

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 1

Q1. I'd like you to think about two transportation options being considered for the Lower Mainland.

1. Twin the Port Mann Bridge and widening Highway 1

2. Build rapid transit to Coquitlam and Port Coquitlam, expand bus and rapid transit service in Surrey, and extend rapid transit out to UBC in Vancouver.

Which of these two options would be your first priority?

|                    | Total              | Area              |                |                |                 |                     |                   | Income (\$,000)   |                  |                 |                 |                | Preferred Option |                  |                  | Support For Redirecting Funds To Public Transit |                   |                  |                |
|--------------------|--------------------|-------------------|----------------|----------------|-----------------|---------------------|-------------------|-------------------|------------------|-----------------|-----------------|----------------|------------------|------------------|------------------|---|-------------------|------------------|----------------|
|                    |                    | Vanc City         | North Shore    | Bby/NW         | Tri-C/ MR/PM    | Rich/Tsa/ Lad/S Del | /N Del /Lang      | Sry/WR            | <25              | <45             | <65             | <100           | 100+             | DK/Ref           | Port Mann /Widen | Build/ Extend Rapid                             | Neither/ Other/DK | Both             | Neither/       |
|                    | A                  | B                 | C              | D              | E               | F                   | G                 | H                 | I                | J               | K               | L              | M                | N                | O                | P   | Q                 | R                | S              |
| Total              | 500                | 134               | 40             | 63             | 69              | 54                  | 140               | 40                | 78               | 66              | 111             | 90             | 114              | 148              | 299              | 53  | 342               | 102              | 56             |
| Unweighted Base    | 500                | 134               | 40             | 63             | 69              | 54                  | 140               | 38                | 71               | 66              | 106             | 97             | 122              | 149              | 292              | 59  | 345               | 104              | 51             |
| Option 1           | 148<br>30%<br>BFHQ | 25<br>19%         | 12<br>31%      | 13<br>21%      | 25<br>36%<br>BF | 9<br>16%            | 63<br>45%<br>ABDF | 5<br>12%          | 15<br>20%        | 24<br>36%<br>HI | 41<br>37%<br>HI | 29<br>32%<br>H | 34<br>30%<br>H   | 148<br>100%<br>A | -                | -   | 70<br>21%         | 64<br>63%<br>AQS | 13<br>24%      |
| Option 2           | 299<br>60%<br>GJR  | 99<br>74%<br>ACEG | 20<br>50%      | 44<br>69%<br>G | 40<br>58%<br>G  | 38<br>70%<br>CG     | 58<br>41%         | 31<br>78%<br>AJKL | 55<br>71%<br>JKL | 31<br>47%       | 60<br>54%       | 50<br>56%      | 72<br>63%<br>J   | -                | 299<br>100%<br>A | -   | 239<br>70%<br>ARS | 30<br>29%        | 30<br>54%<br>R |
| Other              | 3<br>1%            | 1<br>1%           | -              | -              | -               | 1<br>1%             | 1<br>1%           | -                 | 1<br>1%          | 1<br>1%         | 1<br>1%         | -              | -                | -                | -                | 3<br>5%<br>A                                    | 2<br>*            | 1<br>1%          | -              |
| Both               | 25<br>5%           | 4<br>3%           | 5<br>12%<br>BF | 3<br>5%        | 4<br>6%         | 1<br>1%             | 8<br>6%           | 1<br>2%           | 2<br>2%          | 5<br>8%<br>M    | 7<br>6%<br>M    | 7<br>8%<br>M   | 3<br>2%          | -                | -                | 25<br>47%<br>A                                  | 13<br>4%          | 6<br>6%          | 7<br>12%<br>AQ |
| Neither            | 22<br>4%           | 3<br>2%           | 2<br>4%        | 2<br>4%        | -               | 5<br>10%<br>AB      | 9<br>7%<br>B      | 2<br>5%           | 5<br>6%          | 4<br>5%         | 3<br>3%         | 3<br>4%        | 4<br>4%          | -                | -                | 22<br>40%<br>A                                  | 16<br>5%          | 1<br>1%          | 5<br>9%<br>R   |
| Don't Know/Refused | 4<br>1%            | 2<br>1%           | 1<br>2%        | -              | -               | 1<br>1%             | 1<br>1%           | 1<br>2%           | -                | 1<br>2%         | -               | -              | 2<br>1%          | -                | -                | 4<br>7%<br>A                                    | 2<br>1%           | 1<br>1%          | 1<br>1%        |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

