



Regional Plan Association

... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.

235 East 45th Street • New York, New York 10017 • (212) 682-7750

NEWS RELEASE

No. 1189
April 11, 1973

For Further Information Call:
William B. Shore
(212) 682-7750 (office)
(914) 631-0053 (home)

FOR RELEASE: p.m.'s Thursday
April 12, 1973

TRANSIT (INCLUDING SUBSIDIES) STRONGLY FAVORED ON REGIONAL TOWN MEETING BALLOTS; CONTINUED EXPRESSWAY BUILDING ALSO SUPPORTED.

More than nine out of ten participants in Regional Plan Association's Town Meeting on Transportation favored "more reliance on public transportation" in the New York Urban Region, and nearly as many were willing to pay part of the cost in government subsidies. At the same time, only 45 percent wanted to slow or stop expressway construction in the Region.

Some 17,000 ballots have been received from the second of the series of five Town Meetings on regional issues, centered around a one-hour television documentary shown 22 times on 18 television stations between New Haven and Trenton on March 31, April 1 and April 2--including every New York City station.

More than 4,000 ballots have been tabulated--enough, according to George Gallup, Jr., who is supervising the ballot count, to clearly indicate the voting trends.

The ballots have come from persons who tend to be better educated and to have higher incomes than the population at large. The age distribution of the Town Meeting participants is not substantially different from that of the Region's population 14 years of age or older, however, Blacks and Puerto Ricans and New York City residents are underrepresented among the respondents. (A comparison of participants on the Housing and Transportation Town Meetings with the Region's population is attached.)

Support For Transit

Public policies should encourage more reliance on public transportation, according to 92 percent of the Town Meeting participants. Among the methods of achieving more public transportation, the strongest endorsement was for government subsidies for public transportation: 86% of the respondents favored some form of operating subsidy. Land use controls which would cluster higher density buildings near transit stops were favored by 67%. However, only 47% were willing to raise the densities of residential development in the Region so that more apartments and town houses are built in lieu of detached one-family dwellings; fully 40% opposed such a shift. The rest had no opinion. In other words, the Region seemed to be most willing to pay for more transit with money, quite willing to re-arrange land uses but less willing to change the housing types in order to encourage transit.

The balloting indicates that extreme positions--either no fare subsidy at all, or complete fare subsidy (free transit) are favored only by small minorities, less than one-sixth of the vote in each case. Two-thirds favored partial subsidy, either just enough to prevent fares from rising faster than the cost of living, or enough to bring fares down. The sentiment for free transit is stronger in New York City than in the Region as a whole and stronger among lower-income residents.

Over two-thirds of the respondents favored some state or regional financing of transit deficits, and more than half said the federal government should contribute. By contrast, less than one-third believed that municipalities or counties should pay, and only one-quarter said the motorist should pay. More respondents in every age, education, income and race category favored state, regional and federal subsidies than local, county or motorist subsidies.

Aside from more compact land use arrangement and larger operating subsidies, new construction of transit lines is also required to encourage more reliance on public transportation, the film and book pointed out. Participants were asked: "What new rail construction should get next priority?" About the same percentage choose each of three types of construction: 1. Extend existing subways, 2. Re-build the present subway system, and 3. Link up suburban railroads in the core of the Region. Each one of these options got 50% or more of the vote. Only 43% voted for extending the suburban rail lines into outer areas of the Region.

Pedestrian Space

The Town Meeting participants voted 5 to 1 in favor of pedestrian malls; the more radical step of banning cars from entire precincts in cities also was favored, but only 3 to 2. The preference for malls and car-free precincts increased with income and education; in the endorsement of these ideas, there was little difference in the vote of people who work in Manhattan and those who do not.

Overcoming Highway Congestion

Congestion pricing--imposing higher peak hour tolls and fares as a means of reducing congestion--was rejected by almost 2 to 1. However, opposition to it was weaker among the higher income brackets.

