 and older	<u>6</u>
Total	101
N	(1866)

b. Sex Composition of Household

	<u>%</u>
Male	52
Female	<u>49</u>
Total	101
N	(1959)

c. Frequency of CTA Use for Household Members

<u>Frequency</u>	<u>%</u>
Daily	27
At least once a week	14
At least once a month	8
Less than once a month	14
Never	<u>37</u>
Total	100
N	(1955)

e.,f. El-Subway Line Household Members Board near Home

<u>El-subway line</u>	<u>%</u>
Howard-Englewood/Jackson Park	42
Milwaukee-Congress/Douglas.	24
Lake-Dan Ryan	25
Ravenswood	<u>9</u>
Total	100
N	(520)

Q.45. Sex of Respondent

	<u>%</u>
Male	42.4
Female	<u>57.6</u>
Total	100.0
N	(1586)

H. COMPOSITE QUESTION VARIABLES

The data presented in the eighth and final section of this chapter are the results of the duplicated questions. Parts of the questionnaire were color coordinated to facilitate interviewing. Once respondent types were identified, the interviewer skipped to the designated color-coordinated section. This procedure resulted in a total of 12 duplicated questions which were asked of the appropriate respondent groups. The results are as follows:

Questions 4 & 14 combined - Reasons For Not Riding the Bus

(in percentages)

<u>Reasons</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Bus stops are not close to where I want to go .	22	78	100	(555)
(b) Comfort of ride on the bus	11	89	100	(555)
(c) Frequency of the bus service	18	83	101	(555)
(d) Speed of the bus service	17	83	100	(555)
(e) Cleanliness of the bus	9	91	100	(554)
(f) Safety from harassment while riding or waiting for the bus	19	81	100	(555)
(g) Safety from crime while riding or waiting for the bus	21	80	101	(555)
(h) Safety from accidents, collisions, and so forth on the bus	4	96	100	(555)
(i) Helpfulness and courtesy of CTA personnel on the bus	6	94	100	(553)
(j) Cost to ride the bus	22	78	100	(554)
(k) Other reason	82	18	100	(555)

Questions 5 & 9 Combined - Reasons for Not Riding the El-Subway

(in percentages)

<u>Reasons</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) El-subway stations are not close to home or where I want to go	47	53	100	(885)
(b) Comfort of ride on the el-subway trains	7	93	100	(882)
(c) Frequency of the el-subway train service	6	94	100	(875)
(d) Speed of the el-subway train service	6	94	100	(875)
(e) Cleanliness of the el-subway trains	7	93	100	(874)
(f) Safety from harassment while riding or waiting for the el-subway trains	26	74	100	(879)
(g) Safety from crime while riding or waiting for the el-subway trains	28	72	100	(878)
(h) Safety from collisions, trains derailling, and so forth on the el-subway trains	9	91	100	(878)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	5	95	100	(877)
(j) Cost to ride the el-subway	13	87	100	(879)
(k) Some other reason	62	38	100	(882)

Questions 10 & 19 Combined - Frequency of Bus Use

(in percentages)

<u>Frequency</u>	<u>Yes</u>
Daily	40
At least once a week	26
At least once a month	18
Less than once a month	<u>16</u>
Total	100
N	(1029)

Questions 11 & 20 Combined - Primary Reason for Using the Bus

(in percentages)

<u>Reason</u>	<u>Yes</u>
Work	50
Shopping	22
School	5
Personal business	17
Social or recreational activities	5
Something else	<u>2</u>
Total	101
N	(1022)

Questions 12 & 21 Combined - Rating of Bus System Features

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the bus stop locations	36	45	14	4	2	101	(1024)
(b) Comfort of ride on the bus	15	45	29	8	3	100	(1019)
(c) Frequency of the bus service	11	37	30	15	7	100	(1008)
(d) Speed of the bus service	11	48	29	8	4	100	(996)
(e) Cleanliness of the buses	9	37	34	14	7	101	(1006)
(f) Safety from harassment while riding or waiting for the bus	11	47	24	12	6	100	(986)
(g) Safety from crime while riding or waiting for the bus	10	46	23	14	7	100	(975)
(h) Safety from accidents, col- lisions, and so forth on the bus	16	58	21	4	1	100	(982)
(i) Helpfulness and courtesy of CTA personnel on the bus	22	42	26	6	4	100	(999)
(j) Cost to ride the bus	5	15	31	24	26	101	(1012)

Questions 13a & 22a Combined - Are There Times When You Will Not Ride
the Bus?

	<u>%</u>
Yes	63
No	<u>37</u>
Total	100
N	(1027)

Questions 13b & 22b Combined - Times When You Will Not Ride the Bus
(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	95	5	100	(640)
(b) Between 9 a.m. and noon	98	2	100	(640)
(c) Between noon and 3 p.m.	98	2	100	(639)
(d) Between 3 p.m. and 6 p.m.	94	6	100	(639)
(e) Between 6 p.m. and 9 p.m.	51	50	101	(643)
(f) Between 9 p.m. and midnight	11	89	100	(643)
(g) Between midnight and 6 a.m.	2	98	100	(643)

Questions 15 & 23 Combined - Frequency of El-Subway Use

<u>Frequency</u>	<u>Yes</u>
Daily	35
At least once a week	26
At least once a month	18
Less than once a month	<u>21</u>
Total	100
N	(696)

Questions 16 & 24 Combined - Primary Use of the El-Subway

(in percentages)

<u>Reason</u>	<u>Yes</u>
Work	47
Shopping	22
School	4
Personal business	19
Social or recreational activities	7
Something else	1
Total	100
N	(588)

Questions 17 & 25 Combined - Rating of El-Subway Features

(in percentages)

<u>Features</u>	<u>Very good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Very poor</u>	<u>Total</u>	<u>N</u>
(a) Convenience of the el-subway station locations	26	50	18	6	1	101	(684)
(b) Comfort of ride on the el-subway train trains	17	49	23	7	4	100	(687)
(c) Frequency of the el-subway trains service	26	55	16	3	1	101	(685)
(d) Speed of the el-subway trains	25	57	14	2	1	99	(680)
(e) Cleanliness of the el-subways	8	33	38	15	7	100	(681)
(f) Safety from harassment while riding or waiting for the el-subway trains	9	41	24	18	8	100	(661)
(g) Safety from crime while riding or waiting for the el-subway trains	8	37	26	19	10	100	(650)
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains	15	58	21	4	1	99	(658)
(i) Helpfulness and courtesy of CTA personnel on the el-subway	18	48	26	7	2	99	(669)
(j) Cost to ride the el-subway	5	15	33	25	22	100	(681)

Questions 18a & 26a Combined - Are There Times When You Will Not Ride the
El-Subway

	<u>%</u>
Yes	71
No	<u>30</u>
Total	101
N	(692)

Questions 18b & 26b Combined - Times When You Will Not Ride the El-Subway
(in percentages)

<u>Time Periods</u>	<u>Yes</u>	<u>No</u>	<u>Total</u>	<u>N</u>
(a) Between 6 a.m. and 9 a.m.	97	3	100	(487)
(b) Between 9 a.m. and noon	98	2	100	(487)
(c) Between noon and 3 p.m.	98	2	100	(487)
(d) Between 3 p.m. and 6 p.m.	98	3	101	(487)
(e) Between 6 p.m. and 9 p.m.	52	48	100	(488)
(f) Between 9 p.m. and midnight	11	89	100	(489)
(g) Between midnight and 6 a.m.	1	99	100	(489)

APPENDIX A
QUESTIONNAIRE

O.M.B. No. 04-S-73012; Approval Expires April 30, 1975

Interviewer Name _____
Interviewer ID# _____

Ques. #	1-4 /
Study #152	5-7 /
Int. I.D.	8-10 /

University of Illinois
Survey Research Laboratory
CTA Ridership Study (152)

Hello, is this _____? My name is _____, and I am calling from the University of Illinois. We are doing a study of people's use and attitudes of the CTA--Chicago Transit Authority, and I would like to ask some questions about this. May I speak to the head of the household?

(Time interview began _____ () AM
_____ () PM)

(Interviewer: Circle who is respondent. If "other person," specify, relationship to head of household.)

