

11810

# SEA-TAC/COMMUNITIES PLAN



**community attitudes survey**

POS 807572

**PORT OF SEATTLE**

**KING COUNTY**

The Social Impact of the Seattle-Tacoma Airport  
on the Community

By

Fred E. Fiedler  
University of Washington

and

Judith Fiedler, Principal Investigator  
Battelle Memorial Institute  
Pacific Northwest Division  
Human Affairs Research Centers

March 1974

The preparation of this report was financed in part through an Airport Master Planning Grant from the Federal Aviation Administration under the provisions of Section 13 of the Airport and Airway Development Act of 1970.

POS 807573

## INTRODUCTION

This study investigates the impact of the Sea-Tac International Airport on the life of the surrounding community. It examines how the residents of an airport community and of appropriate comparable areas cope with various environmental problems.

Sea-Tac is the 15th largest airport in the United States. During the year 1973 it handled 5,300,000 passengers and 375 flights per day. It covers over 2,000 acres and is clearly the dominant feature of the surrounding area. The airport is staffed by 7,000 employees, and managed by the Port of Seattle, a regional governmental body headed by five elected Port Commissioners whose responsibility also encompasses the harbor and shipping facilities.

This particular study was commissioned by the Port of Seattle and King County, Washington as part of the Sea-Tac International Airport Vicinity Master Plan Study. A section of the report deals with questions of concern to the Metropolitan Municipality of Seattle ("Metro") which has a direct interest in the drainage problems surrounding Sea-Tac. The more general questions concerning the public's stance on related ecological matters are of special interest to King County's Department of Community Development.

Our approach to the study has been based on the belief that we cannot assess the social impact of Sea-Tac unless we carefully compare the responses of residents living in its vicinity with those of residents who live in reasonably comparable areas elsewhere. This study involved a survey of (a) residents living in high, medium and low noise zones within the Highline area in which Sea-Tac is located,

**POS 807574**

as well as (b) residents outside the psychological orbit of the airport who would be unlikely to ascribe their problems and those of their community to living within the airport's vicinity.

One comparison area, chosen in consultation with the King County Department of Land Use Management, was Shoreline, situated immediately to the north of the City of Seattle. A second comparison group, contacted by telephone, consisted of a random sample of telephone subscribers throughout King County.

POS 807575

## METHODOLOGY

### Sample

Samples were randomly chosen from three groups: residents of the Highline School District, residents of the Shoreline School District, and residential telephone subscribers in King County at large. Using County maps indicating all housing units, the total numbers of units were arrayed and listed by block. Selection was by interval, after a random start.<sup>1</sup> This procedure provided the sample of households for the Highline and Shoreline areas.

For the telephone sample, information was obtained from the companies serving King County as to the total number of working telephone numbers, not assigned as blocks to any institutions, for each three-digit exchange. Four-digit random numbers were then chosen proportionally for each exchange, to provide the listings of telephone numbers to be used. This method allowed us to compensate for unlisted numbers in each exchange. (Estimates of unlisted private numbers range from 15 to 30 percent for various sections of urban areas.<sup>2</sup>)

---

<sup>1</sup>In this method of sampling, all units are listed consecutively. The sampling interval is calculated by dividing the total number of units by the sample members desired. The result is then applied systematically to the list, to produce the sample.

<sup>2</sup>A defect of this method was the inability to identify recently disconnected, not assigned, or non-residential telephones. These were quickly screened out by operator intercepts, or during the first seconds of conversation. However, the unexpectedly large number of such cases necessitated the selection of a supplementary sample of telephone listings during the course of the survey, by a procedure identical to that used in the first selection.

### Response

In general, acceptance and cooperation were satisfactory. Table 1 presents these results. Tables are displayed at the end of the report starting with page 28.

In some cases, it is more meaningful to report certain results of a survey in terms of the percentage of the total sample, and in others as the percent of the respondents who answered a particular question. Thus, we may wish to know the percentage of the total sample who have heard of the Port of Seattle. We shall refer to this type of statistic as percent of the sample, or percent of the residents. At other times we may want to know how those who answered the question responded (for example, how many of those who know about the Port think it is doing a good job?). In the latter case, it is appropriate to refer to percentages of the respondents. This shall be indicated on each table. Where noticeable differences between the noise zones within Highline are found, these results are separately presented in the tables.

### Characteristics of the Sample

Three hundred and two individuals were interviewed in the Highline area, 98 in Shoreline, and 316 County-wide. The demographic data for all three samples are shown in Table 2. The figures in parentheses indicate the corresponding medians from 1970 Census data. As is shown, in those cases in which comparisons can be made, the medians for our sample members approximate those of the Census data.

POS 807577

The Highline area was further subdivided into three zones, on the basis of noise level measurements provided by the Port's noise consultants.<sup>3</sup> The zones correspond to those shown on Sea-Tac Communities Plan Noise Exposure Forecast, Baseline Option 1, 1973, as bounded by the contour lines indicating a High Noise Zone (HNZ) at 35 level NEF, a Medium Noise Zone (MNZ) at 25-34 NEF readings, and a Low Noise Zone (LNZ) at less than 25 NEF.

Of the 302 respondents in Highline, 49 (16.6 percent) resided in the HNZ, 119 (39.5 percent) in the MNZ, and 132 (43.9 percent) in the LNZ. Estimates based on the 1970 U. S. Census totals for the equivalent areas show the proportion of residents to be 18.4 percent in the HNZ, 35.9 percent for the MNZ, and 45.7 percent for the LNZ.<sup>4</sup>

Only slight differences appear between the noise zones when length of residence is considered (see Table 3). Comparative figures for Shoreline and King County are presented in Section E of Table 2. Table 4, however, shows a lower percentage of homes in the HNZ with two adults (50 percent) than is the case for the other samples.

### Interviewers

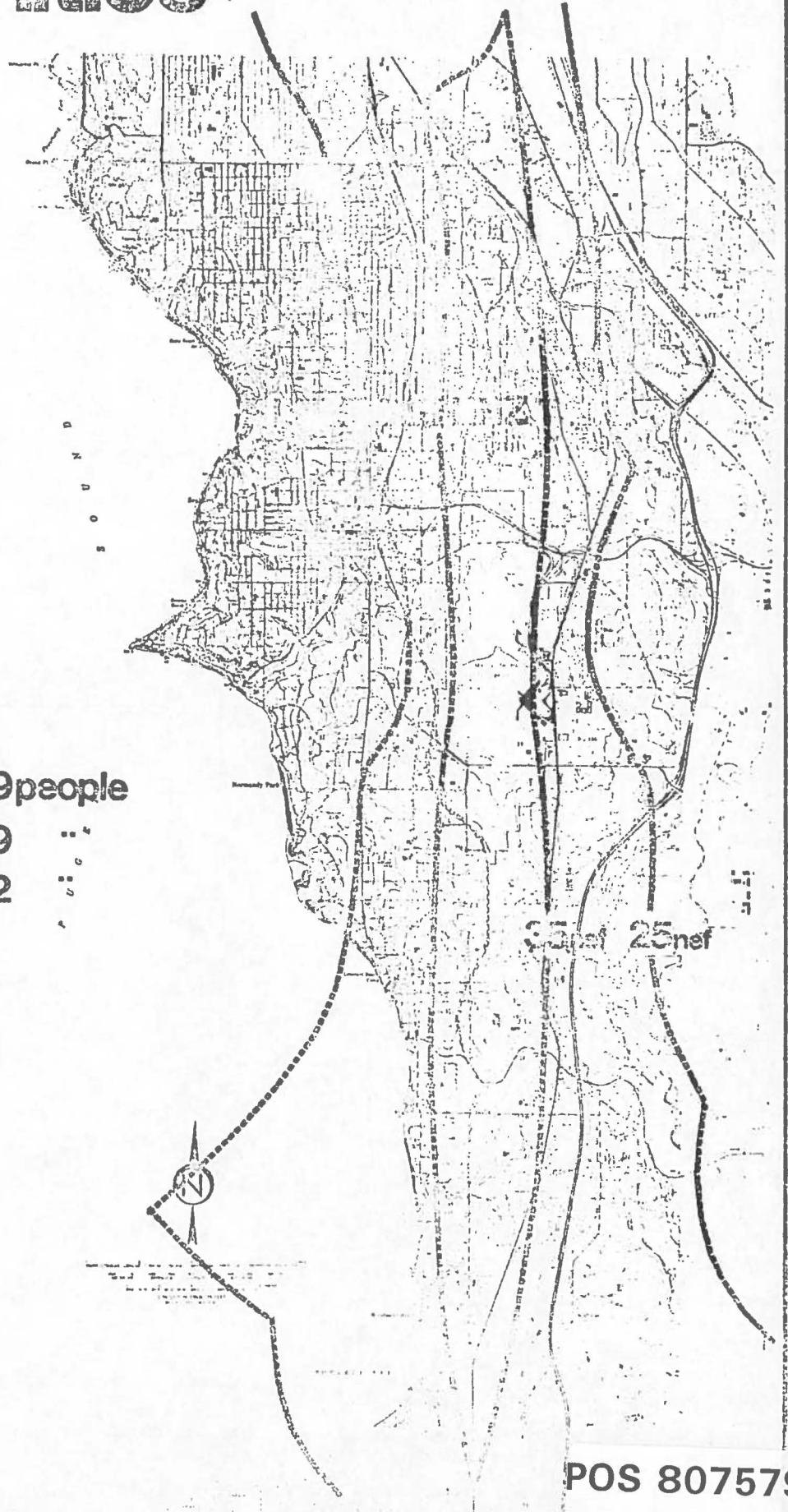
A group of 11 interviewers was recruited and trained for the study. They were instructed on some general aspects of the research,

---

<sup>3</sup>MAN, Inc., and R. Towne and Associates

<sup>4</sup>Two respondents could not be properly classified by address for placement in a noise zone. There is, therefore, a slight discrepancy (0.6 percent) between figures given for Highline as a whole and the analysis by noise zone in the following tables.