In line with the opposition to congestion pricing, at least some construction of more expressways was generally favored. Only 25% favored halting highway construction completely, and 20% more voted to slow but not stop construction. On the other hand, 19% wanted to accelerate expressway construction, and another 36% were satisfied with the present rate.

As to where the new expressways should be built, 86% favored construction in built-up areas, where local opposition has been most pronounced, but where the travel time saved would be greatest. Only 28% favored expressway construction in open unbuilt areas, where most of it has been taking place lately. Anti-highway sentiments were strongest among those 55 years old or older, while pro-highway sentiments were strongest in the age group of 18 to 29. Anti-highway attitudes tended to rise with rising income and education.

New Technology

The vote on new technology in transportation gave the strongest endorsement to the type of systems which currently get the least attention from the federal government: new systems of high-speed underground travel within cities (such as Gravity Vacuum Transit). Research on high-speed intercity travel, which now receives most federal transportation study funds, ranked second in order of priority, while public transit for smaller cities (such as Personal Rapid Transit) and new power and guidance systems for private vehicles ranked, respectively, third and fourth. Votes for the first two, which can be characterized as high-density urban modes, ranked above the two low-density modes not only in New York City but in the suburban counties as well.

Among the 4,300 Town Meeting participants whose vote on transportation issues has been tabulated so far, 83% watched the film on television, 33% read newspaper articles on CHOICES issues, 11% reported they read How To Save Urban America, and 42% discussed the issues in groups. Only 13% reported filling out the questionnaire without having done any of the above. The vote favoring changes in policy tended to be higher among those who watched the programs or read pertinent material, and the proportion of undecided votes tended to be lower among those who discussed the issues in groups.

Added Housing Ballots

Ballots from the first Town Meeting, March 17-19, continue to come in; they now total 42,500 with 33,000 tabulated. Compared to the results announced two weeks ago, when 14,000 ballots had been processed, there was little change either in the kind of people voting or their opinions except for the apparent addition of ballots from a large number of high school students. These came from all parts of the Region. A striking feature of these additional ballots is the number of high schools participating.

Support for policy changes dropped slightly in most Choices: for a state-wide school tax from 64% to 62%; for allowing less expensive housing to be built on vacant land dropped from 53% to 49% (compared to 45% opposing); for encouraging the transfer of management responsibility for deteriorating housing to tenants and community groups dropped from 82% to 79%; for more investment in rehabilitating deteriorating housing from 74% to 71%; for building most subsidized low-income housing outside the ghetto from 43% to 40% (still the preferred Choice); and for a subsidy for middle-income housing in the cities from 55% to 52%.

(Summaries of ballot results currently tabulated are attached.)

County Representation

Geographically, response has been heaviest from the suburban counties and those just beyond the older suburbs. New York City and counties on the fringe of the Region are underrepresented as a whole. (A list comparing participation by county is attached. When all the ballots are in, detailed responses by county will be released.)

Future Town Meetings

The third in the Choices for '76 Town Meeting series, on the Environment, will take place Saturday, Sunday and Monday. In addition to the 23 film showings

on television, thousands will meet to discuss the issues in offices, churches, schools, colleges and clubrooms.

The fourth Town Meeting will take place April 28-30 on Poverty, the fifth May 12-14 on Cities and Suburbs.

Regional Plan Association, sponsor of the series, has been studying and making recommendations on development policies for the New Jersey-New York-Connecticut Region since the 1920's. It is a nonprofit civic organization. Financing for the CHOICES series has come from the U.S. Department of Housing and Urban Development, corporations and foundations.

Television Viewers

"We have hard data to indicate that on the New York VHF stations, there were 910,000 home impressions of the Housing Town Meeting film," according to John P. Keith, President of Regional Plan. "Since many of those watching were in viewer groups and since New Haven VHF and 11 UHF stations were not included nor were the several groups and schools who watched on film and videotape (not over television), we estimate that the number of persons who saw the Housing Town Meeting documentary is about three million."