Head 1 11/
Spouse of head 2
Other person over 18 (Specify
_____) 3

1. Have you ever used the CTA bus or el-subway system?

Yes	1	12/
No (<i>Skip to Q.4</i>)	2	

2. Have you used the CTA bus or el-subway system within the last year?

Yes (<i>Skip to Q.7</i>)	1	13/
No	2	

3. How many years ago did you last use the CTA bus or el-subway system? _____ 14-15/

4. Please tell me whether or not each of the following statements is a reason why you do not ride the bus.

	<u>Yes</u>	<u>No</u>	
(a) Bus stops are not close to where I want to go	1	2	16/
(b) Comfort of ride on the bus	1	2	17/
(c) Frequency of the bus service	1	2	18/
(d) Speed of the bus service	1	2	19/
(e) Cleanliness of the bus	1	2	20/
(f) Safety from harassment while riding or waiting for the bus	1	2	21/
(g) Safety from crime while riding or waiting for the bus	1	2	22/
(h) Safety from accidents, collisions, and so forth on the bus	1	2	23/
(i) Helpfulness and courtesy of CTA personnel on the bus .	1	2	24/
(j) Cost to ride the bus	1	2	25/
(k) Other reason? (<i>Specify</i> _____)			26/
_____)	1	2	

5. Please tell me whether or not each of the following statements is a reason why you do not ride the el-subway.

	<u>Yes</u>	<u>No</u>	
(a) El-subway stations are not close to home or where I want to go	1	2	27/
(b) Comfort of ride on the el-subway trains	1	2	28/
(c) Frequency of the el-subway train service	1	2	29/
(d) Speed of the el-subway train service	1	2	30/
(e) Cleanliness of the el-subway trains	1	2	31/
(f) Safety from harassment while riding or waiting for the el-subway trains	1	2	32/
(g) Safety from crime while riding or waiting for the el-subway trains	1	2	33/
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains	1	2	34/
(i) Helpfulness and courtesy of CTA personnel on the el-subway	1	2	35/
(j) Cost to ride the el-subway	1	2	36/
(k) Some other reason? (<i>Specify</i> _____)	1	2	37/

6. Do you think you will ride the CTA in the future?

Yes	1	38/
No	2	
(Don't know)	3	

(Skip to Q.38, PINK SECTION)

7. At what time of the day and night do you usually use the various CTA bus routes or el-subway lines? (Circle "yes" for each that apply)

	<u>Yes</u>	<u>No</u>	
(a) Between 6am and 9am	1	2	39/
(b) Between 9am and Noon	1	2	40/
(c) Between Noon and 3pm	1	2	41/
(d) Between 3pm and 6pm	1	2	42/
(e) Between 6pm and 9pm	1	2	43/
(f) Between 9pm and midnight	1	2	44/
(g) Between midnight and 6am	1	2	45/

8a. Which type of CTA transportation have you used within the last year--the bus only, the el-subway only, or both?

- Bus only 1 → Go to *YELLOW* Section. 46/
- El-subway only 2 → Ask Q.8b & 8c, then go to *GREEN* Section.
- Both 3 → Ask Q.8b & 8c, then go to *BLUE* Section.

b. Which station near your home do you usually board the el-subway? 47-49/

c. What el-subway line do you primarily board at this station? (Circle one)

- Congress-Milwaukee 01
- Douglas-Milwaukee 02
- Englewood-Howard 03
- Jackson Pk.-Howard 04
- Lake-Dan Ryan 05
- Evanston 06
- Ravenswood 07
- Loop Shuttle 08
- Skokie Swift 09

Ask Yellow Section for those using bus only

9. Please tell me whether or not each of the following statements is a reason why you do not ride the el-subway.

	<u>Yes</u>	<u>No</u>	
(a) El-subway stations are not close to home or where I want to go	1	2	50/
(b) Comfort of ride on the el-subway trains	1	2	51/
(c) Frequency of the el-subway train service	1	2	52/
(d) Speed of the el-subway train service	1	2	53/
(e) Cleanliness of the el-subway trains	1	2	54/
(f) Safety from harassment while riding or waiting for the el-subway trains	1	2	55/
(g) Safety from crime while riding or waiting for the el-subway trains	1	2	56/
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains	1	2	57/
(i) Helpfulness and courtesy of CTA personnel on the el-subway	1	2	58/
(j) Cost to ride the el-subway	1	2	59/
(k) Some other reason? (<i>Specify</i> _____)	1	2	60/

10. Within the last year, how often did you use the bus? Did you use it . . . (*Read until R says "Yes."*)

Daily? Yes	1
At least once a week? Yes	2
At least once a month? Yes	3
Less than once a month? Yes	4

61/

11. For which of the following do you primarily use the bus? Is it for . . . (*Circle one*)

Work,	1
Shopping,	2
School,	3
Personal business,	4
Social or recreational activities, or	5
Something else? (<i>Specify</i> _____)	6

62/

12. Now I would like to ask you some questions about features of the bus system. For each feature, please tell me whether you think they are very good, good, fair, poor or very poor? How about . . .

	Very <u>good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	Very <u>poor</u>	(Don't <u>know</u>)	
(a) Convenience of the bus stop locations?	1	2	3	4	5	8	63/
(b) Comfort of ride on the bus? . . .	1	2	3	4	5	8	64/
(c) Frequency of the bus service? . .	1	2	3	4	5	8	65/
(d) Speed of the bus service?	1	2	3	4	5	8	66/
(e) Cleanliness of the buses?	1	2	3	4	5	8	67/
(f) Safety from harassment while riding or waiting for the bus? . .	1	2	3	4	5	8	68/
(g) Safety from crime while riding or waiting for the bus?	1	2	3	4	5	8	69/
(h) Safety from accidents, collisions, and so forth on the bus?	1	2	3	4	5	8	70/
(i) Helpfulness and courtesy of CTA personnel on the bus?	1	2	3	4	5	8	71/
(j) Cost to ride the bus?	1	2	3	4	5	8	72/

13a. Are there times during the day or night when you will not ride the bus? 73/

Yes 1

No. (Skip to Q.27 , p.12) . 2

b. Will you ride the bus . . .

	<u>Yes</u>	<u>No</u>	<u>If No:</u> <u>c. Why?</u>	
(1) Between 6am and 9am?	1	2 →	_____	74-75/
(2) Between 9am and noon?	1	2 →	_____	76-77/
(3) Between noon and 3pm?	1	2 →	_____	78-79/
(4) Between 3pm and 6pm?	1	2 →	_____	80/DK1
(5) Between 6pm and 9pm?	1	2 →	_____	1-7/
(6) Between 9pm and midnight?	1	2 →	_____	8-9/
(7) Between midnight and 6am?	1	2 →	_____	10-11/
			_____	12-13/
			_____	14-15/

(SKIP TO Q.27, p.12)

Ask Green Section for those using el-subway only

14. Please tell me whether or not each of the following statements is a reason why you do not ride the bus.

	<u>Yes</u>	<u>No</u>	
(a) Bus stops are not close to where I want to go	1	2	16/
(b) Comfort of ride on the bus	1	2	17/
(c) Frequency of the bus service	1	2	18/
(d) Speed of the bus service	1	2	19/
(e) Cleanliness of the bus	1	2	20/
(f) Safety from harassment while riding or waiting for the bus	1	2	21/
(g) Safety from crime while riding or waiting for the bus	1	2	22/
(h) Safety from accidents, collisions, and so forth on the bus	1	2	23/
(i) Helpfulness and courtesy of CTA personnel on the bus.	1	2	24/
(j) Cost to ride the bus	1	2	25/
(k) Other reason? (Specify _____)	1	2	26/

15. Within the last year, how often did you use the el-subway? Did you use it . . . (Read until R says "Yes.")

Daily? Yes 1
 At least once a week? Yes. 2
 At least once a month? Yes 3
 Less than once a month. Yes. 4

16. For which of the following do you primarily use the el-subway? Is it for . . .

Work, 1 28/
 Shopping, 2
 School, 3
 Personal business, 4
 Social or recreational activities, or 5
 Something else? (Specify _____)

6

17. Now I would like to ask you some questions about features of the el-subway system. Again, please tell me whether you think they are very good, good, fair, poor or very poor. How about . . .

	Very <u>good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	Very <u>poor</u>	(Don't <u>know</u>)	
(a) Convenience of the el-subway station locations?	1	2	3	4	5	8	29/
(b) Comfort of ride on the el-subway trains?	1	2	3	4	5	8	30/
(c) Frequency of the el-subway trains service?	1	2	3	4	5	8	31/
(d) Speed of the el-subway trains?	1	2	3	4	5	8	32/
(e) Cleanliness of the el-subways?	1	2	3	4	5	8	33/
(f) Safety from harassment while riding or waiting for the el-subway trains?	1	2	3	4	5	8	34/
(g) Safety from crime while riding or waiting for the el-subway trains?	1	2	3	4	5	8	35/
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains?	1	2	3	4	5	8	36/
(i) Helpfulness and courtesy of CTA personnel on the el-subway?	1	2	3	4	5	8	37/
(j) Cost to ride the el-subway?	1	2	3	4	5	8	38/

18a. Are there times during the day or night when you will not ride the el-subway?

Yes 1 39/
No (Skip to Q.27, p.12). . . 2

b. Will you ride the el-subway . . .

	Yes	No	<u>If No:</u> <u>c. Why?</u>	
(1) Between 6am and 9pm?	1	2 →	_____	40-41/
(2) Between 9am and noon?	1	2 →	_____	42-43/
(3) Between noon and 3pm?	1	2 →	_____	44-45/
(4) Between 3pm and 6pm?	1	2 →	_____	46-47/
(5) Between 6pm and 9pm?	1	2 →	_____	48-49/
(6) Between 9pm and midnight?	1	2 →	_____	50-51/
(7) Between midnight and 6am?	1	2 →	_____	52-53/

(SKIP TO Q.27, p.12)

Ask Blue Station for those using both bus & el-subway

19. Within the last year, how often did you use the bus? Did you use it . . . 54/
(Read until R says "Yes.")

Daily? Yes 1
At least once a week? Yes 2
At least once a month? Yes 3
Less than once a month? Yes 4

20. For which of the following do you primarily use the bus? Is it for . . . 55/
(Circle one)

Work, 1
Shopping, 2
School, 3
Personal business, 4
Social or recreational
activities, or 5
Something else? (Specify _____)
_____) 6

21. Now I would like to ask you some questions about features of the bus system.
For each feature, please tell me whether you think they are very good, good,
fair, poor or very poor. How about . . .

