

# LABarometer

## Mobility & Sustainability

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*TRACKING REPORT, WAVES 1-4*

*JUNE 5, 2024*

**Prepared by:**

Kyla Thomas, Evan Sandlin, Marco Angrisani, and Greg Steigerwald

Dornsife Center for Economic and Social Research

University of Southern California

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## **Background and Methods**

The LABarometer Mobility & Sustainability survey tracks environmental sustainability, transportation behavior, and climate vulnerability in Los Angeles County. It is inspired by county-wide efforts to reduce automobile congestion, minimize environmental impacts, and increase resilience to climate change in the region.

The survey covers a variety of topics, including heat and pollution exposure, natural disaster preparedness, pro-environmental behavior, transportation sentiment, transportation access and behavior, and the steps Los Angeles County residents are taking to adapt to climate change.

This document tracks key outcomes of interest from Waves 1-4 of the Mobility & Sustainability survey. For an exhaustive list of variables included in the Mobility & Sustainability surveys, please refer to the Longitudinal File codebook.

## **Survey Methodology**

All LABarometer surveys are fielded to the LABarometer Panel, a probability-based Internet panel of adults living in households throughout Los Angeles County. From 2019 to 2022, LABarometer survey waves comprise four surveys, fielded three to six months apart. The surveys cover the following topics: Livability, Mobility, Sustainability & Resilience, and Affordability & Prosperity.

In 2022, LABarometer moved to a biannual survey frequency and these four surveys were combined and reduced in size to two surveys, one on Livability & Affordability and one Mobility & Sustainability. The Mobility & Sustainability survey is fielded in January of each year and the Livability & Affordability Survey is fielded in July of each year. Field periods range from 8-12 weeks.

Following UAS protocols, all LABarometer surveys are fielded in English and in Spanish. To participate in a survey, panel members can use any computer, cell phone, or tablet with Internet access. The majority of panel members have their own internet access. Panel members who do not have access to internet are provided with an internet-enabled tablet to ensure their regular participation in our surveys.

## **Survey and Sample Information**

A total of 1,207-1,499 Los Angeles County residents completed any given wave of the Mobility & Sustainability survey. Participants were recruited from the LABarometer Panel and survey participation rates ranged from 70% to 78%.

Details for each survey, including links to individual survey topline, are provided in the informational table below. For waves 1 and 2, "M" is used to denote the Mobility survey module and "S" is used to denote the Sustainability survey module.

Variable names and question wording are not provided in this release. To see the questions used in any given survey, please refer to the associated survey codebook, questionnaire, or topline.

Survey	UAS #	Sample Size	Completion Rate	Field Dates	Topline Link
Wave 1 (M)	UAS 219	1394	76%	Dec 11, 2019 – Feb 7, 2020	<a href="#">UAS 219 Topline</a>
Wave 1 (S)	UAS 286	1421	75%	Jun 3, 2020 – July 13, 2020	<a href="#">UAS 286 Topline</a>
Wave 2 (M)	UAS 379	1345	78%	Mar 2, 2021 – Apr 30, 2021	<a href="#">UAS 379 Topline</a>
Wave 2 (S)	UAS 403	1256	74%	Jul 19, 2021 – Sep 5, 2021	<a href="#">UAS 403 Topline</a>
Wave 3	UAS 510	1207	73%	Jan 27, 2023 – Mar 31, 2023	<a href="#">UAS 510 Topline</a>
Wave 4	USC 595	1499	70%	Feb 21, 2024 – Apr 21, 2024	<a href="#">UAS 595 Topline</a>

## Survey Weights

The method for creating sample weights for the tracking survey follows the general procedure for UAS surveys described [in CESR’s online methodology documentation](#). Sample weights are constructed in two steps. First, we calculate a base weight that corrects for unequal probabilities of selection of different households into the UAS. Second, we generate post-stratification weights, which align sample distributions of key demographics, namely gender, race/ethnicity, age, education, and geographic location, with their population counterparts. Population benchmarks are derived from the Basic Monthly Current Population Survey (CPS). The provided sample weights bring the sample in line with the L.A. County adult population.

## About the Panel

The LABarometer Panel is a probability-based, Internet panel of approximately 2,100 adults living in households throughout Los Angeles County. It is a sub-panel of the Understanding America Study (UAS), a national Internet panel of 14,000 Americans maintained by the USC Dornsife Center for Economic and Social Research. Following UAS procedures, LABarometer panel members are recruited in batches and refreshed through address-based sampling using postal codes. Eligible individuals are all non-institutionalized adults aged 18 and older living in a contacted household in Los Angeles County.

## About LABarometer

LABarometer is a research center housed at the USC Dornsife Center for Economic and Social Research (CESR). We conduct basic and applied social science research on issues affecting Los Angeles County residents, with the aim of informing academic research, public discourse, and

policy. At the heart of our research is the LABarometer Panel, a probability-based Internet survey panel of approximately 2,100 adults randomly selected from households throughout Los Angeles County.

LABarometer surveys are fielded to the LABarometer Panel on a biannual basis to monitor social and economic conditions in Los Angeles County. These longitudinal surveys focus on four dimensions of individual and community well-being: livability, affordability, mobility, and sustainability. LABarometer surveys include questions about residents' lives, their attitudes and behaviors, and the challenges they encounter in their communities, filling data gaps on topics ranging from housing insecurity and climate resilience, to transportation behavior and the economy.

## **Survey Team**

**Kyla Thomas**, Ph.D., is the Director of LABarometer and a Sociologist at the USC Dornsife Center for Economic and Social Research.

**Marco Angrisani**, Ph.D., is the Survey Methodologist for LABarometer and a Senior Economist at the USC Dornsife Center for Economic and Social Research.

**Evan Sandlin**, Ph.D. is the Data Analyst for LABarometer and a Research Manager at the USC Dornsife Center for Economic and Social Research.

**Greg Steigerwald** is a Research Assistant for LABarometer and an M.P.A. Candidate at the USC Price School for Public Policy.

**Michele Warnock** is Center Assistant for the USC Dornsife Center for Economic and Social Research.

## **Contact Us**

If you would like to learn more about LABarometer or have any specific questions about our report, please contact us at [labarometer-l@maillist.usc.edu](mailto:labarometer-l@maillist.usc.edu).

## Report Highlights

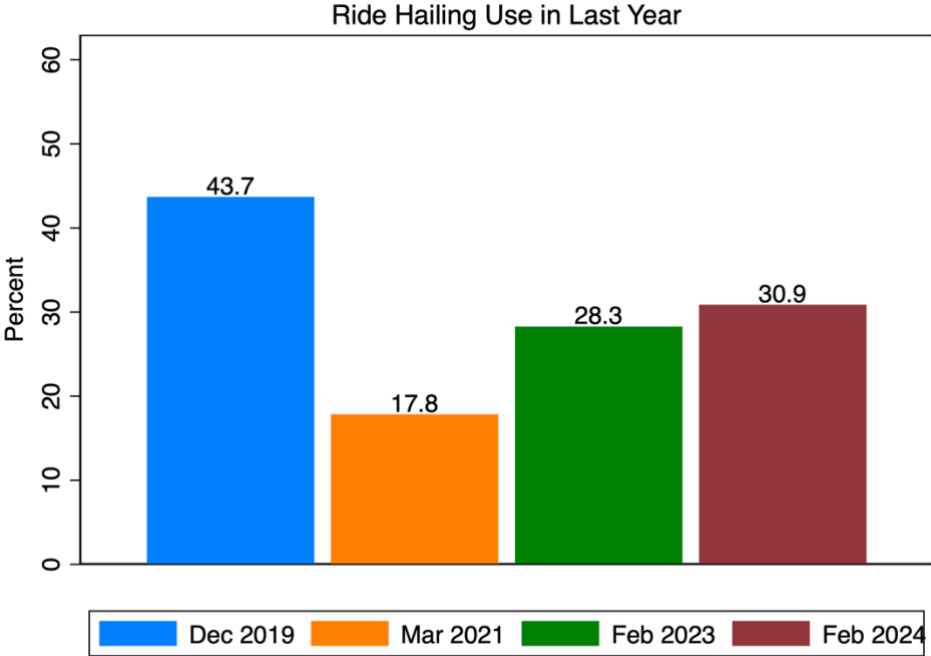
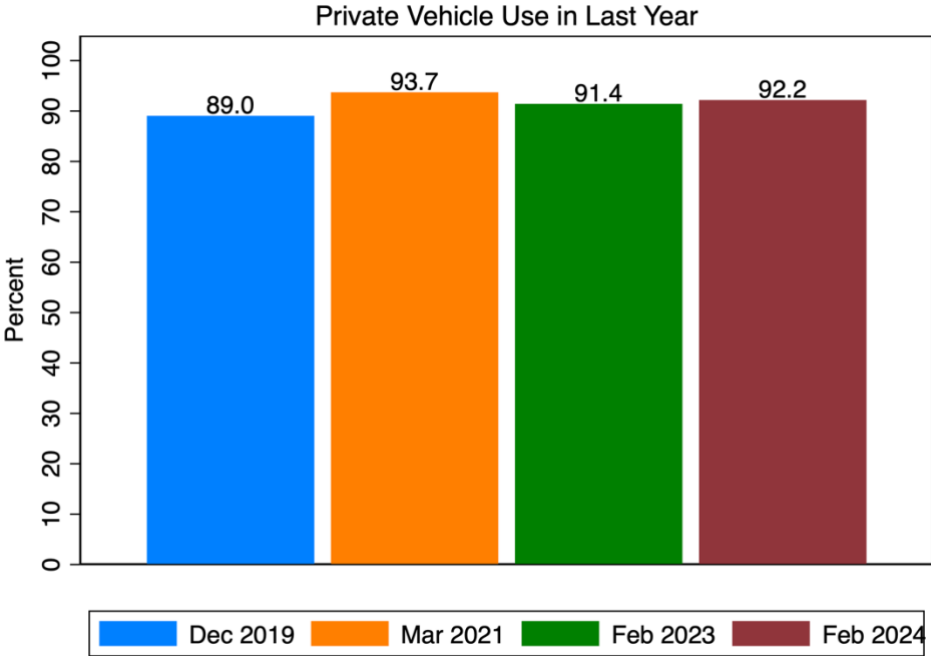
### *Snapshot of L.A. County Residents*

- Transportation behavior
  - 92% used a private vehicle in the last year
  - 24% used public transportation in the last year
  - 64% of bus riders, 41% of metro riders used it at least once a week
- Transportation perceptions
  - Private vehicle: 74% think it is safe, 76% think it is convenient
  - Bus: 21% think it is safe, 24% think it is convenient
  - Metro: 16% think it is safe, 29% think it is convenient
- Transportation access
  - Average number of vehicles per household: 1.9
  - 18% are likely to buy or lease a new vehicle in the next year
- Coolness and heat
  - 53% visited some place to cool down in the last year
  - 44% experienced symptoms of heat exposure in the last year
- Pollution
  - 19% stayed indoors due to poor air quality related to wildfires
  - 13% stayed indoors due to poor air quality unrelated to wildfires
  - 58% think the air quality in their neighborhood is safe
- Climate change attitudes
  - 69% believe climate change is a threat to the well-being of residents
  - 19% believe local government is doing enough to fight climate change
- Sustainable behavior
  - 13% have solar panels, 19% compost, 7% have an electric vehicle
  - 57% say their next car is likely to be a hybrid, electric, or hydrogen vehicle
- Natural disasters
  - 41% are at least moderately prepared for a natural disaster
  - 16% experienced psychological distress from a natural disaster in the last year

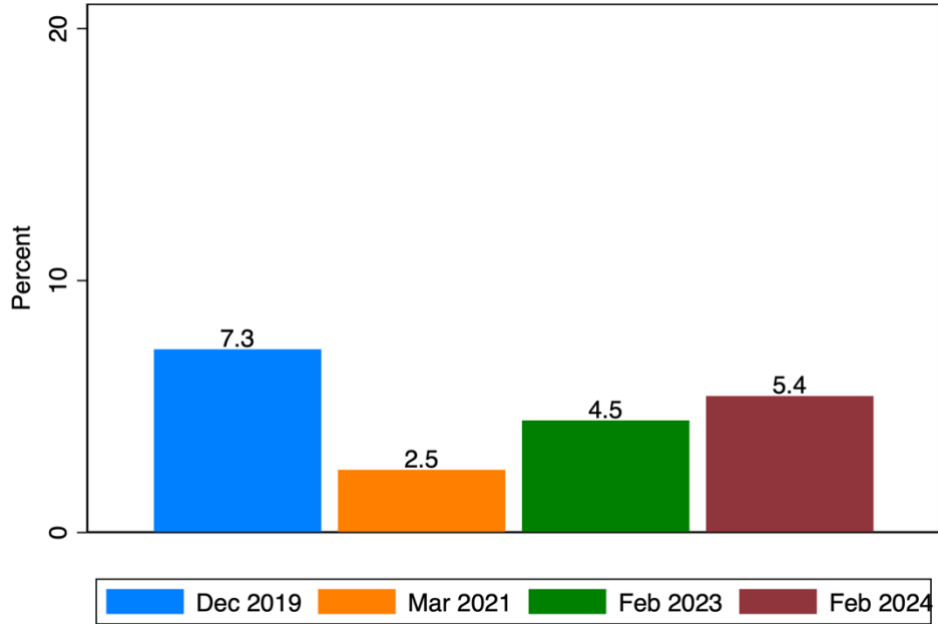
### *Notable Changes from Last Year (2023)*

- Fewer residents stayed indoors due to air quality concerns
  - Reports of staying indoors due to air quality concerns related to wildfire decreased from 31% to 19%
- More residents engaged in sustainable behaviors
  - Reports of energy-efficient landscaping, well-insulated doors/windows, tankless water heaters, low-flow plumbing, composting, and EV ownership increased
- Fewer reports of negative impacts from a natural disaster
  - Reports of psychological distress from a disaster decreased from 26% to 16%
  - Reports of higher utility costs from a disaster decreased from 14% to 10%

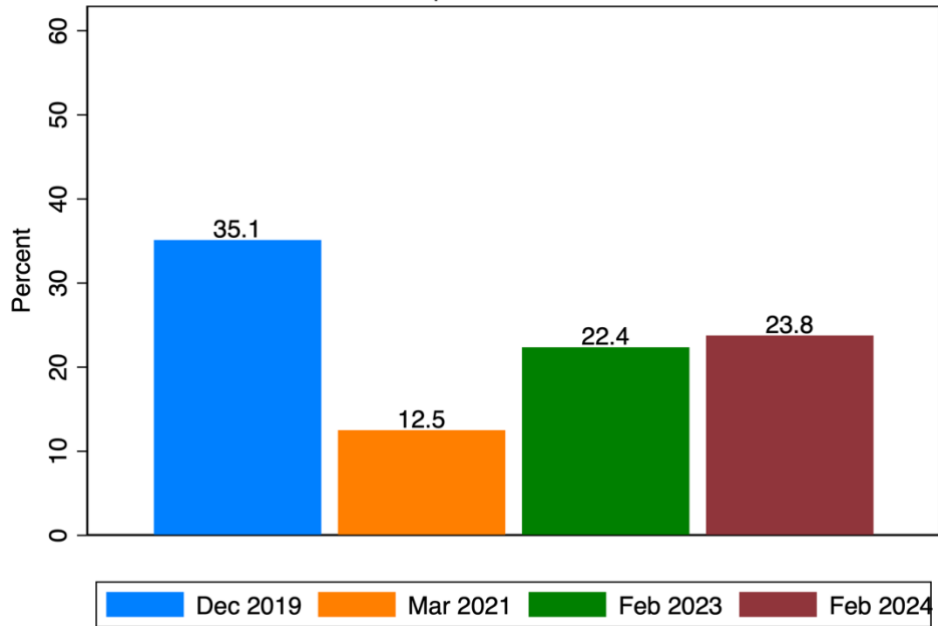
# Transportation Behavior



Taxi/Limo/Hired Car Use in Last Year

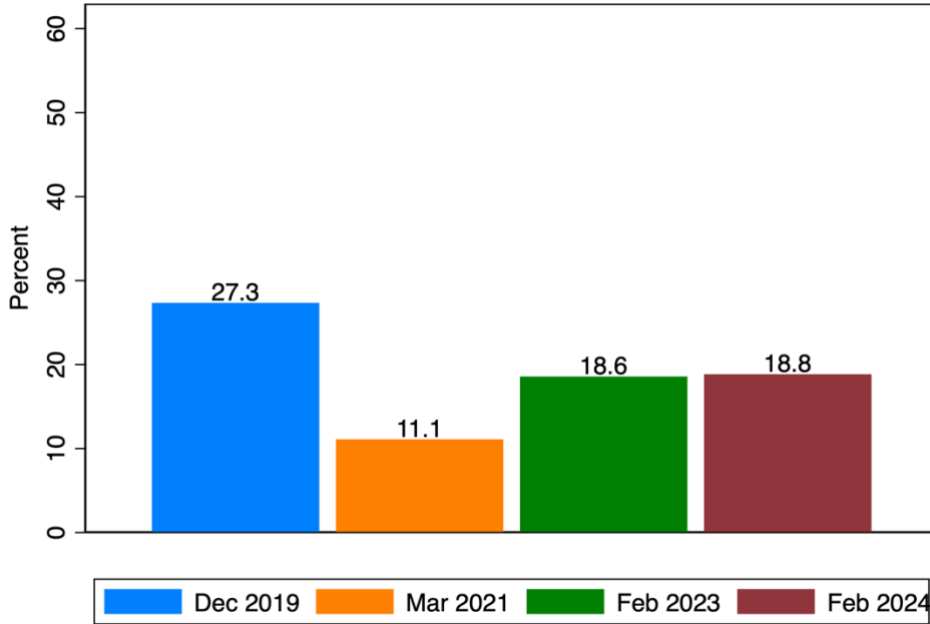


Public Transportation Use in Last Year

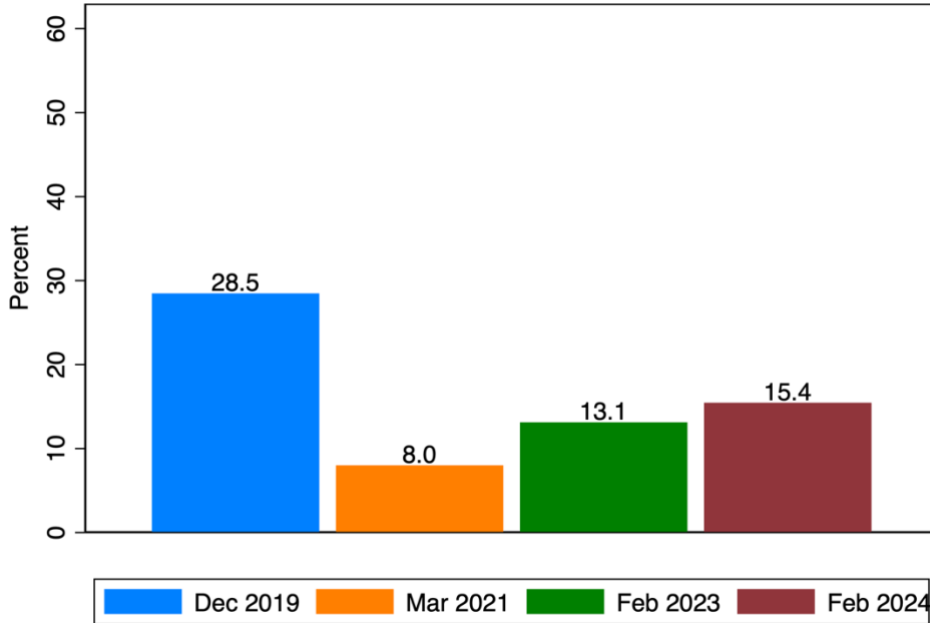




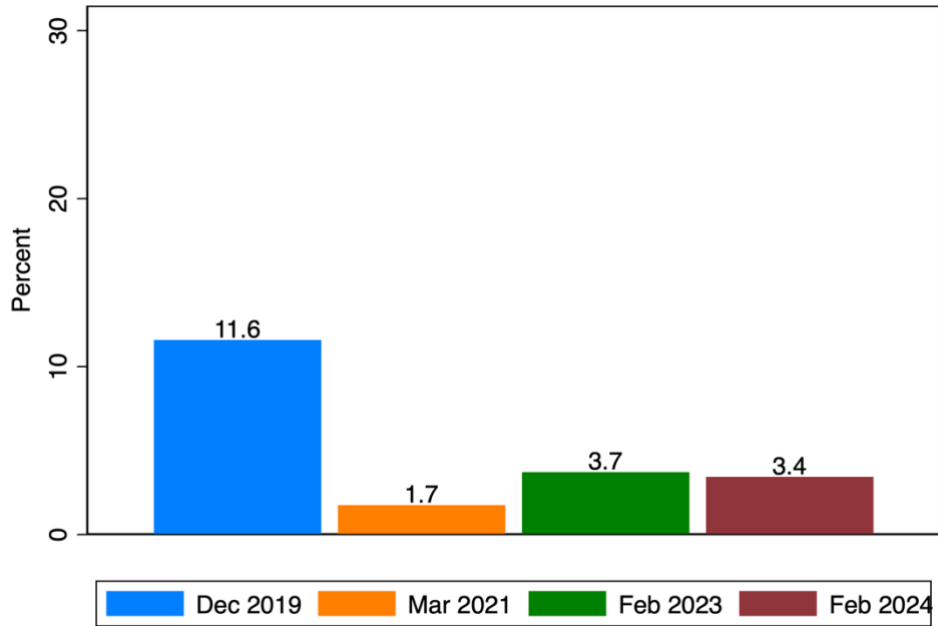
Bus Use in Last Year



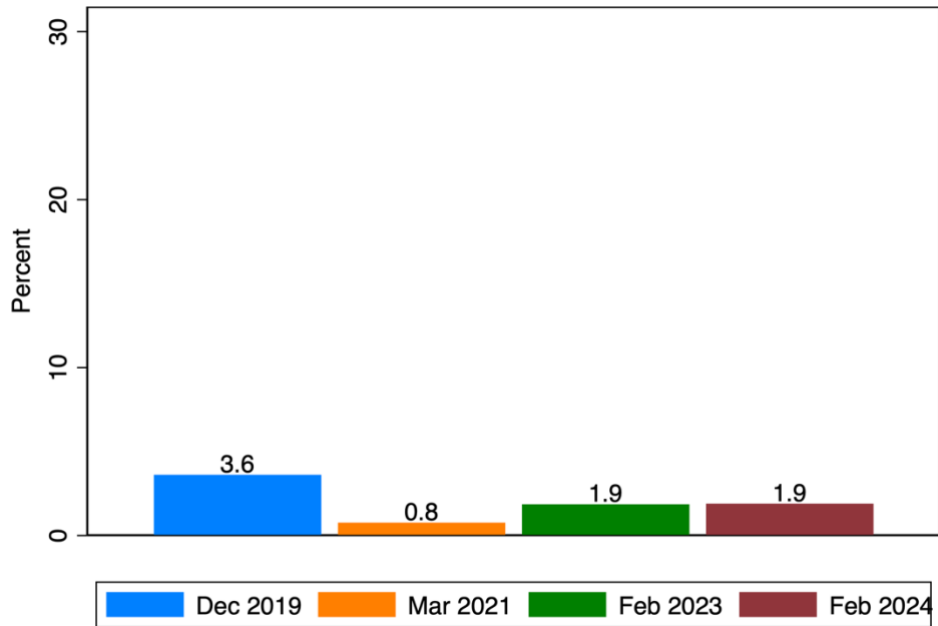
Metro Use in Last Year

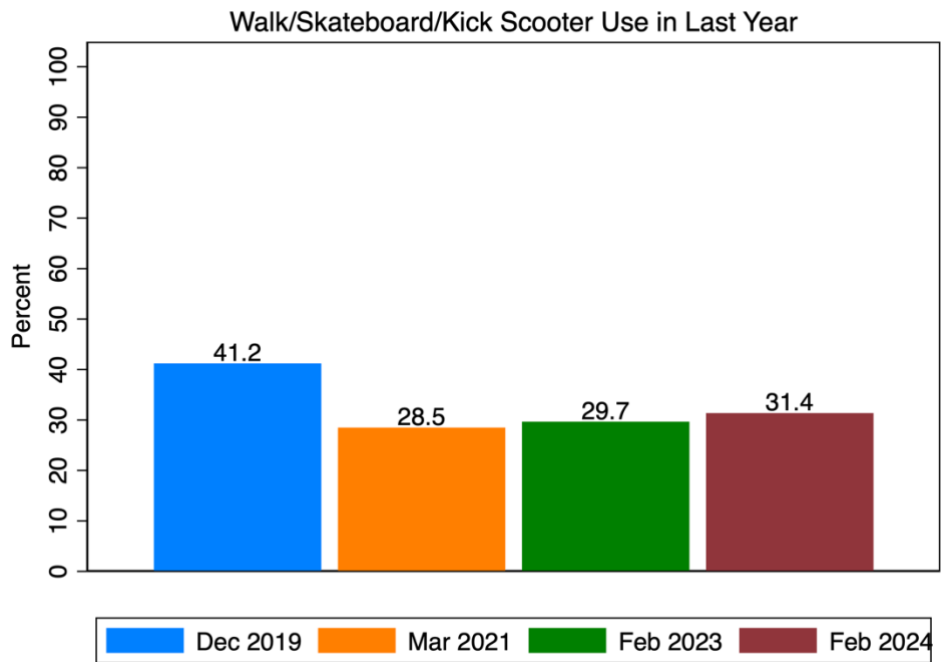
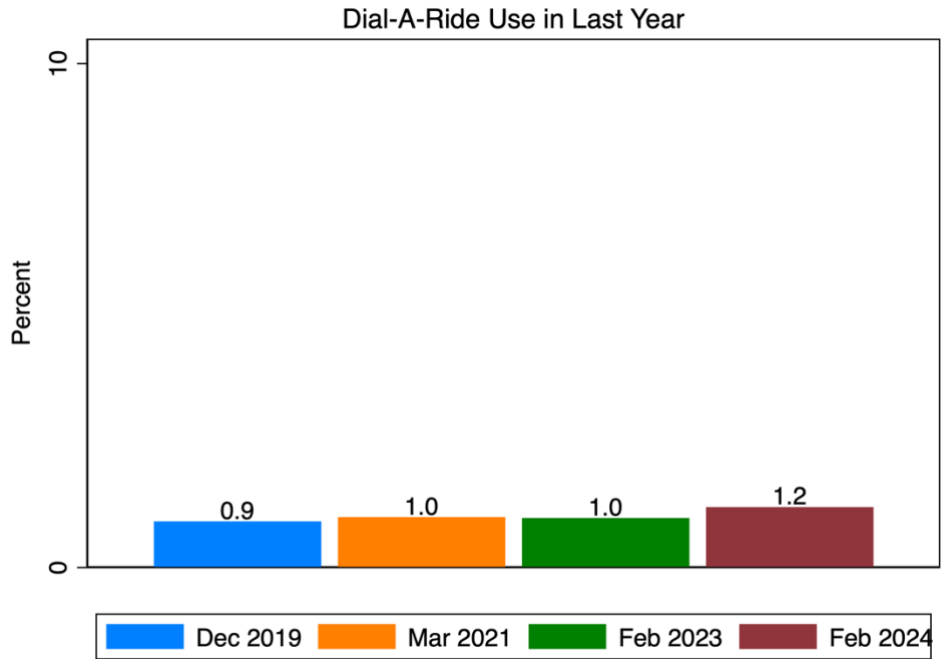