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Table 2

Q2. Next, the provincial government's study on the Gateway Project shows that the project will increase emissions that cause global warming. However, in order to meet the emissions reduction targets set by the provincial government, the regional transportation authority has said that transit use must double by 2020. Given this, would you support or oppose redirecting money from the province's road building plans into better public transit?

|                    | Total            | Area           |                |                |                |                     |                     | Income (\$,000)  |                   |           |                |                 |                | Preferred Option |                   |                | Support For Redirecting Funds To Public Transit |                  |                |          |
|--------------------|------------------|----------------|----------------|----------------|----------------|---------------------|---------------------|------------------|-------------------|-----------|----------------|-----------------|----------------|------------------|-------------------|----------------|---|------------------|----------------|----------|
|                    |                  | City           | Shore          | Bby/NW         | MR/PM          | Tri-C/<br>Lad/S Del | Rich/Tsa/<br>/N Del | Sry/WR<br>/N Del | <25               | <45       | 45-<br><65     | 65-<br><100     | 100+<br>DK/Ref | Twin             |                   | Both           | Support   | Oppose           | Other/DK       |          |
|                    |                  |                |                |                |                |                     |                     |                  |                   |           |                |                 |                | Port Mann        | Extend            |                |   |                  |                | Both     |
|                    |                  |                |                |                |                |                     |                     |                  |                   |           |                |                 |                | /Widen           | Rapid             |                |   |                  |                | Neither/ |
| A                  | B                | C              | D              | E              | F              | G                   | H                   | I                | J                 | K         | L              | M               | N              | O                | P                 | Q              | R   | S                |                |          |
| Total              | 500              | 134            | 40             | 63             | 69             | 54                  | 140                 | 40               | 78                | 66        | 111            | 90              | 114            | 148              | 299               | 53             | 342   | 102              | 56             |          |
| Unweighted Base    | 500              | 134            | 40             | 63             | 69             | 54                  | 140                 | 38               | 71                | 66        | 106            | 97              | 122            | 149              | 292               | 59             | 345   | 104              | 51             |          |
| Support            | 342<br>68%<br>GN | 95<br>71%<br>G | 30<br>75%<br>G | 48<br>76%<br>G | 46<br>67%<br>G | 40<br>74%<br>G      | 83<br>59%<br>G      | 31<br>78%        | 53<br>68%         | 44<br>67% | 77<br>69%      | 54<br>61%       | 83<br>72%      | 70<br>47%        | 239<br>80%<br>ANP | 33<br>61%      | 342<br>100%<br>A                                | -                | -              |          |
| Oppose             | 102<br>20%<br>O  | 21<br>16%      | 6<br>16%       | 13<br>20%      | 15<br>22%      | 8<br>14%            | 39<br>28%<br>ABF    | 3<br>8%          | 12<br>15%         | 18<br>27% | 26<br>24%<br>H | 23<br>25%<br>H  | 20<br>18%      | 64<br>43%<br>AOP | 30<br>10%         | 8<br>16%       | -   | 102<br>100%<br>A | -              |          |
| Other              | 4<br>1%          | 2<br>1%        | -              | -              | 1<br>1%        | 1<br>1%             | 1<br>1%             | -                | 1<br>1%           | 1<br>1%   | 1<br>1%        | 1<br>1%         | 1<br>1%        | 2<br>1%          | 2<br>1%           | 1<br>1%        | -   | -                | 4<br>7%<br>A   |          |
| Both               | 14<br>3%         | 3<br>3%        | 1<br>3%        | 1<br>1%        | 1<br>1%        | 1<br>3%             | 7<br>5%             | 1<br>2%          | 1<br>2%           | 1<br>1%   | 2<br>1%        | 8<br>9%<br>AJKM | 2<br>1%        | 2<br>2%          | 9<br>3%           | 3<br>6%        | -   | -                | 14<br>26%<br>A |          |
| Neither            | 32<br>6%         | 13<br>9%       | 3<br>7%        | 1<br>2%        | 6<br>8%        | 2<br>3%             | 9<br>6%             | 2<br>6%          | 11<br>14%<br>AJKL | 2<br>4%   | 6<br>5%        | 3<br>4%         | 7<br>6%        | 9<br>6%          | 16<br>5%          | 7<br>14%<br>AO | -   | -                | 32<br>58%<br>A |          |
| Don't Know/Refused | 5<br>1%          | -              | -              | 1<br>1%        | -              | 3<br>5%<br>A        | 2<br>1%             | 3<br>6%<br>A     | -                 | -         | -              | 1<br>1%         | 1<br>1%        | -                | 4<br>1%           | 1<br>2%        | -   | -                | 5<br>9%<br>A   |          |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 3