	Very <u>good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	Very <u>poor</u>	(Don't <u>know</u>)	
(a) Convenience of the bus stop locations?	1	2	3	4	5	8	56/
(b) Comfort of ride on the bus?	1	2	3	4	5	6	57/
(c) Frequency of the bus service?	1	2	3	4	5	8	58/
(d) Speed of the bus service?	1	2	3	4	5	8	59/
(e) Cleanliness of the buses?	1	2	3	4	5	8	60/
(f) Safety from harassment while riding or waiting for the bus?	1	2	3	4	5	8	61/
(g) Safety from crime while riding or waiting for the bus?	1	2	3	4	5	8	62/
(h) Safety from accidents, collisions, and so forth on the bus?	1	2	3	4	5	8	63/
(i) Helpfulness and courtesy of CTA personnel on the bus?	1	2	3	4	5	8	64/
(j) Cost to ride the bus?	1	2	3	4	5	8	65/

22a. Are there times during the day or night when you will not ride the bus?

66/

Yes 1

No (Skip to Q.23) 2

b. Will you ride the bus . . .

IF No:

Yes No c. Why?

- | | | | |
|---------------------------------|---|-----|-------|
| (1) Between 6am and 9am? . . . | 1 | 2 → | _____ |
| (2) Between 9am and noon? . . | 1 | 2 → | _____ |
| (3) Between noon and 3pm? . . | 1 | 2 → | _____ |
| (4) Between 3pm and 6pm? . . . | 1 | 2 → | _____ |
| (5) Between 6pm and 9pm? . . . | 1 | 2 → | _____ |
| (6) Between 9pm and midnight? . | 1 | 2 → | _____ |
| (7) Between midnight and 6am? . | 1 | 2 → | _____ |

67-68/

69-70/

71-72/

73-74/

75-76/

77-78/

79-80/

81-82/

83-84/

23. Within the last year, how often did you use the el-subway? Did you use it . . . (Read until R says "Yes.")

10/

Daily? Yes 1

At least once a week? Yes 2

At least once a month? Yes 3

Less than once a month? Yes. 4

24. For which of the following do you usually use the el-subway? Is it for . . .

Work, 1

11/

Shopping, 2

School, 3

Personal business, 4

Social or recreational activities, or . . 5

Something else? (Specify _____) 6

25. Now I would like to ask you some questions about features of the el-subway system. Again, please tell me what you think they are very good, good, fair, poor or very poor. Now about . . .

	Very good	Good	Fair	Poor	Very poor	(Don't know)	
(a) Convenience of the el-subway station locations?	1	2	3	4	5	8	12/
(b) Comfort of ride on the el-subway trains?	1	2	3	4	5	8	13/
(c) Frequency of the el-subway train services?	1	2	3	4	5	8	14/
(d) Speed of the el-subway trains?	1	2	3	4	5	8	15/
(e) Cleanliness of the el-subway trains?	1	2	3	4	5	8	16/
(f) Safety from harassment while riding or waiting for the el-subway trains?	1	2	3	4	5	8	17/
(g) Safety from crime while riding or waiting for the el-subway trains?	1	2	3	4	5	8	18/
(h) Safety from collisions, trains derailing, and so forth on the el-subway trains?	1	2	3	4	5	8	19/
(i) Helpfulness and courtesy of CTA personnel on the el-subway?	1	2	3	4	5	8	20/
(j) Cost to ride the el-subway trains?	1	2	3	4	5	8	21/

26a. Are there times during the day or night when you will not ride the el-subway?
 Yes 1 22/
 No (Skip to Q.27) 2

b. Will you ride the el-subway . . .

	Yes	No	<u>If No:</u> c. Why?	
(1) Between 6am and 9am? . . .	1	2 →	_____	23-24/
(2) Between 9am and noon? . .	1	2 →	_____	25-26/
(3) Between noon and 3pm? . .	1	2 →	_____	27-28/
(4) Between 3pm and 6pm? . .	1	2 →	_____	29-30/
(5) Between 6pm and 9pm? . .	1	2 →	_____	31-32/
(6) Between 9pm and midnight? .	1	2 →	_____	33-34/
(7) Between midnight and 6am? .	1	2 →	_____	35-36/

27a. While using the CTA, under which of these four conditions do you feel most secure and under which do you feel least secure?

	<u>Most secure</u>	<u>Least secure</u>
--	------------------------	-------------------------

- | | | |
|--|-------|-------|
| (1) While going from home to the bus or el-subway stop | _____ | _____ |
| (2) After departing the bus or el-subway and going to your destination | _____ | _____ |
| (3) While walking thru the el-subway stations | | |
| (4) While on stairs, rampway or tunnel to el-subway platform | | |

b. Of the following three conditions when do you feel most secure and when do you feel least secure?

- | | | |
|---|-------|-------|
| (5) While waiting at the bus stop | | |
| (6) While waiting in the el-subway stations | _____ | _____ |
| (7) While waiting on the el-subway platform | | |

c. Finally, of the following two conditions when do you feel most secure and when do you feel least secure?

- | | | |
|--------------------------------|-------|-------|
| (8) While riding the el-subway | _____ | _____ |
| (9) While riding the bus | | |

d. You stated that you feel most secure (read 3 choices to respondent). Of these three conditions when do you feel most secure and when do you feel least secure?

37-39/

_____	_____	_____
Most		Least

e. You stated that you feel least secure (read 3 choices to respondent). Of these three conditions when do you feel most secure and when do you feel least secure?

40-42/

_____	_____	_____
Most		Least

28a. Which of the following conditions would make you feel most secure?

Most
Secure

- (1) If you saw more police officers on el-subway platforms and trains?
- (2) If buses and el-subway trains ran more frequently, thereby shortening the waiting time?
- (3) If other passengers were present while you were waiting for a bus or el-subway train?

b. Similarly, which of the following conditions would make you feel most secure?

- (4) If you knew quick assistance was available from CTA personnel or the police?
- (5) If lighting in el-subway stations and platforms were better?
- (6) If other passengers were riding in the same bus or el-subway car as you?

c. Finally, of the following three conditions which would make you feel most secure?

- (7) If a policeman and police dog were assigned to each bus or el-subway train during non-rush hour periods?
- (8) If el-subway trains had 2 cars during non-rush hour periods so that a conductor would be present in one and the driver in the other?
- (9) If other people were nearby while waiting for a bus or el-subway train?

d. You stated that you would feel most secure (read 3 choices to respondent). Of these three conditions which would make you feel most secure? Next
43-45/

Most

Second

Third

29. Concerning events you may have seen or heard about that might occur on the CTA, how often do you think . . . :

	<u>Frequently</u>	<u>Occasionally</u>	<u>Seldom</u>	<u>Never</u>	<u>(Don't know)</u>
a. people are bothered by drunks who ride the CTA? Is it	1	2	3	4	8 46/
b. people are bothered by someone using obscene language or making verbal threats? . . .	1	2	3	4	8 47/
c. people are frightened by other passengers, such as a gang? .	1	2	3	4	8 48/
d. people are robbed or assaulted while using the CTA?	1	2	3	4	8 49/
e. CTA personnel are helpful to passengers?	1	2	3	4	8 50/

CONTINUED

1 OF 2

d. Going from home to bus or el-subway stop	01
Walking through el-subway stations	02
Waiting . . . at bus stop	03
. . . in el-subway station	04
. . . in el-subway platform	05
Riding . . . the bus	06
. . . the el-subway	07
On stairs or rampway to el-subway platforms	08
Departing bus or el-subway and going to destination	09
Other (Specify _____)	10

30. Now I would like to ask you some questions concerning whether or not you have ever been a victim of a crime or attempted crime, witnessed a crime, or been harassed while walking from or going to a stop, waiting at the stop or riding the bus or el-subway trains. Let's take the first one. Have you ever . . .

	a.		b. How many times?	c. What happened?	d. Where did it happen?	e. Did you report this to the police or CTA personnel?		f. Why not?		
	Yes	No				Yes	No			
(1) been the victim of a crime?	1	2	_____	(1) _____	(1) _____	1	2	+	(1) _____	51-64/
				(2) _____	(2) _____	1	2	+	(2) _____	
(2) been the victim of an attempted crime?	1	2	_____	(1) _____	(1) _____	1	2	+	(1) _____	65-78/
				(2) _____	(2) _____	1	2	+	(2) _____	79/BK 80/DK3 1-7/
(3) witnessed a crime?	1	2	_____	(1) _____	(1) _____	1	2	+	(1) _____	8-21/
				(2) _____	(2) _____	1	2	+	(2) _____	
(4) been bothered, frightened, or threatened?	1	2	_____	(1) _____		1	2			22-32/
				(2) _____		1	2			
				(3) _____		1	2			

31. Have any members of your household, relatives or friends ever been victims of a robbery, assault, attempted robbery or attempted assault while using the CTA?

Yes	1	33/
No	2	

32. In terms of personal security which do you consider the safest--buses or el-subway trains?

Buses	1	34/
El-subway	2	
Both equally	3	
Neither	4	
(Don't know)	8	

- 33a. During the past year, do you think personal safety from crime when using the CTA has been better, about the same, or worse?

Better	1	35/
About the same	2	
Worse	3	
(Don't know--Skip to Q.34). 8		

- b. Is this feeling based on . . .