WHO VOTED: COMPARED TO THE REGION'S POPULATION

	<u>N.Y. Region Population</u>	<u>Housing Ballots</u> (32,999)	<u>Transportation Ballots</u> (4,286)
<u>AGE</u>			
14-17	9.4%	10.1%	8.0%
18-21	7.9	6.0	5.0
22-29	14.8	14.8	14.7
30-34	7.7	11.9	11.4
35-44	16.2	20.8	20.3
45-54	16.6	18.3	18.2
55-64	13.6	10.5	12.0
65 and over	<u>13.9</u>	<u>5.5</u>	<u>7.5</u>
	100.0%	97.8%*	97.2%*
<u>EDUCATION</u>			
No High School	47.4%	12.4%	12.5%
High School Graduate	30.8	14.0	11.6
Some College	9.2	23.8	22.8
College Degree)		26.0	26.7
Graduate Degree)	<u>12.6</u>	<u>23.9</u>	<u>26.5</u>
	100.0%	100.0%	100.0%
<u>INCOME</u>			
Under \$4,000	20.5%	3.1%	3.5%
\$4,000-8,500	24.2	9.0	8.9
\$8,500-13,000	23.4	19.8	18.8
\$13,000-20,000	16.7	29.5	26.9
\$20,000-35,000	11.3	27.9	29.9
Over \$35,000	<u>4.0</u>	<u>10.7</u>	<u>12.1</u>
	100.0%	100.0%	100.0%
<u>RACE-ETHNIC</u>			
White	80.2%	90.5%	93.5%
Black	13.7	5.3	4.2
Puerto Rican	5.3	2.9	1.1
Other	<u>0.8</u>	<u>1.5</u>	<u>1.4</u>
	100.0%	100.0%	100.0%

* Does not total 100% because under 14 not included



'What'll it be--the Regional Plan Associations TV town meeting series

(How to Save Urban America) or The Flintstones?'

Courtesy THE WESTPORT NEWS - Westport, Connecticut, March 7, 1973

NOTE: This cartoon may be reproduced at no cost as long as the credit line to The Westport News is attached.

HOUSING TOWN MEETING -- GEOGRAPHIC PARTICIPATION (32,999 ballots)

High Participation Counties

Fairfield, Conn.
Middlesex, N.J.
Monmouth, N.J.
Morris, N.J.
Somerset, N.J.
Union, N.J.
Rockland, N.Y.
Westchester, N.Y.

Medium Participation Counties

New Haven, Conn.
Bergen, N.J.
Essex, N.J.
Hunterdon, N.J.
Mercer, N.J.
New York, N.Y.
Richmond, N.Y.
Dutchess, N.Y.
Nassau, N.Y.
Orange, N.Y.
Putnam, N.Y.
Suffolk, N.Y.
Sullivan, N.Y.

Low Participation Counties

Litchfield, Conn.
Hudson, N.J.
Ocean, N.J.
Passaic, N.J.
Sussex, N.J.
Warren, N.J.
Bronx, N.Y.
Kings, N.Y.
Queens, N.Y.
Ulster, N.Y.

TOWN MEETING ON HOUSING Ballot

Preliminary

Results of 32,999 ballots
as of 4/6/1972

Please tell us a little about yourself below so that your views on the issues can have their full impact. THIS BALLOT IS ANONYMOUS. Your personal responses cannot be traced to you as an individual.

ZIP CODE of your home address,
(refer to your Phone Book for ZIP)

ZIP CODE of the address where you
regularly work, study or carry out
daily activities.

AGE. Enter the years of your age.

SEX. Enter 1 for Female, 2 for Male.

How many children under 18 live in
your household? Leave blank if none.

Do you feel you should have had more
information on a CHOICE in this ballot?
If so, enter the number of the CHOICE.