# sea-tac communities plan



**HNZ - 16.6% or 49 people**

**MNZ 39.5% 119** ::::

**LNZ 43.9% 132** ::::



SPONSORS  
port of seattle  
king county

**POS 807579**



as well as in specific details of question interpretation and interviewing procedure. They were also provided with written instructions.

#### Data Collection

Following construction and pretest of the interview schedule (Appendix A) and selection of the sample, data collection began in May, 1973. It was completed by July 15, 1973, with concurrent interviewing in all three samples during this period.

Each household in the sample in Highline and Shoreline received a letter before the initial contact by the interviewer. The letter described the study in general terms, and requested cooperation (Appendix B). While not all respondents recalled receiving the letter, it served as a useful introduction and explanation in most cases.

#### Verification

As the interview protocols were received, they were edited for completeness and accuracy and necessary corrections were made. From 10 to 15 percent of all interviewers' work was then verified by telephone.

POS 807580

## RESULTS

### Why do People Live Near Sea-Tac?

Considering the reputed noise and other problems associated with communities which are situated in the vicinity of airports, what are the main advantages and disadvantages which residents of Highline see in their neighborhood, and how do those compare with perceptions of residents of other areas?

The first question of this survey asked, "What things do you like most about living in this neighborhood?" Table 5 shows the first responses given to this question. The most often mentioned attractions of Highline are the area's convenient location (29.2 percent) and its quiet, uncrowded character (29.9 percent). In comparison, 40.8 percent of Shoreline respondents mentioned the quiet, rural character of their area as their first response. County respondents mentioned the rural character as well as the quality of the neighborhood to an almost equal degree.

What do they dislike about their neighborhood? Not surprisingly, Table 6 shows that the most frequent complaint of Highline residents (again as their first response) was airplane noise (22.7 percent). The major complaints in Shoreline are traffic, undesirable neighbors, and poorly kept up neighborhoods. The King County sample appears to be the most satisfied with place of residence; 41.2 percent found nothing to complain about.

When asked what they consider the most serious problem in their community right now, 19.7 percent of the total Highline sample mentioned airplane noise, as against 2.9 percent of the County

sample and no one in the Shoreline sample (see Table 7).

Responses by Noise Zones. A more detailed analysis of the Highline responses from the High, Medium, and Low Noise Zones indicates no statistically significant differences to the question of why people like Highline. As indicated before, 29.9 percent of all Highline respondents commented on the quiet, peaceful, rural nature of the area. (By noise zones, these percentages are, 23.5 percent for the HNZ and 32.5 percent for the MNZ residents.)

However, when asked what they disliked about the area, Table 8 shows that 48 percent of the HNZ sample as against 26.3 percent of the MNZ and only 9.8 percent of the LNZ sample complained about the airplane noise. In the HNZ, 43.1 percent considered airplane noise the most serious problem in the community, as compared with 22.6 percent in the MNZ, and 7.8 percent in the LNZ. Residents' subjective experiences clearly correspond to the noise levels.

#### Would Residents Want to Move?

Several questions asked whether the resident would want to move if equivalent housing were available elsewhere, and, if so, to which area he would prefer to move (see Table 9). In Highline, 60.9 percent would want to move. This proportion is somewhat larger than the corresponding proportions in Shoreline (52.3 percent) or King County (48.6 percent). However, 27.4 percent of the Highline residents who wish to move would move to another section close to the airport, whereas Shoreline and King County respondents who would move would prefer Seattle or more rural towns.

POS 807582

As shown in Table 10, most of those in Highline who would move say that they would do so because their preferred area is more rural (38.3 percent) and less noisy (14.9 percent) or more convenient (21.7 percent). The reasons given by King County and Shoreline residents appear quite similar.

Tables 9 and 10 also show responses by noise zones in Highline. When asked if they would wish to move, 26.0 percent in the HNZ, 33.0 percent in the MNZ, and 48.8 percent in the LNZ, indicated that they wish to stay in the area. Of those in the HNZ who would move, 34.0 percent would wish to move to another area near the airport (Burien, White Center, Normandy Park, Auburn, Kent, Federal Way, Des Moines, Tukwila or Renton). Table 10 shows that the desire to seek quiet does vary by noise zone. Twenty-five percent of those who would move out of the High Noise Zone gave as their primary reason their desire to get away from airplane noise. However, other reasons for wishing to move were even more important. Table 11 shows that 35 percent of the respondents in the HNZ would remain in their neighborhood if their house were to be sold, as against 48.8 percent and 46.0 percent in the MNZ and the LNZ.

#### The Noise Problem

Table 12 shows the reported source of noise for those who mentioned noise as a problem. In Highline, the source of the noise was overwhelmingly from airplanes (79.1 percent). Only 3.2 percent in Shoreline and 27.7 percent in King County mentioned airplanes as the noise source. Automobiles were the major sources in these areas.

POS 807583

Table 13 shows that the typical noise in Highline was of fairly short duration, fifteen minutes or less. The noise in Shoreline and King County was mostly of longer duration (more than 45 minutes).

Respondents who did not spontaneously cite noise as a problem were asked about it later in the interview. Table 14 gives the results. There is little difference between the three samples or between the noise zones within Highline. In Highline, 29 percent of this group admitted being bothered by noise when reminded of it. The corresponding figures for Shoreline and King County were 21.4 percent and 24.1 percent. The surprising figure is the rather high percentage who were not bothered by the noise. It should be remembered, of course, that Table 14 includes only the 209 Highline respondents who did not mention noise spontaneously. The other respondents in Highline did mention noise spontaneously, and, as Table 12 shows, indicated that this noise came primarily from airplanes.

Respondents who mentioned noise as a problem were asked whether it was changing for the better or the worse. The results reported in Tables 15 and 16 indicate a trend toward the worse over the past few years. This trend appears stronger in Highline than elsewhere (see Table 16).

#### Reported Effects of Noise on the Respondent and His Household

It is clear from the foregoing sections that the effects of noise are likely to be complex. On the one hand, the complaints about the noise are strong and numerous. On the other hand, the

majority of respondents living in the Highline area in which Sea-Tac is located seem to have come to terms with it.

This is again apparent from the questions asked about the effect of noise on the respondent (see Table 17). Reports of harmful physical or mental consequences as a result of the noise were unrelated to the actual noise level of the area. Thus, 57.6 percent of the King County respondents, 51.7 percent of the Shoreline respondents and 49.7 percent of the Highline respondents claimed that noise had caused them loss of hearing or sleep, or had brought about anxiety, nervousness and irritability (categories 1 and 2). Nor did the figures on these two categories vary much throughout the three Highline samples (45.7 percent in the HNZ, 47.6 percent in the MNZ, and 53.7 percent in the LNZ). In all samples, substantial proportions felt the noise had no effects or that they simply got used to it.

When respondents were asked how they attempted to cope with the effects of noise (see Table 18), the largest single response was that nothing really helps (74.0 percent in Highline, 83.3 percent in Shoreline, and 74.5 percent in King County). And while 47 percent of the respondents (23.5 percent of the sample) in Highline felt that there had been no effect on their recreational activities, 25.5 percent stated that it had affected their TV listening and their conversation (see Table 19). The percentage of Shoreline and King County residents who felt that there had been no effect on their recreational activity was considerably larger.

Residents of the HNZ made more changes in their houses and mode of living. Table 18 shows that 22.9 percent in the HNZ mentioned

POS 807584

that they installed sound proofing, acoustical tile, double doors, etc., while only 16.1 percent in the MNZ and 3.7 percent in the LNZ did so.