	<u>Yes</u>	<u>No</u>	
(1) Radio, TV, or newspapers	1	2	36/
(2) Discussions you have had with family and friends?	1	2	37/
(3) Your own personal experiences?	1	2	38/
(4) Some other feeling? (Specify _____)			
_____)	1	2	39/

34. Concerning the quality of CTA services, please tell me whether you think each of the following has improved, stayed the same, or got worse.

	<u>Improved</u>	<u>Stayed same</u>	<u>Got worse</u>	<u>(Don't know)</u>	
a. Comfort and cleanliness of the CTA vehicle? Has this	1	2	3	8	40/
b. Convenience, frequency and speed of the CTA vehicles?	1	2	3	8	41/
c. Safety of the CTA vehicles from accident?	1	2	3	8	42/
d. Safety from harassment and crime?	1	2	3	8	43/
e. Courteousness and helpfulness of the CTA personnel?	1	2	3	8	44/

ASK EVERYONE:

35. Other than the CTA, what types of transportation do you usually use for work, shopping and so forth? Do you use . . .

	<u>Yes</u>	<u>No</u>	
(a) A personal or business car?	1	2	45/
(b) A car pool?	1	2	46/
(c) A taxi cab?	1	2	47/
(d) A commuter railroad?	1	2	48/
(e) Some other means of transportation? . . .	1	2	
(Specify _____)			49/

Finally, we'd like to have some general information to help us in combining the answers of different people. We are asking the following questions of both riders and non-riders of the CTA. At no time will the information be used to identify anyone.

36. First of all, what is the location of the closest bus stop to your home? 50-51/
(Name of two intersecting streets.)

37. Do you own or have frequent use of an automobile?

Yes	1	52/
No	2	

38a. What is the main occupation of the head of the household, that is, what kind of work does he/she (you) do? 53-55/

b. What is his/her (your) job title?

c. In what type of business or industry is this?

39. What is the highest grade of school you completed?

No school 0
Eighth grade or less 1
Some high school 2
High school graduate 3
Technical-vocational school 4
Some college 5
College graduate 6
Graduate school 7

56/

40. In what year were you born? _____

57-58/

41. For the purposes of our study, we need to have a rough indication of the income of your household. Was your total household income before taxes last year (1972) . . . (Repeat until "No." Then circle)

More than \$3,000? No 0
More than \$5,000? No 1
More than \$7,500? No 2
More than \$10,000? No 3
More than \$15,000? No 4
More than \$25,000? No 5
Yes 6
Would not state income 7
(Don't know) 8

59/

42. What is your racial background?

White 1
Black 2
American Indian 3
Asian, Oriental 4
Other (Specify) _____ 5

60/

43. Including yourself, how many people live in this household? _____ 61/

44a. Other than yourself, how many people in this household are 14 years of age or older? _____ 62/

(If no persons 14 years or older discontinue interview)

b.

c.

d.

What are their ages and sex?

In the last year, how frequently has _____ used the CTA?
(Ask d. if 1-4 is circled.)

Does _____ use the el-subway?
(If yes ask e. and f.)

Age	Sex		FREQUENCY				
	Male	Female					
_____	1	2	1	2	3	4	5
_____	1	2	1	2	3	4	5
_____	1	2	1	2	3	4	5
_____	1	2	1	2	3	4	5
_____	1	2	1	2	3	4	5

(Codes for col. c)

Daily 1
At least once a week 2
At least once a month 3
Less than once a month 4
Never 5

e.	f.
What station near your home does _____ board the el-subway?	What el-subway line does _____ primarily board at this station?
_____	_____ 63-69/
_____	_____ 70-75/
_____	_____ 76-79/
_____	_____ 80/DK 4
_____	_____ 1-14/
_____	_____ 15-21/
_____	_____ 22-29/

(Codes for col. f)

Congress-Milwaukee . . . 01
Douglas-Milwaukee . . . 02
Englewood-Howard . . . 03
Jackson Pk.-Howard . . . 04
Lake-Dan Ryan 05
Evanston 06
Ravenswood 07
Loop Shuttle 08
Skokie Swift 09

45. (Interviewer: Circle--but do not ask--sex of respondent.)

Male 1 29/
Female 2 30-79/BK
(Don't know) 8 80/DK/5

Thank you very much for your time and answers. We really appreciate your help. Goodbye.

(Time Interview ended _____ [] AM)
[] PM

APPENDIX B
CODEBOOK

CTA Study #152

Codebook

<u>Column #</u>	<u>Question #</u>	
1 - 4		Questionnaire #
5 - 7		Study #152
8 - 10		Interviewer I.D.#
11		<u>Who is respondent?</u> Precoded - 1-3 and 9 (No Answer)
12	1	Precoded 1,2 and 9 (No Answer) -If "2" in Col. 12 - Cols. 13-15 should be coded "0"
13	2	Precoded 0,1,2 and 9 (No Answer) -If "1" in Col. 13 - Skip to Q.7 - Therefore Cols. 14-38 should be coded "0" -If "2" in Col. 13 - Cols. 13 to 38 should be answered. Note: if "2" in Col. 13 after response 38 Deck 1 Skip to Q.35 - Therefore Cols. 39-79 in Deck should be left blank; Deck 1 should be inserted in Col. 80 - Cols. 1-7 of Deck 2 should be DUP.; Cols. 8-79 of Deck 2 should be left blank; Deck "2" should be in- serted in Col. 80 - Cols. 1-7 of Deck "3" should be DUP; Cols. 8-79 of Deck "3" should be left blank; Deck "3" should be inserted in Col. 80 - Cols. 1-7 of Deck "4" should be DUP; Cols. 8-44 of Deck 4 should be left blank but Everyone should answer Q.35.
14 - 15	3	Code Exact #00,01,02 Etc. Round months into years - anything under 1 year to 1 year
16 - 26	4	Precoded 0,1,2 and 9 (No Answer) -If "1" in Col. 26 - Code "Other reason" in Col. 30 - Deck 5 - See List F -If "2" in Col. 26 - Code "0" in Col. 30 - Deck 5

<u>Column #</u>	<u>Question #</u>	
27 - 37	5	<p>Precoded 0,1,2 and 9 (No Answer)</p> <p>-If "1" in Col. 37 - Code "Other reason" in Col. 31 Deck 5 - See List F</p> <p>-If "2" in Col. 37 - Code "0" in Col. 31 - Deck 5</p>
38	6	Precoded 0,1-3 and 9 (No Answer)
39 - 45	7	Precoded 1,2 and 9 (No Answer)
46	8a	<p>Precoded 1,2,3</p> <p>-If "1" in Col. 46 - Cols. 47-49 should be left blank</p> <p>-If "2" in Col. 46 - Cols. 47-49 should be answered but Cols. 50-79 in Deck 1 should be left blank and Cols. 8-15 in Deck 2 should be left blank</p> <p>Note: Col. 80 of Deck 1 should be punched out and Cols. 1-7 of Deck 2 should be DUP.</p> <p>-If "3" in Col. 46 - Cols. 47-49 should be answered but Cols. 50-79 in Deck 1 should be left blank and Cols. 8-53 of Deck 2 should be left blank.</p> <p>Note: Col. 80 of Deck 1 should be punched and Cols. 1-7 of Deck 2 should be DUP.</p>
47 - 49	8b & 8c	<p>Rapid Transit Stations - See List A -</p> <p>Note: Response to 8b & 8c are combined into one 3 digit code in List A.</p>
50 - 60	9	<p>Precoded - 1,2 and 9 (No Answer)</p> <p>-If "1" in Col. 60 - Code "Other reason" in Col. 32 Deck 5 - See List F</p> <p>-If "2" in Col. 60 - Code "0" in Col. 32 Deck 5</p>
61	10	Precoded - 1-4 and 9 (No Answer)
62	11	Precoded - 1-6 and 9 (No Answer)
63 - 72	12	Precoded - 1-5,8 and 9 (No Answer)
73	13a	<p>Precoded - 1,2 and 9 (No Answer)</p> <p>-If "1" in Col. 73 - Cols. 74-79 of Deck should be coded and Cols. 8-15 of Deck 2 should be coded but Cols. 16-79 of Deck 2 should be left blank</p>

152 Codebook/3

Column #Question #

		and Cols. 8-36 of Deck 3 should be left blank. Note: Be sure to insert DUP of Deck 1 in first 7 Cols. of Deck 2 and 3.
		-If "2" in Col. 73 - Cols. 74-79 in Deck 1 and Cols. 8-15 of Deck 2 should be coded "0"; Cols. 16-79 of Deck 2 and Cols. 8-36 in Deck 3 should be left blank.
74 - 79 (Deck 1)	13b	Two column sets -1st digit precoded 1,2 and 9 (No Answer) - 2nd digit <u>reason why</u> - See List B. If "2" in first digit - second digit should be answered If "1" in first digit - second digit should be coded "0".
80		End Deck 1
<u>Deck 2</u>		
1 - 7		DUP Deck 1
8 - 15		same procedure as for Cols. 74-79 Deck 1
16 - 26	14	Precoded - 1-4 and 9 (No Answer) -If "1" in Col. 26 Deck 2 - Code "Other reason" in Col. 33 Deck 5 - See List F -If "2" in Col. 26 Deck 2 - Code "0" in Col. 33 Deck 5
27	16	Precoded - 1-6 and 9 (No Answer)
29 - 38	17	Precoded - 1-5,8 and 9 (No Answer)
39	18a	Precoded - 1,2 and 9 (No Answer) -If "1" in Col. 39 - Cols. 40-53 should be coded but Cols. 54-79 of Deck 2 and Cols. 8-36 of Deck 3 should be left blank -If "2" in Col. 39 - Cols. 40-53 of Deck 2 should be coded "0"; Cols. 54-79 of Deck 2 and Col. 8-36 of Deck 3 should be left blank.
40 - 53	18b	See instructors for Cols. 74-79 Deck 1
54	19	Precoded - 1-4 and 9 (No Answer)
55	20	Precoded - 1-6 and 9 (No Answer)