Now a few questions for classification purposes only...  
D1. Which of the following describes your age ...

|                 | Total            | Area            |                 |                  |                |                     |                     | Income (\$,000)   |                  |                 |                   |                   |                   | Preferred Option |                |                  | Support For Redirecting Funds To Public Transit |           |                  |
|-----------------|------------------|-----------------|-----------------|------------------|----------------|---------------------|---------------------|-------------------|------------------|-----------------|-------------------|-------------------|-------------------|------------------|----------------|------------------|---|-----------|------------------|
|                 |                  | Vanc City       | North Shore     | Bby/NW           | Tri-C/ MR/PM   | Rich/Tsa/ Lad/S Del | Sry/WR /N Del /Lang | <25               | <45              | 45- <65         | 65- <100          | 100+ DK/Ref       | Twin              | Build/           | Both           | Support          | Oppose  | Other/DK  |                  |
|                 |                  |                 |                 |                  |                |                     |                     |                   |                  |                 |                   |                   | Port Mann         | Extend           |                |                  |   |           | Both             |
|                 |                  |                 |                 |                  |                |                     |                     |                   |                  |                 |                   |                   | /Widen            | Rapid            |                |                  |   |           | Neither/         |
| A               | B                | C               | D               | E                | F              | G                   | H                   | I                 | J                | K               | L                 | M                 | N                 | O                | P              | Q                | R   | S         |                  |
| Total           | 500              | 134             | 40              | 63               | 69             | 54                  | 140                 | 40                | 78               | 66              | 111               | 90                | 114               | 148              | 299            | 53               | 342   | 102       | 56               |
| Unweighted Base | 500              | 134             | 40              | 63               | 69             | 54                  | 140                 | 38                | 71               | 66              | 106               | 97                | 122               | 149              | 292            | 59               | 345   | 104       | 51               |
| 18 to 24        | 57<br>11%<br>B   | 6<br>4%         | 3<br>7%         | 13<br>21%<br>ABG | 12<br>18%<br>B | 8<br>15%<br>B       | 15<br>10%           | 9<br>22%<br>AJL   | 12<br>15%<br>J   | 3<br>4%         | 14<br>12%         | 8<br>9%           | 12<br>10%         | 23<br>16%        | 34<br>12%      | -                | 35<br>10%                                       | 8<br>8%   | 14<br>25%<br>AQR |
| 25 to 34        | 94<br>19%<br>CLN | 27<br>20%<br>C  | 2<br>5%         | 18<br>28%<br>CG  | 15<br>21%<br>C | 15<br>27%<br>CG     | 17<br>12%           | 6<br>14%          | 23<br>29%<br>ALM | 17<br>26%<br>LM | 28<br>25%<br>LM   | 7<br>8%           | 13<br>12%         | 17<br>11%        | 68<br>23%<br>N | 9<br>17%         | 66<br>19%                                       | 21<br>20% | 8<br>14%         |
| 35 to 44        | 101<br>20%<br>H  | 32<br>24%<br>C  | 4<br>9%         | 13<br>21%<br>C   | 12<br>18%<br>C | 8<br>14%            | 32<br>23%           | 2<br>6%           | 13<br>16%<br>H   | 14<br>22%<br>H  | 25<br>23%<br>AHIM | 28<br>31%<br>AHIM | 18<br>16%         | 35<br>24%        | 54<br>18%      | 12<br>22%        | 68<br>20%                                       | 24<br>23% | 9<br>16%         |
| 45 to 54        | 97<br>19%<br>S   | 33<br>25%<br>D  | 11<br>29%<br>D  | 5<br>9%          | 13<br>19%<br>D | 7<br>14%<br>D       | 26<br>19%           | 8<br>20%          | 10<br>12%<br>I   | 15<br>22%<br>I  | 23<br>21%<br>I    | 23<br>25%<br>I    | 18<br>16%         | 25<br>17%        | 61<br>20%      | 11<br>20%        | 76<br>22%<br>S                                  | 17<br>16% | 4<br>7%          |
| 55 to 64        | 70<br>14%<br>D   | 16<br>12%<br>D  | 9<br>24%<br>D   | 1<br>2%<br>D     | 10<br>14%<br>D | 9<br>18%<br>D       | 24<br>17%<br>D      | 3<br>6%           | 6<br>8%<br>I     | 7<br>11%<br>I   | 14<br>13%<br>I    | 17<br>19%<br>I    | 22<br>19%         | 23<br>15%        | 40<br>13%      | 7<br>13%         | 46<br>14%                                       | 14<br>14% | 9<br>17%         |
| 65 or older     | 76<br>15%<br>KL  | 17<br>13%<br>BE | 10<br>26%<br>BE | 12<br>19%        | 6<br>9%        | 7<br>12%            | 24<br>17%           | 13<br>32%<br>AJKL | 15<br>19%<br>KL  | 9<br>13%        | 6<br>5%           | 4<br>5%           | 30<br>26%<br>AJKL | 21<br>14%        | 41<br>14%      | 14<br>27%<br>ANO | 47<br>14%                                       | 17<br>16% | 12<br>22%        |
| Refused         | 5<br>1%          | 2<br>1%         | -               | -                | 1<br>2%        | -                   | 2<br>2%             | -                 | -                | 2<br>2%         | 1<br>1%           | 2<br>2%           | 2<br>1%           | 5<br>3%          | 1<br>*         | -                | 3<br>1%   | 2<br>2%   | -                |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 4