In the Medium Noise Zone, 17.7 percent stated that they kept doors and windows closed while 9.3 percent in the Low Noise Zone and no one in the High Noise Zone sample took this measure, perhaps because the latter felt that it would not really help. Table 19 shows differential effects on the recreational patterns within the noise zones of the Highline area. Communication, TV, and other recreation were hampered more in the HNZ than in the LNZ.

#### Observational Measures of the Effects of Noise

One way of determining the effects of noise on the quality of life is to observe the use which people make of the outdoor areas surrounding their homes, as well as the degree to which they keep doors and windows open. Since the King County area, and especially the sections of relevance in this report, have relatively few air conditioned houses, the number of closed doors and windows in summer provides a rough indication of the degree to which noise is seen as unpleasant and aversive.

We sampled a total of 151 single family residences in the Highline area around Sea-Tac including those right under the flight paths, and 121 similar residences in the Shoreline area during the same warm, sunny weekend. These were randomly chosen, although it should be recognized that the Shoreline area has somewhat higher family incomes and more expensive houses.

POS 807585

Open Doors and Windows. There were no marked differences between the two communities in this aspect. We found 44.6 percent open doors and windows in Shoreline, and 41 percent in the Highline area.

Yard Furniture. Lawnchairs, garden furniture, and other evidence of backyard use were found in 20.7 percent of the houses in the Shoreline district but in 42.3 percent of the houses in Highline. This is exactly opposite from what one might have anticipated, if noise from the airport made outdoor living in the area difficult.

Charcoal Sales. The effect on life style is also indicated by the sale of charcoal briquets in Highline and Shoreline supermarkets. The briquets serve primarily for outdoor barbeque cooking, and their use is therefore some indication of outdoor recreation or entertaining. The number of bales (50 pound units) sold per 1,000 customers during the summer months was estimated by managers of six different supermarkets and was almost identical in both areas. This again suggests that the airport has no substantial effect on the use of backyards in the general Highline area.

The data on open doors and windows, as well as on the presence of yard furniture, must, of course, be treated with considerable caution. By itself, this type of observation does not indicate that noise is irrelevant to the way people live in their houses and in the use they make of their backyards. Along with other data, however, this suggests that the effect of airplane noise does not markedly limit the summer life style of the residents living in its

POS 807586



vicinity (even though the residents in the HNZ reported these effects to a greater degree than did those of less impacted areas).

Attitude Toward Other Aspects of the Environment

In order to assess more general feelings about environmental problems, the respondents were asked to indicate how they would rank the importance of six factors which influence various environmental improvements. These are, (1) the cost of improvement, (2) the source of funds, (3) the speed of completing the work, (4) the preservation of natural beauty, (5) impact on other environmental systems, and (6) compensation to those who are inconvenienced by the improvement. The results are shown in Table 20.

Of those responding to the question, the preservation of the area's natural beauty was considered to be most important, followed by cost. Considered of least importance in making decisions of this type was the compensation to individuals who would be affected, and the speed with which the work was to be accomplished. While there were some differences among respondents from the three different samples, the differences were minor. The major concern of all three samples was with maintaining the beauty of the environment. However, the cost of improvement was a major consideration for all.

Only the residents of Highline were likely to be familiar with Miller and Des Moines creeks, and, even here, two-thirds (63.6 percent) did not recognize them, while 92.8 percent and 88.3 percent of the Shoreline and County respondents claimed no familiarity

POS 807587

with these two bodies of water.<sup>5</sup> Those who did know of Miller and Des Moines creeks had lived or visited nearby; a few knew of them through recreational use or through the media (see Table 21).

Recreational Use of Water. A large majority, between 70.8 percent and 77.9 percent of the respondents, felt that everyone should be able to use the water for recreational purposes without restrictions, while 12.1 to 17.7 percent believed that this should be limited to publicly owned land (see Table 22). An equally impressive majority felt that everyone should help to pay for improvement and maintenance of bodies of water (see Table 23). Sixty percent of the respondents at Highline, and 45.3 percent and 46.4 percent of the respondents in Shoreline and the King County sample said that the maintenance costs should be borne by special taxes and fees, or boat licenses, and about a third believed that present taxes should be used to cover these costs (see Table 24).

Table 25 shows how much respondents would be willing to pay for environmental development. Most would spend \$25 or less, but a few would spend substantially more.

Table 26 shows that most respondents were willing to pay their "fair share" as a fee to be used for environmental development. Some respondents felt they already pay enough.

How Should Storm Drainage be Handled? To the question, "Should

---

<sup>5</sup> Interviewers carried maps with the location of these streams marked and showed them to respondents who seemed uncertain about them. Thus, people who knew the streams but were not familiar with their names also had the opportunity to answer this question.

open spaces be utilized for temporary storage of storm water, or should storm drains be built?", 56.1 percent to 60.5 percent of the respondents in each area favored building drains, 22.4 percent to 30.2 percent favored the use of public open spaces (see Table 27).

Relatively few respondents felt able to offer specific suggestions as to what should be done about drainage and water pollution problems. Most often cited was legal control and enforcement of regulations, although in Highline almost the same number mentioned planning and development of drainage and sewage systems (see Table 28).

Table 29 shows that roughly two-thirds of the sample preferred a "whole system" approach to solving environmental problems, because problems and solutions overlap and a master plan avoids omission of important factors and is more efficient. Those who favored an approach involving one problem at a time also felt it was more efficient and enabled concentration of effort on the particular problem.

#### What is the Public Image of the Port of Seattle?

Given the impact of the Port Authority on the lives of Highline residents, as well as the noise for which they might hold the Port directly or indirectly responsible, how do Highline residents and others view the Port?

In Highline, 43.2 percent of respondents (44.6 percent in Shoreline and 53.4 percent in King County) stated that they were unfamiliar with the functions of the Port of Seattle. Most of the

POS 807589

respondents familiar with the Port of Seattle mentioned the airport and harbor facilities (see Table 30).

When those familiar with the Port of Seattle were asked how they had learned about it, 28.2 percent of the Highline respondents indicated that they were employed there or knew an employee, 38.9 percent had heard about it through the media, and 20.8 percent answered that they live near the airport (see Table 31). Information about the Port is more likely to come from the media for Shoreline and King County residents.

Highline respondents expressed "familiarity" with Sea-Tac Airport to a greater degree than did either Shoreline or County respondents. When asked specifically (see Table 32), 62.9 percent of the Highline sample, 19.4 percent in Shoreline, and 25 percent of the King County sample stated that their contact with Sea-Tac came from being employed there or knowing someone who was employed by the Port. In Highline, 25.2 percent of the sample had business at the airport, compared with 10.2 percent in Shoreline and 8.5 percent throughout the County. These figures show that nearly all members of the three samples have had contact with the activities of the Port of Seattle.

Since familiarity with an organization does not necessarily imply high esteem, it is of particular interest to determine how the community regards the Port.

How Well does the Port Fulfill its Functions? Table 33 shows that in Highline 77.1 percent of the respondents answered that the Port fulfilled its functions very well or moderately well. The

8.5 percent who thought the Port did not well or poorly made various complaints which included poor management, failure to protect the environment, and neglect of recreational facilities. The figures are similar among Shoreline and King County residents except that only 3.2 percent and 3.3 percent of the Shoreline and County samples feel that the Port is doing a poor or moderately poor job. The Port of Seattle thus enjoys a good reputation even among those who have the closest contacts with the airport and who are most troubled by the noise and air pollution which is often associated with its operations.

Considering the effects of noise on the Highline area, what are the differences in attitudes toward the Port between those strongly affected by noise and those less affected?

Those living in the Low Noise Zone are somewhat more positive in their attitudes about the Port than those living in the High Noise Zone. While 66.0 percent in the HNZ, 75.2 percent in the MNZ, and 83.1 percent in the LNZ feel that the Port is fulfilling its functions very well or moderately well, 12.0 percent in the HNZ, 7.7 percent in the MNZ, and 6.7 percent in the LNZ believe that the Port fulfills its functions not well or poorly. Not surprisingly, those in the High Noise Zone see the primary need in such public improvements as the regulation of airport noise (41.5 percent), while this is mentioned by only 19.5 percent in the MNZ and 5.6 percent in the LNZ. Accordingly, the resident of the HNZ expects the remedy to come from the Port Authority or the FAA (28.9 percent), while only 12.0 percent in the MNZ and 3.8 percent

POS 807591

in the LNZ look to these agencies for solution of their major problems.