PLEASE CIRCLE THE NUMBER OF YOUR CHOICE

Do you consider yourself: (Circle as many as apply)

- 1. Black 5%
- 2. White 90%
- 3. Other than Black or White 2%
- 4. Puerto Rican 3%

What is your approximate annual family income?

- 1. Under \$4,000 3%
- 2. \$4,000-\$8,500 9%
- 3. \$8,501-\$13,000 25%
- 4. \$13,001-\$20,000 23%
- 5. \$20,001-\$35,000 28%
- 6. Over \$35,000 11%

How far have you gone in school?

- 1. No High School diploma 12%
- 2. High School diploma 14%
- 3. Some education after High School 24%
- 4. Four year college degree (B.A., B.S.) 26%
- 5. Graduate or professional degree 24%

In participating in this Town Meeting did you:
(Circle as many as apply)

- 1. Watch the television program? 80%
- 2. Read newspaper articles on CHOICES issues? 42%
- 3. Read "HOW TO SAVE URBAN AMERICA," the CHOICES background book? 10%
- 4. Discuss the issues in a group? 40%
- 5. None of these 11%

PLEASE CIRCLE THE NUMBER OF YOUR CHOICE

CHOICE 1. Would you favor or oppose replacing local school taxes with some form of a state-wide tax?

- 1. FAVOR 62%
- 2. OPPOSE 33%
- 3. NO OPINION 5%

CHOICE 2. To allow the construction of more private housing, would you favor or oppose zoning more vacant land for less expensive housing (attached or on small lots), even if some zoning responsibility were shifted to county or state governments?

- 1. FAVOR 49%
- 2. OPPOSE 45%
- 3. NO OPINION 5%

CHOICE 3. Do you favor or oppose allowing more mobile home parks in this Region, providing they conform to high design standards?

- 1. FAVOR 50%
- 2. OPPOSE 44%
- 3. NO OPINION 6%

CHOICE 4. Do you favor or oppose public programs which encourage the transfer of management responsibility for deteriorating housing from private owners to tenant groups and community organizations?

- 1. FAVOR 79%
- 2. OPPOSE 16%
- 3. NO OPINION 5%

CHOICE 5. Do you favor or oppose greater public investment in rehabilitating and maintaining older city housing?

- 1. FAVOR 71%
- 2. OPPOSE 24%
- 3. NO OPINION 5%

CHOICE 6. Where should most new subsidized (government assisted) housing for low-income people be built? (Circle one)

- 1. Predominantly in ghetto areas 35%
- 2. Outside ghetto areas 40%
- 3. No more subsidized housing should be built 16%
- 4. No opinion 9%

CHOICE 7. If low-income housing were to be located away from ghetto areas, what principle should govern site selection? (Circle one)

- 1. Require each municipality, regardless of location, to accept a "fair share" of new low-income housing 23%
- 2. Place low income housing only near jobs and public transportation 65%
- 3. No opinion 12%

CHOICE 8. Would you favor or oppose a shift away from building public housing projects for low-income families toward providing them with a "housing allowance" that enables them to purchase or rent moderate-income housing in the private market?

- 1. FAVOR 40%
- 2. OPPOSE 52%
- 3. NO OPINION 8%

CHOICE 9. To encourage middle-income people to live in cities, would you favor or oppose greater subsidies for middle-income housing in cities?

- 1. FAVOR 52%
- 2. OPPOSE 38%
- 3. NO OPINION 10%

TOWN MEETING ON TRANSPORTATION
Ballot

Preliminary

Results of 4,286 ballots
as of 4/10/1972

Please tell us a little about yourself below so that your views on the issues can have their full impact. THIS BALLOT IS ANONYMOUS. Your personal responses cannot be traced to you as an individual.

ZIP CODE of your home address,
(refer to your Phone Book for ZIP)

ZIP CODE of the address where you
regularly work, study or carry out
daily activities.

