

La Plata - Attitudinal Representativeness

This document shows the similarities and differences in attitudes among the people who came to the event (participants) and those that did not come to the event (non-participants). The results show minor differences in the opinions of participants and non-participants (based on responses from the first questionnaire) showing that people who came were very similar to non-participants.

	Non-Participants	Participants
1. On a scale of 0 to 10, where 0 is not at all important, 10 is extremely important, and 5 is exactly in the middle, how important is it to reduce traffic congestion in La Plata?	0.870	0.910 +
0-4	2.890	4.760
5	6.770	1.590
6-10	90.350	93.650

2. Some people think that it is important to protect the environment even if it means that fewer people drive cars. Suppose these people are at one end of a 0-to-10 scale, at point 0. Other people think that everyone should be able to drive a car even if that means the environment suffers. Suppose these people are at the other end of the scale, at point 10. People who are exactly in the middle are at point 5, and of course other people have opinions at other points between 0 and 10. Where would you place your views on this scale, or do you have any opinion about that?	0.290	0.240
0-4	60.040	72.580
5	29.100	20.970
6-10	10.860	6.450

3. [Priority: Dealing with traffic congestion] Protecting the environment	0.900	0.910
0-4	2.470	3.170
5	6.620	4.760
6-10	90.910	92.060

4. [Priority: Dealing with traffic congestion] Creating one-way avenues	0.420	0.570 **
0-4	49.740	30.510
5	11.440	15.250
6-10	38.820	54.240

5. [Priority: Dealing with traffic congestion] Creating bus lanes		0.730	0.720
	0-4	17.290	22.580
	5	8.180	8.060
	6-10	74.530	69.350

6. [Priority: Dealing with traffic congestion] Creating more metered parking zones		0.490	0.560
	0-4	43.070	38.710
	5	10.150	8.060
	6-10	46.770	53.230

7. [Priority: Dealing with traffic congestion] Building a bus transfer center		0.740	0.830 *
	0-4	17.440	11.480
	5	8.070	8.200
	6-10	74.490	80.330

8. [Priority: Dealing with traffic congestion] Building a bus terminal at the Regional Market		0.640	0.590
	0-4	28.330	35.480
	5	9.320	8.060
	6-10	62.350	56.450

9. [Priority: Dealing with traffic congestion] Offering rechargeable bus cards		0.910	0.920
	0-4	4.950	6.450
	5	2.510	1.610
	6-10	92.950	91.940

10. [Priority: Dealing with traffic congestion] Creating bike lanes		0.890	0.870
	0-4	5.630	6.450
	5	3.730	4.840
	6-10	90.630	88.710

11. [Priority: Dealing with traffic congestion] Increasing the number of traffic lights		0.750	0.700
	0-4	15.150	23.810
	5	10.240	7.940
	6-10	74.610	68.250

12. [Priority: Dealing with traffic congestion] Creating parking lots for bicycles		0.800	0.810
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	0-4	11.120	7.940
	5	6.990	9.520
	6-10	81.900	82.540

13. [Priority: Dealing with traffic congestion] Creating bus lines to connect more districts in the La Plata area			
		0.890	0.850
	0-4	5.080	6.450
	5	4.280	11.290
	6-10	90.630	82.260

14. [Priority: Dealing with traffic congestion] Increasing the number of parking spots			
		0.880	0.900
	0-4	6.490	4.760
	5	4.640	3.170
	6-10	88.870	92.060

15. [Importance: Location of bus transfer center] Zone hypermarkets			
		0.660	0.740
	0-4	22.050	13.330
	5	10.910	18.330
	6-10	67.040	68.330

16. [Importance: Location of bus transfer center] Tolosa Station			
		0.660	0.640
	0-4	20.480	25.420
	5	14.140	15.250
	6-10	65.380	59.320

17. [Importance: Location of bus transfer center] Regional Market			
		0.650	0.670
	0-4	22.790	23.730
	5	13.630	16.950
	6-10	63.590	59.320

18. [Importance: Location of bus transfer center] Boulevard 83			
		0.680	0.750
	0-4	19.950	13.790
	5	12.120	10.340
	6-10	67.930	75.860