D2. Which of the following categories best describes your educational background ...

|                                  |                    | Area      |           |           |           |           |           | Income (\$,000) |           |           |           |           |           | Preferred Option |            |           | Support For Redirecting Funds To Public Transit |           |           |
|----------------------------------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------|-----------|-----------|-----------|-----------|------------------|------------|-----------|---|-----------|-----------|
|                                  |                    | Sry/WR    |           |           |           |           |           |                 |           |           |           |           |           | Twin Build/      |            |           |   |           |           |
|                                  |                    | Vanc      | North     | Tri-C/    | Rich/Tsa/ | Lad/S Del | /N Del    |                 |           |           |           |           |           | Port Mann        | Extend     | Both      | Both  |           |           |
|                                  |                    | City      | Shore     | Bby/NW    | MR/PM     |           |           | <25             | <45       | <65       | <100      | 100+      | DK/Ref    | /Widen           | Rapid      | Neither/  | Neither/  |           |           |
|                                  | Total              |           |           |           |           |           | /Lang     |                 |           |           |           |           |           | HWY 1            | Transit    | Other/DK  | Support   | Oppose    | Other/DK  |
|                                  | A                  | B         | C         | D         | E         | F         | G         | H               | I         | J         | K         | L         | M         | N                | O          | P         | Q   | R         | S         |
| Total                            | 500                | 134       | 40        | 63        | 69        | 54        | 140       | 40              | 78        | 66        | 111       | 90        | 114       | 148              | 299        | 53        | 342   | 102       | 56        |
| Unweighted Base                  | 500                | 134       | 40        | 63        | 69        | 54        | 140       | 38              | 71        | 66        | 106       | 97        | 122       | 149              | 292        | 59        | 345   | 104       | 51        |
| High school or less              | 88<br>18%<br>BKLO  | 12<br>9%  | 5<br>12%  | 12<br>19% | 17<br>25% | 10<br>19% | 32<br>23% | 8<br>20%        | 24<br>30% | 13<br>19% | 12<br>10% | 6<br>6%   | 27<br>24% | 39<br>27%        | 35<br>12%  | 14<br>27% | 50<br>15%                                       | 25<br>24% | 14<br>24% |
| Vocational/<br>technical/college | 107<br>21%<br>BM   | 16<br>12% | 7<br>16%  | 16<br>25% | 13<br>19% | 13<br>24% | 43<br>30% | 5<br>12%        | 21<br>26% | 17<br>26% | 29<br>26% | 21<br>24% | 15<br>13% | 41<br>28%        | 51<br>17%  | 15<br>28% | 67<br>20%                                       | 33<br>32% | 7<br>13%  |
| Some university                  | 91<br>18%<br>R     | 20<br>15% | 9<br>22%  | 13<br>20% | 17<br>24% | 11<br>21% | 21<br>15% | 11<br>27%       | 17<br>22% | 9<br>14%  | 21<br>19% | 15<br>16% | 18<br>16% | 25<br>17%        | 61<br>20%  | 5<br>9%   | 62<br>18%                                       | 8<br>8%   | 21<br>38% |
| Graduated university             | 210<br>42%<br>GINS | 86<br>64% | 19<br>47% | 22<br>34% | 22<br>32% | 19<br>36% | 43<br>30% | 17<br>41%       | 17<br>22% | 27<br>41% | 50<br>45% | 48<br>53% | 51<br>45% | 40<br>27%        | 151<br>50% | 19<br>36% | 160<br>47%                                      | 36<br>35% | 14<br>25% |
| Refused                          | 4<br>1%            | -         | 1<br>2%   | 1<br>1%   | 1<br>1%   | -         | 2<br>1%   | -               | -         | -         | -         | -         | 4<br>3%   | 2<br>2%          | 1<br>*     | -         | 3<br>1%   | 1<br>1%   | -         |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 5