<u>Column #</u>	<u>Question #</u>	
56 - 65	21	Precoded - 1-5,8 and 9 (No Answer)
66	22a	Precoded - 1,2 -If "1" in Col. 66 - Cols. 67-78 of Deck "2" and Cols. 8,9 of Deck "3" should be coded. -If "2" in Col. 66 - Cols. 67-78 of Deck "2" and Cols. 8,9 of Deck "3" should be coded "0"
67 - 78	22b	See Instructions Cols. 74-79 Deck "1"
79		Always Blank
80		End Deck "2"
<u>Deck 3</u>		
1 - 7		DUP Deck 1
8 - 9	22b	See Instructions Cols. 74-79 Deck
10	23	Precoded - 1-4 and 9 (No Answer)
11	24	Precoded - 1-6 and 9 (No Answer)
12 - 21	25	Precoded - 1-5 and 9 (No Answer)
22	26a	Precoded - 1,2 and 9 (No Answer) -If "1" in Col. 22 - Cols. 23-36 should be coded -If "2" in Col. 22 - Cols. 23-36 should be coded "0"
23 - 36	26b	See Instructions Cols. 74-79 Deck 1
37 - 39 40 - 42	27 d & e	Transfer Cols. to margin NA = "0"
43 - 45	28	Transfer Cols. to margin NA = "0"
46 - 50	29	Precoded - 1-4,8 and 9 (No Answer)
<u>51 - 64</u>	30 (1)	<u>Victim of a Crime?</u>
51	(1) (a)	Precoded 1,2 -If "2" in Col. 51 - Code "0" in Cols. 52-64.
52,53	(1) (b)	<u>How many times?</u> Code exact number 00,01,02, etc.

<u>Column #</u>	<u>Question #</u>	
54	(1) (c) (1)	<u>What happened?</u> (1st mention) See List C (Section A)
55,56	(1) (d) (1)	<u>Where did it happen?</u> (1st mention) See List Opposite Page ---15a
57	(1) (e) (1)	<u>Report to Police?</u> (1st mention) Precoded 1,2 -If "1" in Col. 57 - Col. 58 should be coded "0" -If "2" in Col. 57 - Col. 58 should be answered
58	(1) (f) (1)	<u>Why not?</u> See List C (Section B)
59 - 63	1 (2)	<u>Second Mention?</u> Same code per column breakdown as Cols. 54-58
64		Always Code "0"
<u>65-78</u>	30 (2)	<u>Attempted Crime?</u>
65	2 (a)	Precoded 1,2 -If "2" in Col. 65 - Code "0" in Col. 66-78.
66,67	(2) (b)	<u>How many times?</u> Code exact number 00,01,02, etc.
68	(2) (c) (1)	<u>What happened?</u> (1st mention) See List C (Section A)
69,70	(2) (d) (1)	<u>Where did it happen?</u> See List Opposite Page --15a.
71	(2) (e) (1)	<u>Report to Police?</u> (1st mention) Precoded 1,2 -If "1" in Col. 71 - Col. 72 should be coded "0" -If "2" in Col. 71 - Col. 72 should be answered
72	(2) (f) (1)	<u>Why not?</u> See List C (Section B)
73 - 77	(2) (2)	<u>Second Mention?</u> Same code per column breakdown as Cols. 68-72
78		Always Code "0"
79		Always Blank
80		End Deck 3

<u>Column #</u>	<u>Question #</u>	
<u>Deck 4</u>		
1 - 7	30 (3)	<u>Witnessed a Crime?</u>
8	(3) (a)	Precoded 1,2 -If "2" in Col. 8 - Code "0" in Cols. 9-21
9,10	(3) (b)	<u>How many times?</u> Code exact number 00,01,02, etc.
11	(3) (c) (1)	<u>What happened?</u> (1st mention) See List C (Section A)
12,13	(3) (d) (1)	<u>Where did it happen?</u> See List Opposite Page --15a
14	(3) (e) (1)	<u>Report to Police?</u> Precoded 1,2 -If "1" in Col. 14 - Col. 15 should be coded "0" -If "2" in Col. 14 - Col. 15 should be answered
15	(3) (f) (1)	<u>Why not?</u> See List C (Section B)
16 - 20	(3) (2)	<u>Second Mention?</u> Same code per column breakdown as Cols. 11-15
21		Always code "0"
<u>22 - 32</u>	30 (4)	<u>Been Bothered etc.?</u>
22	(4) (a)	Precoded 1,2 -If "2" in Col. 22 - Code "0" in 23 - 32
23,24	(4) (b)	<u>How many times?</u> Code exact number 00,01,02 etc.
25	(4) (c) (1)	<u>What happened?</u> (1st mention) See List C (Section A)
26	(4) (e) (1)	<u>Report to Police?</u> Precoded 1,2
27,28	(4) (2)	<u>Second Mention?</u> Same Code per column breakdown as Cols. 25,26
29,30	(4) (3)	<u>Third Mention?</u> Same Code per column breakdown as Cols. 25,26

<u>Column #</u>	<u>Question #</u>	
31,32		Always Code "00"
33	31	Precoded 1,2 and 9 (No Answer)
34	32	Precoded 1-4,8 and 9 (No Answer)
35	33a	Precoded 1-3,8 and 9 (No Answer) -If "8" in Col. 35 - Cols. 36-39 should be coded "0"
36 - 39	33b	Precoded - 1,2 and 9 (No Answer)
40 - 44	34	Precoded - 1-3,8 and 9 (No Answer)
45 - 49	35	Precoded - 1,2 and 9 (No Answer) -If "1" in Col. 49 - Code "Specify" in Col. 34 Deck 5 See List G -If "2" in Col. 49 - Code "0" in Col. 34 Deck 5
50 - 51	36	<u>Closest Bus Stop?</u> Code by Police District See List D
52	37	Precoded - 1,2 and 9 (No Answer)
53 - 55	38	<u>Occupation</u> See List E
56	39	Precoded - 0-7 and 9 (No Answer)
57,58	40	<u>Year Born?</u> Code last two digits -1899 should be coded "98" -"99" = No Answer
59	41	Precoded - 0-8 and 9 (No Answer)
60	42	Precoded - 1-6 and 9 (No Answer)
61	43	<u>How many people live in household?</u> Code exact: 8 or more = "8"
62	44a	Code exact: 8 or more = "8" -If 0 in Col. 62 - Cols. 63-79 in Deck 4 and Cols. 7-28 in Deck 5 should be coded "0"
<u>63 - 69</u>		
63,64	44(b)	Age: Code exact
65	44(b)	Sex; Precoded 1,2
66	44(c)	<u>Frequency</u> : Precoded 1-5

Column #Question #

-If "5" in Col. 66 - Cols. 67-69
should be coded "0"

67 - 69

44 (d+e+f)

Combined responses in d+e+f
Use List A

70 - 76

Same code per column breakdown
as Cols. 63-69 (Deck 4)

77 - 79

Always Blank

80

End Deck 4

Deck 5

1 - 7

DUP Deck 1

8 - 14

15 - 21

22 - 28

Same code per column breakdown
as Cols. 63-69 (Deck 4)

29

Precoded 1,2,8 or 9 (No Answer)

30

4k

See List F

31

5k

See List F

32

9k

See List F

33

14k

See List F

34

35e

See List G

35 - 79

Always Blank

80

End Deck 5

List A - Questions 8b - c, 44 e-f

RAPID TRANSIT STATIONS
Code Numbers and Addresses

<u>Code Number</u>	<u>Station</u>	<u>Address</u>
<u>A. North-South Line (Howard - Englewood/Jackson Park Services)</u>		
001	Howard	7600 N/ 1700 W
002	Jarvis	7400 N/ 1500 W
003	Morse	6900 N/ 1300 W
004	Loyola	6500 N/ 1200 W
005	Granville	6200 N/ 1100 W
006	Thorndale	5900 N/ 1100 W
007	Bryn Mawr	5600 N/ 1100 W
008	Berwyn	5100 N/ 1100 W
009	Argyle	5000 N/ 1100 W
010	Lawrence	4800 N/ 1100 W
011	Wilson	4600 N/ 1100 W
012	Sheridan	3900 N/ 1000 W
013	Addison	3600 N/ 1000 W
014	Belmont	3200 N/ 1000 W
015	Fullerton	2400 N/ 1000 W
016	North/Clybourn	1600 N/ 800 W
017	Clark/Division	1200 N/ 100 W
018	Chicago	800 N/ 0 (State Street)
019	Grand	500 N/ 0
020	Washington	100 N/ 0
021	Monroe	100 S/ 0
022	Jackson	200 S/ 0
023	Harrison	400 S/ 0
024	Roosevelt	1200 S/ 0
025	Cermak	2200 S/ 0
026	Tech-35	3500 S/ 0
027	Indiana	4000 S/ 300 E
028	43rd St.	4300 S/ 300 E
029	47th St.	4700 S/ 300 E
030	51st St.	5100 S/ 300 E
031	Garfield (55th St.)	5500 S/ 300 E
032	58th St.	5800 S/ 300 E
<u>Jackson Park Service</u>		
033	61st St.	6100 S/ 300 E
034	King Drive	6300 S/ 400 E
035	Cottage Grove	6300 S/ 800 E
036	University	6300 S/ 1200 E
037	Dorchester	6300 S/ 1400 E
038	Jackson Park	6300 S/ 1600 E
<u>Englewood Service</u>		
039	State	5900 S/ 0 (State Street)
040	Wentworth	5900 S/ 300 W
041	Harvard	6300 S/ 300 W
042	Halstea	6300 S/ 800 W
043	Racine	6300 S/ 1200 W
044	Ashland	6300 S/ 1600 W