The Resident and King County

The areas which were surveyed intensively, including most of Highline and all of Shoreline, are unincorporated and thus directly under the jurisdiction of the King County government. How much does the resident know about the services he receives from King County, how does he interact with the government structure in his community? Table 34 shows the results. When asked to enumerate the services provided by the local government, only 37.4 percent in Highline and 36.8 percent in Shoreline mentioned spontaneously that they obtain County road maintenance, snow control, and street light services; 27.8 percent in Highline and 41.9 percent in Shoreline mentioned and were able to rate the County police services they receive. Other County services are even less known, while some are assumed to be a County responsibility even though the County has no control over them (e.g., Blue Cross, water, garbage). The County Department of Public Works and the Department of Public Safety are indeed responsible for most of the areas which were surveyed in Highline and Shoreline, and those who did respond with knowledge were quite favorable in their judgment. Thus, 41.7 percent of the Highline residents who responded were very satisfied and 22.2 percent were somewhat satisfied with their road maintenance service; 52.5 percent were very satisfied, and 23.7 percent were somewhat satisfied with their police service. Only 17.6 percent were dissatisfied with road services and 14.4 percent were dissatisfied

POS 807592

with the police services in Highline. Likewise, those who mentioned them expressed considerable satisfaction with libraries, sewage, park, and other services, although most of the public simply did not mention these services as provided by the County.

Desired County Services. Table 35 shows that over 50 percent in each of the samples could not think of any additional services they desired. Of those who did respond, street and sidewalk installation and maintenance, and a County garbage service were the most frequently mentioned desires.

The proposed local county government centers obtained moderately favorable endorsement (see Table 36). While approximately one-third of the respondents considered them to be not useful, the other two-thirds felt that they served a useful purpose in providing information and general communication with County officials as well as other services.

Table 37 shows how respondents expect their neighborhoods to develop. Most respondents expect stability or a greater commercial build up. However, 11.6 percent of the Highline respondents expected deterioration due to the negative effects of airport proximity. This figure was 26 percent in the HNZ. The High Noise Zone, therefore, is seen as an area on its way down, at least as far as it can serve as a place to live.

#### What Neighborhood Changes Would be Desirable?

About half the residents seemed to be content with how things are at present (see Table 38); 42.4 percent of Highline respondents, 57.8 percent of the Shoreline respondents, and 50.8 percent of

POS 807593

respondents in the County sample did not mention any changes, wanted no change, or wanted to continue development in the present direction (Categories 1 and 2). Of those who desire change, 8.9 percent to 16.5 percent want better services and facilities (better sewers, lights, drainage, etc.). Also mentioned was better transportation, especially in Highline where 10.2 percent of the respondents specifically mentioned this problem.

With the exception of those in the High Noise Zone, most residents appear to be reasonably satisfied with their present place of residence. As we indicated before, most of them would like to remain in their present neighborhood if their home were to be sold.

Citizen Participation. To what extent are the residents of various areas involved in the affairs of their local government, their community, and to what extent do they feel represented or capable of effective action?

Each member of our samples was asked to name what he considered to be the most serious problem in his community right now. The responses to this question have already been discussed on page 7 of this report and are shown in Table 7.

Each respondent was later asked, "Earlier you mentioned \_\_\_\_\_ as a problem in this community.<sup>6</sup> In considering what should be done about this problem, who do you think speaks for you on this

---

<sup>6</sup>If no problem had been earlier cited, the question was appropriately reworded.



issue?" The majority in all three samples (58.0 percent in Highline, 55.2 percent in Shoreline, and 54.4 percent in King County) either said that they did not know who spoke for them or that nobody spoke for them on that issue. Of the remainder, 11.1 percent in Highline and 17.9 percent and 20 percent in Shoreline and in King County mentioned themselves or their neighbors and other local people. Various local, state, and federal agencies accounted for the rest. Highline residents mentioned local neighborhood organizations to a considerably greater extent than did Shoreline residents (9.1 percent vs. 1.5 percent), which suggests that there are more active and more effective neighborhood organizations in the Highline area.

When asked, "What should be done to solve the most serious neighborhood problem?", there is a general call for better law enforcement and, predictably in Highline, for better control of noise and flight patterns (see Table 40).

Who do you think should take this action to solve the most serious neighborhood problem (Table 41)? The most common response here was to name local government and local government agencies, which, along with police and courts, accounted for 37.7 percent in Highline and about 44 percent in the other two samples. The Port of Seattle and the FAA were singled out by a substantially greater proportion of Highline respondents (11.2 percent in Highline vs. 1.7 percent and 2.3 percent in Shoreline and King County), undoubtedly in connection with airplane noise problems.

Where the respondent mentioned a second most serious problem, the type of answers were similar in trend, although a larger

percentage of respondents did not feel that they had a spokesman (61.4 percent in Highline, 42.3 percent in Shoreline, 48.6 percent in King County), as shown in Table 42.

In general, the responses to the various questions dealing with local problems and their solution indicate a substantial reliance on local government for taking appropriate action, and to an interesting degree, reliance on local groups or individuals, especially in the Shoreline area, where 24.1 percent feel that their problems will be solved by individuals (see Table 41). This is also true for respondents in King County, but to a lesser extent in Highline where certain of the problems, for example, airplane noise, are simply not within the scope of local action.

The Role of Community Organizations. This survey made clear that many residents rely on community organizations for dealing with neighborhood and community problems. One-fifth of the respondents reported that they are members of one or more organizations of this type (Table 43), although this percentage undoubtedly includes individuals whose membership is quite marginal. Table 44 shows that most respondents consider these organizations to be very effective or somewhat effective.

#### Comparisons with Previous Findings

A study which included 367 telephone interviews was conducted in the spring of 1970 in White Center and Burien, which are included in the present study area of Highline. Some of the questions of the present survey were, by design, identical in wording so that we could identify any trends which might have occurred in the course

of the last three years. The time period is of particular interest since the spring of 1970 coincided with massive reductions in the Boeing work force. Serious unemployment and economic hardship was especially felt in the Highline area in which many Boeing workers lived.

The first question of the 1970 study asked what the respondent considered to be the most serious problem in his community, as well as a second and third problem. The same questions were asked early in the present study. It should be noted, however, that there are some major differences in the two studies. First and foremost, the 1970 study was conducted entirely by telephone (as was the King County section of the present survey). In telephone interviews, cooperation is somewhat more difficult to get. The respondent tends to answer less thoughtfully, and the interview generally has to be shorter. Second, the questions of the present 1973 study were part of a questionnaire which undoubtedly influenced the responses by previously drawing the respondent's attention to issues which might not have occurred to him spontaneously.

In general, as shown by Table 45, the focus of the perceived problems has shifted somewhat. Crime, traffic and drugs were the major issues in 1970 in Highline. In 1973, airport noise has become the major concern. Since the question about the most serious problem in the community occurred very early in both the 1970 and 1973 interviews, these responses can be considered to be fairly equivalent.

A second comparison question asked "..... who do you feel speaks for you on this issue?". The unrepresented group (Do not

know; nobody) consisted of 46.7 percent in 1970, and also came to 46.7 percent in Highline in 1973. The Shoreline sample in this study came to 37.8 percent, while the telephone survey of King County recorded 46.5 percent of respondents, almost identical to the Highline group. Thus, the number of residents in want of a spokesman remains large and essentially similar over the three year period.

Government officials of all types were previously seen as spokesmen by 6.3 percent of the Highline respondents in 1970. This percentage more than doubled to 15.9 percent, with local government and county council alone accounting for 7.0 percent. Thus, there has been an improvement in the reliance of the Highline resident on local government officials.

On the question of who acts in the resident's behalf, 25.2 percent of the 1970 respondents answered that they did not know or that nobody did. This answer remains almost identical, namely 25.5 percent, in 1973. While 40.9 percent of the 1970 respondents relied on the government for the solution of their neighborhood problems, 45.1 percent did so in 1973. Of those who mentioned government agencies, 19.6 percent looked to the police in 1970, while only 9.3 percent did so in 1973. In 1973, 17.9 percent mentioned local government, and 7.9 percent mentioned the Port of Seattle. Both of these categories are considerably larger than those for various local government agencies and officials mentioned by category in 1970.

Reliance on non-governmental civic organizations and on private individuals and private groups of local character correspondingly

POS 807598

decreased from a total of 32.8 percent in 1970 to 11.9 percent in 1973, with 5.6 percent citing reliance on industry and utilities.

In general, it seems fair to say that the reliance on local government, as well as the esteem in which it is held by the resident, seems to have risen over the last three years. On those issues in 1973, the responses of the Shoreline and King County samples are fairly similar to those in Highline. Shoreline and King County were not tested in 1970, but the rise in esteem of local government in 1973 may also apply to these areas.