Metrolink Use in Last Year

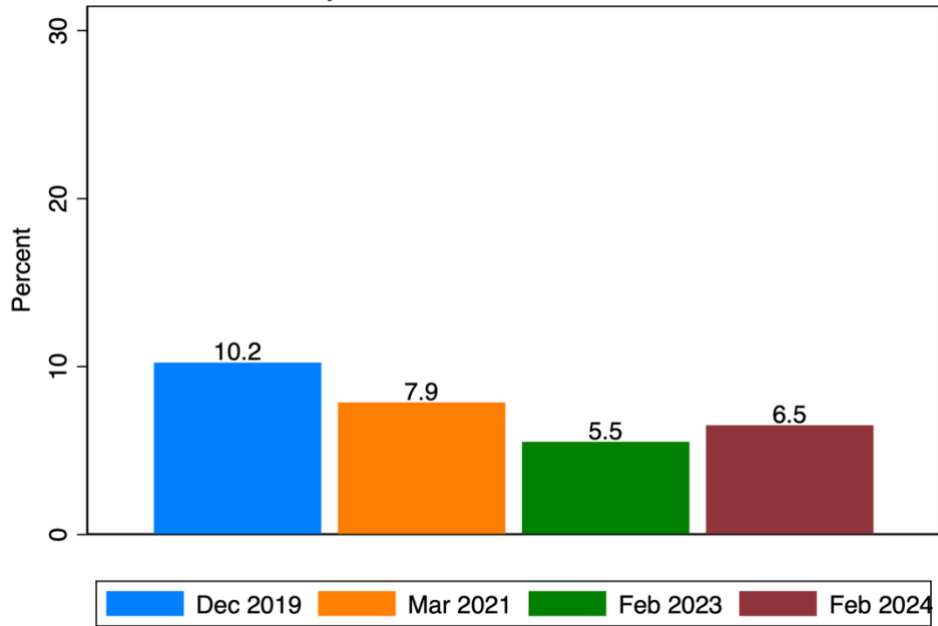


Amtrak Use in Last Year

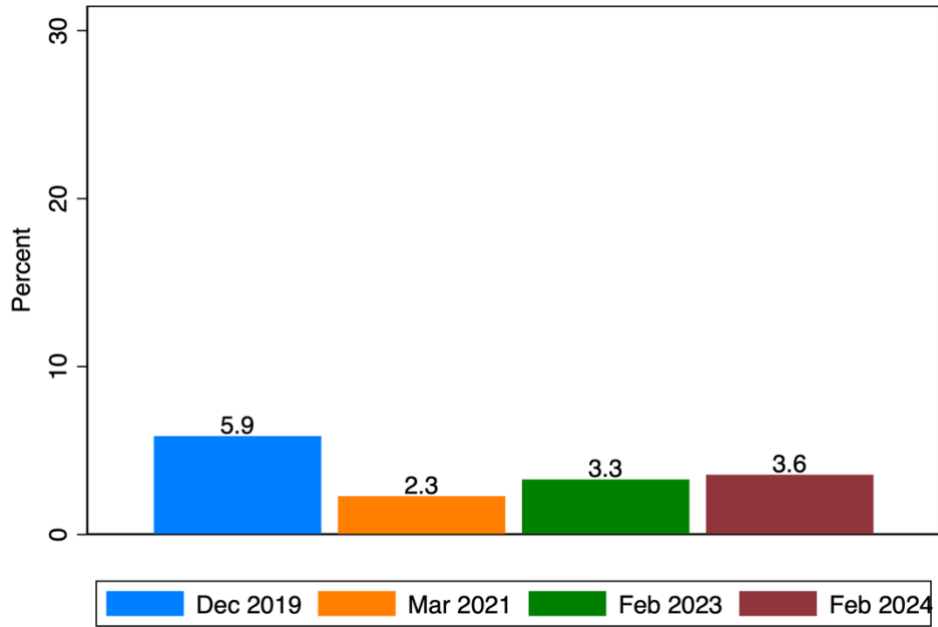


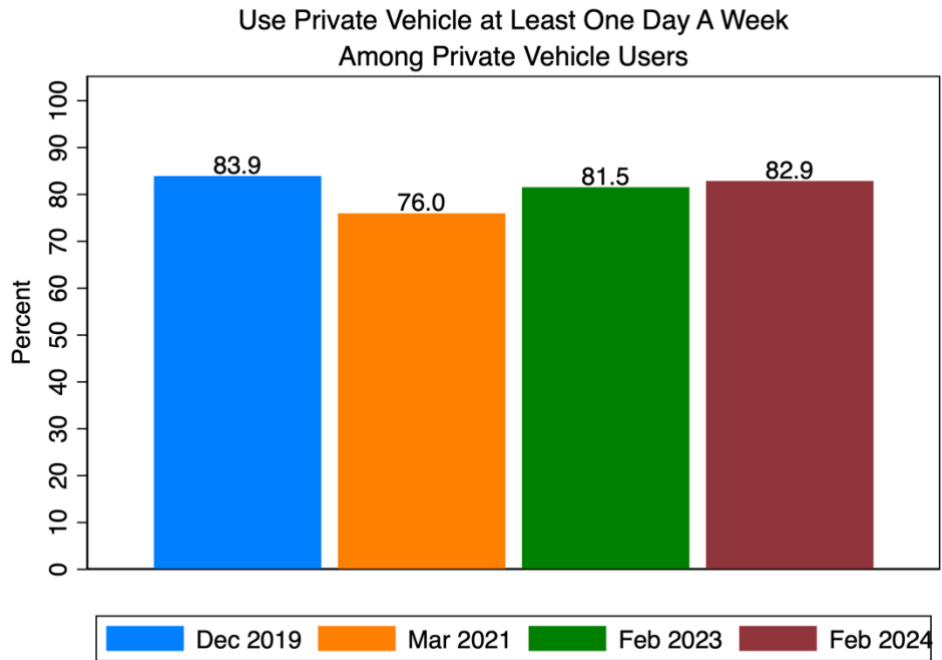
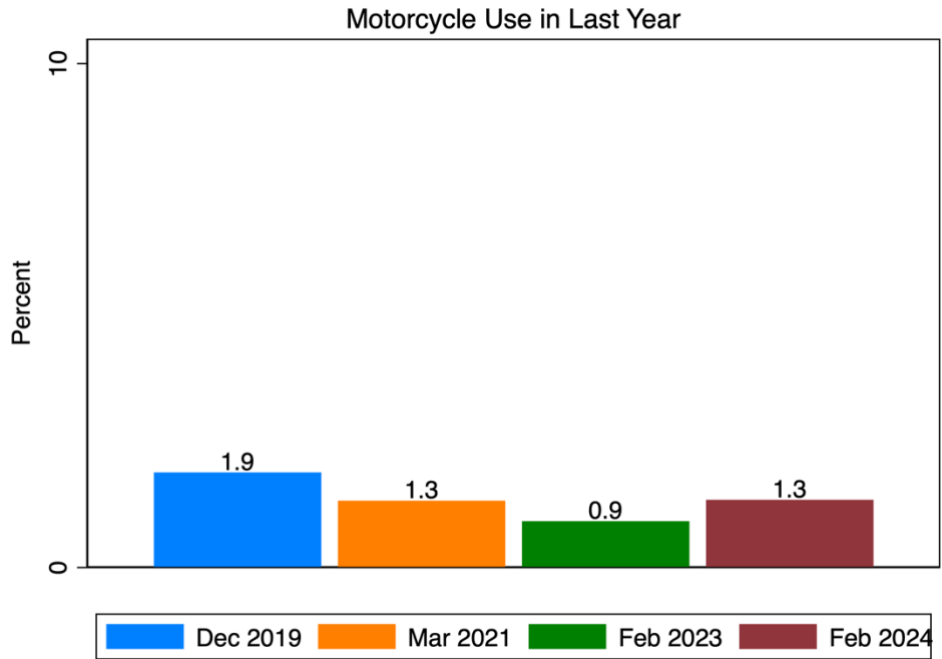


Bicycle or Bikeshare Use in Last Year

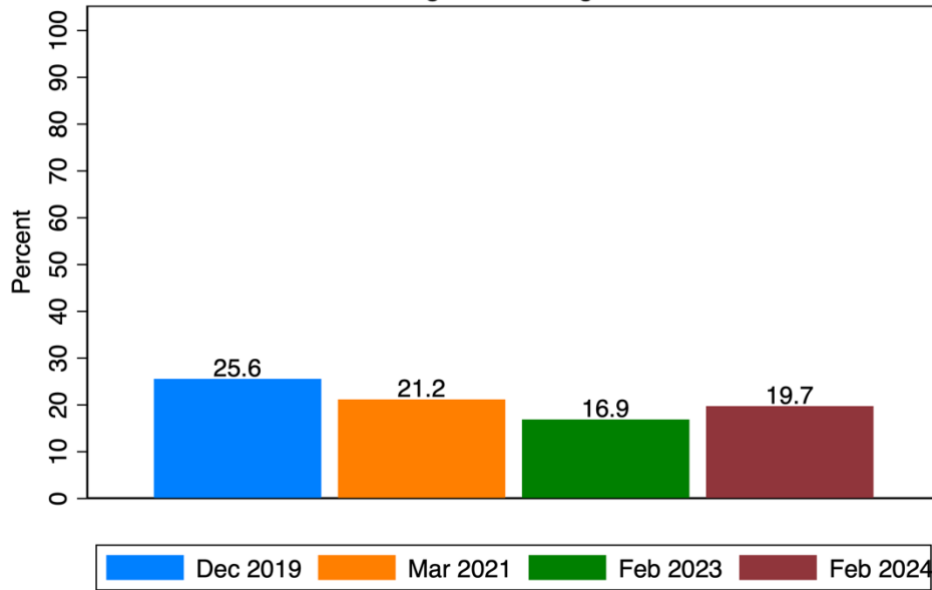


Electric Scooter/Bike/Skateboard Use in Last Year

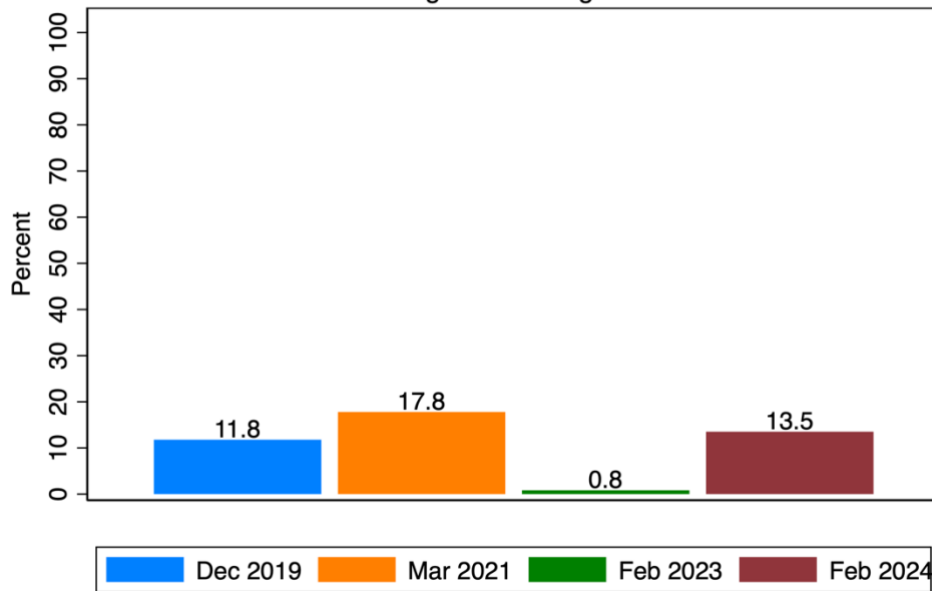




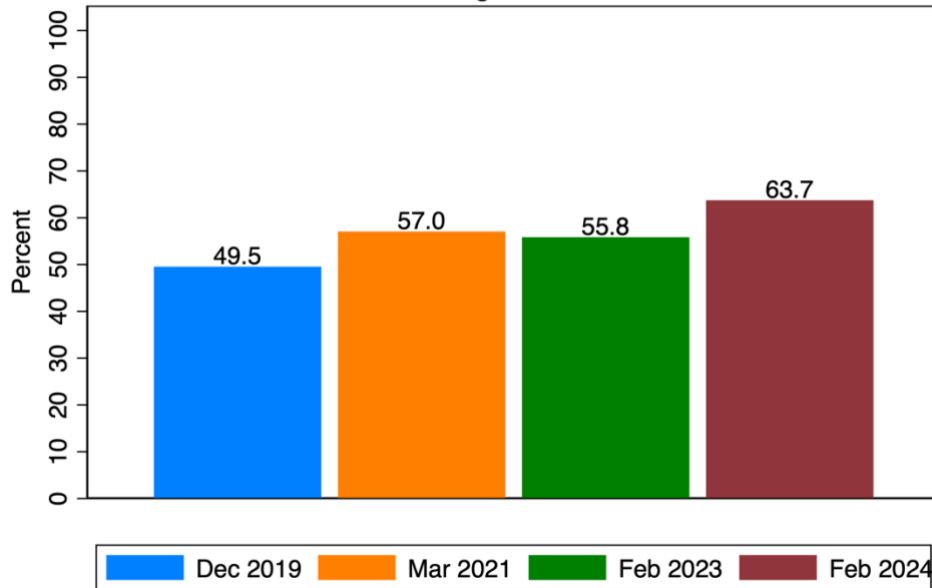
Use Ride Hailing at Least One Day A Week  
Among Ride Hailing Users



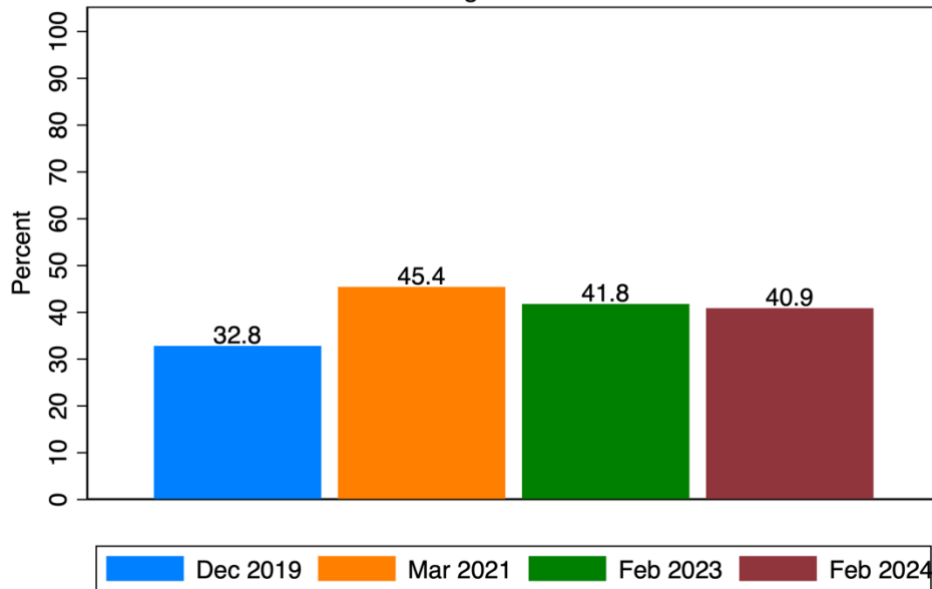
Use Taxi/Limo/Hired at Least One Day A Week  
Among Ride Hailing Users



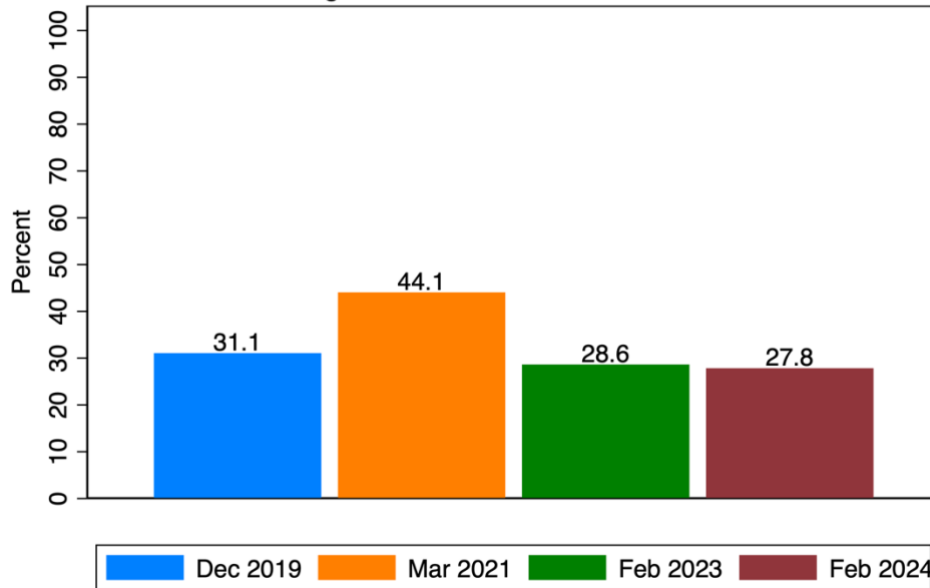
Use Bus at Least One Day A Week  
Among Bus Users



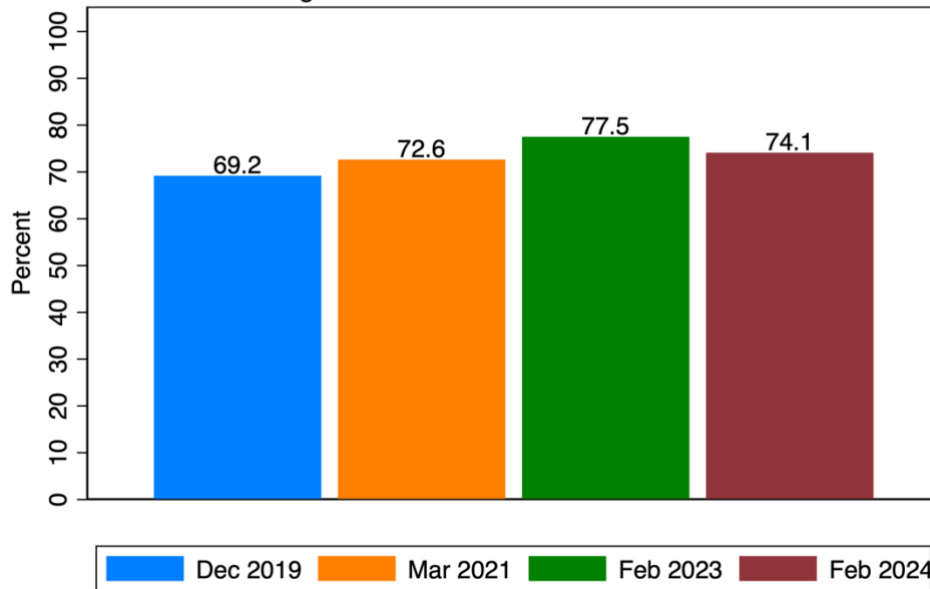
Use Metro at Least One Day A Week  
Among Metro Users



Use Metrolink/Amtrak/Dial-A-Ride at Least One Day A Week  
Among Metrolink/Amtrak/Dial-A-Ride Users

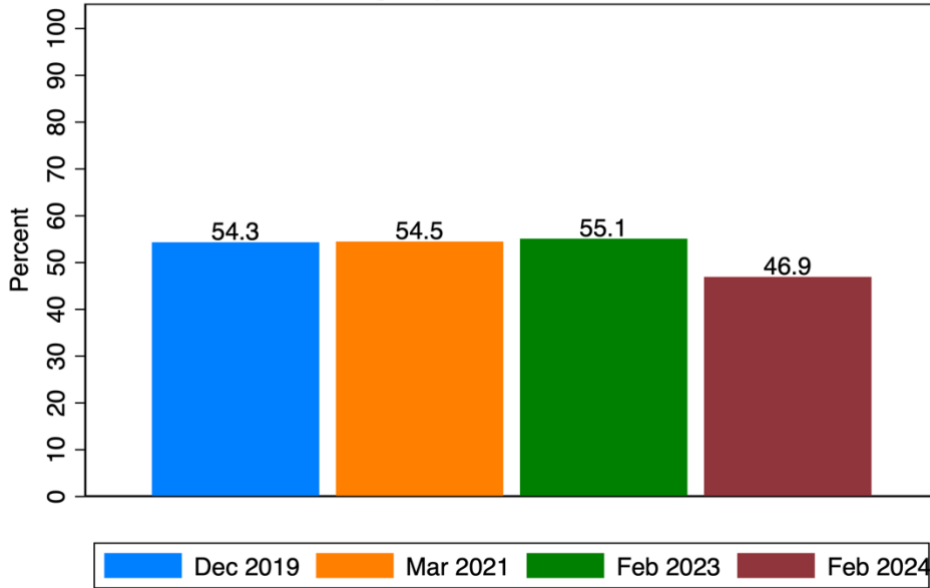


Walk/Skateboard/Kick Scooter at Least One Day A Week  
Among Walkers/Skateboarders/Kick Scooters