19. [Importance: Location of bus transfer center] Boulevard 82			
		0.670	0.750 +
	0-4	20.400	14.290
	5	13.690	10.710

	6-10	65.910	75.000
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20. [Importance: Location of bus transfer center] Avenida 72		0.730	0.790
	0-4	16.010	13.560
	5	9.440	8.470
	6-10	74.560	77.970

21. [Importance: Bus line restoration] Line 518		0.850	0.890
	0-4	7.680	6.000
	5	8.010	4.000
	6-10	84.310	90.000

22. [Importance: Bus line restoration] Line 506		0.840	0.880
	0-4	7.550	6.120
	5	8.740	4.080
	6-10	83.720	89.800

23. [Importance: Bus line restoration] Line 520		0.850	0.880
	0-4	7.360	5.880
	5	7.450	5.880
	6-10	85.190	88.240

24. [Importance: Bus line restoration] Line 561		0.850	0.900
	0-4	7.080	6.000
	5	8.770	2.000
	6-10	84.150	92.000

25. [Importance: Bus line restoration] Line 508		0.860	0.900
	0-4	6.740	5.660
	5	8.330	3.770
	6-10	84.930	90.570

26. [Importance: Bike lane on ...] Main diagonal of the city		0.860	0.820
	0-4	7.980	13.110
	5	4.570	3.280
	6-10	87.450	83.610

27. [Importance: Bike lane on ...] 73 diagonal		0.850	0.810
	0-4	8.480	12.700
	5	4.920	3.170
	6-10	86.600	84.130

28. [Importance: Bike lane on ...] 74 diagonal	0.860	0.820
0-4	8.330	11.110
5	4.560	4.760
6-10	87.110	84.130

29. [Importance: Bike lane on ...] 79 diagonal	0.840	0.790
0-4	8.940	12.900
5	5.510	6.450
6-10	85.550	80.650

30. [Importance: Bike lane on ...] 77 diagonal	0.820	0.760
0-4	10.840	17.740
5	6.070	6.450
6-10	83.090	75.810

31. Would you say creating bus lanes in La Plata would increase or decrease traffic congestion?	0.300	0.340
Greatly increase - 5	7.890	13.330
Somewhat increase - 4	7.960	8.330
Neither increase nor decrease - 3	13.750	15.000
Somewhat decrease - 2	35.090	26.670
Greatly decrease - 1	35.310	36.670

32. Would you say creating bike lanes in La Plata would increase or decrease traffic congestion?	0.270	0.280
Greatly increase - 5	3.170	8.060
Somewhat increase - 4	5.920	1.610
Neither increase nor decrease - 3	21.070	20.970
Somewhat decrease - 2	37.160	32.260
Greatly decrease - 1	32.680	37.100

33. Would moving the bus terminal to the regional market make your commute easier or harder?	0.500	0.430
Significantly easier - 5	18.560	18.030
Somewhat easier - 4	18.720	9.840
Neither easier nor harder - 3	25.170	22.950
Somewhat harder - 2	15.240	22.950
Significantly harder - 1	20.300	26.230

34. Would creating a transfer center with free shuttle buses between the transfer center and downtown make your commute easier or harder?	0.680	0.810	**
Significantly easier - 5	37.150	55.170	
Somewhat easier - 4	24.960	24.140	

Neither easier nor harder - 3	19.760	12.070
Somewhat harder - 2	9.660	6.900
Significantly harder - 1	8.470	1.720

35. [Agree-Disagree] Time traffic lights will make for shorter commutes	0.900	0.920
Agree strongly - 5	78.920	84.130
Agree somewhat - 4	11.110	7.940
Neither agree nor disagree - 3	5.300	3.170
Disagree somewhat - 2	1.290	4.760
Disagree strongly - 1	3.370	

36. [Agree-Disagree] Making avenues one-way would make it easier to have time traffic lights	0.670	0.660
Agree strongly - 5	50.380	48.280
Agree somewhat - 4	12.770	12.070
Neither agree nor disagree - 3	11.690	17.240
Disagree somewhat - 2	3.920	1.720
Disagree strongly - 1	21.230	20.690