CONCLUDING REMARKS

This survey represents a major effort to identify the social impact of the airport and the attendant ecological problems on the community and its residents. The individual living in the vicinity of the airport, and especially in the zone of highest noise impact, considers noise to be the most serious problem in the community. The effects of the airplane noise appear to be rather localized, although the specific effects on the life style and psychological well-being of the resident are far from clear. A substantial proportion of respondents in the High Noise Zone complain about psychological and physical effects as well as property damage. However, many others who choose to live there seem able to tune out the noise of airplanes or to ignore them in their daily lives, and this may well be a stunning testimonial to man's adaptability.

The residents in the High Noise Zone are obviously affected by airplane noise and a seemingly deteriorating neighborhood. Beyond this, there is no marked evidence that the community attitudes toward the Port of Seattle, toward local government, or toward the environment, are strongly influenced by living in the general vicinity of the airport. At least insofar as the data from this survey seem to indicate, the airport seems to have relatively little adverse effect on the community lying outside the immediate areas of high noise impact.

POS 807600

TABLES

TABLE 1

Response Rates for the Three Samples

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
Sample drawn	516	190	980
Eligible	466	166	471
Refused	57	19	155
Interviewed	302	98	316
Response rate	84.1%	83.7%	67.1%



TABLE 2

Characteristics of the Samples

	<u>High- line (N=302)</u>	<u>Shore- line (N=98)</u>	<u>King County (N=316)</u>
A. Occupation of household head			
1. Professional (BA and above)	9.4%	18.6%	14.6%
2. Managerial	9.4	14.4	15.9
3. Clerical/sales	10.8	15.5	14.2
4. Semi/professional skilled	16.2	14.4	13.3
5. Semi-skilled	44.8	29.9	31.7
6. Unskilled	2.4	1.0	1.3
7. Housewife	2.4	4.1	1.9
8. Student	1.0	1.0	2.3
9. Unclassified, unemployed	3.7	1.0	4.8
B. Education of household head	(12.5 yrs)	(12.6 yrs)	(12.5 yrs)
1. 8 years or less	8.4	4.1	7.5
2. 9 - 12 years	46.6	35.1	34.3
3. 13 - 15 years	33.4	35.1	28.4
4. 16 or more years	10.5	25.8	29.4
C. Total household income	(\$11,900)	(\$12,700)	(\$11,900)
1. Under \$5,000	14.9	9.2	14.6
2. \$5,000 - \$8,000	15.6	13.3	11.7
3. \$8,001 - \$12,000	21.2	20.4	23.4
4. \$12,001 - \$15,000	19.5	10.2	16.1
5. \$15,001 - \$20,000	14.6	20.4	10.4
6. Over \$20,000	11.9	20.4	12.0
7. Not reported	2.0	6.1	9.2

TABLE 2 (continued)

	High- line (N=302)	Shore- line (N=98)	King County (N=316)
D. Home ownership	74.5% (71.67)	83.7% (84.38)	67.8% (63.20)
E. Years in neighborhood			
1. Less than 1 year	12.3%	14.3%	14.9%
2. 1 - 3 years	18.6	15.3	14.2
3. 3 - 5 years	12.9	12.2	10.8
4. 5 - 10 years	17.2	18.4	20.3
5. 10 - 20 years	22.5	27.6	22.2
6. Over 20 years	14.9	11.2	13.3
(Figures in parentheses are 1970 U.S. Census medians.)			
F. Sex and family status of respondents			
1. Male, household head	46.7	41.8	26.6
2. Female, household head	16.9	16.3	19.3
3. Male, household member	2.7	3.0	6.0
4. Female, household member	32.8	37.8	45.8*
5. Not recorded	.9	1.1	1.9

\* This relatively high figure probably reflects a greater tendency of women to answer the telephone in their homes.

TABLE 3

Length of Residence by Noise Zone of the Highline Sample

<u>Years in neighborhood</u>	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>
Less than 1 year	9.8%	16.9%	9.4%
1 - 3 years	11.8	25.4	15.6
3 - 10 years	37.3	26.3	32.0
Over 10 years	41.2	31.4	43.0

TABLE 4

Number of Adults in Household

<u>Number of Adults in Household</u>	<u>Highline</u>				<u>Shore- line</u>	<u>King County</u>
	<u>All HL</u>	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>		
One	17.2%	18.0%	18.5%	15.9%	11.2%	20.0%
Two	66.9	50.0	68.9	72.0	70.4	67.3
Three or more	15.6	32.0	12.6	12.1	18.3	13.0

TABLE 5

Responses to the Question, "What things do you like most about living in this neighborhood?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know, nothing	9.4%	7.1%	5.4%
2. Quiet, rural, uncrowded	29.9	40.8	32.7
3. Convenient location	29.2	19.4	18.6
4. Good schools, recreation	3.0	5.1	2.6
5. Good public transportation	1.0	0.0	2.6
6. Quality of people and neighborhood	17.4	20.4	28.5
7. View, beauty	3.7	6.1	5.4
8. Miscellaneous	4.4	0.0	2.9
9. Prices, rents reasonable	1.7	1.0	1.0
Number of observations	297	98	311
Number missing	5	0	5

TABLE 6

Responses to the Question, "What things do you dislike about living in this neighborhood?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. No problem, satisfied, don't know	24.0%	29.8%	41.2%
2. Crime, vandalism, poor law enforcement	2.6	4.3	5.5
3. Drugs	0.0	0.0	.3
4. Lack or failure of public services, sewers, drainage, fire, etc.	2.3	2.1	1.3
5. Road and street maintenance and improvement	4.3	0.0	2.6
6. Lack of recreation facilities and programs	2.0	0.0	.6
7. Traffic	5.3	12.8	5.1
8. Neighborhood not kept up, poor housing	8.3	7.4	9.6
9. Noise, general, traffic, freeway	2.0	5.3	4.8
10. Airplane noise	22.7	1.1	2.9
11. Taxes, school finance, economic	2.7	6.4	2.9
12. Animal control	3.0	6.4	4.5
13. Quality of people	4.0	9.6	4.8
14. Poor planning	0.0	0.0	.3
15. Poor public transportation	0.0	7.4	2.6
16. Air pollution	0.0	0.0	1.0
17. Miscellaneous	17.5	7.4	9.6
Number of observations	300	94	311
Number missing	2	4	5

TABLE 7

Responses to the Question, "What do you consider the most serious problem in this community right now?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. No problem, satisfied, don't know	20.0%	32.7%	33.2%
2. Crime, vandalism, poor law enforcement	12.5	13.1	16.4
3. Drugs	2.4	2.2	3.5
4. Lack or failure of public services, sewers, drainage, fire, etc.	6.1	1.1	1.3
5. Road and street maintenance and improvement	2.0	2.2	3.2
6. Lack of recreation facilities and programs	2.0	3.3	.6
7. Traffic	4.4	4.3	3.2
8. Neighborhood not kept up, poor housing	2.4	1.1	4.2
9. Noise, general, traffic, freeway	.7	1.1	2.9
10. Airplane noise	19.7	0.0	2.9
11. Taxes, school finance, economic	6.1	16.3	5.5
12. Animal control	3.4	4.3	2.9
13. Quality of people	2.7	5.4	2.3
14. Poor planning	.3	0.0	1.3
15. Poor public transportation	0.0	3.3	.6
16. Miscellaneous	14.5	10.1	15.6
Number of observations	295	92	310
Number missing	7	6	6

TABLE 8

Complaints About Airplane Noise Within Highline

	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>
Among "things disliked"	48.0%	26.3%	9.8%
"Most serious problem"	43.1	22.6	7.8



TABLE 9

Areas to which Respondents Would Wish to Move  
if Equivalent Housing were Available

	Highline				Shore- line	King County
	All HL	HNZ	MNZ	LNZ		
1. None (wish to stay in area)	39.1%	26.0%	33.0%	48.8%	52.3%	48.6%
2. Out of County	5.7	6.0	5.6	5.6	4.5	4.5
3. Burien, Normandy Park, Des Moines, White Center, Kent, Auburn, Federal Way	27.4	30.0	36.7	19.2	4.5	9.0
4. Renton, Tukwila	1.8	4.0	2.8	0.0	0.0	.7
5. Maple Valley, Black Diamond, Issaquah, Enumclaw, Bothell, Duval, Stillwater	14.2	16.0	13.8	14.4	17.0	18.1
6. Seattle	10.0	14.0	7.3	10.4	14.8	13.2
7. Bellevue, Kirkland, Mercer Island, Juanita, Redmond	1.8	4.0	.9	1.6	6.8	5.9
Number of observations	281				88	288
Number missing	21				10	28

TABLE 10

Perceived Characteristics of Preferred Area  
for Those Wishing to Move

	All	Highline			Shore- line	King County
		HL	HNZ	MNZ		
1. Don't know	0.0%	0.0%	0.0%	0.0%	0.0%	.6%
2. Countryish, rural, uncrowded	38.3	33.3	39.2	38.8	28.3	37.0
3. Quiet, away from airport	14.9	25.0	12.2	11.9	6.5	9.3
4. View, beauty	13.1	11.1	18.9	9.0	21.7	22.2
5. Convenience, facilities	21.7	27.8	16.2	25.4	28.3	15.4
6. Miscellaneous	12.0	2.8	13.5	14.9	15.2	15.4
Number of observations	175				46	162
Number missing	127				52	154

TABLE 11

Percent of Respondents Who Would Remain  
in Area if Home was Sold

	<u>All HL</u>	<u>Highline</u>			<u>Shore- line</u>	<u>King County</u>
		<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>		
1. Don't know	1.4%	0.0%	1.2%	2.0%	1.2%	2.4%
2. Remain	45.0	35.0	48.8	46.0	64.2	58.5
3. Move	53.2	65.0	48.8	52.0	34.6	39.2
Number of observations	220				81	212
Number missing	82				17	104

TABLE 12

Responses to the Question, "You mentioned 'noise' as a problem. Where does this noise come from?"