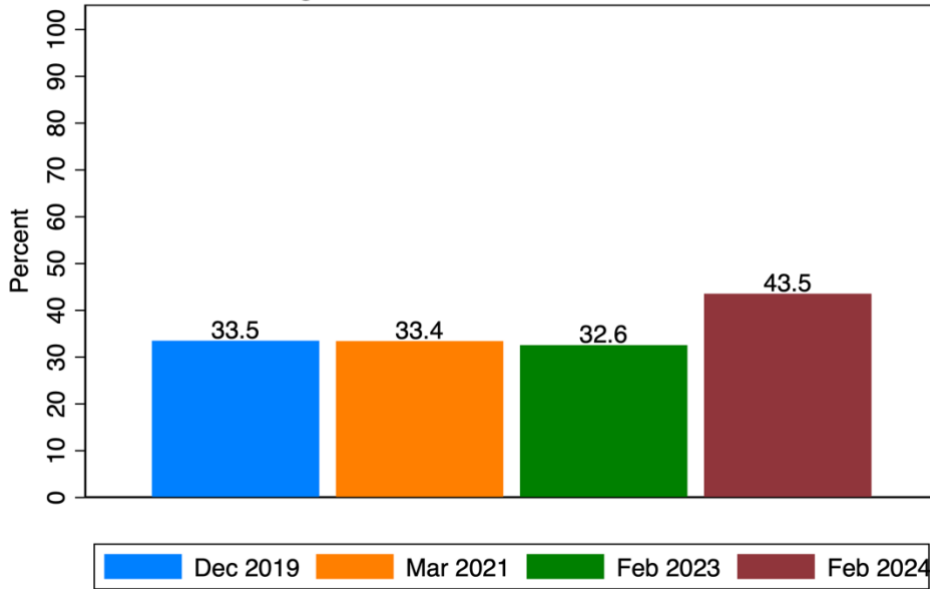




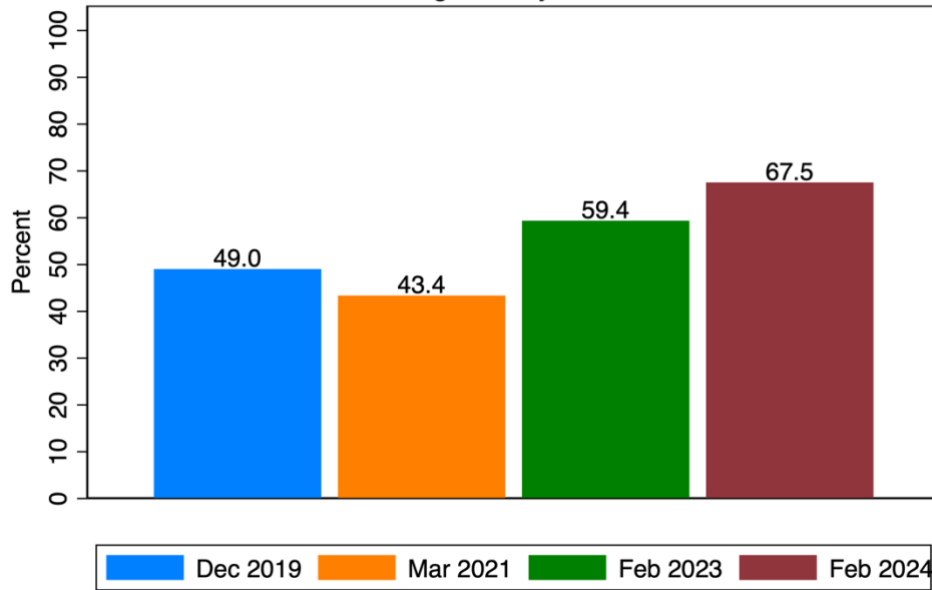
Bicycle or Bikeshare at Least One Day A Week  
Among Bicycle or Bikeshare Users



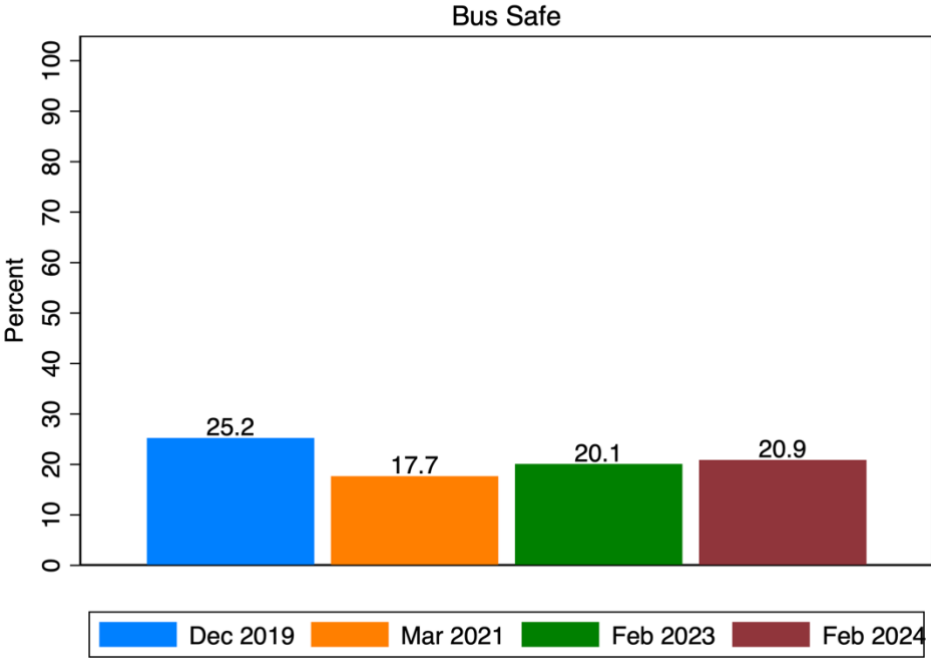
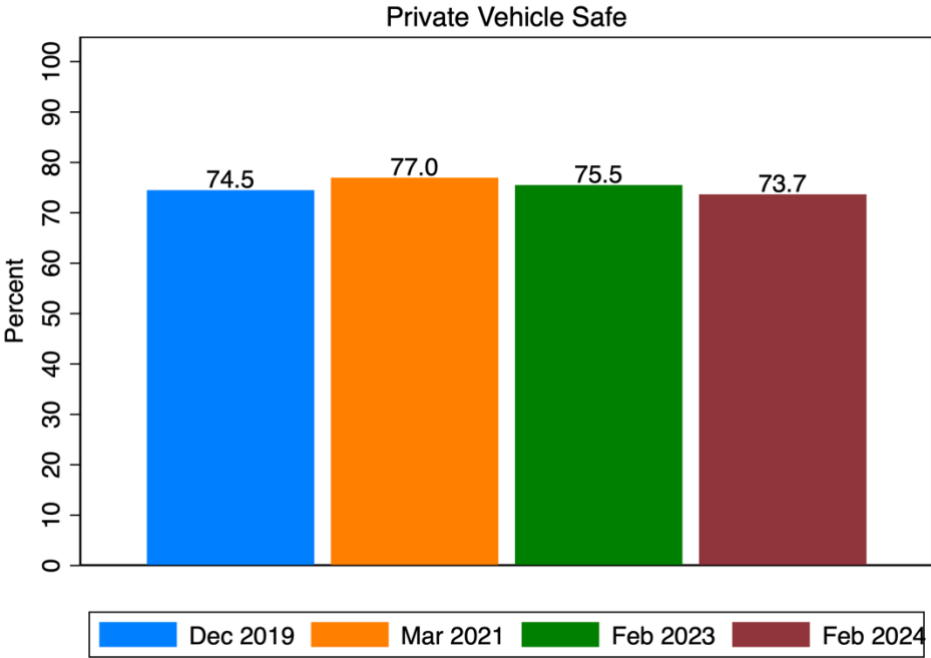
Use Electric Scooter/Bike/Skateboard at Least One Day A Week  
Among Electric Scooter/Bike/Skateboard Users



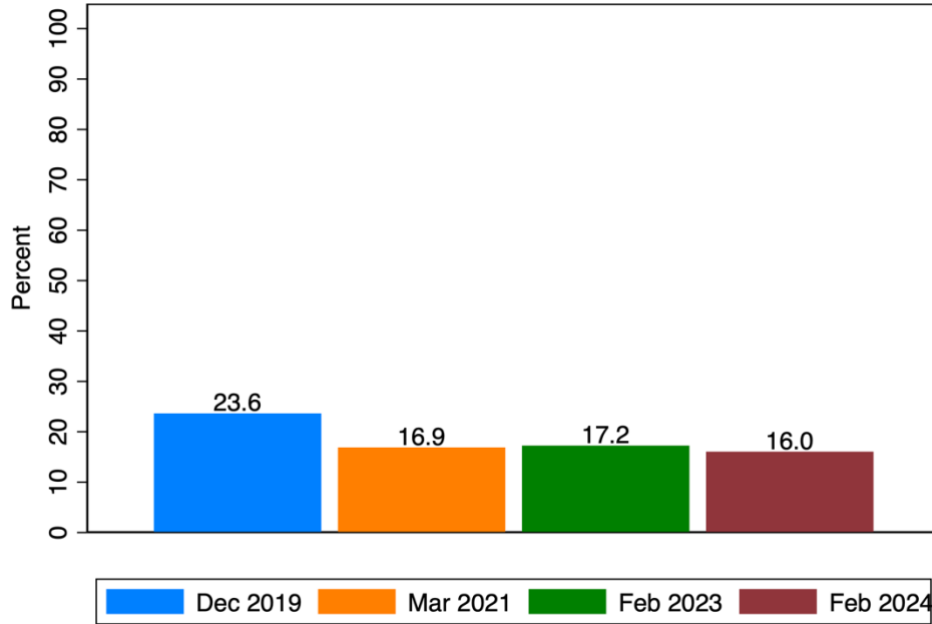
Use Motorcycle at Least One Day A Week  
Among Motorcycle Users



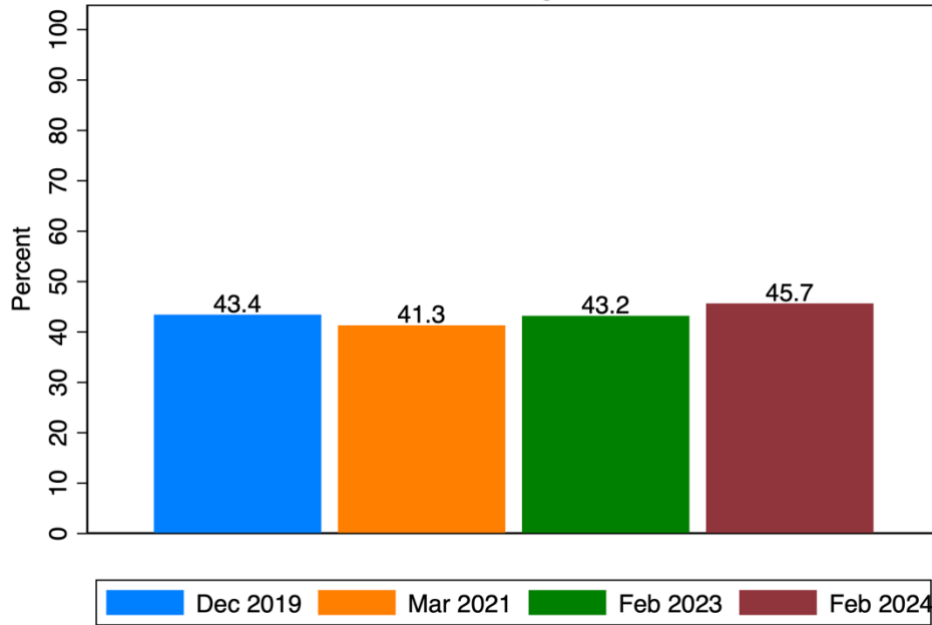
# Transportation Perceptions



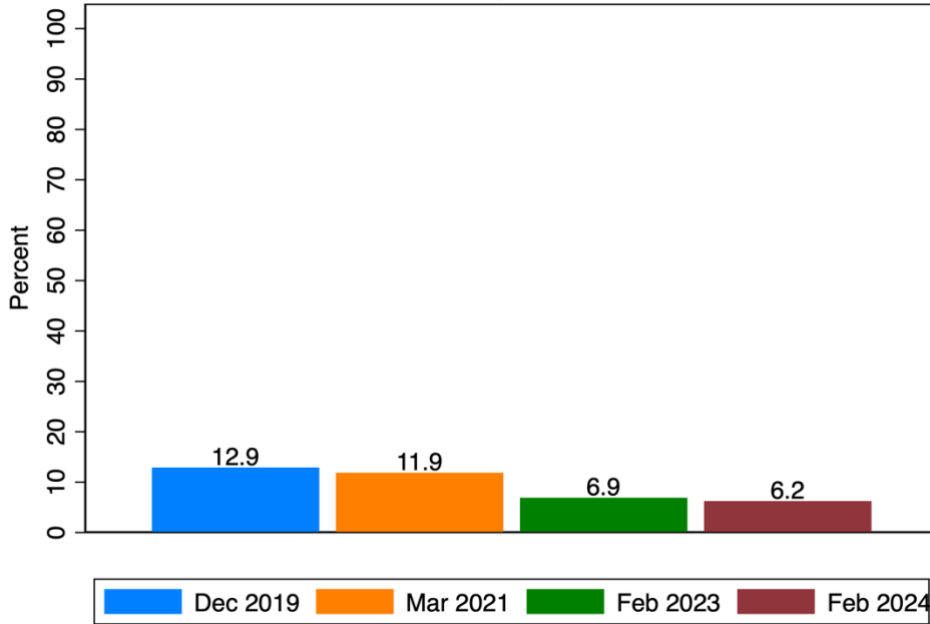
Metro Safe



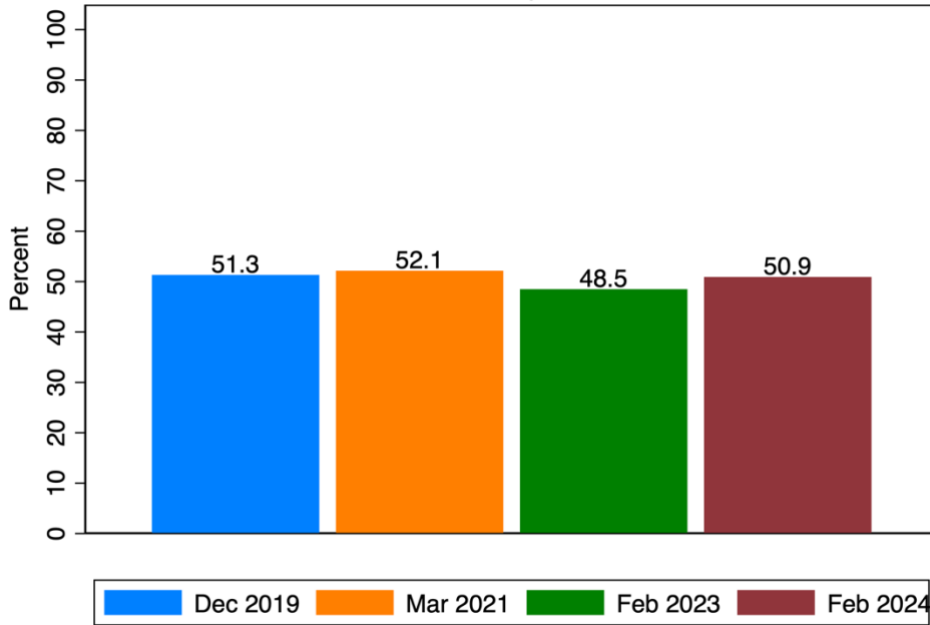
Ride Hailing Safe

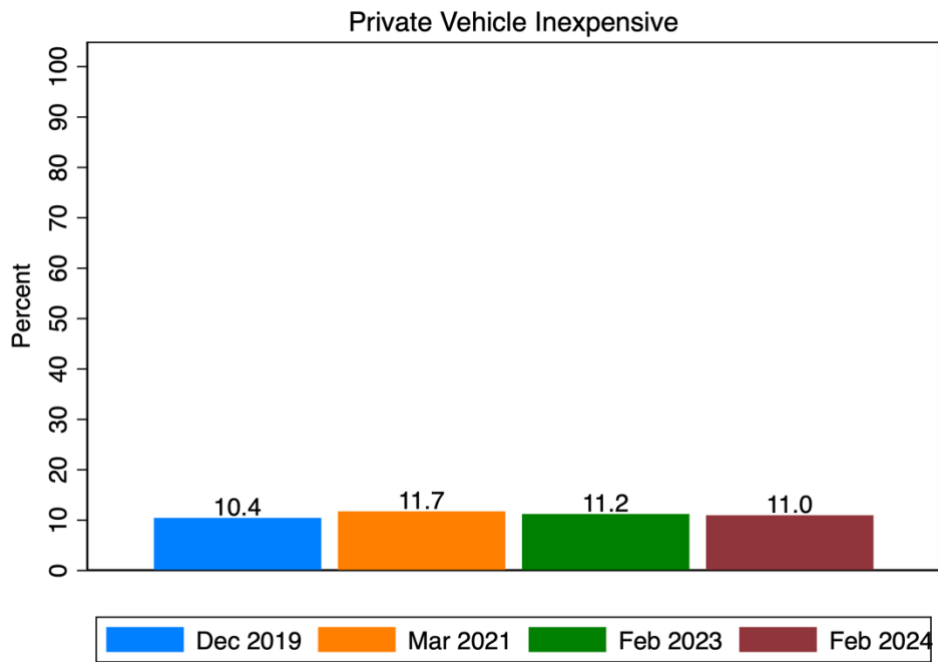
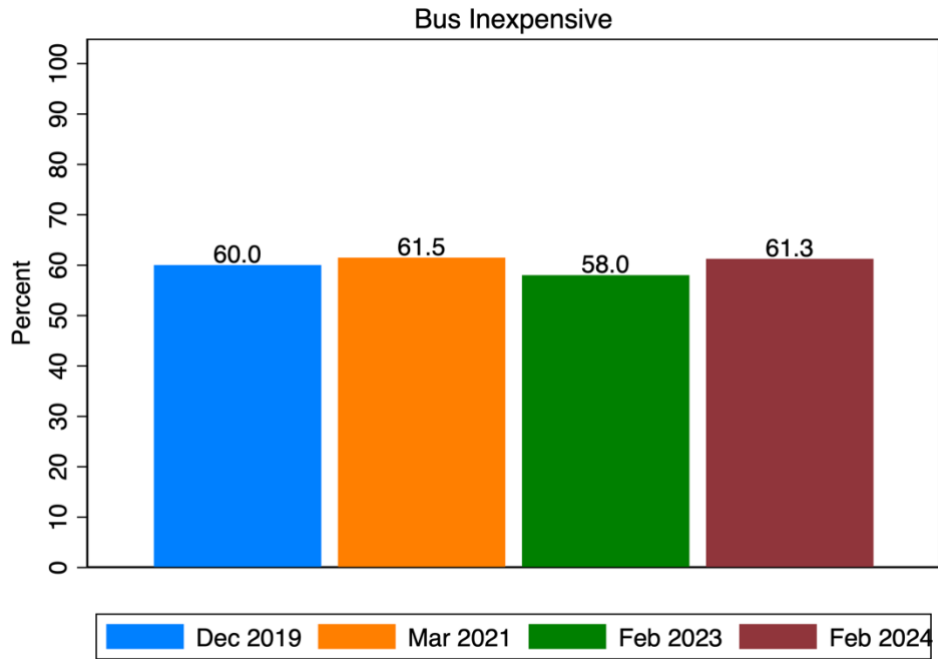


Ride Hailing Inexpensive

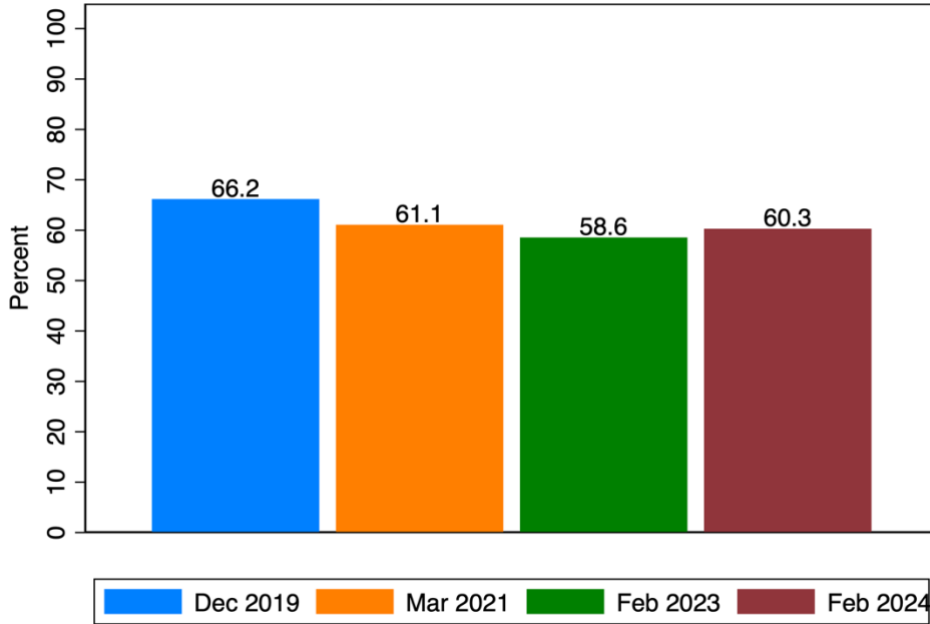


Metro Inexpensive

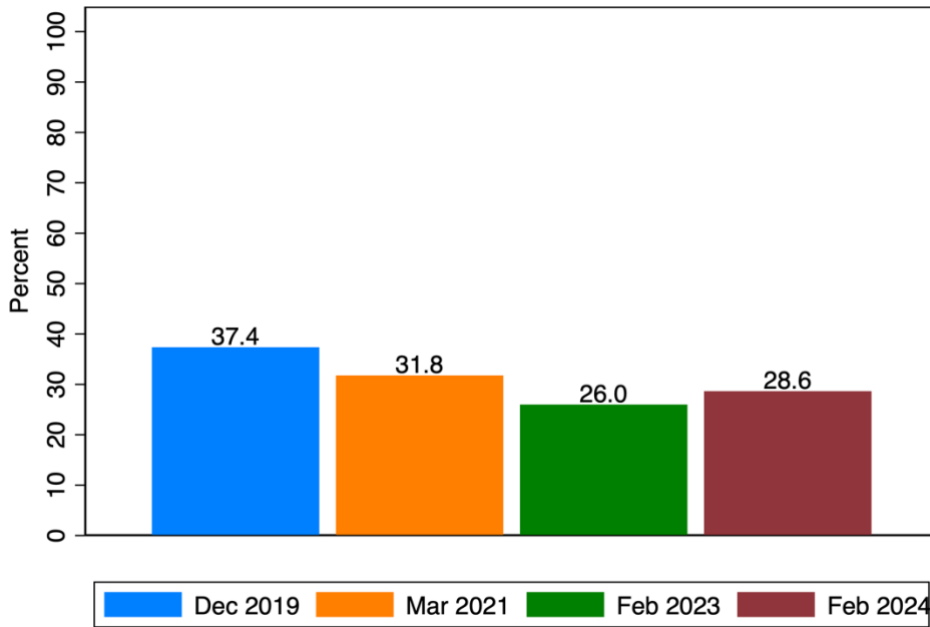




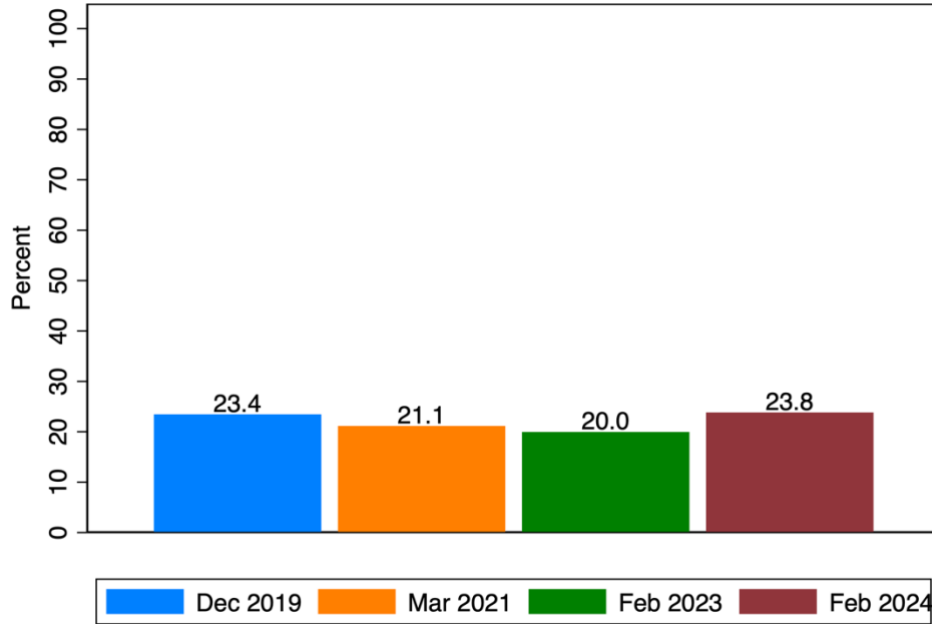
Ride Hailing Convenient for Personal/Leisure