B. West-Northwest Line (Milwaukee - Congress/Douglas Service)

045	Jefferson Park	5000 N/ 5400 W
046	Montrose	4400 N/ 4600 W
047	Irving Park	4000 N/ 4500 W
048	Addison	3600 N/ 3600 W
049	Belmont	3200 N/ 3200 W
050	Logan Square	2600 N/ 3200 W
051	California	2300 N/ 2800 W
052	Western	1900 N/ 2400 W
053	Damen	1600 N/ 2000 W
054	Division	1200 N/ 1600 W
055	Chicago	800 N/ 1100 W
056	Grand	500 N/ 800 W
057	Lake (Clark)	200 N/ 500 W
058	Washington	100 N/ 100 W
059	Monroe	100 S/ 100 W
060	Jackson	300 S/ 100 W
061	LaSalle	400 S/ 100 W
062	Clinton	400 S/ 600 W
063	Halstead (U. of Ill.)	400 S/ 800 W
064	Racine	400 S/ 1200 W

<u>Code Number</u>	<u>Station</u>	<u>Address</u>
<u>Douglas Service</u>		
056	Polk	400 S/ 1700 W
066	18th St.	1800 S/ 1700 W
067	Hayne	2100 S/ 2000 W
068	Western	2100 S/ 2400 W
069	California	2100 S/ 2800 W
070	Kedzie	2100 S/ 3200 W
071	Central Park	2100 S/ 3600 W
072	Pulaski	2100 S/ 4000 W
073	Kildare	2100 S/ 4300 W
074	Cicero	2200 S/ 4800 W
075	50	2200 S/ 5000 W
076	Laramie	2200 S/ 5200 W
077	Berwyn/Cicero	2200 S/ 5600 W
<u>Congress Service</u>		
078	Medical Center	400 S/ 1800 W
079	Western	400 S/ 2400 W
080	California	400 S/ 2800 W
081	Kedzie	500 S/ 3200 W
082	Pulaski	500 S/ 4000 W
083	Kostner	500 S/ 4400 W
084	Cicero	700 S/ 4800 W
085	Central	700 S/ 5600 W
086	Austin	700 S/ 6000 W
087	Oak Park	900 S/ 800 (Oak Park)
088	Harlem	700 S/ 7200 W (Forest Park)
089	Des Plaines	700 S/ 7600 W (Forest Park)

C. West-South Line (Lake - Dan Ryan Service)

<u>Lake Service</u>		
090	Harlem	400 N/ 7200 W
091	Oak Park	00 / 800 (Oak Park)
092	Ridgeland	00 / 400 (Oak Park)
093	Austin	400 N/ 6000 W
094	Central	400 N/ 5600 W
095	Laramie	400 N/ 5200 W
096	Cicero	300 N/ 4800 W
097	Pulaski	200 N/ 4000 W
098	Homan	200 N/ 3400 W
099	Kedzie	200 N/ 3200 W
100	California	100 N/ 2800 W
101	Ashland	100 N/ 1600 W
102	Halstead	100 N/ 800 W
103	Clinton	100 N/ 600 W
104	Clark (Lake)	100 N/ 100 W
105	State (Lake)	100 N/ 0
106	Randolph (Wabash)	100 N/ 100 E
107	Madison (Wabash)	0 / 100 E
108	Adams (Wabash)	200 S/ 100 E
<u>Dan Ryan Service</u>		
109	Cermak	2200 S/ 100 W
110	Sox - 35th St.	3500 S/ 100 W
111	47th St.	4700 S/ 200 W
112	Garfield (55th St.)	5500 S/ 200 W
113	63rd St.	6300 S/ 200 W
114	69th St.	6900 S/ 200 W
115	79th St.	7900 S/ 100 W
116	87th St.	8700 S/ 100 W
117	95th St.	9500 S/ 100 W

<u>Code Number</u>	<u>Station</u>	<u>Address</u>
<u>D. Ravenswood Service</u>		
118	Kimball	4800 N/ 3300 W
119	Kedzie	4600 N/ 3200 W
120	Francisco	4600 N/ 2900 W
121	Rockwell	4600 N/ 2600 W
122	Western	4600 N/ 2400 W
123	Damen	4600 N/ 2000 W
124	Montrose	4400 N/ 1800 W
125	Irving Park	4000 N/ 1800 W
126	Addison	3600 N/ 1800 W
127	Paulina	3400 N/ 1700 W
128	Southport	3400 N/ 1400 W
014	Belmont	3200 N/ 1000 W
129	Wellington	3000 N/ 1000 W
130	Diversey	2800 N/ 1000 W
015	Fullerton	2400 N/ 1000 W
131	Armitage	2000 N/ 1000 W
132	Sedgewick	1500 N/ 400 W
133	Chicago	800 N/ 300 W
134	Merchandise Mart	300 N/ 300 W
104	Clark (Lake)	100 N/ 100 W
105	State (Lake)	100 N/ 0
106	Randolph (Wabash)	100 N/ 100 E
107	Madison (Wabash)	0 / 100 E
108	Adams (Wabash)	200 S/ 100 E
135	State (Van Buren)	300 S/ 0
136	LaSalle (Van Buren)	300 S/ 200 W
137	Quincy (Wells)	200 S/ 300 W
138	Madison (Wells)	0 / 300 W
139	Randolph (Wells)	100 N/ 300 W
<u>E. Evanston Service</u>		
140	Linden	500 N/ 300 W (Wilmette)
141	Central	2600 N/ 1200 W (Evanston)
142	Noyes	2200 N/ 1100 W (Evanston)
143	Foster	2100 N/ 1100 W (Evanston)
144	Davis	1600 N/ 1100 W (Evanston)
145	Dempster	1300 N/ 800 W (Evanston)
146	Main	900 N/ 700 W (Evanston)
147	South Blvd.	400 N/ 600 W (Evanston)
<u>F. Skokie Swift</u>		
148	Dempster	8800 N/ 5000 W (Skokie)

List B - Questions 13b, 18b, 22b, 26b

0. Inapplicable
1. Safety - Risk of harm, fear of harm or crime, fear of muggings, rape
2. Convenience - No such transportation at that time, etc.
3. Dislike of Class of People - Don't like kids or type of people that ride bus, el-subway, etc.
4. Too crowded
5. Too long to wait
6. Means of transportation not used at that time - in working hours, asleep at that time etc.
7. Other
8. Don't know
9. No answer

List C - Question 30c.
(Section A)

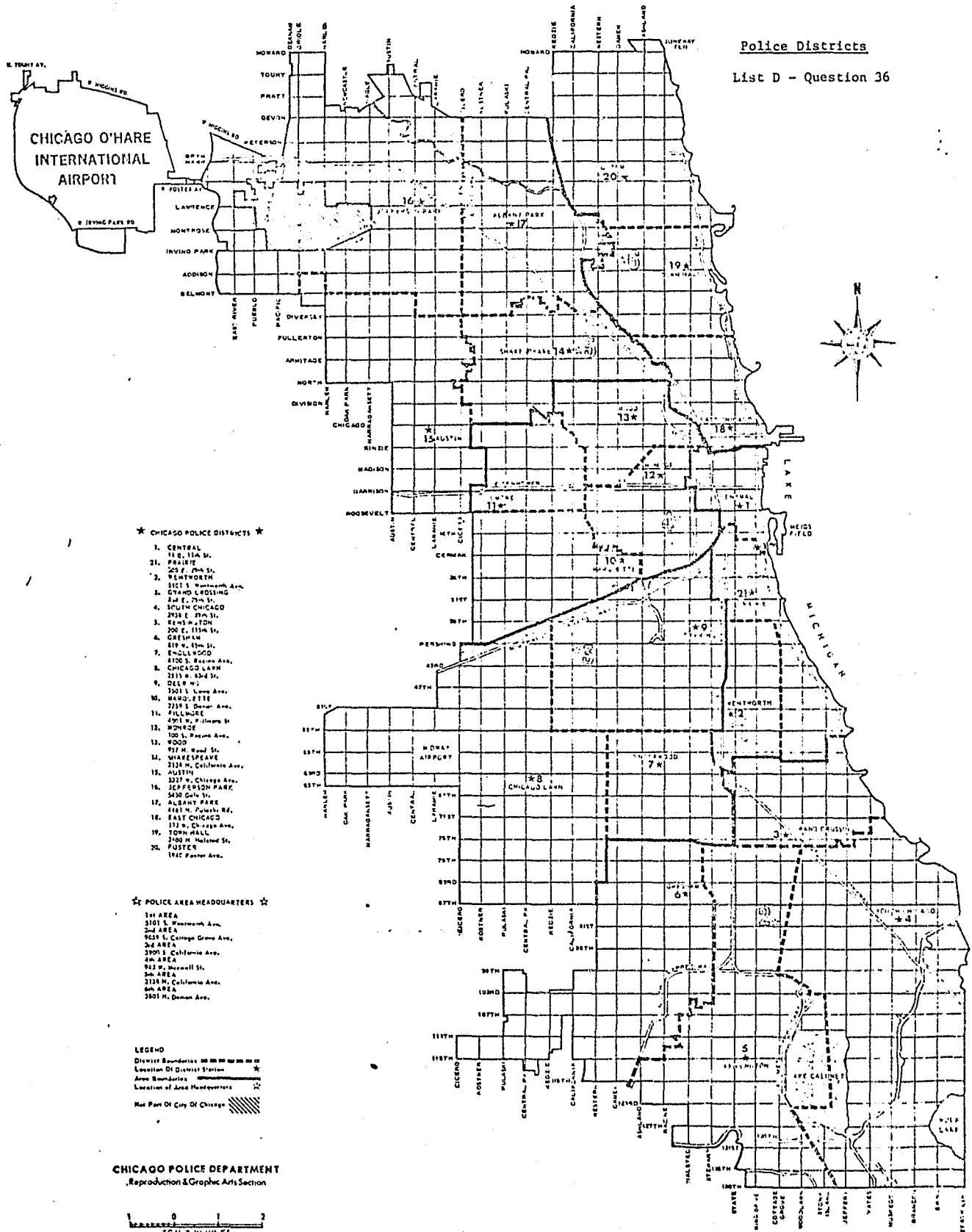
1. Theft - person usually not confronted or not aware of act
 - a) pick pocketing
 - b) purse snatching
 - c) Shop-lifting
 - d) From any coin operated device or machine
 - e) other
2. Robbery - person usually confronted directly or aware of act
 - a) Armed robbery
 - b) Attempted armed robbery
 - c) Strong armed robbery
 - d) Attempted strong armed robbery