D3. Which of the following best describes your total annual household income before taxes ...

|                                 | Total          | Area      |                |                 |                 |                |                     | Income (\$,000) |                 |                 |                  |                 |                | Preferred Option  |                 |                | Support For Redirecting Funds To Public Transit |               |           |               |
|---------------------------------|----------------|-----------|----------------|-----------------|-----------------|----------------|---------------------|-----------------|-----------------|-----------------|------------------|-----------------|----------------|-------------------|-----------------|----------------|---|---------------|-----------|---------------|
|                                 |                | Vanc City | North Shore    | Tri-C/ Bby/NW   | Rich/Tsa/ MR/PM | Lad/S Del      | Sry/WR /N Del /Lang | <25             | <45             | 45- <65         | 65- <100         | 100+ DK/Ref     | Port /Widen    | Mann Extend Rapid | Build/ Neither/ | Both           | Support   | Oppose        | Other/DK  |               |
|                                 | A              | B         | C              | D               | E               | F              | G                   | H               | I               | J               | K                | L               | M              | N                 | O               | P              | Q   | R             | S         |               |
| Total                           | 500            | 134       | 40             | 63              | 69              | 54             | 140                 | 40              | 78              | 66              | 111              | 90              | 114            | 148               | 299             | 53             | 342   | 102           | 56        |               |
| Unweighted Base                 | 500            | 134       | 40             | 63              | 69              | 54             | 140                 | 38              | 71              | 66              | 106              | 97              | 122            | 149               | 292             | 59             | 345   | 104           | 51        |               |
| Less than \$25,000              | 40<br>8%<br>N  | 10<br>7%  | 3<br>7%        | 7<br>11%        | 3<br>4%         | 4<br>8%        | 14<br>10%           | 40<br>100%<br>A | -               | -               | -                | -               | -              | -                 | 5<br>3%         | 31<br>11%<br>N | 4<br>7%   | 31<br>9%<br>R | 3<br>3%   | 6<br>11%<br>R |
| \$25,000 to less than \$45,000  | 78<br>16%<br>C | 18<br>13% | 2<br>4%        | 11<br>17%<br>C  | 14<br>20%<br>C  | 11<br>20%<br>C | 23<br>16%<br>C      | -               | 78<br>100%<br>A | -               | -                | -               | -              | 15<br>10%         | 55<br>18%<br>N  | 8<br>14%       | 53<br>15%                                       | 12<br>12%     | 13<br>24% |               |
| \$45,000 to less than \$65,000  | 66<br>13%      | 19<br>14% | 6<br>15%       | 7<br>11%        | 7<br>11%        | 7<br>13%       | 20<br>14%           | -               | -               | 66<br>100%<br>A | -                | -               | -              | 24<br>16%         | 31<br>10%       | 11<br>21%<br>O | 44<br>13%                                       | 18<br>17%     | 4<br>8%   |               |
| \$65,000 to less than \$100,000 | 111<br>22%     | 30<br>22% | 5<br>12%       | 21<br>33%<br>CG | 18<br>26%<br>D  | 10<br>18%      | 28<br>20%           | -               | -               | -               | 111<br>100%<br>A | -               | -              | 41<br>28%         | 60<br>20%       | 11<br>21%      | 77<br>22%                                       | 26<br>26%     | 8<br>15%  |               |
| \$100,000 or more               | 90<br>18%      | 21<br>15% | 11<br>28%<br>D | 6<br>9%         | 15<br>22%<br>D  | 10<br>19%      | 27<br>19%           | -               | -               | -               | -                | 90<br>100%<br>A | -              | 29<br>20%         | 50<br>17%       | 11<br>20%      | 54<br>16%                                       | 23<br>22%     | 13<br>23% |               |
| Don't Know                      | 23<br>5%       | 9<br>7%   | 3<br>7%        | 1<br>1%         | 2<br>2%         | 2<br>3%        | 6<br>4%             | -               | -               | -               | -                | -               | 23<br>20%<br>A | 4<br>2%           | 17<br>6%        | 2<br>3%        | 18<br>5%  | 1<br>1%       | 4<br>6%   |               |
| Refused                         | 92<br>18%      | 28<br>21% | 11<br>28%      | 12<br>19%       | 10<br>14%       | 10<br>18%      | 21<br>15%           | -               | -               | -               | -                | -               | 92<br>80%<br>A | 31<br>21%         | 55<br>18%       | 7<br>12%       | 65<br>19%                                       | 19<br>19%     | 8<br>14%  |               |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 6