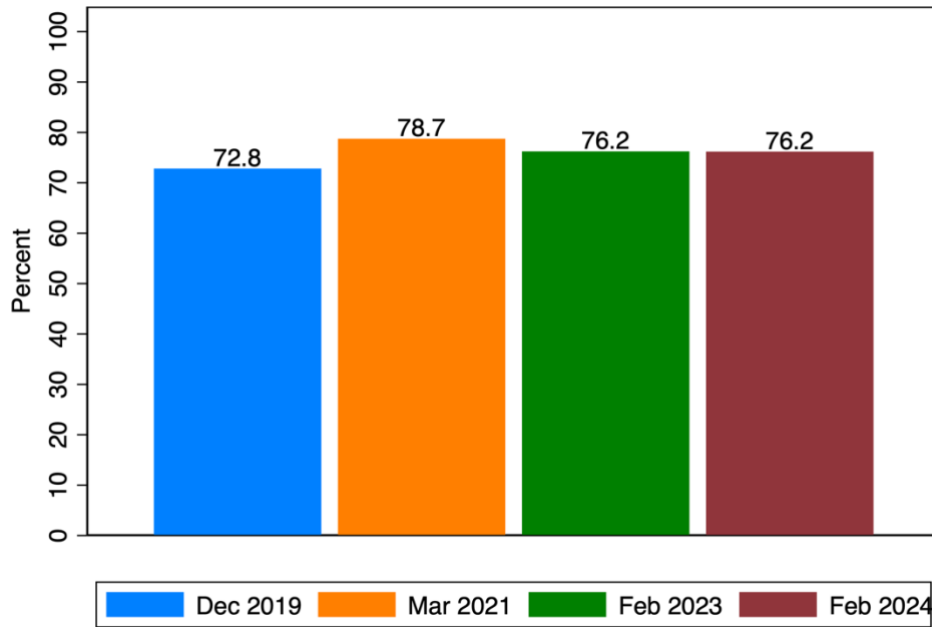
Metro Convenient for Personal/Leisure



Bus Convenient for Personal/Leisure

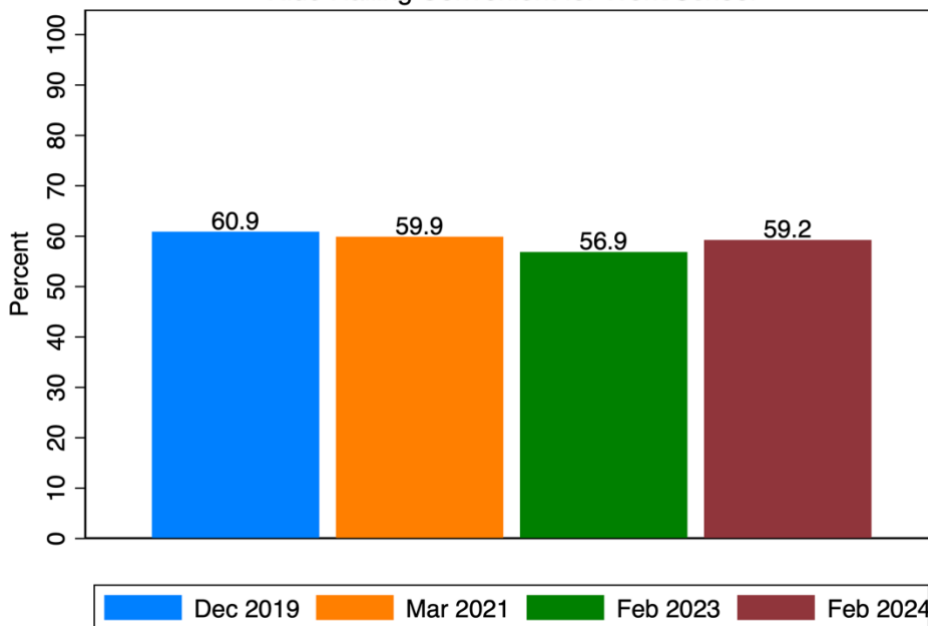


Private Vehicle Convenient for Personal/Leisure

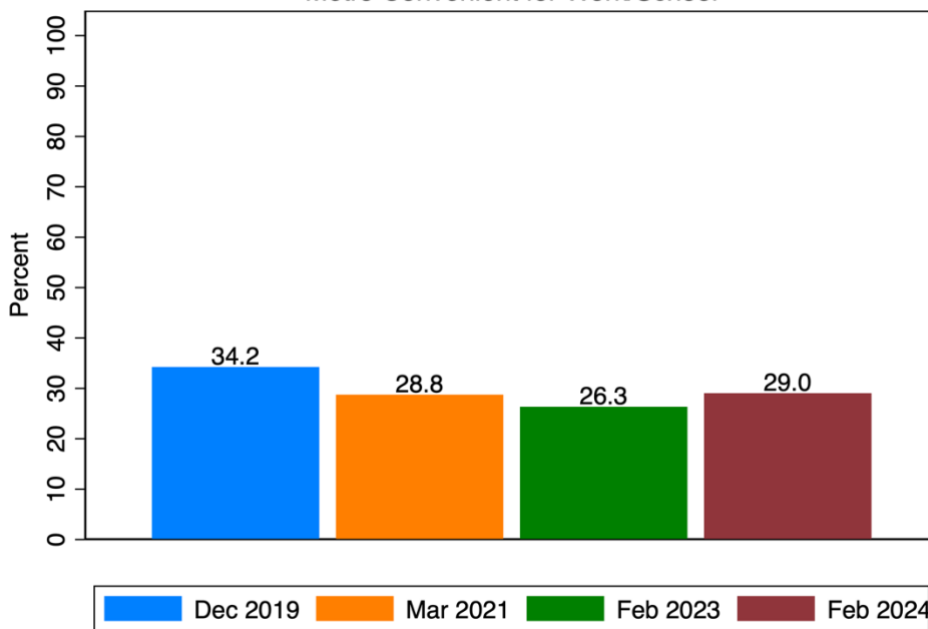


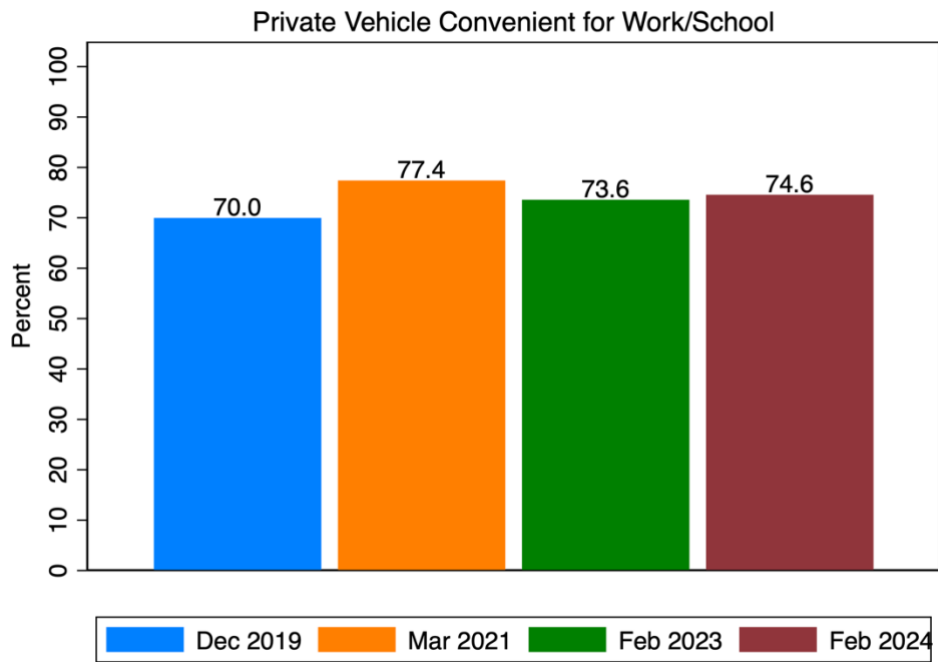
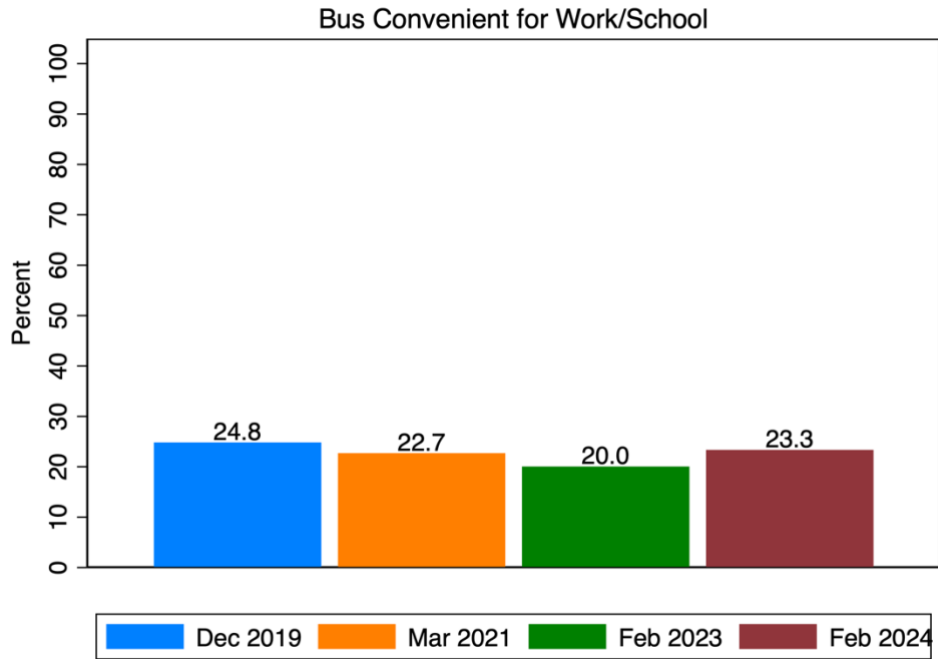


Ride Hailing Convenient for Work/School

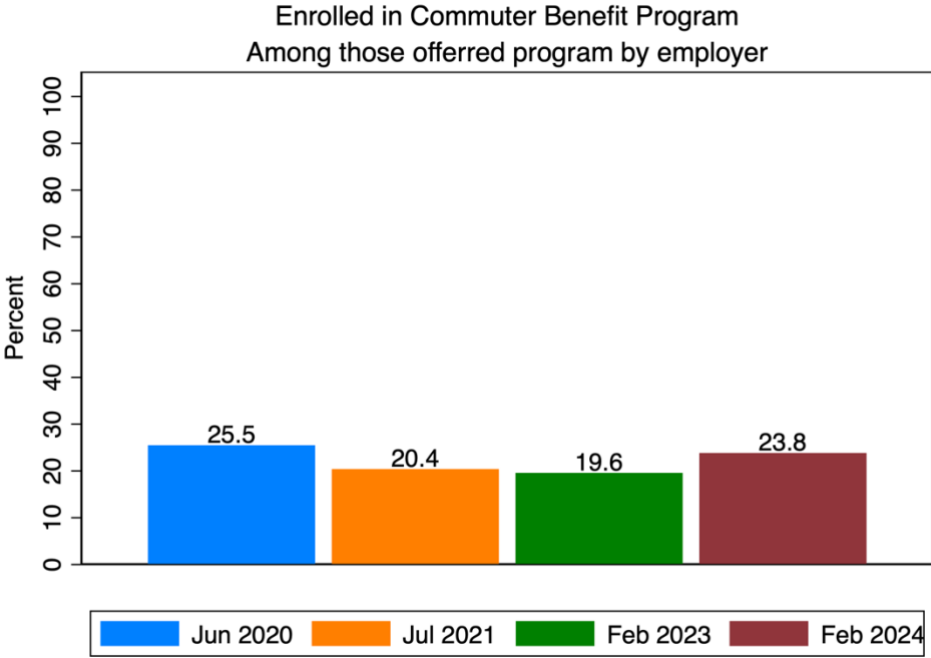
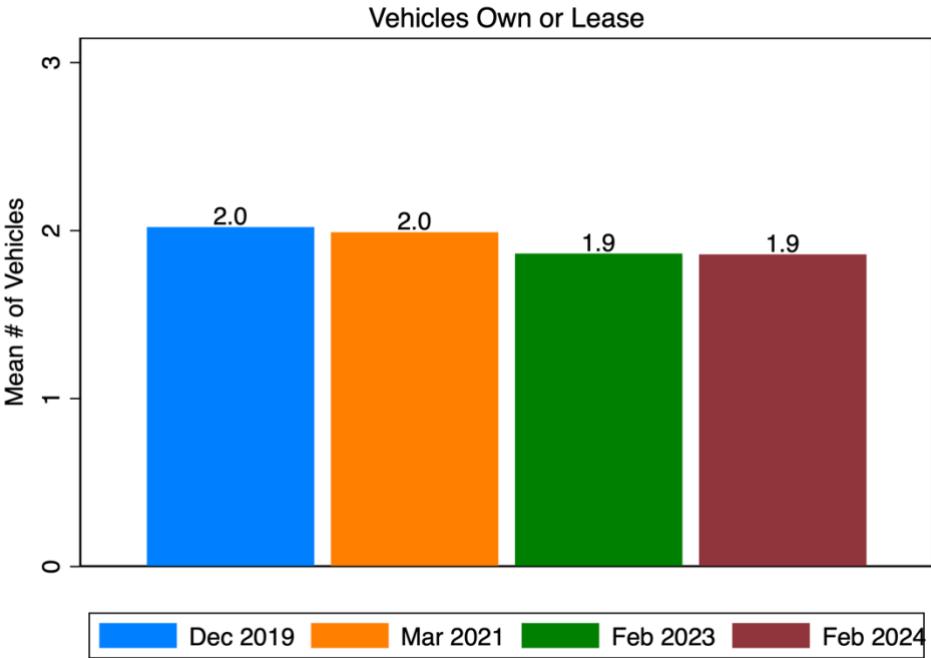


Metro Convenient for Work/School

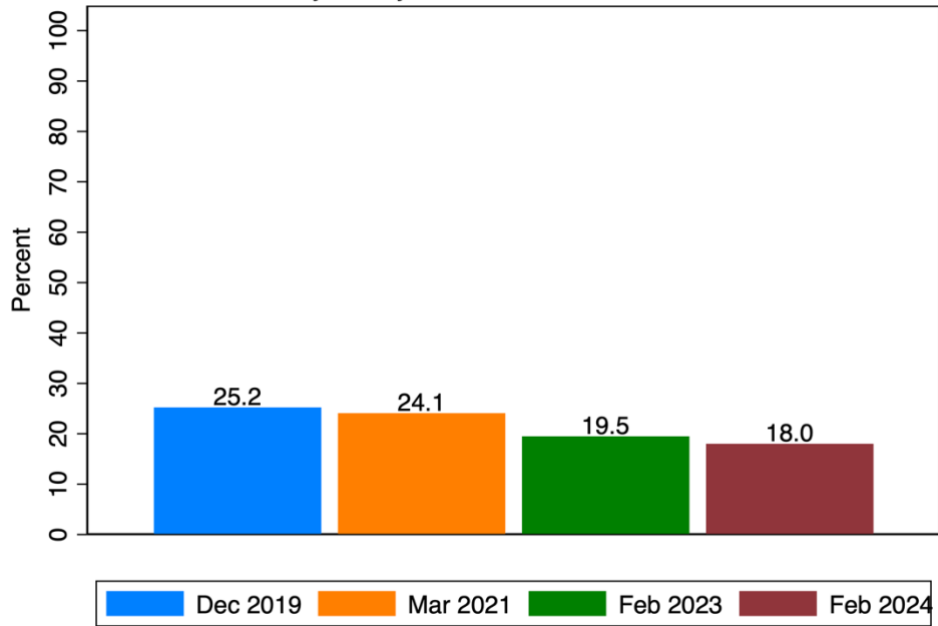




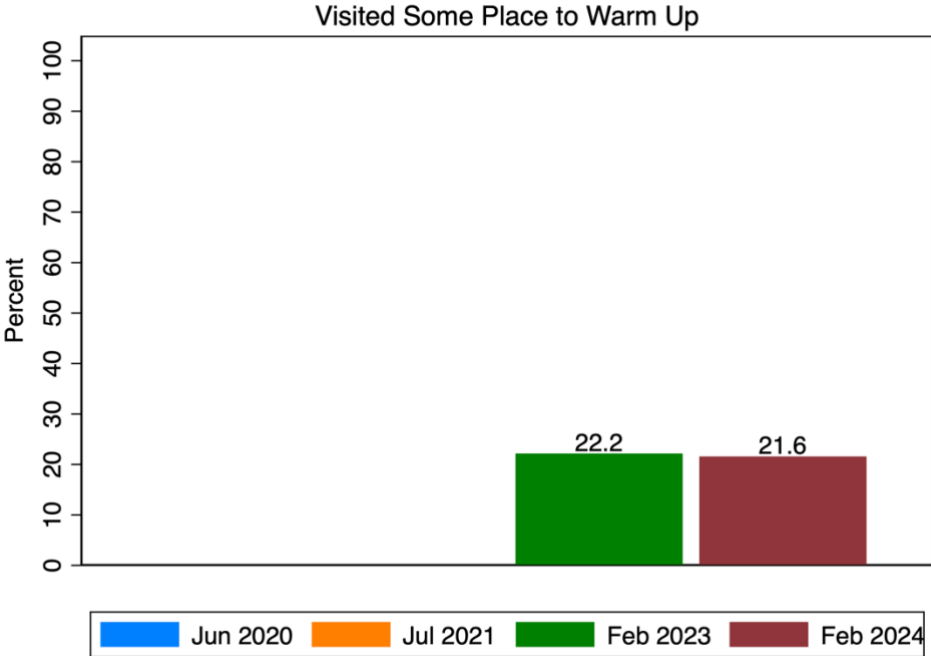
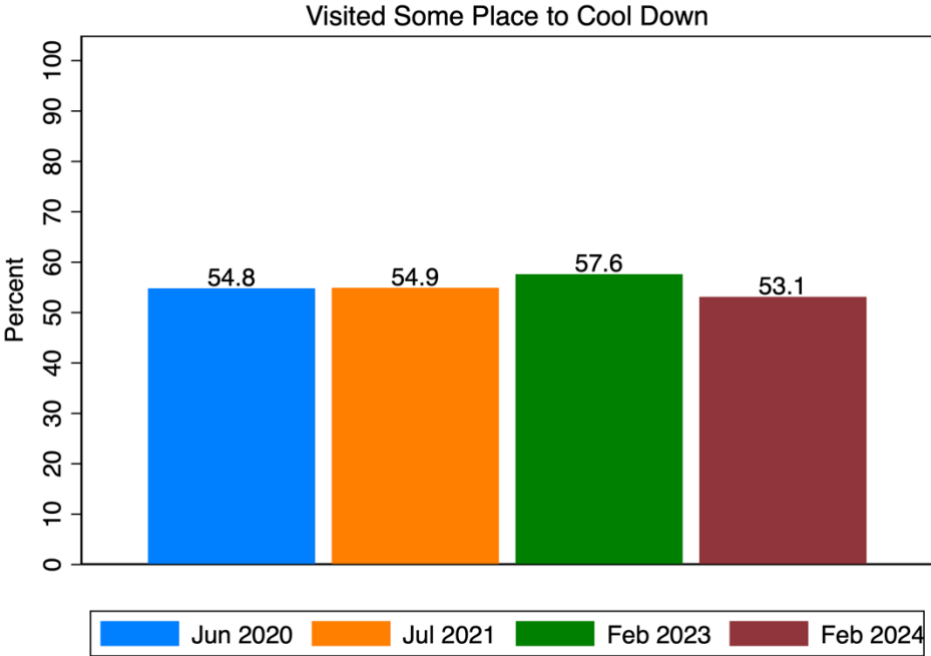
# Transportation Access

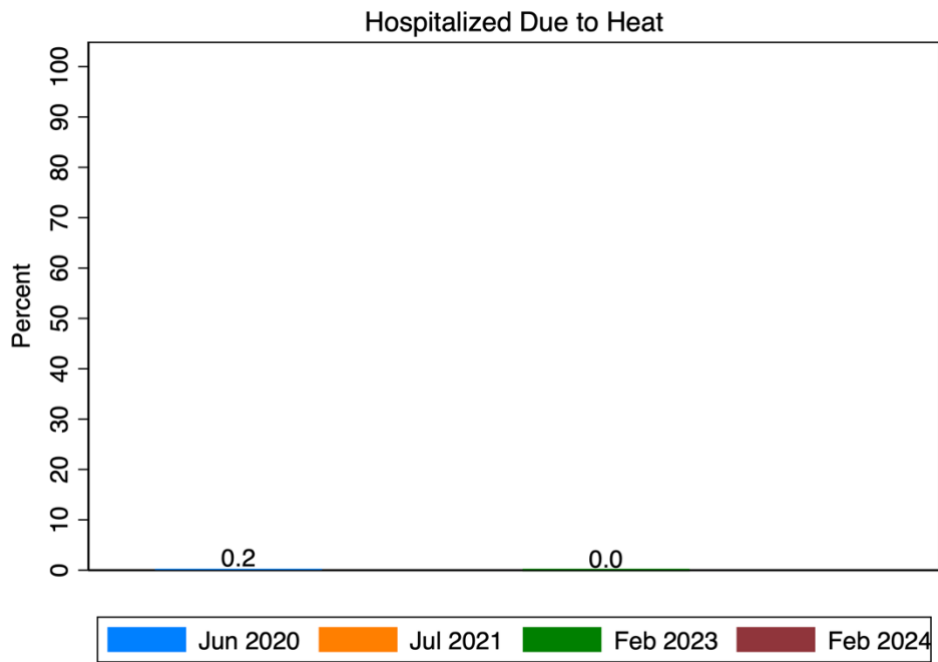
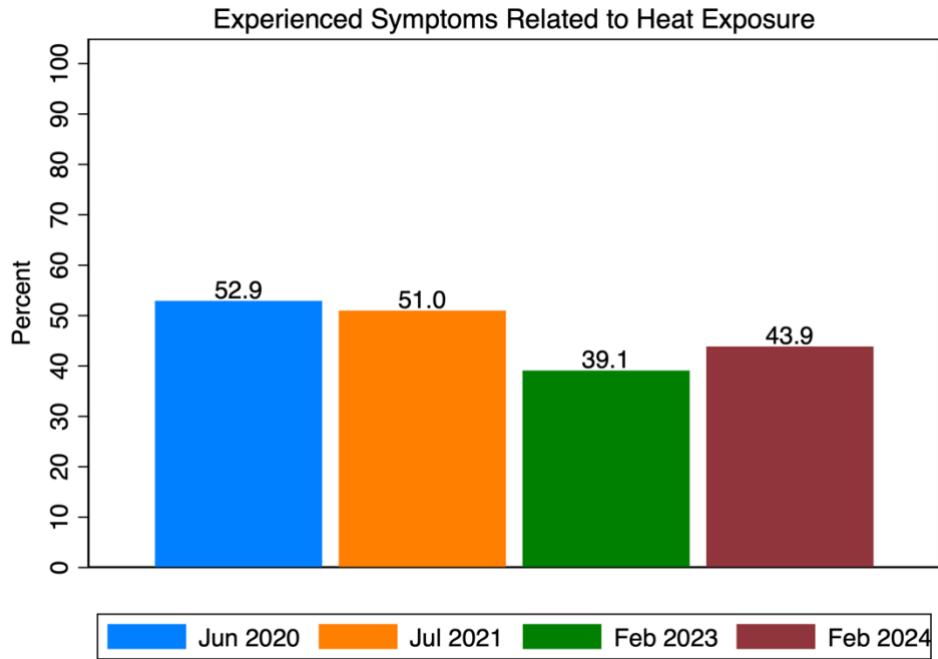