E. Enter the years of your age.

SEX. Enter 1 for Female, 2 for Male.

How many children under 18 live in
your household? Leave blank if none.

Do you feel you should have had more
information on a CHOICE in this ballot?
If so, enter the number of the CHOICE.

PLEASE CIRCLE THE NUMBER OF YOUR CHOICE

Do you consider yourself: (Circle as many as apply)

1. Black 4% 2. White 94% 3. Other than Black or White 1%
4. Puerto Rican 1%

What is your approximate annual family income?

1. Under \$4,000 4% 2. \$4,000-\$8,500 9% 3. \$8,501-\$13,000 19%
4. \$13,001-\$20,000 27% 5. \$20,001-\$35,000 30% 6. Over \$35,000 12%

How far have you gone in school?

1. No High School diploma 13%
2. High School diploma 12%
3. Some education after High School 23%
4. Four year college degree (B.A., B.S.) 27%
5. Graduate or professional degree 27%

In participating in this Town Meeting did you:

(Circle as many as apply)

1. Watch the television program? 83%
2. Read newspaper articles on CHOICES issues? 33%
3. Read "HOW TO SAVE URBAN AMERICA," the CHOICES background book? 11%
4. Discuss the issues in a group? 42%
5. None of these 13%

PLEASE CIRCLE THE NUMBER OF YOUR CHOICE

- CHOICE 1.** Should public policy in the New York-New Jersey-Connecticut Region encourage more reliance on public transportation?
1. FAVOR 92% 2. OPPOSE 5% 3. NO OPINION 3%
- CHOICE 2.** To encourage more public transportation use do you favor or oppose:
A. Building more townhouses and apartments and fewer one-family houses?
1. FAVOR 47% 2. OPPOSE 40% 3. NO OPINION 13%
B. Clustering higher density buildings near transit stops?
1. FAVOR 67% 2. OPPOSE 24% 3. NO OPINION 9%
- CHOICE 3.** How should fares on public transportation be subsidized, if at all? (Circle one)
1. Enough to keep up with the cost of living 35%
2. Enough to reduce them 35%
3. Enough to have free transit 15%
4. Not at all 14%
- CHOICE 4.** If public transportation is subsidized, who should pay? (Circle as many as apply)
1. The motorist 26%
2. The municipality or county 30%
3. The State and/or Region 68%
4. The Federal Government 55%
- CHOICE 5.** What new rail construction should get next priority? (Circle as many as apply)
1. Re-build existing subways 51%
2. Extend existing subways 53%
3. Link up suburban railroads at the center 50%
4. Extend suburban railroads into outer areas 43%
- CHOICE 6.** Do you favor or oppose improving pedestrian amenities by:
A. Converting selected streets into pedestrian malls?
1. FAVOR 77% 2. OPPOSE 15% 3. NO OPINION 7%
B. Banning cars from entire precincts in cities?
1. FAVOR 53% 2. OPPOSE 38% 3. NO OPINION 10%
- CHOICE 7.** Would you favor or oppose imposing higher prices, such as tolls and fares during peak hours and lower prices during off-hours to reduce travel congestion?
1. FAVOR 34% 2. OPPOSE 61% 3. NO OPINION 5%
- CHOICE 8.** How many expressways should be built? (Circle one)
1. Just enough to keep up with additional cars 36%
2. More than that 19%
3. Less than that 20%
4. None at all 25%
And where should they be built? (Circle one or both)
1. In developed areas, with heavy traffic 86%
2. In open areas, with little traffic 28%
- CHOICE 9.** What should be the main objective of new transportation technology? (Circle as many as apply)
1. High-speed surface travel between urban centers 63%
2. High-speed underground travel within urban areas 66%
3. Public transit for smaller cities 47%
4. New power and guidance systems for private vehicles 35%

THE REGION'S AGENDA

VOLUME III, NUMBER 4

April, 1973

CHOICES FOR '76 BALLOT RESULTS ON HOUSING, TRANSPORTATION

An estimated three million persons watched CHOICES FOR '76 television town meeting on Housing. George Dessart, WCBS, liaison from the stations to CHOICES, called it extraordinarily

HOUSING: Votes tabulated: 36,068

large for a documentary film audience. By April 23, 45,000 Housing ballots and 27,000 Transportation ballots were in. Votes so far tabulated are shown below. Further analysis over.