D4. Which of the following best describes your current household composition...

|  | Total           | Area           |             |           |                |                       |                 | Income (\$,000)   |                   |                   |                  |                   |                 | Preferred Option   |                 |                   | Support For Redirecting Funds To Public Transit |           |                |
|--|-----------------|----------------|-------------|-----------|----------------|-----------------------|-----------------|-------------------|-------------------|-------------------|------------------|-------------------|-----------------|--------------------|-----------------|-------------------|---|-----------|----------------|
|  |                 | Vanc City      | North Shore | Bby/NW D  | Tri-C/ MR/PM E | Rich/Tsa/ Lad/S Del F | Sry/WR /N Del G | <25 H             | <45 I             | 45- 66 J          | 65- <100 K       | 100+ L            | DK/Ref M        | Port Mann /Widen N | Extend Rapid O  | Build/ Neither/ P | Both Neither/ Q                                 | Oppose R  | Other/DK S     |
| Total  | 500             | 134            | 40          | 63        | 69             | 54                    | 140             | 40                | 78                | 66                | 111              | 90                | 114             | 148                | 299             | 53                | 342   | 102       | 56             |
| Unweighted Base  | 500             | 134            | 40          | 63        | 69             | 54                    | 140             | 38                | 71                | 66                | 106              | 97                | 122             | 149                | 292             | 59                | 345   | 104       | 51             |
| Single with no children                                    | 123<br>25%<br>L | 42<br>31%<br>G | 10<br>26%   | 19<br>30% | 15<br>22%      | 12<br>22%             | 25<br>18%       | 24<br>60%<br>AJKL | 32<br>41%<br>AKLM | 25<br>38%<br>AKLM | 21<br>19%<br>L   | 2<br>2%           | 20<br>17%<br>L  | 35<br>24%          | 73<br>24%       | 15<br>28%         | 87<br>25%                                       | 23<br>23% | 13<br>23%      |
| A couple with no children                                  | 104<br>21%<br>H | 29<br>22%      | 7<br>16%    | 13<br>21% | 13<br>19%      | 16<br>29%             | 25<br>18%       | 1<br>2%           | 11<br>14%<br>H    | 9<br>14%<br>H     | 32<br>29%<br>HIJ | 28<br>31%<br>AHIJ | 23<br>20%<br>H  | 35<br>23%          | 50<br>17%       | 19<br>36%<br>AO   | 62<br>18%                                       | 24<br>24% | 18<br>32%<br>Q |
| A family with children (includes single parent households) | 234<br>47%<br>P | 51<br>38%      | 21<br>53%   | 24<br>39% | 35<br>50%      | 24<br>44%             | 79<br>56%<br>BD | 14<br>34%         | 29<br>38%         | 30<br>46%         | 55<br>49%        | 54<br>60%<br>AHIM | 52<br>45%       | 66<br>45%          | 150<br>50%<br>P | 18<br>33%         | 169<br>49%                                      | 46<br>45% | 20<br>35%      |
| Other  | 30<br>6%        | 9<br>7%        | 2<br>4%     | 4<br>7%   | 3<br>5%        | 2<br>4%               | 9<br>7%         | 2<br>4%           | 6<br>7%           | 2<br>2%           | 4<br>3%          | 6<br>7%           | 11<br>10%<br>JK | 7<br>5%            | 21<br>7%        | 1<br>3%           | 19<br>6%  | 6<br>6%   | 5<br>9%        |
| Refused  | 9<br>2%         | 2<br>2%        | -           | 2<br>3%   | 3<br>4%        | -                     | 2<br>1%         | -                 | -                 | -                 | -                | -                 | 9<br>8%<br>A    | 4<br>3%            | 4<br>1%         | -                 | 5<br>2%   | 3<br>3%   | 1<br>1%        |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 7