Likely to Buy Vehicle in the next 12 Months

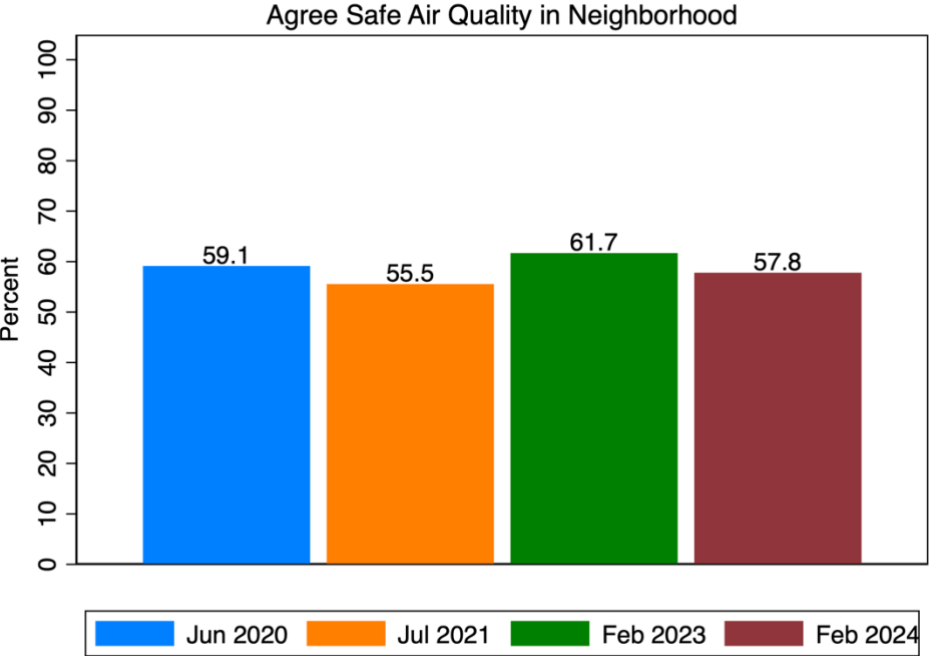
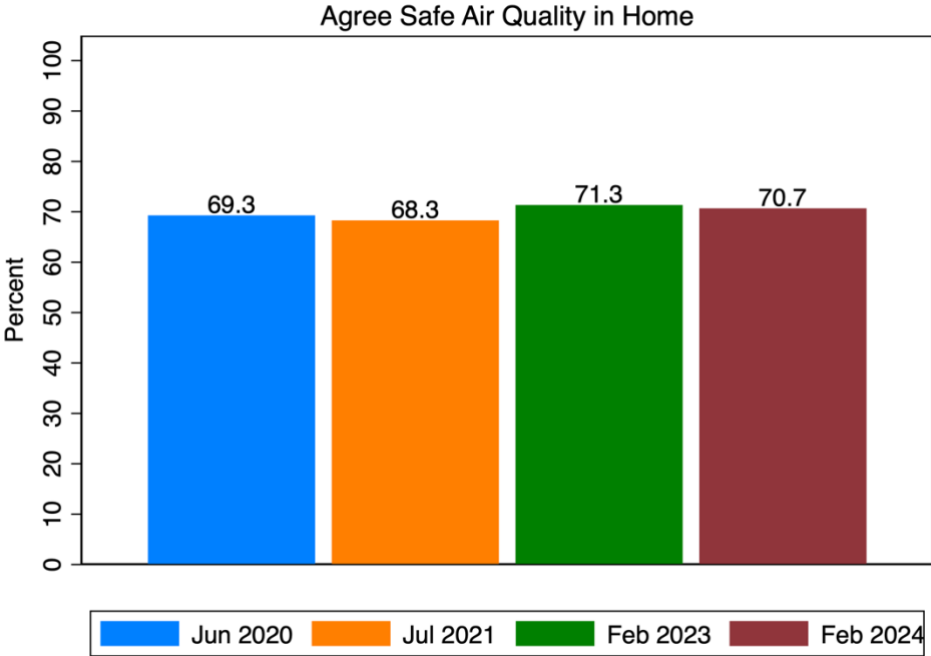


# Coolness and Heat

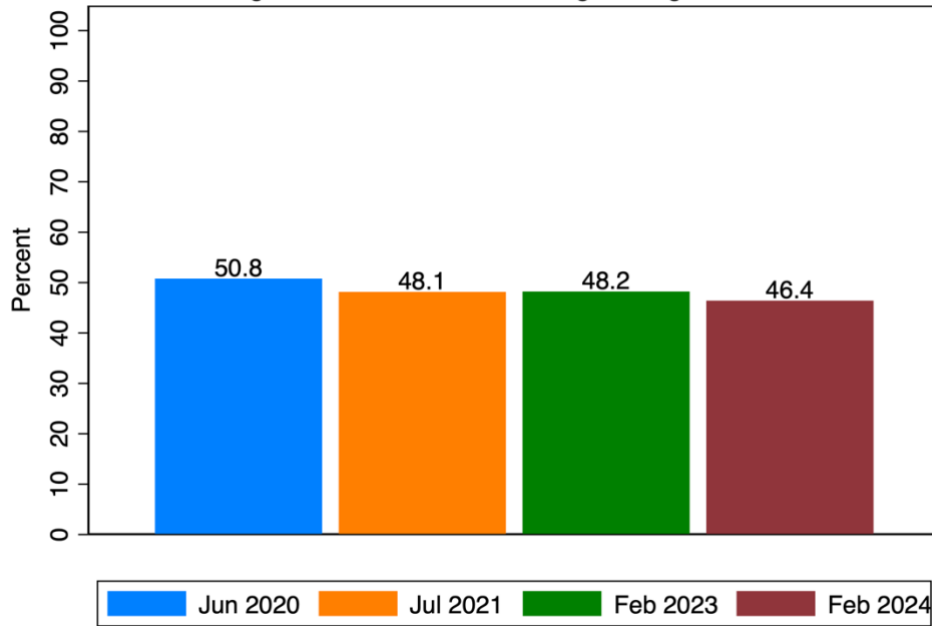




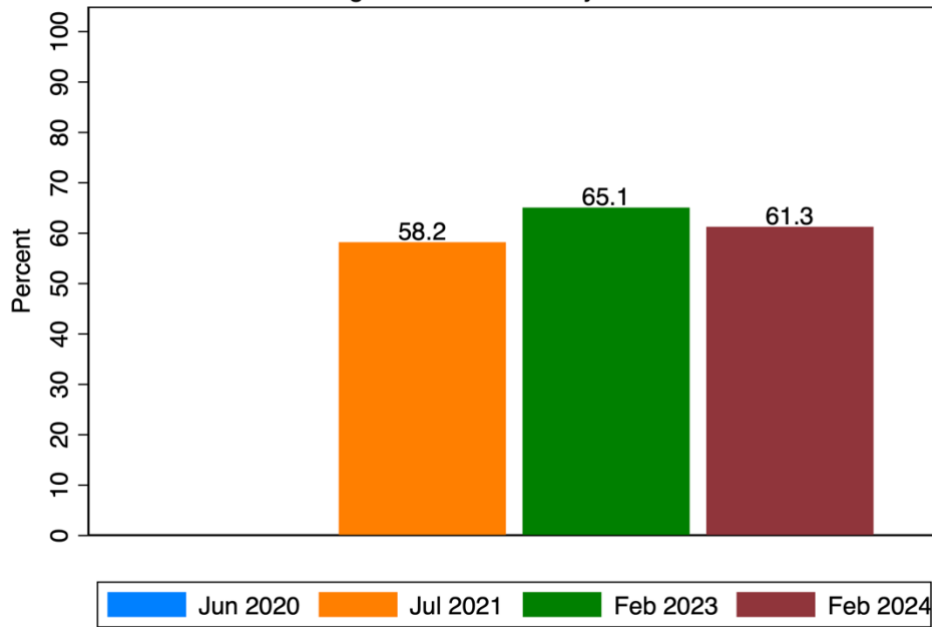
# Pollution



Agree Safe Water for Drinking in Neighborhood

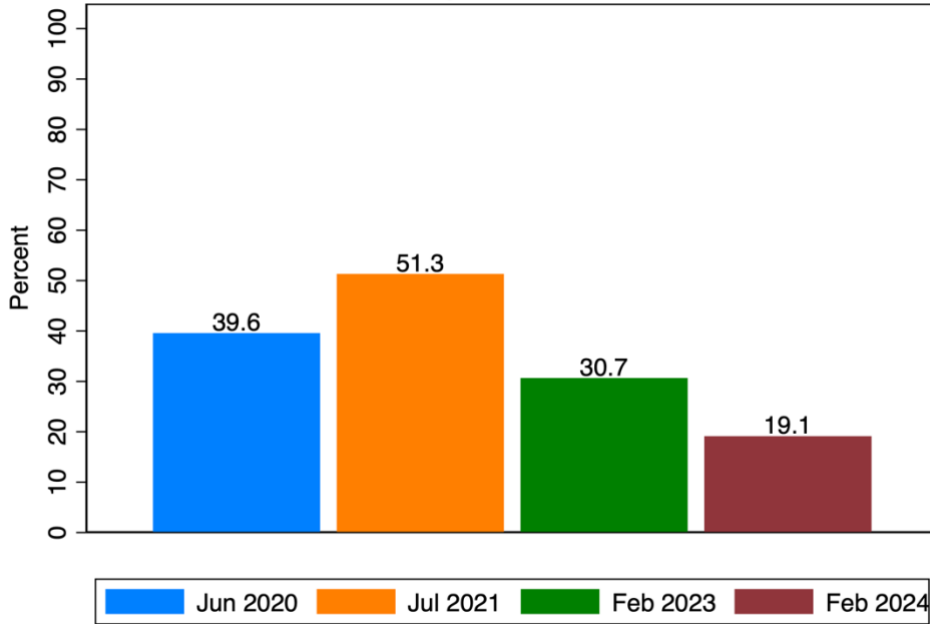


Agree Safe Air Quality at Work

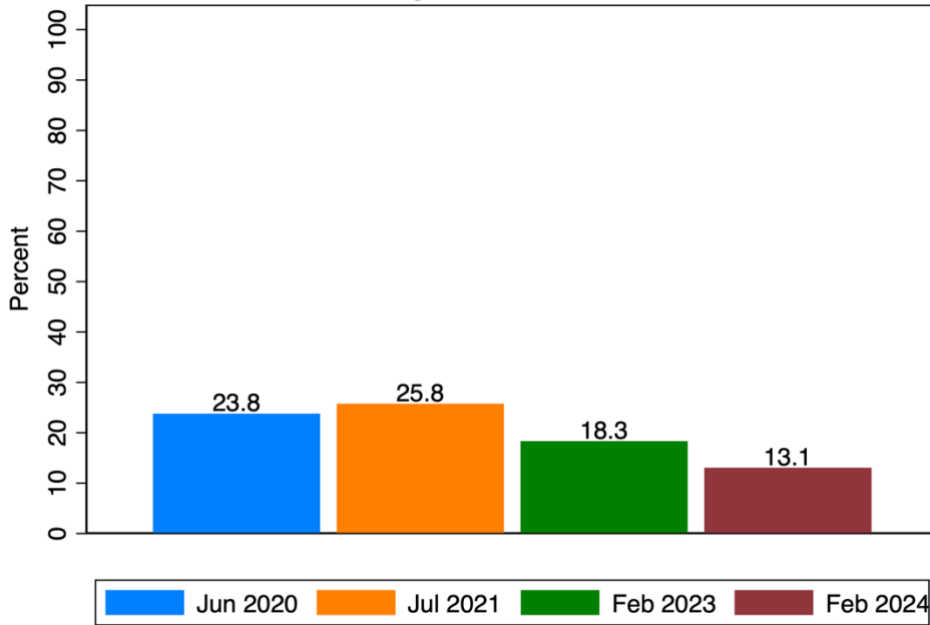




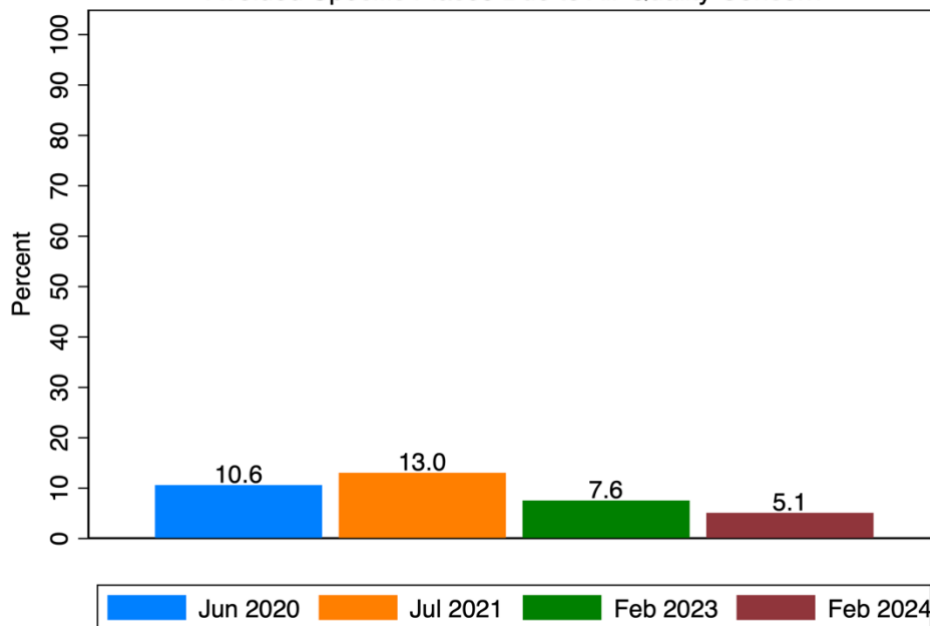
Avoided Going Outside Due to Wildfire



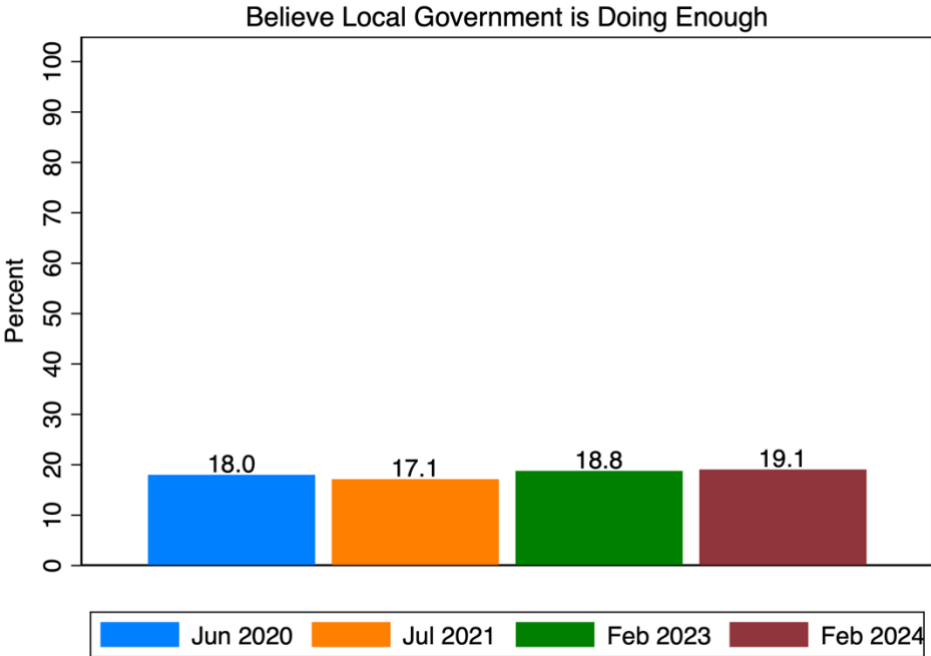
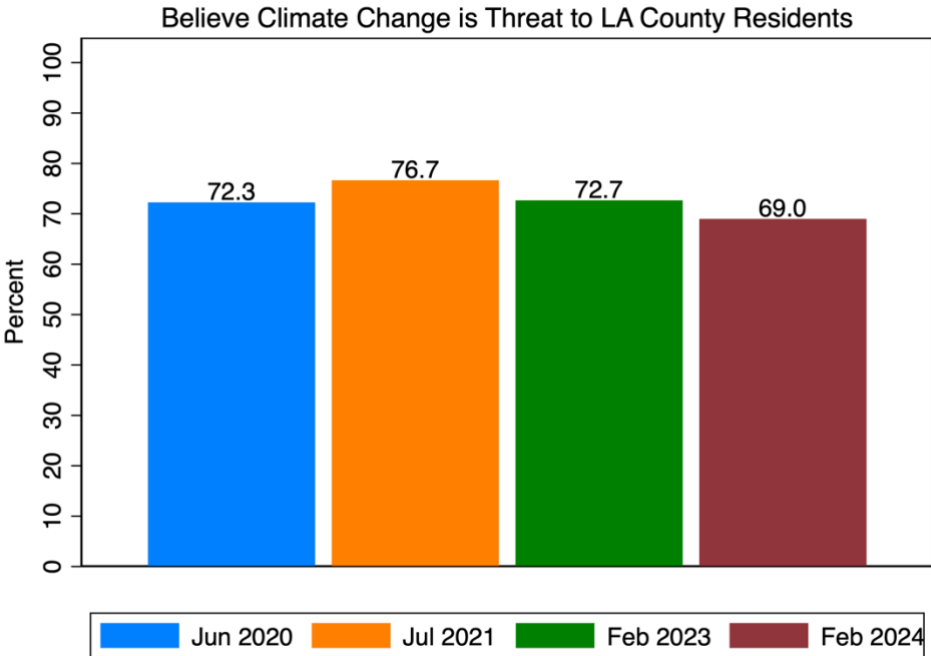
Avoided Going Outside NOT Due to Wildfire



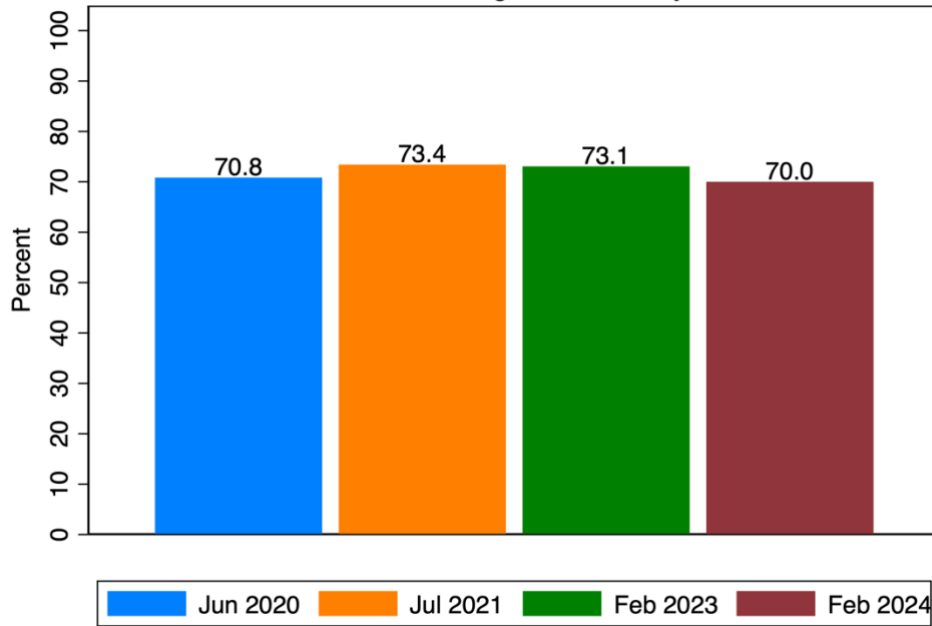
Avoided Specific Places Due to Air Quality Concern



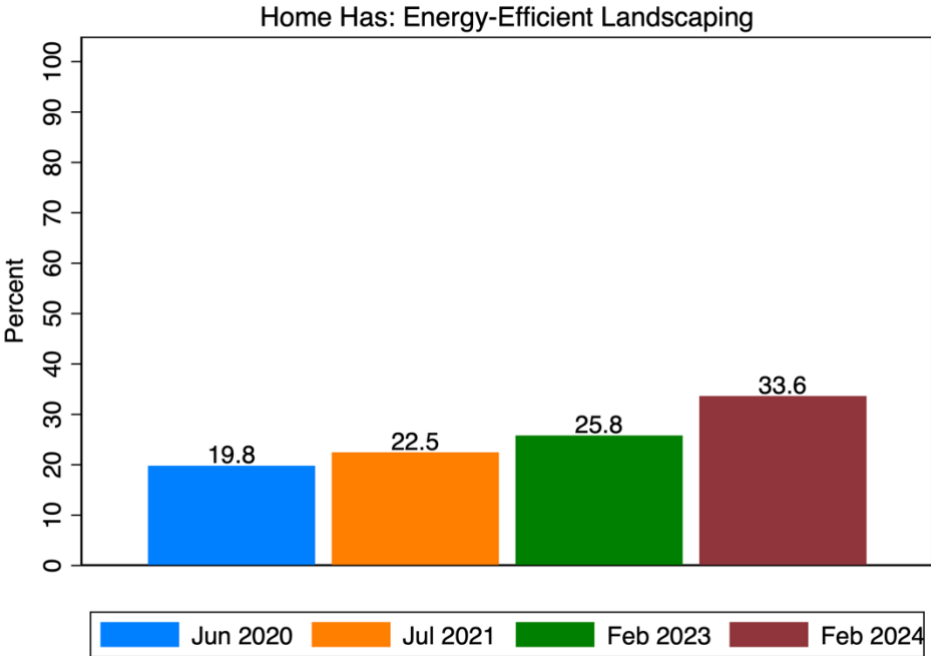
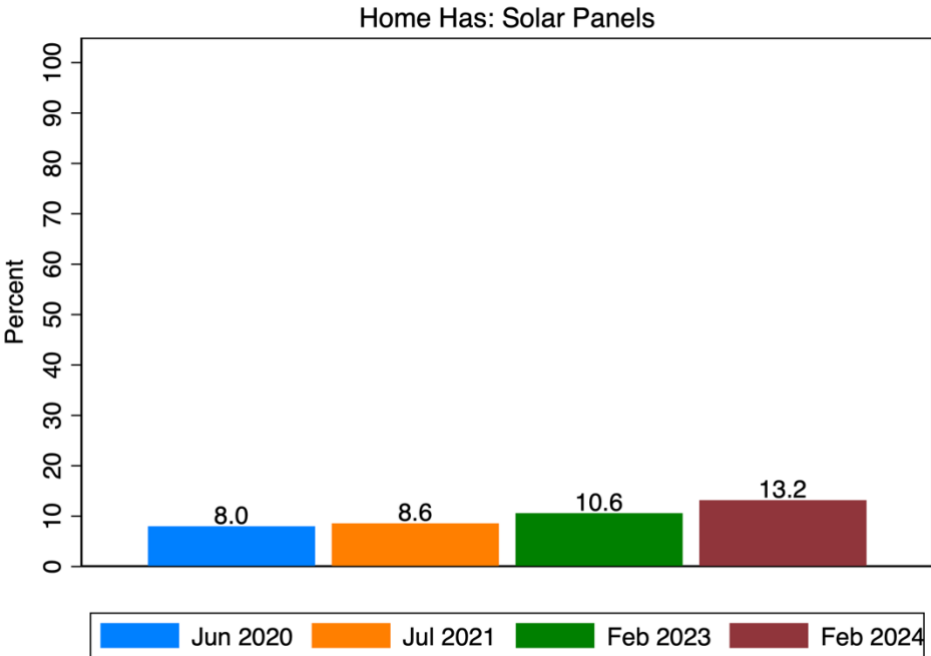
# Climate Change Attitudes