37. [Agree-Disagree] Creating bike lanes would increase traffic accidents	0.120	0.150
Agree strongly - 5	4.890	7.940
Agree somewhat - 4	2.520	1.590
Neither agree nor disagree - 3	6.330	6.350
Disagree somewhat - 2	9.130	12.700
Disagree strongly - 1	77.140	71.430

38. [Agree-Disagree] Creating bus lanes would increase traffic accidents	0.140	0.170
Agree strongly - 5	5.840	9.680
Agree somewhat - 4	2.410	4.840
Neither agree nor disagree - 3	7.010	3.230
Disagree somewhat - 2	10.290	9.680
Disagree strongly - 1	74.450	72.580

39. [Favor-Oppose] Increasing bus fares during non-peak hours	0.070	0.140	*
0-4	91.610	83.330	
5	3.620	1.670	
6-10	4.770	10.000	

40. [Favor-Oppose] Increasing bus fares during peak hours	0.060	0.060
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	0-4	93.200	91.530
	5	2.890	6.780
	6-10	3.900	1.690

41. [Favor-Oppose] Using photos to catch people who go through red lights		0.850	0.930 *
	0-4	10.580	4.760
	5	4.720	1.590
	6-10	84.700	93.650

42. [Favor-Oppose] Using photos to catch people who park illegally		0.840	0.900
	0-4	10.700	7.940
	5	5.140	1.590
	6-10	84.170	90.480

43. [Favor-Oppose] Using photos to catch speeders		0.870	0.930 +
	0-4	9.440	6.350
	5	3.170	0.000
	6-10	87.390	93.650

44. [Favor-Oppose] Increasing the number of traffic lights		0.730	0.720
	0-4	17.310	20.630
	5	11.590	14.290
	6-10	71.100	67.080

45. [Favor-Oppose] Increasing the number of speed bumps on the road		0.460	0.300 **
	0-4	46.770	64.520
	5	10.550	11.290
	6-10	42.690	24.190

46. [Favor-Oppose] Increasing the number of signs warning drivers to reduce speed		0.800	0.860
	0-4	10.850	9.520
	5	9.370	4.760
	6-10	79.790	85.710

47. [Favor-Oppose] Marking pedestrian crossing		0.920	0.920
	0-4	2.750	3.170
	5	3.530	4.760
	6-10	93.720	92.060

48. [Favor-Oppose] Replacing residential streets with pedestrian walkways		0.510	0.530
	0-4	30.780	38.600
	5	12.900	10.530
	6-10	47.310	50.880

49. [Favor-Oppose] Extending the metered parking system to City Bell		0.430	0.320 +
	0-4	48.690	61.110
	5	11.150	12.960
	6-10	40.160	25.930

50. [Favor-Oppose] Extending the metered parking system Los Hornos		0.410	0.390
	0-4	50.260	52.830
	5	10.820	11.320
	6-10	38.930	35.850

51. [Favor-Oppose] Extending the metered parking system to San Carlos		0.330	0.300
	0-4	58.650	67.350
	5	12.790	4.080
	6-10	28.560	28.570

52. [Favor-Oppose] Increasing the cost of metered parking for larger vehicles		0.320	0.350
	0-4	62.210	61.670
	5	7.280	3.330
	6-10	30.510	35.000

53. [Favor-Oppose] Increasing the cost of metered parking in busier streets		0.400	0.470
	0-4	53.970	48.330
	5	6.700	6.670
	6-10	39.330	45.000

54. [Favor-Oppose] Increasing the cost of metered parking during peak hours		0.350	0.410
	0-4	59.470	55.000
	5	7.240	5.000
	6-10	33.280	40.000

55. Some people think that increasing metered parking will relieve traffic congestion. Suppose these people are at one end of a 0-to-10 scale, at point 0. Other people think that increasing metered parking will only divert traffic congestion to other neighborhoods. Suppose these people are at the other end of the scale, at point 10. People who are exactly in the middle are at point 5, and of course other people have opinions at other points between 0 and 10. Where would you place your views on this scale, or do you have any opinion about that?

	0.620	0.580
Help relieve traffic congestion 0 - 4	23.270	23.330
Exactly in the middle 5	24.870	33.330
Divert traffic congestion to other neighborhoods 6 -10	51.860	43.330

+p<.1; *p<.05; **p<.01; ***p<.001