D7. Gender:

|                 |                  | Area      |           |                |                |           |           | Income (\$,000) |                   |                |                   |                   |                 | Preferred Option |                 |                | Support For Redirecting Funds To Public Transit |                |           |
|-----------------|------------------|-----------|-----------|----------------|----------------|-----------|-----------|-----------------|-------------------|----------------|-------------------|-------------------|-----------------|------------------|-----------------|----------------|---|----------------|-----------|
|                 |                  | Sry/WR    |           |                |                |           |           |                 |                   |                |                   |                   |                 | Twin Build/      |                 |                |   |                |           |
|                 |                  | Vanc      | North     | Tri-C/         | Rich/Tsa/      | /N Del    |           | 25-             |                   | 45-            | 65-               |                   | DK/Ref          | Port Mann        | Extend          | Both           | Both  |                |           |
|                 | Total            | City      | Shore     | Bby/NW         | MR/PM          | Lad/S Del | /Lang     | <25             | <45               | <65            | <100              | 100+              |                 | /Widen           | Rapid           | Neither/       | Neither/  |                |           |
|                 | A                | B         | C         | D              | E              | F         | G         | H               | I                 | J              | K                 | L                 | M               | N                | O               | P              | Support   | Oppose         | Other/DK  |
| Total           | 500              | 134       | 40        | 63             | 69             | 54        | 140       | 40              | 78                | 66             | 111               | 90                | 114             | 148              | 299             | 53             | 342   | 102            | 56        |
| Unweighted Base | 500              | 134       | 40        | 63             | 69             | 54        | 140       | 38              | 71                | 66             | 106               | 97                | 122             | 149              | 292             | 59             | 345   | 104            | 51        |
| Male            | 247<br>49%<br>I  | 67<br>50% | 21<br>53% | 35<br>56%<br>E | 26<br>38%      | 26<br>48% | 71<br>51% | 16<br>40%       | 22<br>29%         | 34<br>52%<br>I | 68<br>61%<br>AHIM | 58<br>65%<br>AHIM | 48<br>42%       | 79<br>53%        | 136<br>46%      | 32<br>60%<br>O | 154<br>45%                                      | 60<br>59%<br>Q | 33<br>59% |
| Female          | 253<br>51%<br>KL | 67<br>50% | 19<br>47% | 28<br>44%      | 43<br>62%<br>D | 28<br>52% | 69<br>49% | 24<br>60%<br>KL | 56<br>71%<br>AJKL | 32<br>48%      | 44<br>39%         | 32<br>35%         | 66<br>58%<br>KL | 69<br>47%        | 163<br>54%<br>P | 21<br>40%      | 188<br>55%<br>R                                 | 42<br>41%      | 23<br>41% |