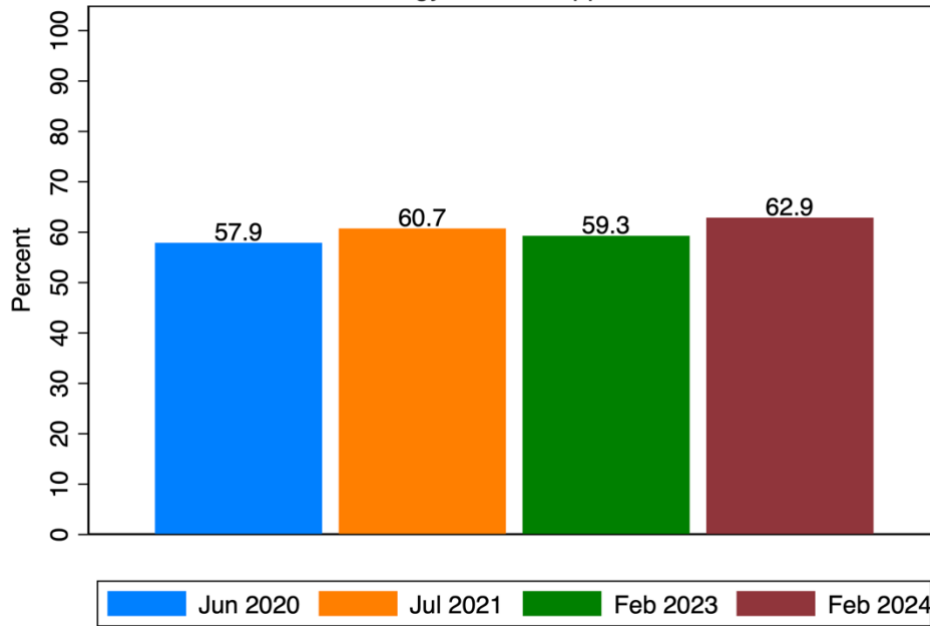
Believe Climate Change is Caused by Humans



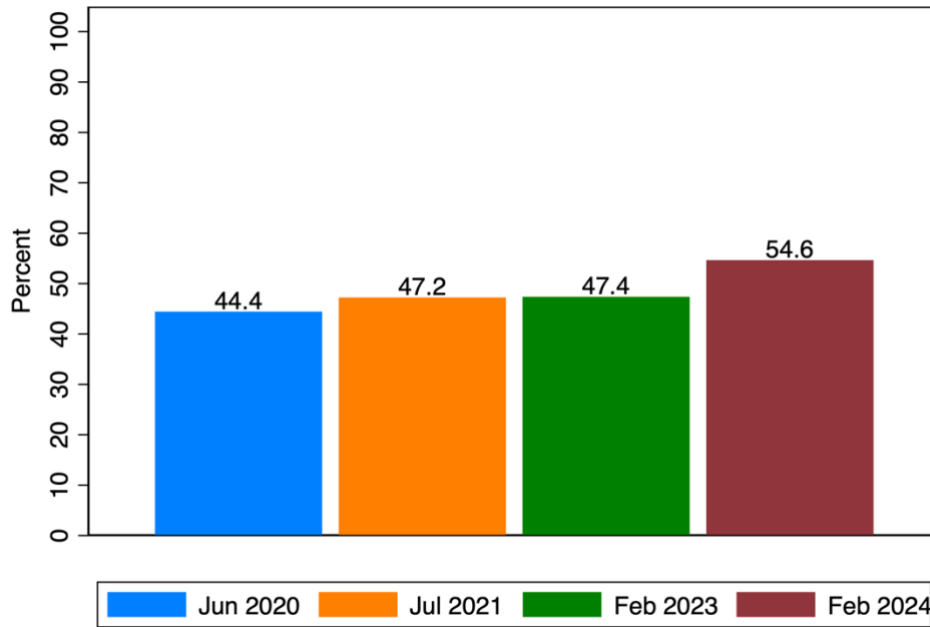
# Sustainable Behavior



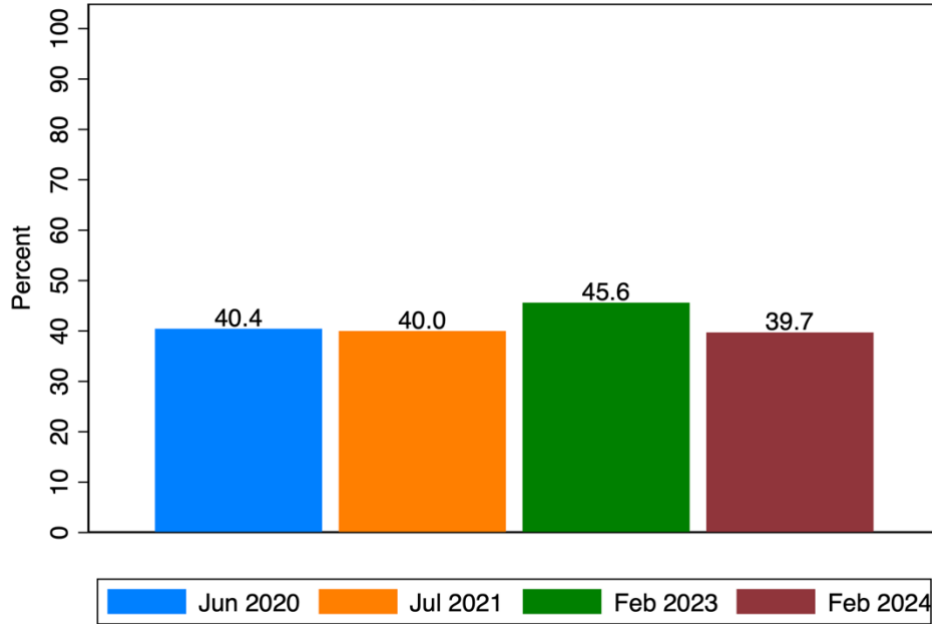
Home Has: Energy-Efficient Appliances/Eletrronics