- 3,4. Assault - to place one in fear of imminent harmful or offensive contact
- 3. Menaced victim with weapon
 - 4. Menaced victim without weapon
- 5,6. Battery - a harmful or offensive contact
- 5. Physical contact - offensive, insulting or provoking nature
 - 6. Inflicting serious harm or injury through contact
7. Crime against person
- a) Murder
 - b) Voluntary manslaughter
 - c) Rape
 - d) Kidnapping
 - e) Suicide
 - f) Indecency in public, indecent exposure, exhibitionism, etc.
 - g) Other C.A.P.
8. Don't know
9. No Answer
- (Section B) - Question.30f
0. Inapplicable
- 1. Afraid to report to Police
 - 2. No police to report it to
 - 3. Too afraid - wanted to go home as soon as possible etc.
 - 4. No need to, someone else reported it
 - 5. Victim reported it to police, police on scene
 - 6. No need to, misapprehension
 - 7. Don't care, none of our business
 - 8. Don't know
 - 9. No Answer

(Section C) - Question 30d

Going from home to bus or el-subway stop	01
Walking through el-subway stations	02
Waiting ... at bus stop	03
... in el-subway station	04
... on el-subway platform	05
Riding ... the bus	06
... the el-subway	07
On stairs or rampway to el-subway platforms	08
Departing bus or el-subway and going to destination	09
Other (Specify _____)	10

CITY-WIDE DISTRICT & AREA MAP



List E - Question 38a - c

1970 Bureau of the Census
Occupational Classification System

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS

001	Accountants
002	Architects
003	Computer programmers
004	Computer systems analysts
005	Computer specialists, n.e.c.
006	Aeronautical and astronautical engineers
010	Chemical engineers
011	Civil engineers
012	Electrical and electronic engineers
013	Industrial engineers
014	Mechanical engineers
015	Metallurgical and materials engineers
020	Mining engineers
021	Petroleum engineers
022	Sales engineers
023	Engineers, n.e.c.
024	Farm management advisors
025	Foresters and conservationists
026	Home management advisors
030	Judges
031	Lawyers
032	Librarians
033	Archivists and curators
034	Actuaries
035	Mathematicians
036	Statisticians
042	Agricultural scientists
043	Atmospheric and space scientists
044	Biological scientists
045	Chemists
051	Geologists
052	Marine scientists
053	Physicists and astronomers
054	Life and physical scientists, n.e.c.
055	Operations and systems researchers and analysts
056	Personnel and labor relations workers
061	Chiropractors
062	Dentists
063	Optometrists
064	Pharmacists
065	Physicians, medical and osteopathic
071	Podiatrists
072	Veterinarians
073	Health practitioners, n.e.c.
074	Dietitians
075	Registered nurses
076	Therapists

Occupational classification system. (Continued)

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS -Continued

080	Clinical laboratory technologists and technicians
081	Dental hygienists
082	Health record technologists and technicians
083	Radiologic technologists and technicians
084	Therapy assistants
085	Health technologists and technicians, n.e.c.
086	Clergymen
090	Religious workers, n.e.c.
091	Economists
092	Political scientists
093	Psychologists
094	Sociologists
095	Urban and regional planners
096	Social scientists, n.e.c.
100	Social workers
101	Recreation workers
102	Agriculture teachers
103	Atmospheric, earth, marine, and space teachers
104	Biology teachers
105	Chemistry teachers
110	Physics teachers
111	Engineering teachers
112	Mathematics teachers
113	Health specialties teachers
114	Psychology teachers
115	Business and commerce teachers
116	Economics teachers
120	History teachers
121	Sociology teachers
122	Social science teachers, n.e.c.
123	Art, drama, and music teachers
124	Coaches and physical education teachers
125	Education teachers
126	English teachers
130	Foreign language teachers
131	Home economics teachers
132	Law teachers
133	Theology teachers
134	Trade industrial, and technical teachers
135	Miscellaneous teachers, college and university
140	Teachers, college and university, subject not specified
141	Adult education teachers
142	Elementary school teachers
143	Prekindergarten and kindergarten teachers
144	Secondary school teachers
145	Teachers, except college and university, n.e.c.
150	Agriculture and biological technicians, except health
151	Chemical technicians
152	Draftsmen
153	Electrical and electronic engineering technicians

Occupational classification system. (Continued)

PROFESSIONAL, TECHNICAL, AND KINDRED WORKERS --Continued

154	Industrial engineering technicians
155	Mechanical engineering technicians
156	Mathematical technicians
161	Surveyors
162	Engineering and science technicians, n.e.c.
163	Airplane pilots
164	Air traffic controllers
165	Embalmers
170	Flight engineers
171	Radio operators
172	Tool programmers, numerical control
173	Technicians, n.e.c.
174	Vocational and educational counselors
175	Actors
180	Athletes and kindred workers
181	Authors
182	Dancers
183	Designers
184	Editors and reporters
185	Musicians and composers
190	Painters and sculptors
191	Photographers
192	Public relations men and publicity writers
193	Radio and television announcers
194	Writers, artists, and entertainers, n.e.c.
195	Research workers, not specified

MANAGERS AND ADMINISTRATORS, EXCEPT FARM

201	Assessors, controllers, and treasurers; local public administration
202	Bank officers and financial managers
203	Buyers and shippers, farm products
205	Buyers, wholesale and retail trade
210	Credit men
211	Funeral directors
212	Health administrators
213	Construction inspectors, public administration
215	Inspectors, except construction, public administration
216	Managers and superintendents, building
220	Office managers, n.e.c.
221	Officers, pilots, and pursers; ship
222	Officials and administrators; public administration, n.e.c.
223	Officials of lodges, societies, and unions
224	Postmasters and mail superintendents
225	Purchasing agents and buyers, n.e.c.
226	Railroad conductors
230	Restaurant, cafeteria, and bar managers
231	Sales managers and department heads, retail trade
233	Sales managers, except retail trade
235	School administrators, college
240	School administrators, elementary and secondary
245	Managers and administrators, n.e.c.

Occupation classification system. (Continued)

SALESWORKERS

260	Advertising agents and salesmen
261	Auctioneers
262	Demonstrators
264	Hucksters and peddlers
265	Insurance agents, brokers, and underwriters
266	Newsboys
270	Real estate agents and brokers
271	Stock and bond salesmen
280	Salesmen and sales clerks, n.e.c.
281	Sales representatives, manufacturing industries
282	Sales representatives, wholesale trade
283	Sales clerks, retail trade
284	Salesmen, retail trade
285	Salesmen of services and construction

CLERICAL AND KINDRED WORKERS

301	Bank tellers
303	Billing Clerks
305	Bookkeepers
310	Cashiers
311	Clerical assistants, social welfare
312	Clerical supervisors, n.e.c.
313	Collectors, bill and account
314	Counter clerks, except food
315	Dispatchers and starters, vehicle
320	Enumerators and interviewers
321	Estimators and investigators, n.e.c.
323	Expeditors and production controllers
325	File clerks
326	Insurance adjusters, examiners, and investigators
330	Library attendants and assistants
331	Mail carriers, post office
332	Mail handlers, except post office
333	Messengers and office boys
334	Meter readers, utilities
341	Bookkeeping and billing machine operators
342	Calculating machine operators
343	Computer and peripheral equipment operators
344	Duplicating machine operators
345	Key punch operators
350	Tabulating machine operators
355	Office machine operators, n.e.c.
360	Payroll and timekeeping clerks
361	Postal clerks
362	Proofreaders
363	Real estate appraisers
364	Receptionists
370	Secretaries, legal
371	Secretaries, medical
372	Secretaries, n.e.c.