	<u>All</u>	<u>Highline</u>			<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
		<u>HL</u>	<u>HNZ</u>	<u>MNZ</u>		
1. Airport, airplanes	79.1%	94.4%	86.9%	61.4%	3.2%	27.7%
2. Helicopters	0.0	0.0	0.0	0.0	6.5	5.4
3. Traffic, automobiles	15.7	5.6	9.8	28.1	77.4	43.8
4. Miscellaneous	1.3	0.0	0.0	3.5	0.0	8.9
5. Animals	2.0	0.0	0.0	5.3	3.2	5.4
6. People, recreation	.8	0.0	0.0	2.0	9.7	8.9
Number of observations	153				31	112
Number missing	149				67	204

TABLE 13

Reported Duration of Noise

	<u>Highline</u>				<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
	<u>All</u>	<u>HL</u>	<u>HNZ</u>	<u>MNZ</u>		
1. Don't know, varies	2.1%	0.0%	3.5%	2.0%	15.4%	10.4%
2. Up to 1 minute	44.1	50.0	45.6	39.2	11.5	13.5
3. 1 - 15 minutes	41.3	38.8	36.8	47.1	15.5	27.1
4. 16 - 45 minutes	.7	.7	0.0	2.0	3.8	6.3
5. More than 45 minutes, continuous	11.9	11.1	14.0	9.8	59.8	42.7
Number of observations	143				26	96
Number missing	159				72	220

TABLE 14

Reaction to Noise by Respondents Who Did Not Spontaneously Report it as a Problem

	<u>Highline</u>				<u>Shore- line</u>	<u>King County</u>	
	<u>All</u>	<u>HL</u>	<u>HNZ</u>	<u>MNZ</u>			<u>LNZ</u>
1. Not bothered	68.7%		60.9%	71.1%	68.2%	72.6%	67.7%
2. Yes, bothered	29.0		34.8	23.7	30.9	21.4	24.1
3. Noise present but not a bother	2.9		4.3	5.3	.9	6.0	8.2
Number of observations	209					84	257
Number missing	95					14	59

POS 807615

TABLE 15

Reported Changes for the Better in the Noise Problem

	<u>Highline</u>				<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
	<u>All</u>	<u>HL</u>	<u>HNZ</u>	<u>MNZ</u>		
1. Don't know, no change	78.6%	64.3%	87.9%	75.0%	93.3%	89.3%
2. Within last 12 months	12.9	14.3	6.1	20.8	6.7	7.1
3. In last 1 - 5 years, since new planes	7.1	14.3	6.1	4.2	0.0	3.6
4. In last 5+ years, since jets, lengthened runway, etc.	1.4	7.1	0.0	0.0	0.0	0.0
Number of observations	70				15	56
Number missing	232				83	260

TABLE 16

Reported Changes for the Worse in the Noise Problem

	<u>Highline</u>				<u>Shore-</u>	<u>King</u>
	<u>All HL</u>	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>	<u>line</u>	<u>County</u>
1. Don't know, no change	12.2%	0.0%	14.3%	18.7%	35.7%	25.5%
2. Within last 12 months	15.9	22.7	10.7	15.6	7.1	21.6
3. In last 1 - 5 years, since new planes	43.9	27.3	46.4	53.1	50.1	29.4
4. In last 5+ years	26.8	50.0	25.0	12.5	7.1	23.5
5. Miscellaneous	1.2	0.0	3.6	0.0	0.0	0.0
Number of observations	82				14	51
Number missing	220				84	256



TABLE 17

Reported Personal Effects of Noise

	<u>Highline</u>				<u>Shore-</u>	<u>King</u>
	<u>All HL</u>	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>	<u>line</u>	<u>County</u>
1. Physical, loss of hearing, loss of sleep	16.6%	11.4%	20.6%	14.8%	17.2%	20.8%
2. Mental, nervousness, irritability	33.1	34.3	27.0	38.9	34.5	36.8
3. Difficulty in communication	2.6	5.7	3.2	0.0	0.0	1.9
4. Damage to property, property value	4.6	2.9	1.6	9.3	0.0	3.8
5. None, get used to it	42.4	45.7	47.6	35.2	41.4	34.9
6. Miscellaneous	.7	0.0	0.0	1.9	6.9	1.9
Number of observations	151				29	106
Number missing	151				60	210

TABLE 18

Reported Changes Made to Home in Attempts to Reduce Noise

	Highline				Shore-	King
	<u>All HL</u>	<u>HNZ</u>	<u>MNZ</u>	<u>LNZ</u>	<u>line</u>	<u>County</u>
1. No change, nothing helps	74.0%	77.1%	61.3%	87.0%	83.3%	74.5%
2. Soundproofing, structural	13.3	22.9	16.1	3.7	6.7	9.4
3. Close doors, windows	10.7	0.0	17.7	9.3	10.1	14.2
4. Miscellaneous	2.0	0.0	0.0	4.8	0.0	1.9
Number of observations	150				30	106
Number missing	152				68	210

POS 807619

TABLE 19

Perceived Effects of Noise on Personal Activities

	Highline				Shore- line	King County
	All HL	HNZ	MNZ	LNZ		
1. None	47.0%	28.6%	47.5%	59.3%	78.6%	63.6%
2. Outdoor recreation hampered	13.4	14.3	19.7	5.6	10.7	9.3
3. Hampers TV, install cable TV	25.5	37.1	18.0	25.9	7.1	15.9
4. General communication disrupted	10.7	17.1	13.1	3.7	3.6	9.3
5. Miscellaneous	3.4	2.9	1.6	5.6	0.0	1.9
Number of observations	149				28	107
Number missing	153				70	209

POS 807620

TABLE 20

Percent of Respondents Indicating Which are the Most and the Least Important Factors Which Should Influence Decisions Regarding Environmental Improvement

	Highline		Shoreline		King County	
	Most	Least	Most	Least	Most	Least
Cost of improvement	20.8%	12.0%	25.3%	8.0%	27.0%	14.5%
Source of funds	14.5	5.8	13.2	7.2	17.4	16.3
Speed of work	7.8	32.3	3.4	36.8	11.1	34.7
Preserve natural beauty	34.8	5.9	35.3	2.4	45.5	4.5
Impact on other environmental systems	17.1	16.7	15.5	6.0	23.5	16.0
Compensation	7.1	28.2	7.1	39.3	7.7	38.7

TABLE 21

Responses to the Question, "What is your familiarity with Miller and Des Moines Creeks?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Not familiar	63.6%	92.8%	88.3%
2. Yes	3.7	0.0	1.3
3. Yes, through recreation	5.4	0.0	1.0
4. Yes, through work	.7	0.0	1.3
5. Lived or visited near	20.4	3.1	6.5
6. Through media	6.1	4.1	1.6
Number of observations	294	97	308
Number missing	8	1	8

TABLE 22

Responses to the Question, "Should everyone be able to use the water for recreation?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know	.7%	0.0%	2.6%
2. Yes	75.2	70.8	77.9
3. No	12.1	11.5	7.3
4. Only if publicly owned land	12.1	17.7	12.2
Number of observations	290	96	303
Number missing	12	2	13

TABLE 23

Responses to the Question, "Should everyone help pay for improvement and maintenance of bodies of water?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Don't know, can't say	1.7%	3.1%	3.0%
2. Yes	75.7	69.8	71.7
3. No	11.6	15.6	10.2
4. Yes, for public water	10.6	11.5	12.5
5. No, waterfront owners or locals	0.0	0.0	2.0
6. No, already pay enough	.3	0.0	.7
Number of observations	292	96	304
Number missing	10	2	12