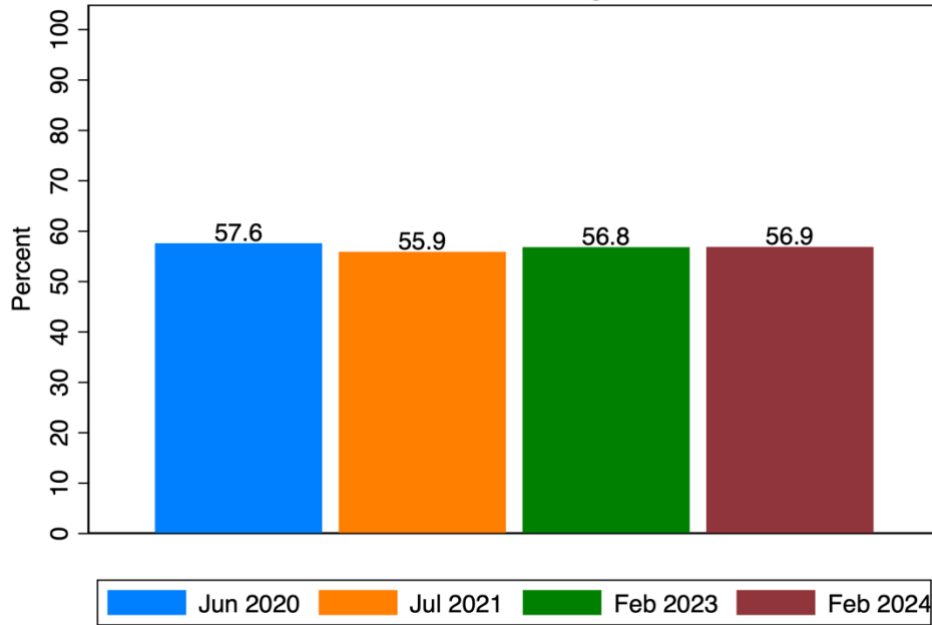
Home Has: Well-Insulated Windows/Doors



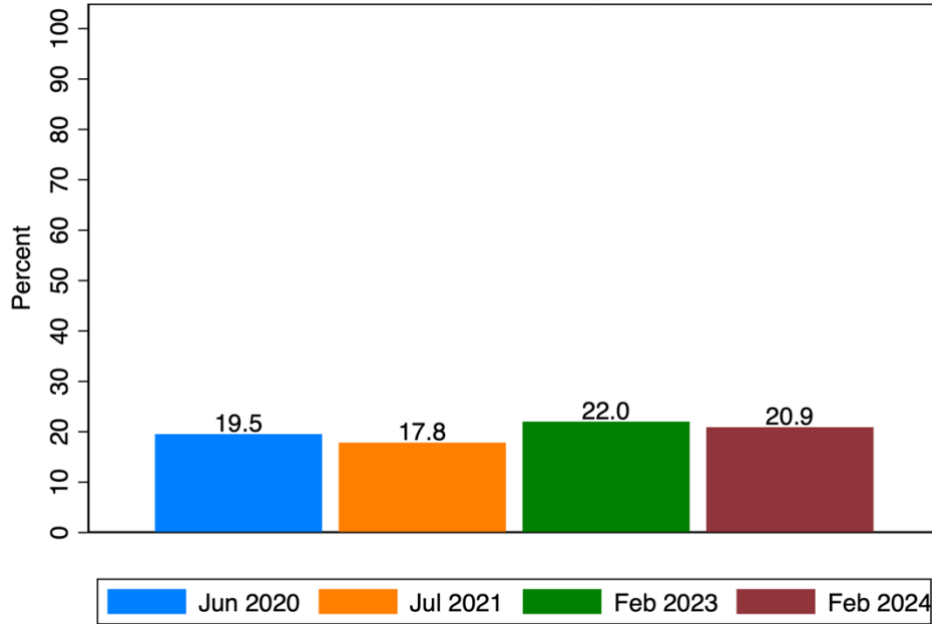
Home Has: Programmable Thermostat



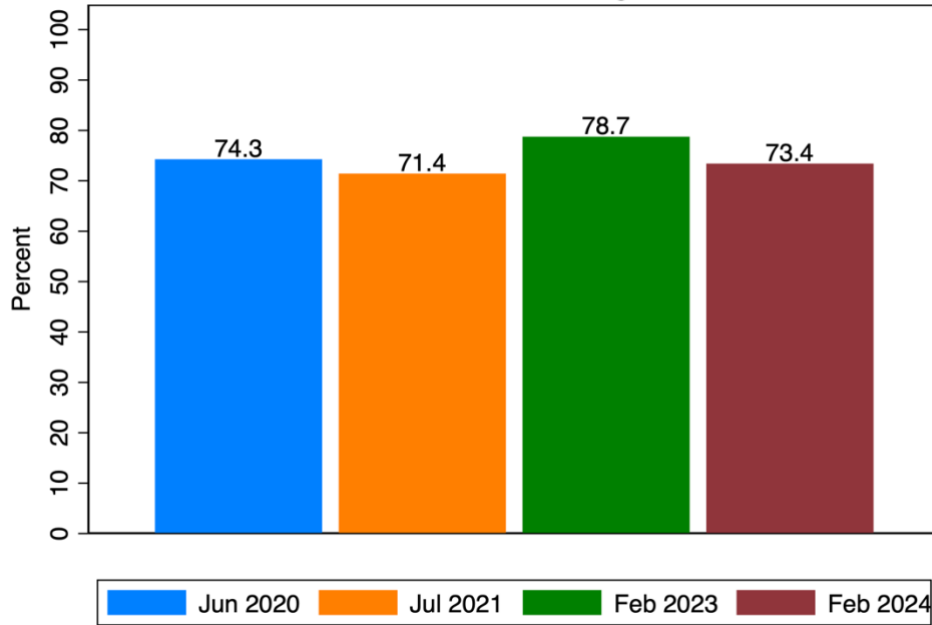
Home Has: Ceiling fan



Home Has: Daylights

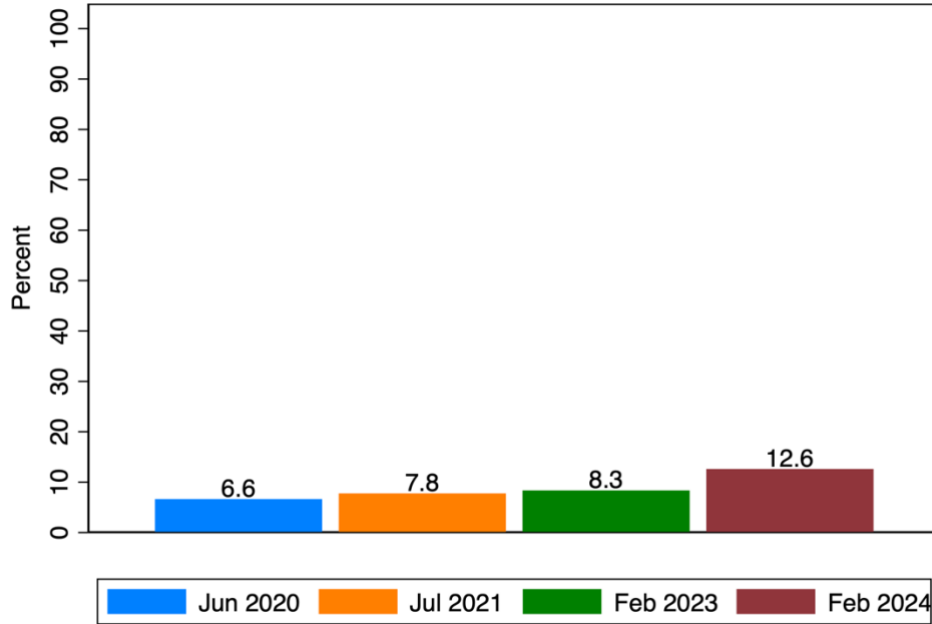


Home Has: LED or CFL Light Bulbs

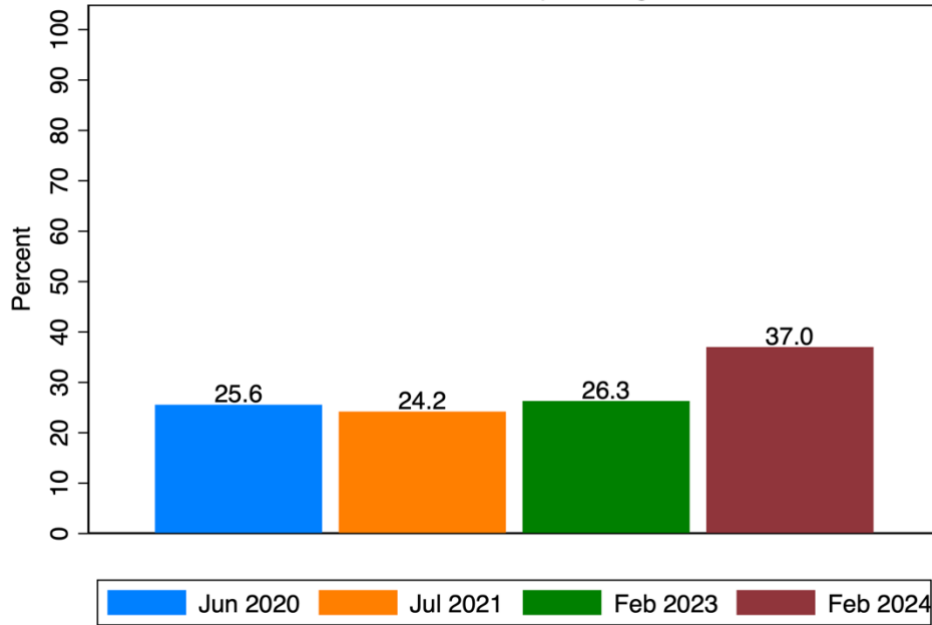




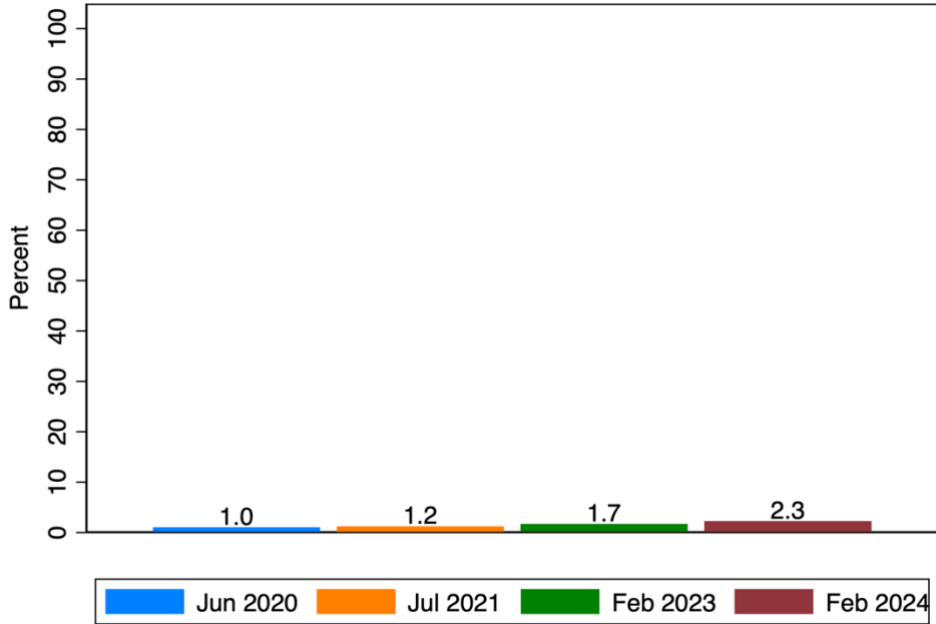
Home Has: Tankless Water Heater



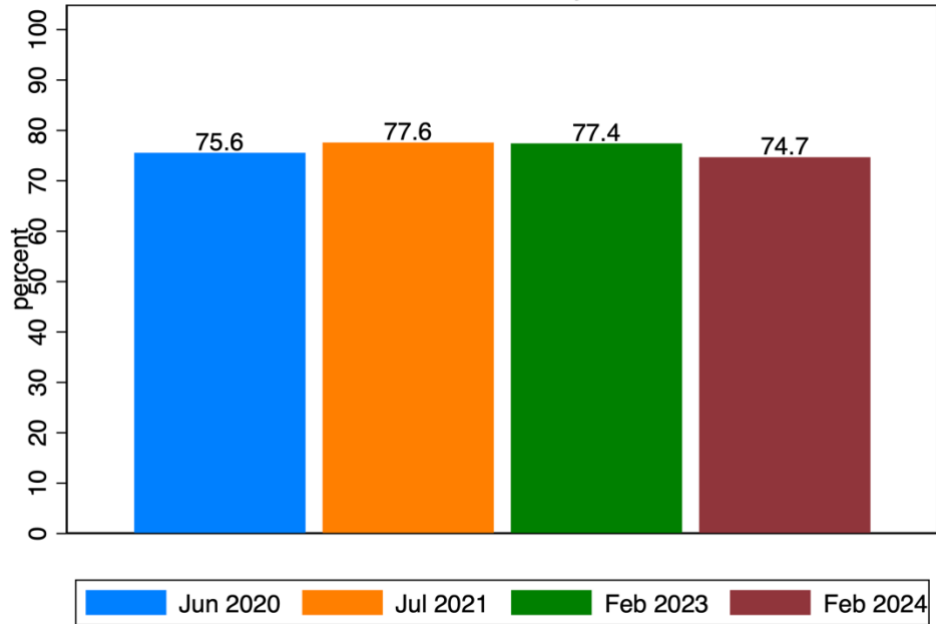
Home Has: Low-flow plumbing fixtures



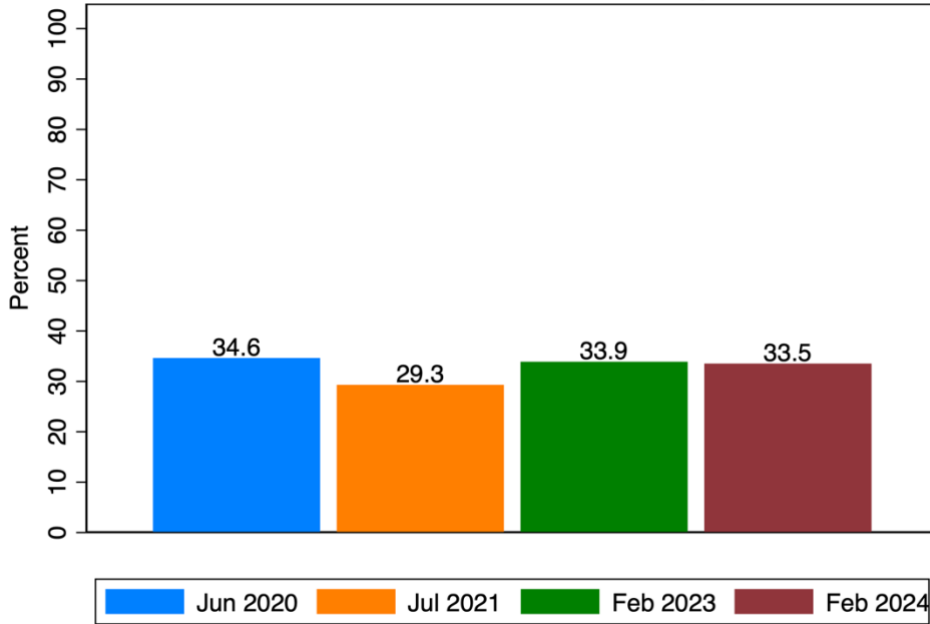
Home Has: Solar water heater



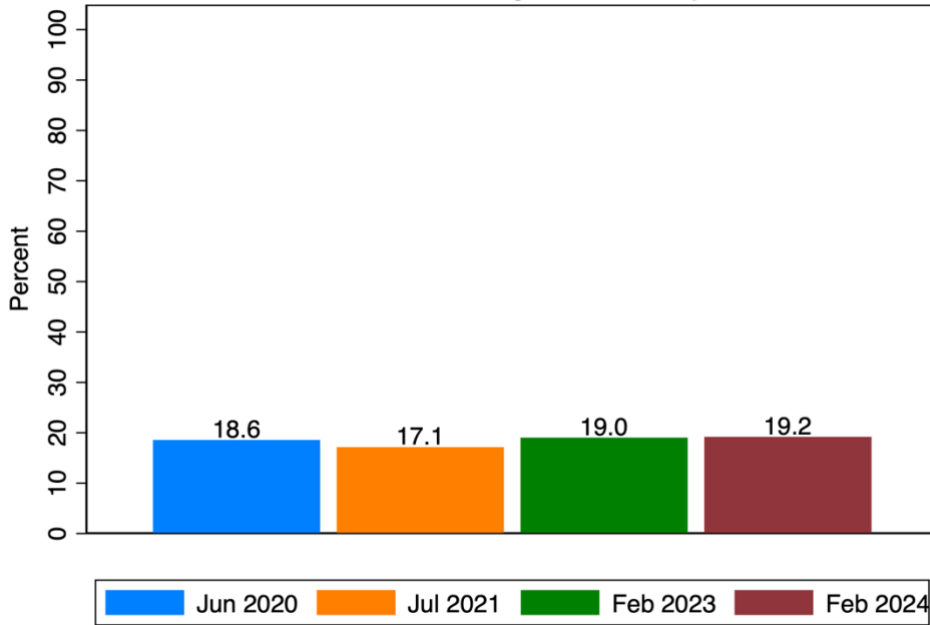
How Often: Recycle



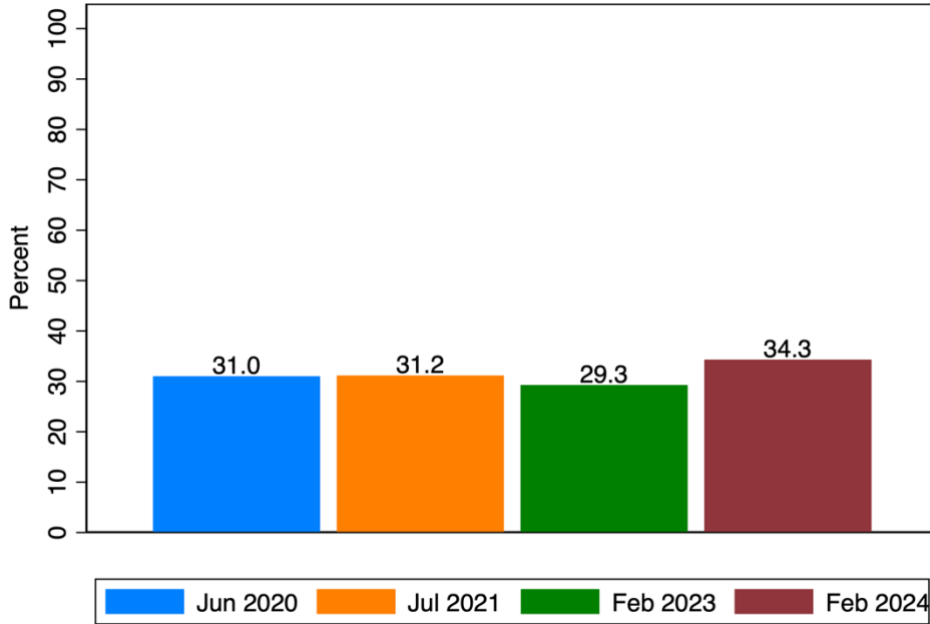
How Often: Limit Air Conditioning



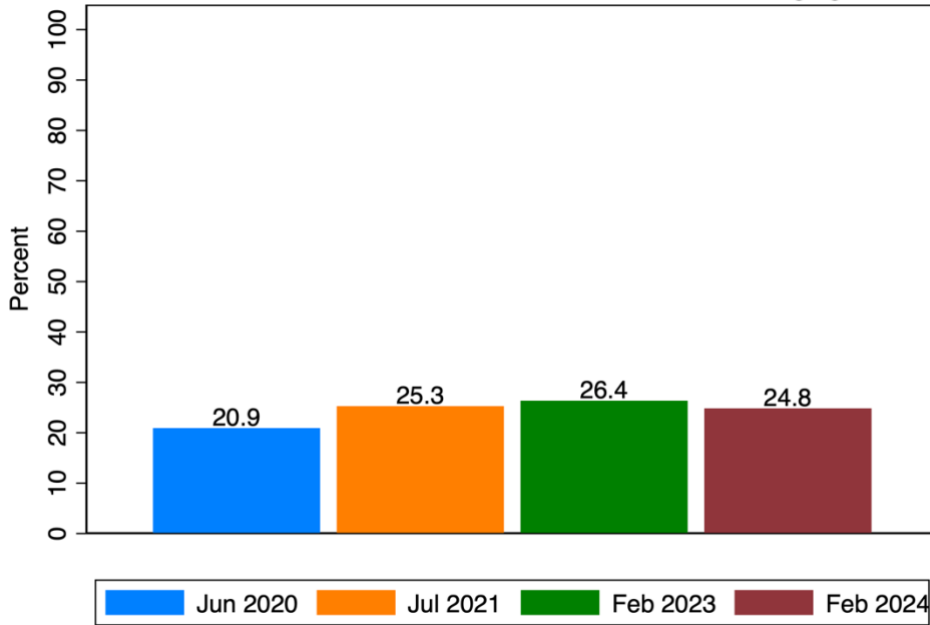
How Often: Hang Clothes to Dry



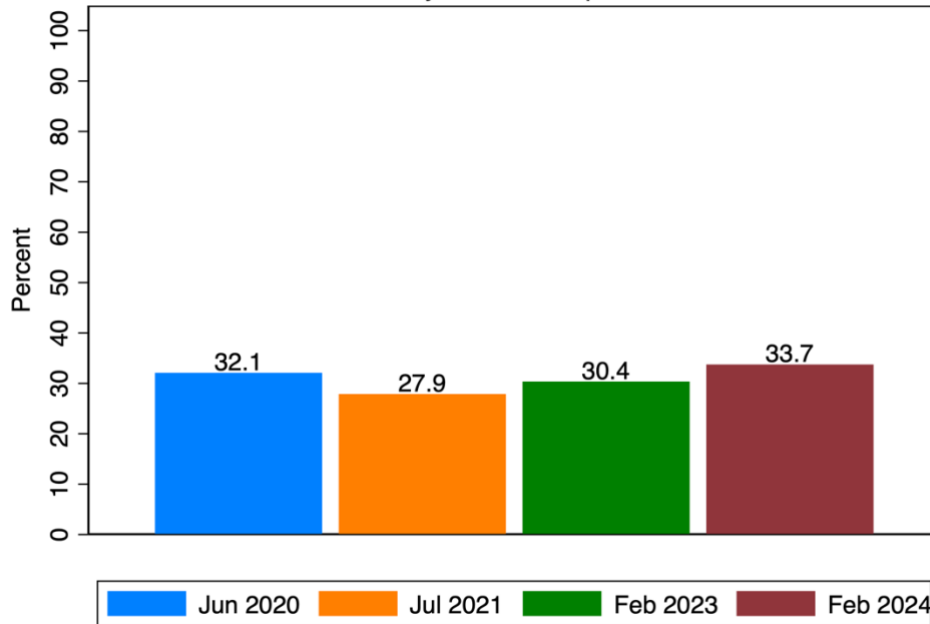
How Often: Limit Use of Plastic



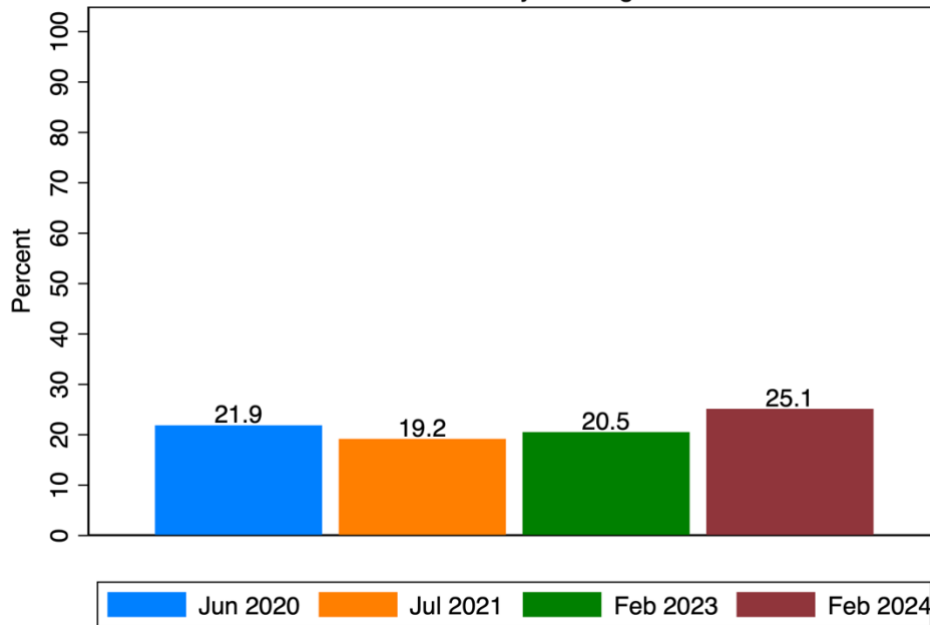
How Often: Limit Use of Food that Comes in Packaging



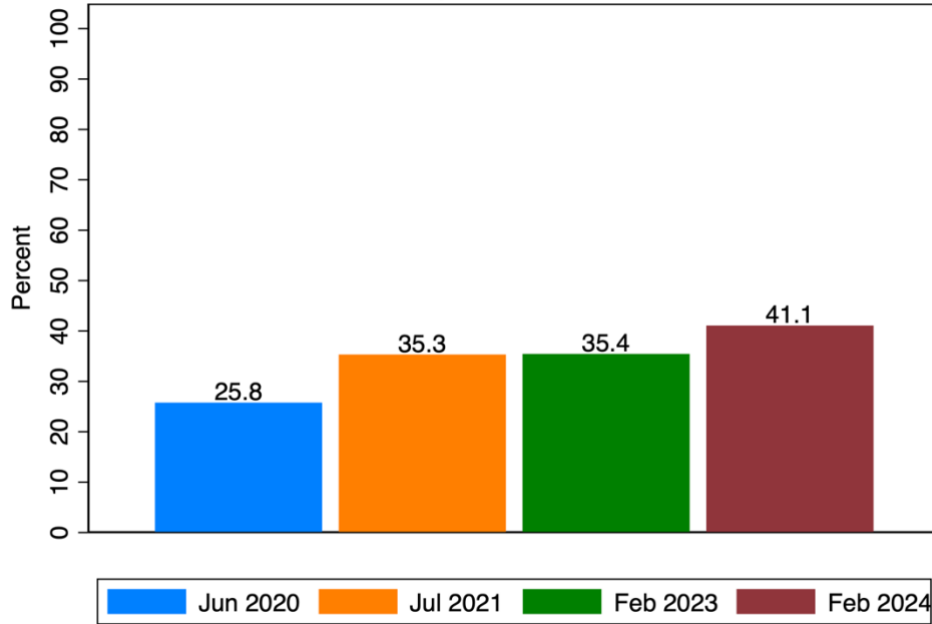
How Often: Buy/Eat Low/Unprocessed Food



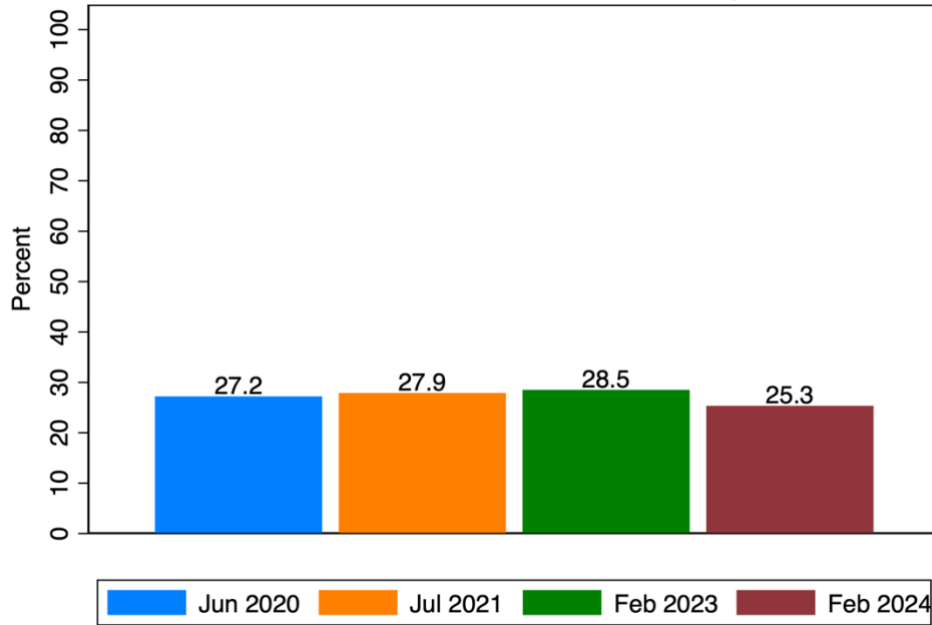
How Often: Buy/Eat Organic



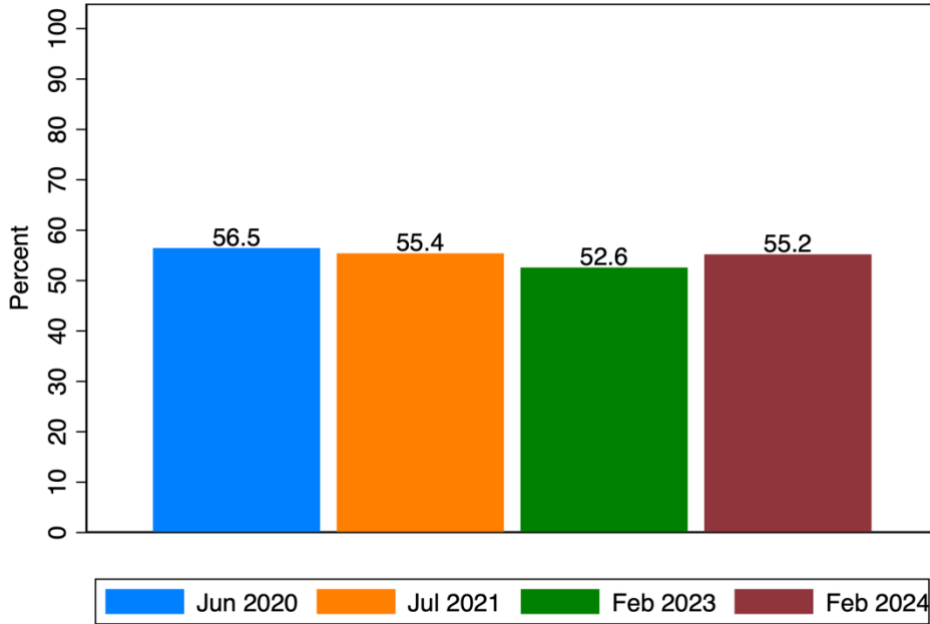
How Often: Buy/Eat Food Grown in SoCal



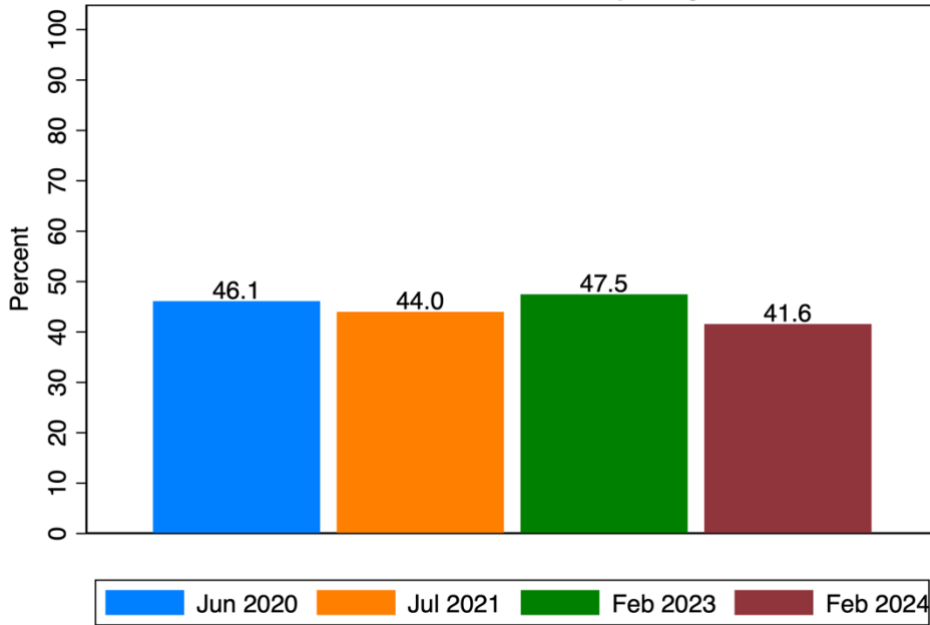
How Often: Limit/Eliminate Meat Consumption