Occupation classification system. (Continued)

CLERICAL AND KINDRED WORKERS -Continued.

374	Shipping and receiving clerks
375	Statistical clerks
376	Stenographers
381	Stock clerks and storekeepers
382	Teacher aides, exc. school monitors
383	Telegraph messengers
384	Telegraph operators
385	Telephone operators
390	Ticket, station, and express agents
391	Typists
392	Weighers
394	Miscellaneous clerical workers
395	Not specified clerical workers

CRAFTSMEN AND KINDRED WORKERS

401	Automobile accessories installers
402	Bakers
403	Blacksmiths
404	Boilermakers
405	Bookbinders
410	Brickmasons and stonemasons
411	Brickmasons and stonemasons, apprentices
412	Bulldozer operators
413	Cabinetmakers
415	Carpenters
416	Carpenter apprentices
420	Carpet installers
421	Cement and concrete finishers
422	Compositors and typesetters
423	Printing trades apprentices, exc. pressmen
424	Cranemen, derrickmen, and hoistmen
425	Decorators and window dressers
426	Dental laboratory technicians
430	Electricians
431	Electrician apprentices
433	Electric power linemen and cablemen
434	Electrotypers and stereotypers
435	Engravers, exc. photoengravers
436	Excavating, grading, and road machine operators; Exc. bulldozer.
440	Floor layers, exc. tile setters
441	Foremen, n.e.c.
442	Forgemen and hammermen
443	Furniture and wood finishers
444	Furriers
445	Glaziers
446	Heat treaters, annealers, and temperers
450	Inspectors, scalers, and graders; log and lumber
452	Inspectors, n.e.c.
453	Jewelers and watchmakers
454	Job and die setters, metal
455	Locomotive engineers
456	Locomotive firemen
461	Machinists

Occupation classification system. (Continued)

CRAFTSMEN AND KINDRED WORKERS-Continued.

462	Machinist apprentices
470	Air conditioning, heating, and refrigeration
471	Aircraft
472	Automobile body repairmen
473	Automobile mechanics
474	Automobile mechanic apprentices
475	Data processing machine repairmen
480	Farm implement
481	Heavy equipment mechanics, incl. diesel
482	Household appliance and accessory installers and mechanics
483	Loom fixers
484	Office machine
485	Radio and television
486	Railroad and car shop
491	Mechanic, exc. auto, apprentices
492	Miscellaneous mechanics and repairmen
495	Not specified mechanics and repairmen
501	Millers; grain, flour, and feed
502	Millwrights
503	Molders, metal
504	Molder apprentices
505	Motion picture projectionists
506	Opticians, and lens grinders and polishers
510	Painters, construction and maintenance
511	Painter apprentices
512	Paperhangers
514	Pattern and model makers, exc. paper
515	Photoengravers and lithographers
516	Piano and organ tuners and repairmen
520	Plasterers
521	Plasterer apprentices
522	Plumbers and pipe fitters
523	Plumber and pipe fitter apprentices
525	Power station operators
530	Pressmen and plate printers, printing
531	Pressman apprentices
533	Rollers and finishers, metal
534	Roofer and slaters
535	Sheetmetal workers and tinsmiths
536	Sheetmetal apprentices
540	Shipfitters
542	Shoe repairmen
543	Sign painters and letterers
545	Stationary engineers
546	Stone cutters and stone carvers
550	Structural metal craftsmen
551	Tailors
552	Telephone installers and repairmen
554	Telephone linemen and splicers
560	Tile setters
561	Tool and die makers
562	Tool and die maker apprentices
563	Upholsterers
571	Specified craft apprentices, n.e.c.
572	Not specified apprentices

Occupation classification system. (Continued)

CRAFTSMEN AND KINDRED WORKERS-Continued

575 Craftsmen and kindred workers, n.e.c.
580 Former members of the Armed Forces

OPERATIVES, EXCEPT TRANSPORT

601 Asbestos and insulation workers
602 Assemblers
603 Blasters and powdermen
604 Bottling and canning operatives
605 Chainmen, rodmen, and axmen; surveying
610 Checkers, examiners, and inspectors; manufacturing
611 Clothing ironers and pressers
612 Cutting operatives, n.e.c.
613 Dressmakers and seamstresses, except factory
614 Drillers, earth
615 Dry wall installers and lathers
620 Dyers
621 Filers, polishers, sanders, and buffers
622 Furnacemen, smeltermen, and pourers
623 Garage workers and gas station attendants
624 Graders and sorters, manufacturing
625 Produce graders and packers, except factory and farm
626 Heaters, metal
630 Laundry and dry cleaning operatives, n.e.c.
631 Meat cutters and butchers, exc. manufacturing
633 Meat cutters and butchers, manufacturing
634 Meat wrappers, retail trade
635 Metal platers
636 Milliners
640 Mine operatives, n.e.c.
641 Mixing operatives
642 Oilers and greasers, exc. auto
643 Packers and wrappers, except meat and produce
644 Painters, manufactured articles
645 Photographic process workers
650 Drill press operatives
651 Grinding machine operatives
652 Lathe and milling machine operatives
653 Precision machine operatives
656 Punch and stamping press operatives
660 Riveters and fasteners
661 Sailors and deckhands
662 Sawyers
663 Sewers and stitchers
664 Shoemaking machine operatives
665 Solderers
666 Stationary firemen
670 Carding, lapping, and combing operatives
671 Knitters, loopers, and toppers
672 Spinners, twistors, and winders
673 Weavers
674 Textile operatives, n.e.c.
680 Welders and flame-cutters
681 Winding operatives, n.e.c.

Occupation classification system. (Continued)

OPERATIVES, EXCEPT TRANSPORT

690	Machine operatives, miscellaneous specified
692	Machine operatives, not specified
694	Miscellaneous operatives
695	Not specified operatives

TRANSPORT EQUIPMENT OPERATIVES

701	Boatmen and canalmen
703	Bus drivers
704	Conductors and motormen, urban rail transit
705	Deliverymen and routemen
706	Fork lift and tow motor operatives
710	Motormen; mine, factory, logging camp, etc.
711	Parking attendants
712	Railroad brakemen
713	Railroad switchmen
714	Taxicab drivers and chauffeurs
715	Truck drivers

LABORERS, EXCEPT FARM

740	Animal caretakers, exc. farm
750	Carpenters' helpers
751	Construction laborers, exc. carpenters' helpers
752	Fishermen and oystermen
753	Freight and material handlers
754	Garbage collectors
755	Gardeners and groundskeepers, exc. farm
760	Longshoremen and stevedores
761	Lumbermen, raftsmen, and woodchoppers
762	Stock handlers
763	Teamsters
764	Vehicle washers and equipment cleaners
770	Warehousemen, n.e.c.
780	Miscellaneous laborers
785	Not specified laborers

FARMERS AND FARM MANAGERS

801	Farmers (owners and tenants)
802	Farm managers

Occupation classification system. (Continued)

FARM LABORERS AND FARM FOREMEN

821	Farm foremen
822	Farm laborers, wage workers
823	Farm laborers, unpaid family workers
824	Farm service laborers, self-employed

SERVICE WORKERS, EXC. PRIVATE HOUSEHOLD

901	Chambermaids and maids, except private household
902	Cleaners and charwomen
903	Janitors and sextons
910	Bartenders
911	Busboys
912	Cooks, except private household
913	Dishwashers
914	Food counter and fountain workers
915	Waiters
916	Food service workers, n.e.c., except private household
921	Dental assistants
922	Health aides, exc. nursing
923	Health trainees
924	Lay midwives
925	Nursing aides, orderlies, and attendants
926	Practical nurses
931	Airline stewardesses
932	Attendants, recreation and amusement
933	Attendants, personal service, n.e.c.
934	Baggage porters and bellhops
935	Barbers
940	Boarding and lodging house keepers
941	Bootblacks
942	Child care workers, exc. private household
943	Elevator operators
944	Hairdressers and cosmetologists
945	Personal service apprentices
950	Housekeepers, exc. private household
952	School monitors
953	Ushers, recreation and amusement
954	Welfare service aides
960	Crossing guards and bridge tenders
961	Firemen, fire protection
962	Guards and watchmen
963	Marshals and constables
964	Policemen and detectives
965	Sheriffs and bailiffs

PRIVATE HOUSEHOLD WORKERS

980	Child care workers, private household
981	Cooks, private household
982	Housekeepers, private household
983	Laundresses, private household
984	Maids and servants, private household

Occupation classification system. (Continued)

OTHER, NOT IN LABOR FORCE

990	Student
991	Housewife
992	Retired
993	Unemployed
994	Disabled
995	Widowed
998	Don't know
999	No answer

List F - Questions 4k, 5k, 9k, 14k

0. Inapplicable
1. Have car
2. Too crowded
3. Not conveniently located
4. Railroad commuter
5. Old, sick (age, health)
6. Careless personnel
7. Other
8. Don't know
9. No Answer

List G - Question 35e

0. Inapplicable
1. Use car, someone else's car, car pool
2. Bicycle
3. Motorcycle
4. Walk
5. Truck
6. -----
7. Other
8. Don't know
9. No Answer

END