TRANSPORTATION: Votes tabulated: 18,709

CHOICE 1. Would you favor or oppose replacing local school taxes with some form of a state-wide tax?
 * 1. FAVOR 62% 2. OPPOSE 32% 3. NO OPINION 5%

CHOICE 2. To allow the construction of more private housing, would you favor or oppose zoning more vacant land for less expensive housing (attached or on small lots), even if some zoning responsibility were shifted to county or state governments?
 1. FAVOR 49% 2. OPPOSE 45% 3. NO OPINION 6%

CHOICE 3. Do you favor or oppose allowing more mobile home parks in this Region, providing they conform to high design standards?
 1. FAVOR 49% 2. OPPOSE 44% 3. NO OPINION 7%

CHOICE 4. Do you favor or oppose public programs which encourage the transfer of management responsibility for deteriorating housing from private owners to tenant groups and community organizations?
 * 1. FAVOR 79% 2. OPPOSE 16% 3. NO OPINION 5%

CHOICE 5. Do you favor or oppose greater public investment in rehabilitating and maintaining older city housing?
 * 1. FAVOR 71% 2. OPPOSE 24% 3. NO OPINION 5%

CHOICE 6. Where should most new subsidized (government assisted) housing for low-income people be built? (Circle one)
 * { 1. Predominantly in ghetto areas 35% } 75% FAVOR CONTINUING LOW-INCOME PUBLIC HOUSING
 { 2. Outside ghetto areas 40% }
 3. No more subsidized housing should be built 17%
 4. No opinion 9%

CHOICE 7. If low-income housing were to be located away from ghetto areas, what principle should govern site selection? (Circle one)
 1. Require each municipality, regardless of location, to accept a "fair share" of new low-income housing 23%
 * 2. Place low income housing only near jobs and public transportation 65%
 3. No opinion 12%

CHOICE 8. Would you favor or oppose a shift away from building public housing projects for low-income families toward providing them with a "housing allowance" that enables them to purchase or rent moderate-income housing in the private market?
 1. FAVOR 40% 2. OPPOSE 52% 3. NO OPINION 8%

CHOICE 9. To encourage middle-income people to live in cities, would you favor or oppose greater subsidies for middle-income housing in cities?
 1. FAVOR 53% 2. OPPOSE 38% 3. NO OPINION 9%

CHOICE 1. Should public policy in the New York-New Jersey-Connecticut Region encourage more reliance on public transportation?
 * 1. FAVOR 92% 2. OPPOSE 5% 3. NO OPINION 3%

CHOICE 2. To encourage more public transportation use do you favor or oppose:
 A. Building more townhouses and apartments and fewer one-family houses?
 1. FAVOR 47% 2. OPPOSE 40% 3. NO OPINION 13%
 B. Clustering higher density buildings near transit stops?
 * 1. FAVOR 66% 2. OPPOSE 25% 3. NO OPINION 10%

CHOICE 3. How should fares on public transportation be subsidized, if at all? (Circle one)
 * { 1. Enough to keep up with the cost of living 35% } 85% FAVOR SOME SUBSIDY
 { 2. Enough to reduce them 35% }
 { 3. Enough to have free transit 16% }
 4. Not at all 14%

CHOICE 4. If public transportation is subsidized, who should pay? (Circle as many as apply)
 1. The motorist 26%
 2. The municipality or county 31%
 * 3. The State and/or Region 68%
 4. The Federal Government 54%