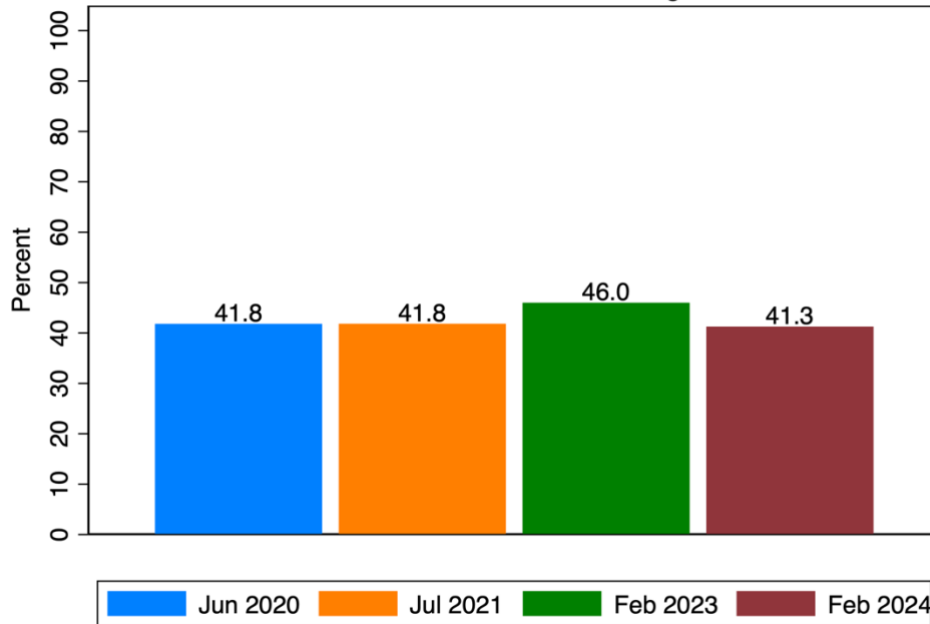
How Often: Limit Food Waste



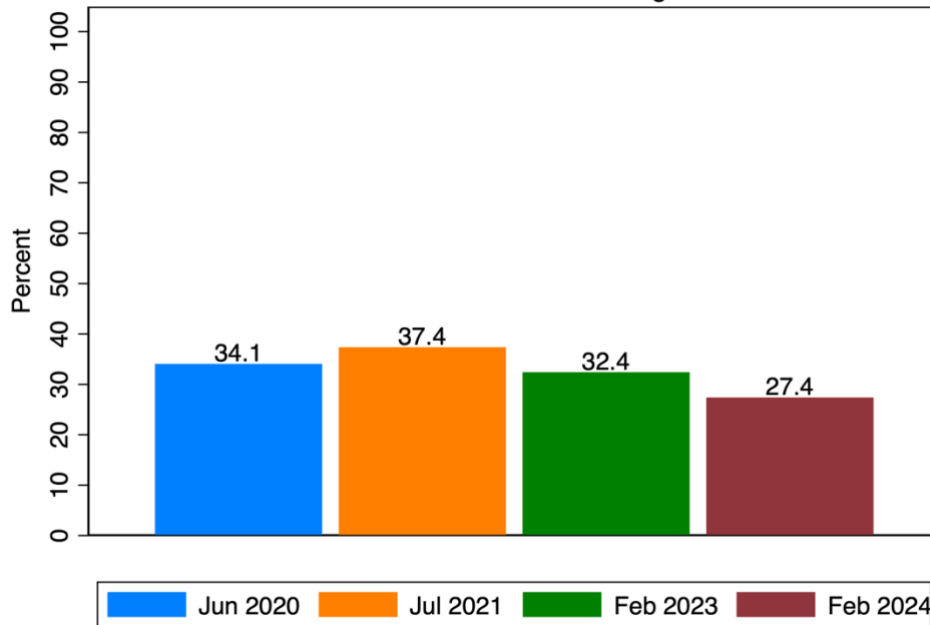
How Often: Limit Electricity Usage



How Often: Limit Water Usage

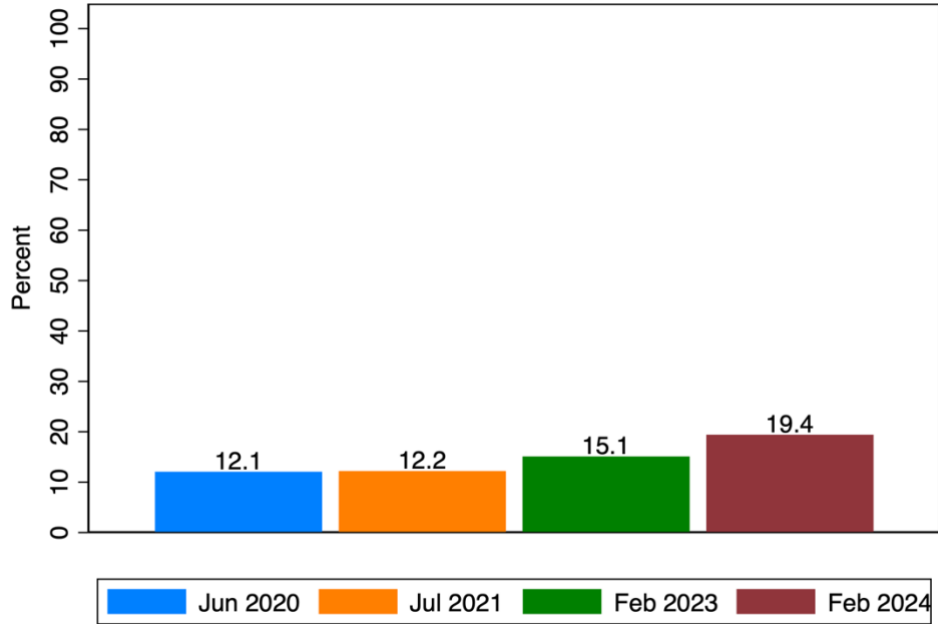


How Often: Limit Car Usage

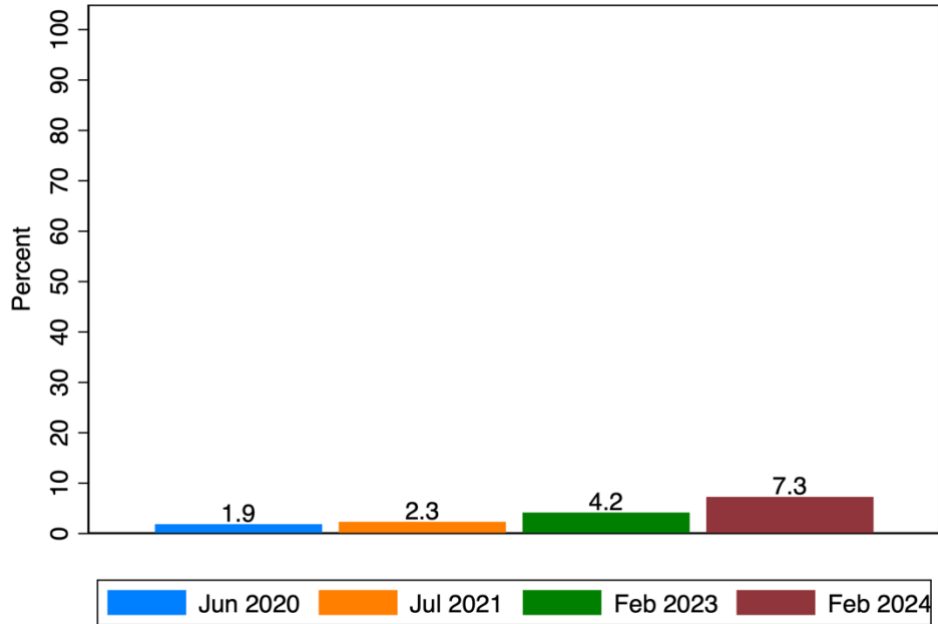




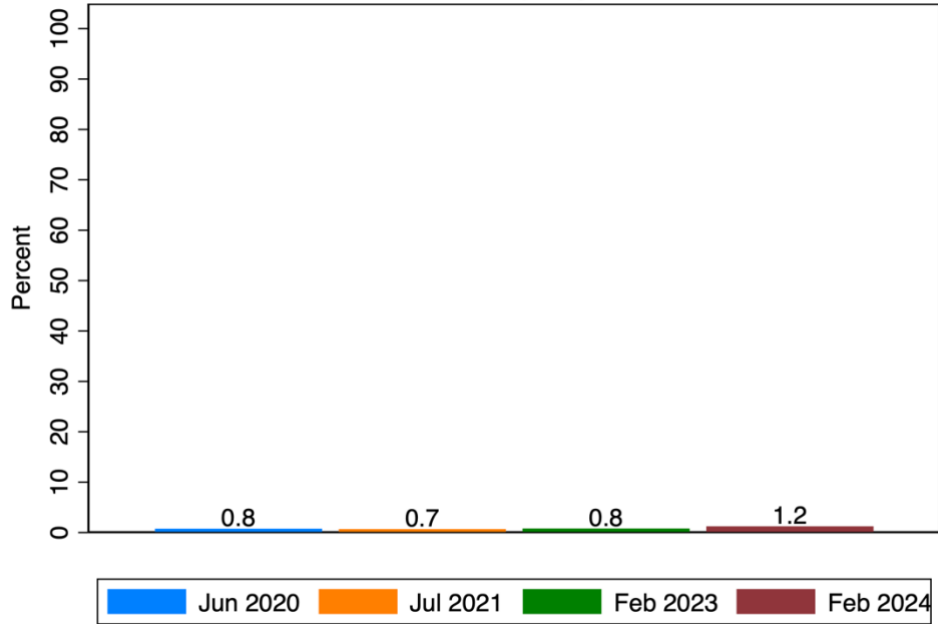
How Often: Compost



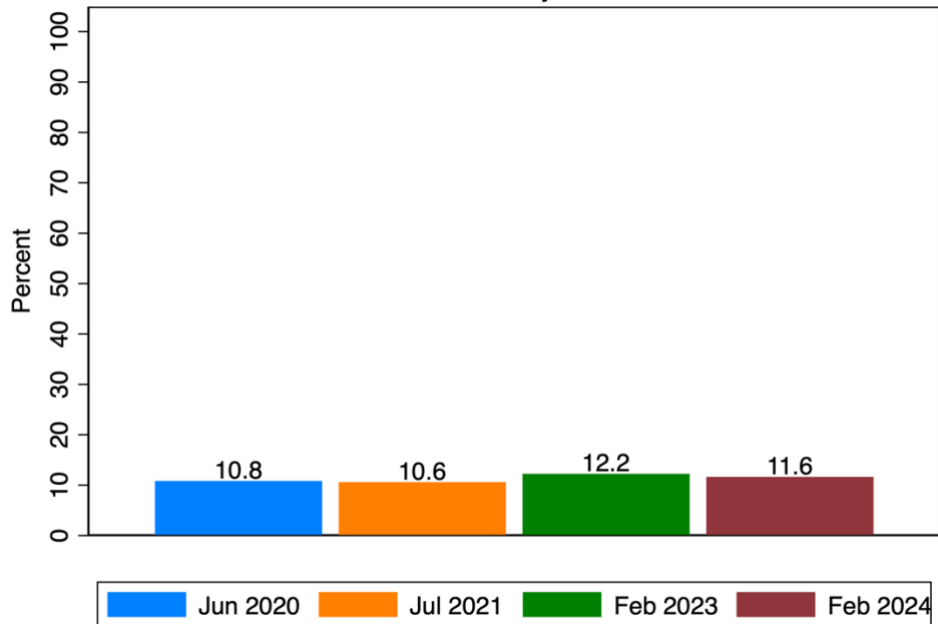
Own/Lease Electric Car



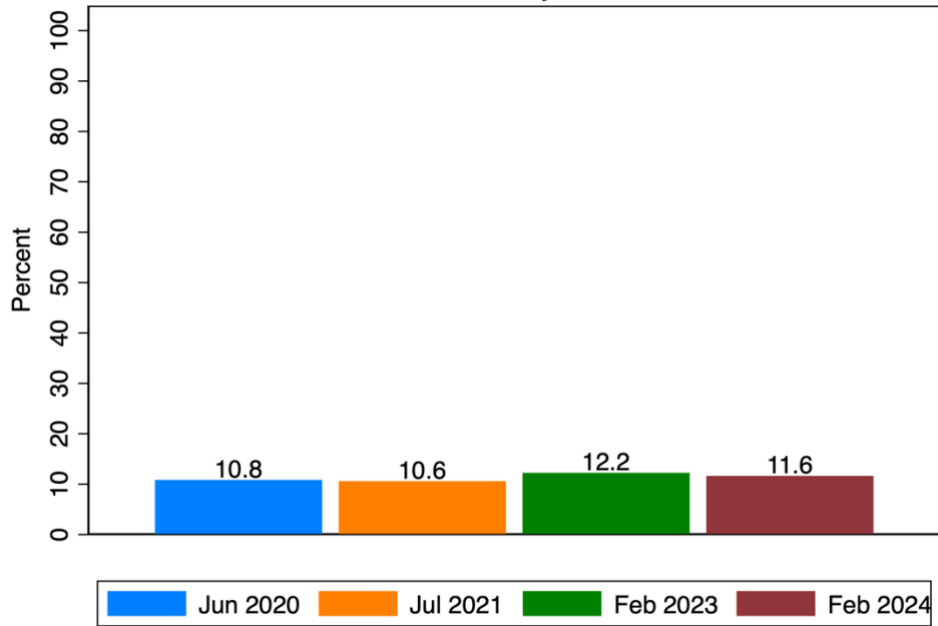
Own/Lease Hydrogen Car



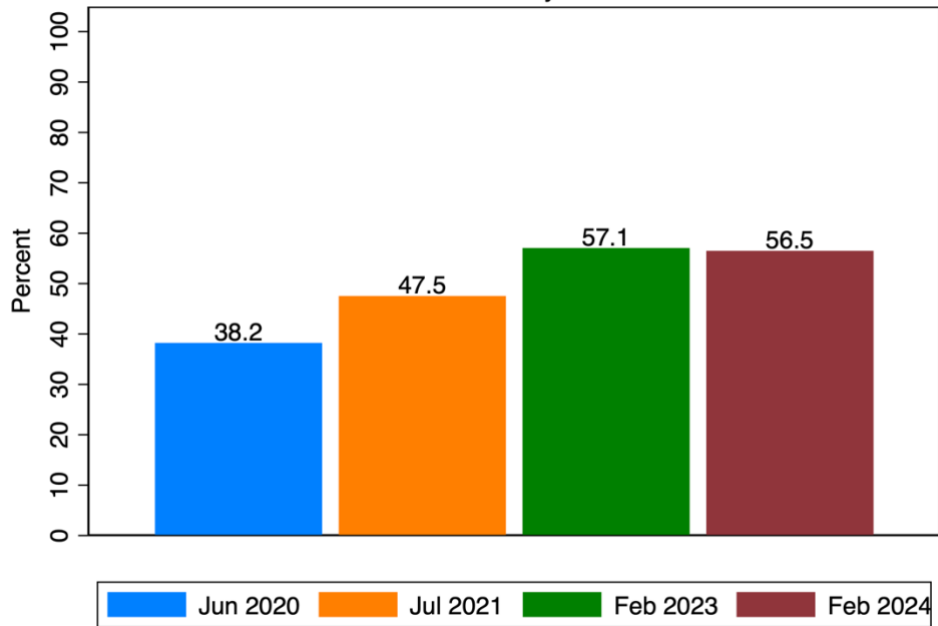
Own/Lease Hybrid Car



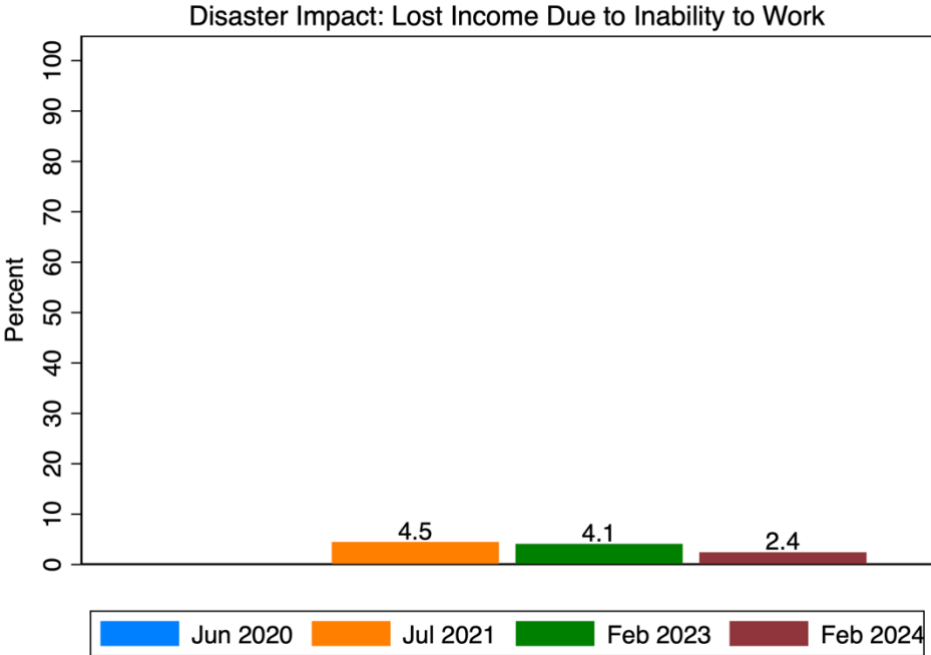
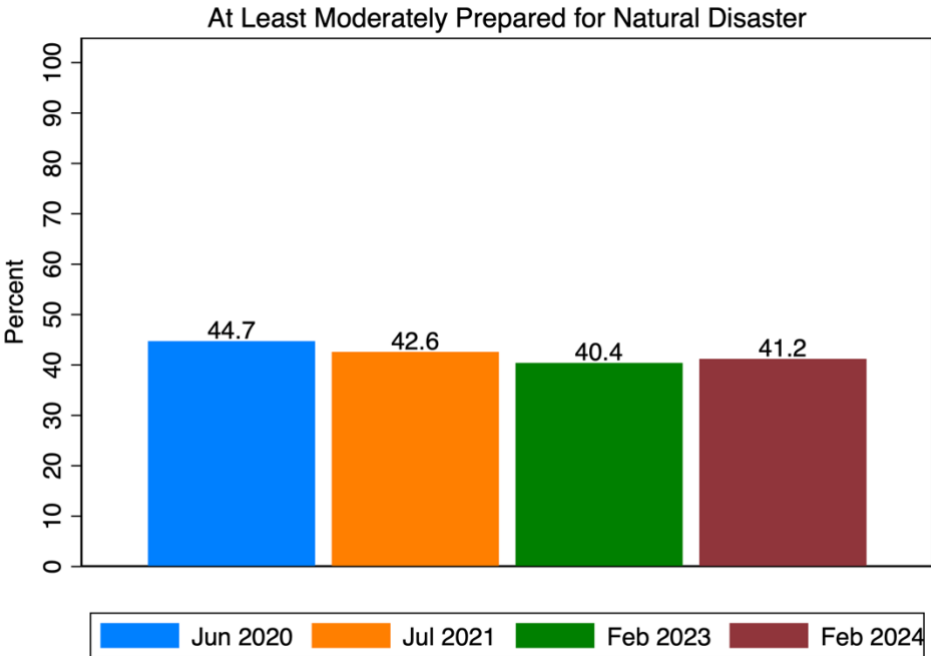
Own/Lease Hybrid Car



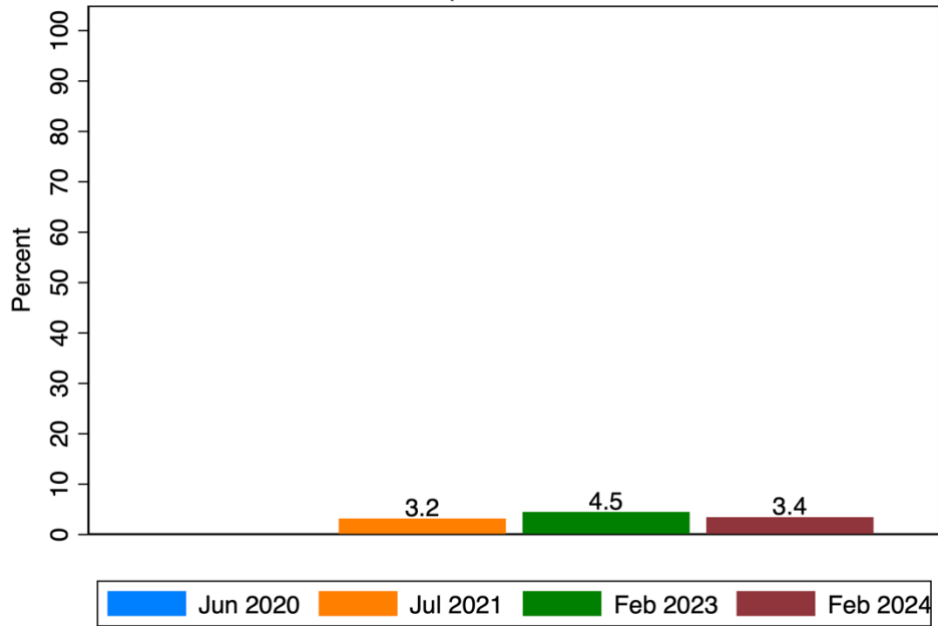
Next Car Likely Electric



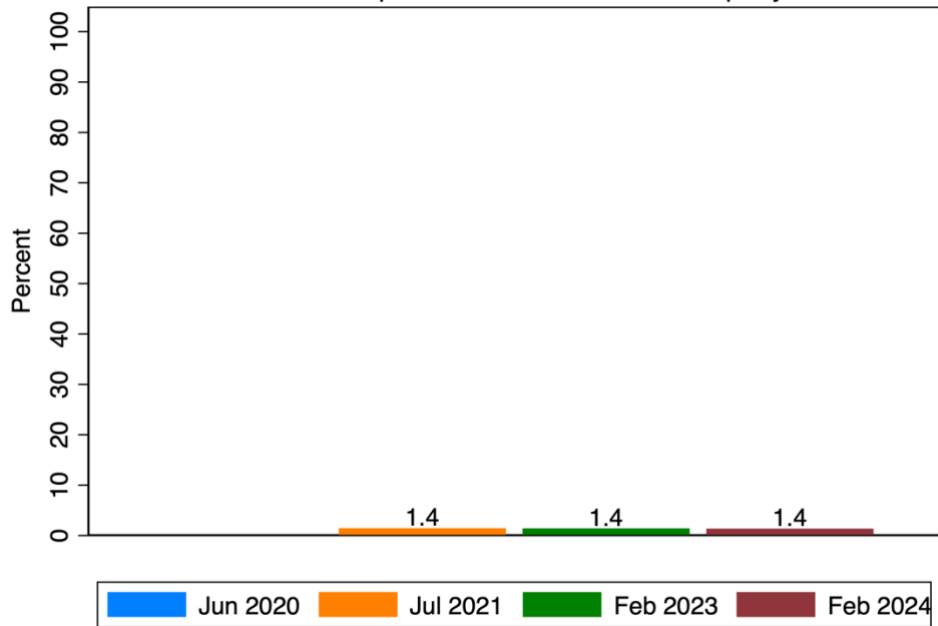
# Natural Disasters



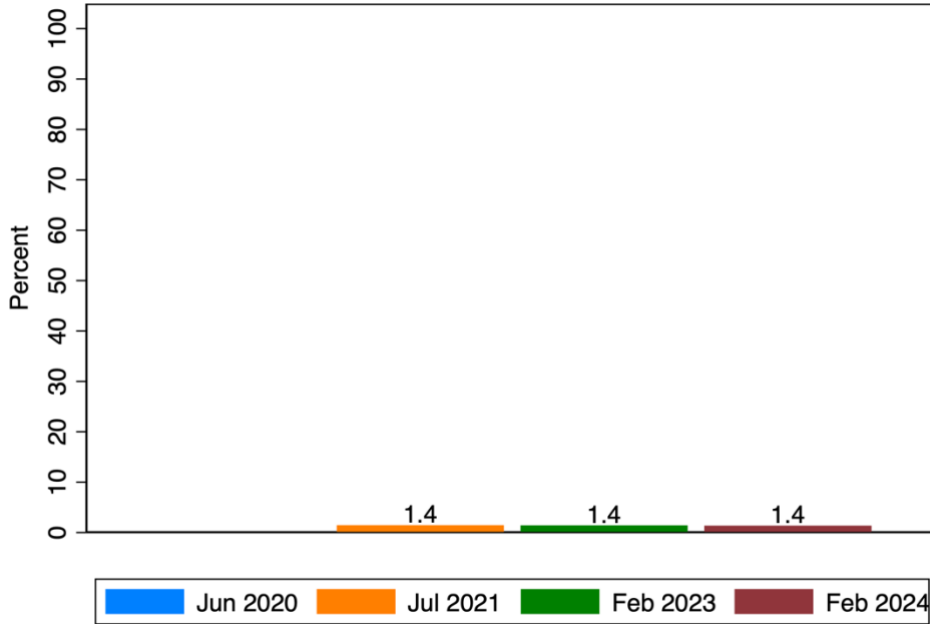
Disaster Impact: Health Problems



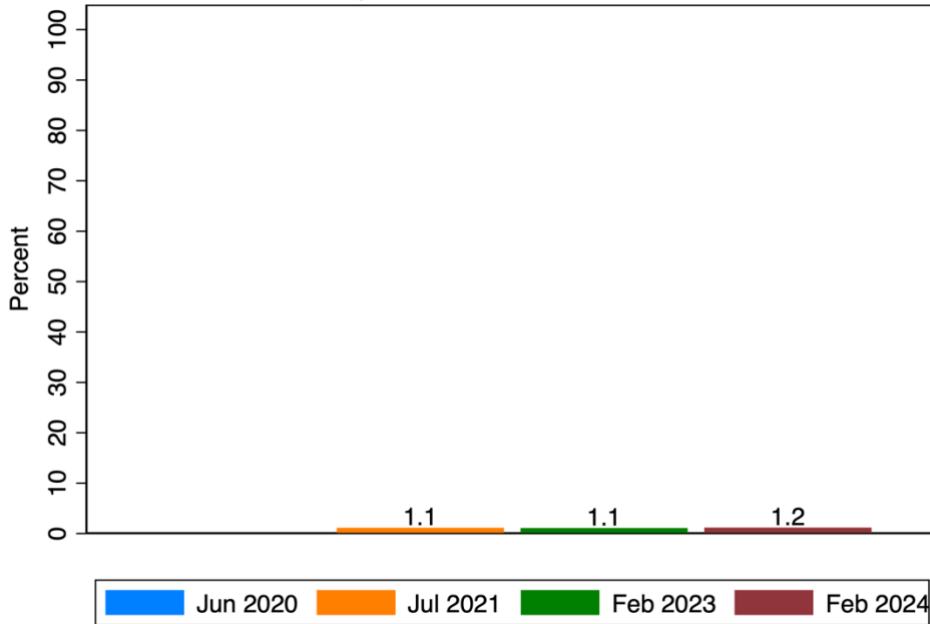
Disaster Impact: Loss/Destruction of Property



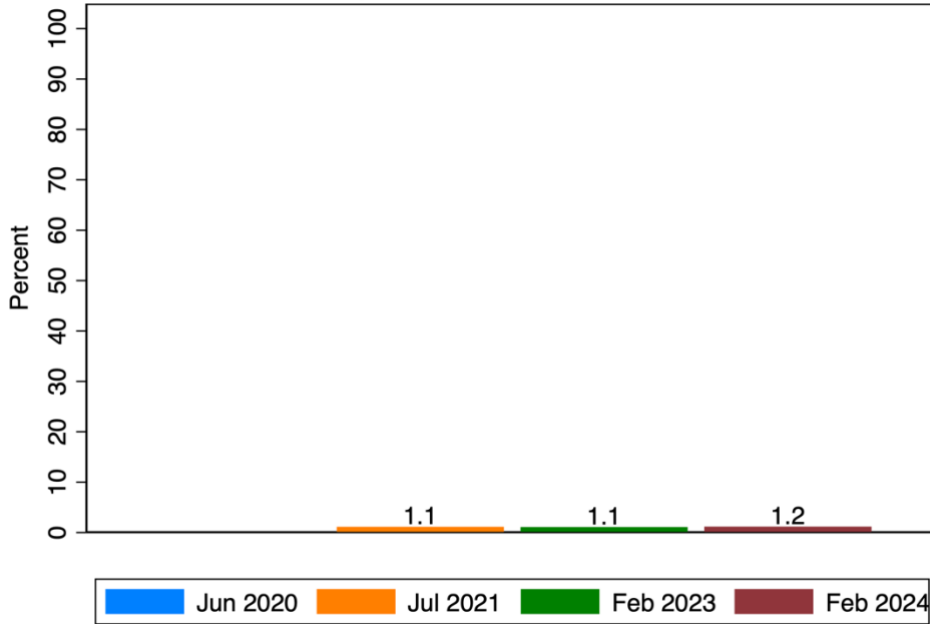
Disaster Impact: Loss/Destruction of Property



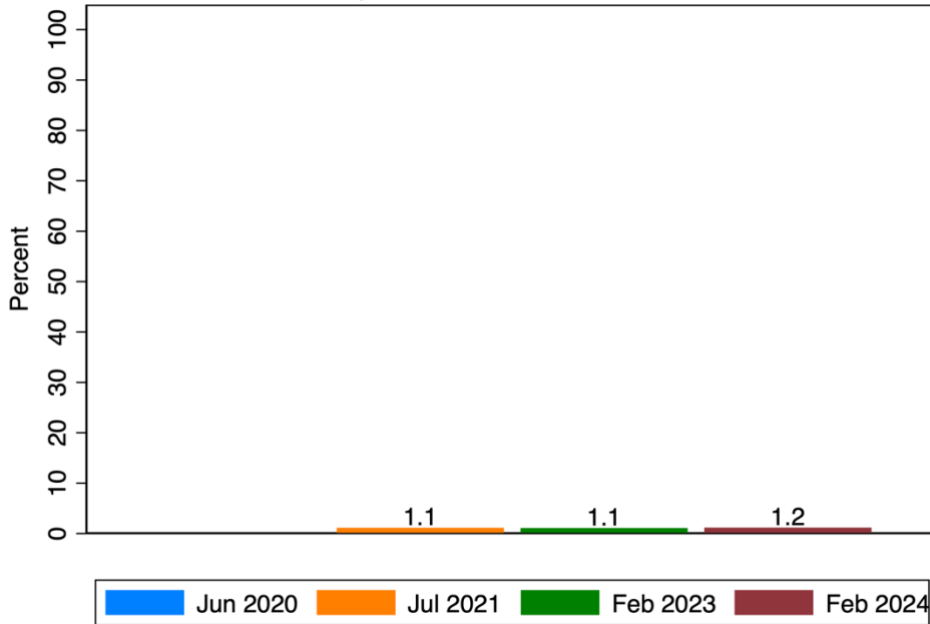
Disaster Impact: Loss/Destruction of Possessions



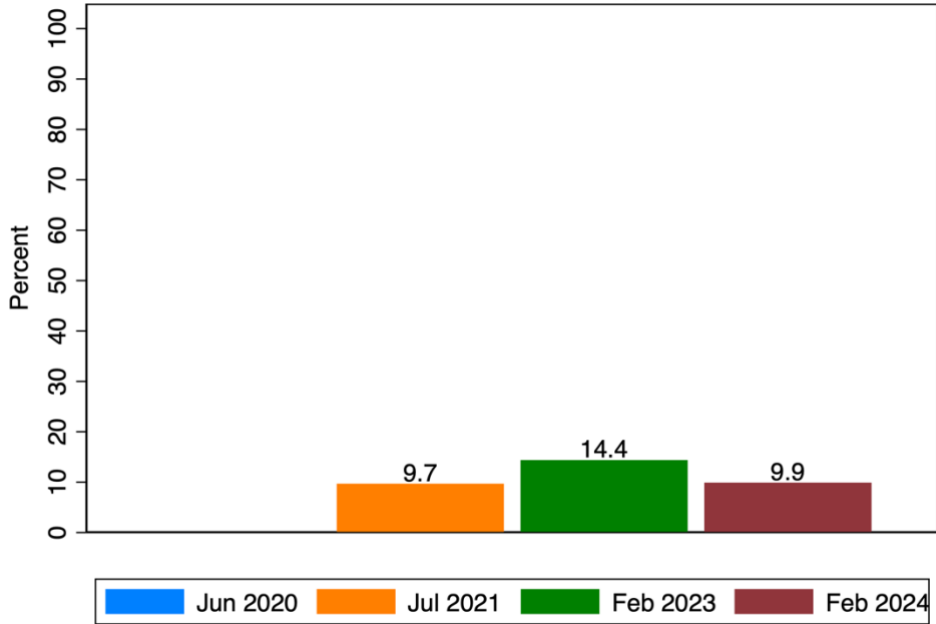
Disaster Impact: Loss/Destruction of Possessions



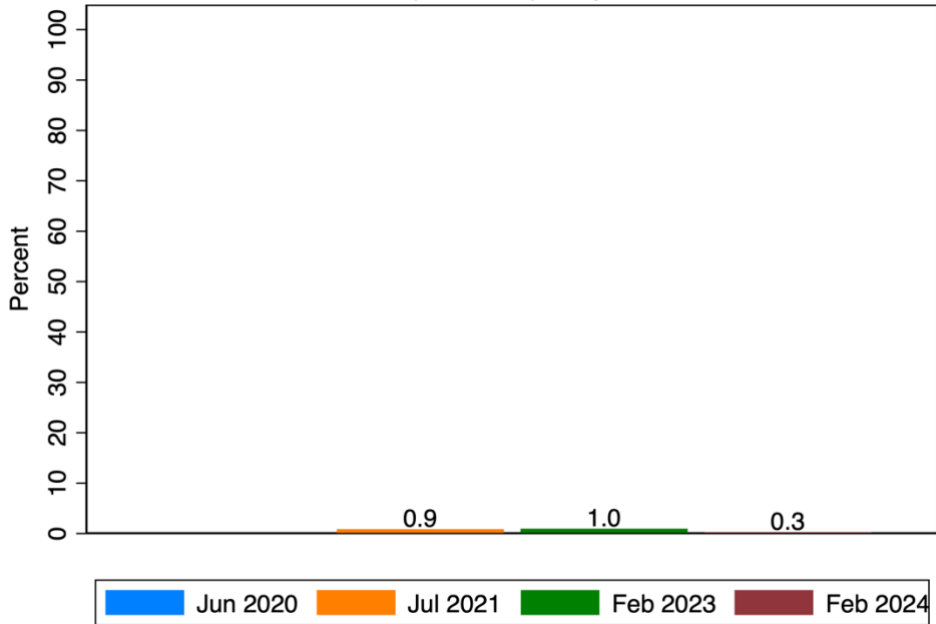
Disaster Impact: Loss/Destruction of Possessions



Disaster Impact: Increased Utility Expenses



Disaster Impact: Temporary Evacuation





Psychological Distress due to Natural Disaster