TABLE 24

Responses to the question, "How should money to maintain and improve waterways be obtained?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Don't know	4.2%	4.2%	6.6%
2. Present taxes	29.8	37.9	33.2
3. Fees/boat license	41.9	29.5	31.6
4. Taxes and fees	18.3	15.8	14.8
5. New taxes on gambling, liquor	.3	0.0	0.0
6. Other	5.5	12.6	13.8
Number of observations	289	95	304
Number missing	13	3	12



TABLE 25

Responses to the Question, "About how much would you be willing to pay per year to provide the best possible environmental development?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. \$0 - 10, a little, not much	40.3%	38.2%	51.4%
2. \$11 - 25	10.4	17.6	9.2
3. \$26 - 50	8.3	5.9	4.9
4. \$51 - 100	13.2	20.6	16.2
5. \$101 - 200	11.8	8.8	8.5
6. Over \$200	16.0	8.8	9.9
Number of observations	144	34	142
Number missing	158	64	174

POS 807626

TABLE 26

Responses to the Question, "About how much would you be willing to pay as a fee for each use, in order to provide the best possible environmental development?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. \$0 - 1, a little, not much	21.0%	9.2%	5.9%
2. \$1 - 5	12.3	13.8	2.0
3. More than \$5	1.5	1.5	0.0
4. Already pay enough	12.3	10.8	29.3
5. Fair share, depends on what is done, etc.	52.8	64.6	62.9
Number of observations	195	65	205
Number missing	107	33	111

TABLE 27

Responses to the Question, "Should open spaces be utilized for temporary storage of storm water, or should storm drains be built?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Don't know	7.5%	9.4%	17.8%
2. Public open space	26.9	30.2	22.4
3. Build drains	60.5	58.3	56.1
4. Both	1.7	0.0	.7
5. Whichever is cheaper	1.7	1.0	.7
6. Miscellaneous	1.7	1.0	2.3
Number of observations	294	96	303
Number missing	8	2	13

TABLE 28

Responses to the Question, "What should be done about drainage and water pollution problems?"

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Don't know, something	41.5%	35.6%	53.2%
2. Nothing wrong, continue as is	4.0	3.4	5.0
3. Metro program, as Lake Washington	2.2	10.3	5.6
4. Legal control and enforcement	21.8	26.4	19.6
5. Educate and inform people	1.5	2.3	1.7
6. Drainage systems planning, sewage, etc.	20.7	14.9	10.0
7. Miscellaneous	7.6	4.6	4.7
Number of observations	275	87	301
Number missing	27	11	15

TABLE 29

Responses to the Question, "Should efforts to solve environmental problems concentrate on whole systems, or one problem at a time? Why?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
<u>One at a time</u>			
1. Generally better, efficient	51.5%	53.1%	37.7%
2. Simpler, concentrate efforts	34.0	31.3	46.5
3. Each problem is different	0.0	15.6	2.6
4. Miscellaneous	14.6	0.0	13.2
Number of observations	103	32	114
Number missing	199	66	202
<u>Whole system</u>			
1. Don't know	4.2%	6.3%	7.5%
2. Problems, solutions overlap	47.6	34.9	40.3
3. Master plan to avoid contradiction, omission	13.6	23.8	18.8
4. All need work now, more efficient, have resources now	22.0	30.2	17.2
5. Miscellaneous	12.5	4.8	16.1
Number of observations	191	63	186
Number missing	111	35	130

TABLE 30

Responses to the Question, "What is your familiarity with the Port of Seattle?"

	Highline				Shore- line	King County
	All HL	HNZ	MNZ	LNZ		
1. No familiarity	43.2%	50.0%	39.3%	43.8%	44.6%	53.4%
2. Airport	11.2	12.0	15.4	6.9	5.4	3.7
3. Harbor, piers, shipping	6.1	0.0	6.8	7.7	15.2	14.2
4. Airport and harbor	34.7	32.0	35.0	36.2	31.5	25.7
5. Ferries	.3	0.0	.9	0.0	0.0	0.0
6. Ferries and harbors	0.0	0.0	0.0	0.0	0.0	.7
7. Ferries, harbors and Airport	1.4	2.0	.9	1.5	0.0	0.0
8. Customs, Airport, harbor	.7	4.0	0.0	0.0	1.1	.7
9. Miscellaneous	2.4	0.0	1.4	3.8	2.2	1.7
Number of observations	294				92	296
Number missing	8				6	20

TABLE 31

Responses to the Question, "How have you learned about the Port?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Employed or know employees	28.2%	19.6%	17.7%
2. Media	38.9	56.5	51.3
3. Port as landlord	2.0	0.0	1.8
4. Live near	20.8	17.4	13.3
5. As a passenger	1.3	0.0	2.7
6. From family or friends	.7	0.0	2.7
7. Being at unspecified facility	0.0	0.0	2.7
8. Public meeting	5.4	4.3	4.4
9. Miscellaneous	2.7	9.2	3.5
Number of observations	149	46	113
Number missing	153	52	203

POS 807632

TABLE 32

Type of Contact with Sea-Tac Airport

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Employed there, know employee	62.9%	19.4%	25.0%
2. Met passenger	81.5	68.4	76.9
3. Been passenger	78.1	85.7	76.3
4. Watch planes	58.9	36.7	34.5
5. Business	25.2	10.2	8.5
6. Social functions, conferences, etc.	7.3	1.0	2.2



TABLE 33

Responses to the Question, "How well does the Port fulfill its function?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know	11.6%	16.8%	22.4%
2. Very well	36.4	30.5	33.8
3. Moderately well	40.8	46.3	37.5
4. Not well	5.8	1.1	2.0
5. Poorly	2.7	2.1	1.3
6. Airport well, or very well, Harbor poor or not well	.7	0.0	1.7
7. Airport well or very well, Harbor moderately well	.3	1.1	.7
8. Business well or very well, environmental effect not well or poor	.7	0.0	0.0
Number of observations	294	95	299
Number missing	8	3	17

POS 807634

TABLE 34

## Satisfaction with County Services

	Report Receiving Service	Do not mention receiving service	Satisfaction of Respondents Who Report Receiving Services			
			Very satisfied	Somewhat or slightly satisfied	Not satisfied	Don't know
1. Road, street maintenance						
Highline	37.4%	62.3%	41.7%	22.2%	17.6%	18.5%
Shoreline	36.8	63.2	80.4	0	8.4	11.2
2. Police, sheriff						
Highline	27.8	72.2	52.5	23.7	14.4	9.4
Shoreline	41.9	58.1	75.4	7.4	7.4	9.8
3. Sewage						
Highline	9.6	90.4	76.0	10.4	7.3	6.3
Shoreline	12.2	87.8	75.4	16.4	0	8.2
4. Libraries						
Highline	4.9	95.0	93.9	0	0	6.1
Shoreline	6.1	93.9	83.6	16.4	0	0
5. Parks, recreation programs						
Highline	6.2	93.7	74.2	4.8	16.2	4.8
Shoreline	7.1	92.9	71.8	0	14.1	14.1
6. Garbage dumps						
Highline	3.3	96.7	78.8	21.2	0	0
Shoreline	7.1	92.9	71.8	0	14.1	14.1
7. Fire protection						
Highline	15.3	84.8	80.4	8.5	0	11.1
Shoreline	21.4	78.6	95.3	4.7	0	0

Note: Water, Gas, Electricity, Blue Cross, Medical, Telephone and Miscellaneous services were also named by 15 percent or fewer of the sample.

TABLE 35

Services Desired from County

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. None	54.1%	54.9%	56.7%
2. Alternative, better transportation	7.3	6.1	5.7
3. Street and sidewalk installation and maintenance	19.0	15.4	13.7
4. Social welfare, health care	4.5	8.8	4.1
5. Recreational areas and programs	2.1	3.3	2.7
6. Better, more law enforcement	1.0	0.0	1.0
7. Information, news	1.4	1.1	1.4
8. County garbage service	17.9	16.5	20.3
9. Miscellaneous	0.0	0.0	0.0
Number of observations	290		291
Number missing	12		25

TABLE 36

Perceived Usefulness of Local County Centers

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Don't know	2.7%	4.2%	4.8%
2. Not useful	33.4	46.3	32.0
3. Yes, information, general communication	39.6	31.6	44.9
4. Yes, tax problems and advice	3.8	3.2	2.7
5. Yes, consumer protection, legal aid	2.7	1.1	1.0
6. Yes, licensing, permits, etc.	5.4	1.1	2.0
7. Yes, miscellaneous	9.9	7.4	5.8
8. Yes, but for others, not myself	1.0	3.2	4.8
9. Yes, not specified	1.4	2.1	2.0
Number of observations	293	95	294
Number missing	9	3	22