CHOICE 5. What new rail construction should get next priority? (Circle as many as apply)
 1. Re-build existing subways 49%
 2. Extend existing subways 53%
 3. Link up suburban railroads at the center 51%
 4. Extend suburban railroads into outer areas 42%

CHOICE 6. Do you favor or oppose improving pedestrian amenities by:
 A. Converting selected streets into pedestrian malls?
 * 1. FAVOR 78% 2. OPPOSE 14% 3. NO OPINION 7%
 B. Banning cars from entire precincts in cities?
 1. FAVOR 54% 2. OPPOSE 36% 3. NO OPINION 10%

CHOICE 7. Would you favor or oppose imposing higher prices, such as tolls and fares during peak hours and lower prices during off-hours to reduce travel congestion?
 1. FAVOR 36% 2. OPPOSE 59% 3. NO OPINION 5%

CHOICE 8. How many expressways should be built? (Circle one)
 1. Just enough to keep up with additional cars 37% } 56% FAVOR CONTINUED OR FASTER HOLIDAY BUILDING
 2. More than that 19%
 3. Less than that 20%
 4. None at all 24%

And where should they be built? (Circle one or both)
 * 1. In developed areas, with heavy traffic 61%
 2. In open areas, with little traffic 22%
 3. NEITHER 28%

CHOICE 9. What should be the main objective of new transportation technology? (Circle as many as apply)
 1. High-speed surface travel between urban centers 63%
 2. High-speed underground travel within urban areas 66%
 3. Public transit for smaller cities 47%
 4. New power and guidance systems for private vehicles 35%

* New policies favored by a majority of all categories of voters: men and women, all income, education and age groups, blacks and Puerto Ricans, others.

Differences by Category: HOUSING

Generally, the more education, the more people favored suggested policy changes. Other differences by category: nonwhites and those earning less than \$4,000 favored a zoning shift to town houses and apartments far more strongly than others; those with children favored it less. Those with incomes below \$8,500 favored

mobile homes more than others while highest-income voters disapproved. Twice as many black respondents wanted public housing out of the ghetto as in and favored fair share distribution more than others did. Blacks, Puerto Ricans and those with incomes below \$4,000 favored housing allowances; others opposed.

Differences by Category: TRANSPORTATION

The older the respondent and the more education, the more likely to favor higher-density housing and clustering of higher-density buildings to support public transportation. Support for transit subsidies increased with increased education except that educated participants did not favor free transit in greater percentages. Low-income respondents favored free transit more than others.

The higher the income and longer the education, the more people favored pedestrian malls and keeping sections of cities free of autos. The more education, the less support for building highways; also the older the participants, the less support for added highways. Those below 18 were most in favor of more highways, and those below 20 nearly as favorable.

Who Voted?

Because the total is large, there is enough response from each category of voter to analyze separately; for example, there are about 1,300 votes from Puerto Ricans on Housing, and over 2,200 from blacks. However, as a percentage of the whole, the following voting groups are larger than their share of the Region's

population: those with college degrees (four times as many), those with incomes over \$13,000 (twice as many), and white non-Puerto Ricans (one-eighth more), age 30-54 (one-fourth more), residents of Westchester, Fairfield, Monmouth, Morris, Somerset, Union and Rockland Counties.

Who Did What?

More than four of five had seen the TV show before balloting; one in 10 read How To Save Urban America, the background paperback; two of five discussed the issues in a group; two in five read a

newspaper summary. Only about one in nine did none of these things before filling in the ballot. Among those, the "no opinion" vote was significantly higher and proposals for policy change generally received less support.

Next Town Meeting

The Town Meeting on Poverty will take place April 28-30, on Cities and Suburbs May 12-14. Ballots are available from most libraries and many banks as well as in 31 daily and many weekly newspapers. Discuss the issues in a group, then fill out your own ballot.