Proportions/Means: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S

## GVRD ConsumerScope April 2008 Transportation

## (WEIGHTED DATA)

Table 8

D8. Region:

|   | Total           | Area             |                 |                 |                 |                     |                     | Income (\$,000)   |           |           |                |                 |                 | Preferred Option |                 |               | Support For Redirecting Funds To Public Transit |                 |           |
|---|-----------------|------------------|-----------------|-----------------|-----------------|---------------------|---------------------|-------------------|-----------|-----------|----------------|-----------------|-----------------|------------------|-----------------|---------------|---|-----------------|-----------|
|   |                 | Vanc City        | North Shore     | Bby/NW          | Tri-C/ MR/PM    | Rich/Tsa/ Lad/S Del | Sry/WR /N Del /Lang | <25               | <45       | 45- 65-   | <100           | 100+            | DK/Ref          | Port Mann /Widen | Extend Rapid    | Both Neither/ | Support   | Oppose          | Other/DK  |
|   | A               | B                | C               | D               | E               | F                   | G                   | H                 | I         | J         | K              | L               | M               | N                | O               | P             | Q   | R               | S         |
| Total   | 500             | 134              | 40              | 63              | 69              | 54                  | 140                 | 40                | 78        | 66        | 111            | 90              | 114             | 148              | 299             | 53            | 342   | 102             | 56        |
| Unweighted Base   | 500             | 134              | 40              | 63              | 69              | 54                  | 140                 | 38                | 71        | 66        | 106            | 97              | 122             | 149              | 292             | 59            | 345   | 104             | 51        |
| Vancouver   | 134<br>27%<br>N | 134<br>100%<br>A | -               | -               | -               | -                   | -                   | 10<br>24%         | 18<br>23% | 19<br>28% | 30<br>27%      | 21<br>23%       | 38<br>33%       | 25<br>17%        | 99<br>33%<br>NP | 10<br>18%     | 95<br>28%                                       | 21<br>21%       | 18<br>32% |
| North Shore   | 40<br>8%        | -                | 40<br>100%<br>A | -               | -               | -                   | -                   | 3<br>7%           | 2<br>2%   | 6<br>9%   | 5<br>4%        | 11<br>12%<br>IK | 14<br>12%<br>IK | 12<br>8%         | 20<br>7%        | 7<br>14%      | 30<br>9%  | 6<br>6%         | 4<br>7%   |
| Burnaby/New West  | 63<br>13%       | -                | -               | 63<br>100%<br>A | -               | -                   | -                   | 7<br>17%<br>L     | 11<br>14% | 7<br>10%  | 21<br>18%<br>L | 6<br>6%         | 12<br>11%       | 13<br>9%         | 44<br>15%       | 6<br>11%      | 48<br>14%                                       | 13<br>12%       | 3<br>5%   |
| Tri-Cities/Maple Ridge/Pitt Meadows (Includes Coquitlam/Port Moody/Port Coquitlam /Anmore/Belcarra) | 69<br>14%       | -                | -               | -               | 69<br>100%<br>A | -                   | -                   | 3<br>6%           | 14<br>18% | 7<br>11%  | 18<br>16%      | 15<br>17%       | 11<br>10%       | 25<br>17%        | 40<br>13%       | 4<br>8%       | 46<br>14%                                       | 15<br>15%       | 7<br>13%  |
| Richmond/Tsawwassen/Ladner/ S. Delta  | 54<br>11%       | -                | -               | -               | -               | 54<br>100%<br>A     | -                   | 4<br>11%          | 11<br>14% | 7<br>11%  | 10<br>9%       | 10<br>11%       | 12<br>10%       | 9<br>6%          | 38<br>13%<br>N  | 7<br>14%      | 40<br>12%                                       | 8<br>7%         | 6<br>11%  |
| Surrey/White Rock/North Delta   | 112<br>22%      | -                | -               | -               | -               | -                   | 112<br>80%<br>A     | 8<br>19%          | 21<br>27% | 16<br>24% | 23<br>21%      | 23<br>26%       | 21<br>18%       | 48<br>32%<br>AO  | 50<br>17%       | 14<br>27%     | 65<br>19%                                       | 33<br>32%<br>AQ | 14<br>24% |
| Langley/E. to Aldergrove  | 28<br>6%        | -                | -               | -               | -               | -                   | 28<br>20%<br>A      | 7<br>17%<br>AIKLM | 2<br>2%   | 4<br>7%   | 5<br>4%        | 4<br>4%         | 6<br>5%         | 15<br>10%<br>O   | 8<br>3%         | 4<br>8%       | 17<br>5%  | 6<br>6%         | 5<br>8%   |

Proportions/Mean: Columns Tested (5% risk level) - A/B/C/D/E/F/G - A/H/I/J/K/L/M - A/N/O/P - A/Q/R/S