TABLE 37

How Neighborhood is Expected to Develop

	Highline				Shore- line	King County
	All HL	HNZ	MNZ	LNZ		
1. Don't know	6.6%	12.0%	5.9%	5.3%	4.2%	7.3%
2. Remain same, stable	43.4	34.0	40.7	50.4	52.2	44.5
3. Urbanize, Build up, more commercial	22.9	12.0	30.5	25.2	24.1	32.4
4. Run down, deteriorate	9.6	10.0	5.9	13.0	14.7	9.3
5. Deteriorate due to Airport	11.6	26.0	14.4	3.8	0.0	1.3
6. Cleaner, beauti- fication	5.3	6.0	2.5	2.3	4.2	4.3

POS 807638

TABLE 38

## Desired Neighborhood Changes

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know, no change	41.2%	55.6%	47.1%
2. Continue present direction	1.2	2.2	3.7
3. Better service, facilities	15.3	8.9	16.5
4. Better streets, roads	1.2	3.3	2.4
5. Better animal control	8.2	6.7	7.7
6. Better recreational facilities	2.0	2.2	.7
7. Low property tax	2.7	2.2	1.7
8. Better transportation	10.2	7.8	6.1
9. Less noise	3.9	0.0	1.3
10. Better schools, school financing	.4	1.1	.3
11. Better planning, government reorganization	1.2	1.1	1.0
12. Miscellaneous	12.5	8.9	11.4
Number of observations	255	90	297
Number missing	47	8	19

TABLE 39

Responses to the Question, "Who speaks for you on most serious problems?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know	17.7%	14.9%	24.2%
2. No one	40.3	40.3	30.2
3. Myself, neighbors, local people	11.1	17.9	20.0
4. Local, neighborhood organizations	9.1	1.5	5.7
5. Local government, city council	8.6	10.4	9.1
6. State government, legislators, governor	5.8	7.5	2.6
7. Federal government, legislators, president	.8	1.5	1.1
8. Police, courts	4.5	4.5	4.9
9. Miscellaneous	2.1	1.5	2.3
Number of observations	243	67	265
Number missing	59	31	51

POS 807640

TABLE 40

Responses to the Question, "What should be done to solve your most serious neighborhood problems?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Nothing, or already done	18.4%	14.1%	21.0%
2. Individual effort by local people	5.3	12.5	12.6
3. Restructure, more efficient government, use of taxes	7.5	17.2	7.0
4. Improve facilities and public works	17.5	10.9	10.7
5. Better law enforcement	17.5	15.6	19.6
6. Control noise, flight pattern, airport	16.7	3.1	4.2
7. Study, discussion, planning	3.9	9.4	7.5
8. Miscellaneous	13.2	17.2	16.8
Number of observations	228	64	213
Number missing	74	34	103



TABLE 41

Responses to the Question, "Who acts for you in solving most serious problems?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know, no one	10.7%	1.7%	16.4%
2. Local government and agencies	24.7	34.5	24.9
3. State government and agencies	7.0	12.1	6.2
4. Federal government and agencies	7.0	8.6	4.5
5. Port of Seattle, FAA	11.2	1.7	2.3
6. Responsible industry or utility	7.4	5.2	4.5
7. Animal control groups	2.3	1.7	1.1
8. Police, courts	13.0	10.3	18.6
9. Individual local people	16.7	24.1	21.5
Number of observations	215	58	177
Number missing	87	40	139

TABLE 42

Responses to the Question, "Who speaks for you on the second most serious problems?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know	21.8%	3.8%	8.6%
2. No one	39.6	38.5	40.0
3. Myself, neighbors, local people	12.9	23.1	17.1
4. Local, neighborhood organizations	4.0	7.7	11.4
5. Local government, city council	10.9	15.4	10.0
6. State government, legislators, governor	3.0	0.0	2.9
7. Federal government, legislators, president	3.0	0.0	5.7
8. Police, courts	3.0	11.5	4.3
9. Miscellaneous	2.0	0.0	0.0
Number of observations	101	26	70
Number missing	201	72	246

TABLE 43

Participation in Community Organizations

	<u>High-</u> <u>line</u>	<u>Shore-</u> <u>line</u>	<u>King</u> <u>County</u>
1. Participating	18.8%	17.8%	20.5%
2. Not participating	81.2	82.1	79.5
Number of observations	293	95	302
Number missing	9	3	14

POS 807644

TABLE 44

Responses to the Question, "How useful do you think community organizations are (in general)?"

	<u>High- line</u>	<u>Shore- line</u>	<u>King County</u>
1. Don't know, no opinion	10.0%	14.6%	11.3%
2. Very effective	20.9	27.1	32.7
3. Somewhat effective	42.0	45.8	40.0
4. Not effective	17.4	11.5	11.7
5. Depends on circumstances	.7	1.0	4.3
Number of observations	288	96	300
Number missing	14	2	16

TABLE 45

Comparison of Responses Obtained in White Center and Burien in 1970 with those in Highline (including White Center-Burien area), in Shoreline, and in King County in 1973

	Highline		Shore-	King
	<u>1970</u>	<u>1973</u>	line <u>1973</u>	County <u>1973</u>
1. No problem	17.2%	21.0%	25.0%	27.2%
2. Neighborhood not kept up, poor housing	1.9	4.4	7.9	6.1
3. Crime, vandalism, poor law enforcement	14.1	11.9	9.1	12.6
4. Lack of recreation facilities	.8	1.7	2.4	1.2
5. Traffic	11.4	4.6	5.5	5.4
6. Road and street maintenance and improvement	2.9	4.6	3.6	3.1
7. Airport noise	3.0*	14.3	.6	2.9
8. Lack or failure of public services	4.5	4.8	6.7	1.7
9. Poor animal control	0.0	2.5	4.3	3.8
10. Noise in general, traffic, freeway	0.0*	1.2	2.4	2.9
11. Taxes, school finance, economic	4.0	6.4	12.2	5.2
12. Quality of people	1.4	3.3	4.9	2.1
13. Drugs	7.1	3.5	1.8	3.3
14. Poor planning	1.0	.6	0.0	1.0
15. Poor or lacking public transit	1.1	2.3	.6	1.7
16. Air pollution	0.0*	3.1	0.0	1.5
17. Miscellaneous	0.0	9.8	12.8	18.2

\* Pollution and noise considered together

POS 807646

Battelle Seattle Research Center

Human Affairs Research Centers

Sea-Tac Communities Survey

Address \_\_\_\_\_

Interviewer's Report (Record every attempt)

Result

Date	Time	Who talked to	I	App't	N-C	Inelig.*	Ref.*
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____

Interview: Time began \_\_\_\_\_ Time completed \_\_\_\_\_

(\* if ineligible or refusal, please explain: \_\_\_\_\_)

Hello; my name is \_\_\_\_\_, and I am an interviewer working on a survey of what residents in this area think about some community issues. You probably recall receiving a letter about the study recently, and I would like to ask you

1. What things do you like about living in this neighborhood?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2. What things do you dislike about living here? (If none, skip to 13)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

(For each cited, probe for perceived cause, effect, etc.)

3. What do you consider the most serious problem in this community right now?

\_\_\_\_\_

4. What other serious problems are there in this community? (If none, skip to 13)

\_\_\_\_\_  
\_\_\_\_\_

APPENDICES

POS 807648

(If "Noise" not cited in 2, 3, or 4, skip to 13. If "Noise" is mentioned, continue)

5. You mentioned "Noise" as a problem. Where does this noise come from? (If source of noise has been given, do not ask. Skip to 6. If more than one, ask for each)

\_\_\_\_\_

6. How often do these noises bother you? \_\_\_\_\_ times per \_\_\_\_\_ (hour, day, etc.)

7. How long do they last each time they occur? \_\_\_\_\_ minutes each time.

8. Does the noise seem to have changed, or gotten better or worse since you have been here

\_\_\_\_\_ Not changed

\_\_\_\_\_ Changed - \_\_\_\_\_ Gotten better - Since when? \_\_\_\_\_

- \_\_\_\_\_ Gotten worse - Since when? \_\_\_\_\_

9. What effects have the noise had on your household or on you personally?

\_\_\_\_\_  
\_\_\_\_\_

10. What have you done to lessen these effects, or to make them easier to bear? For instance, have you made any changes in your house because of the noise?

\_\_\_\_\_ No \_\_\_\_\_ Yes - Modification \_\_\_\_\_

\_\_\_\_\_

11. Does the noise affect any of your recreation or entertainment arrangements? If it does, what have you had to do?

\_\_\_\_\_ No

\_\_\_\_\_ Yes -

What affected	What done
_____	_____
_____	_____

12. Have you made any other adaptations to the noise, such as changing your usual bedtime, rearranging your furniture, or altering any of your other usual activities?

Activity or thing affected

How changed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(If "Water pollution", "Drainage", or other water-related issue was cited in 2, 3, or 4, say)

You (also) spoke about problems with water quality or drainage.

POS 807649



13. In making decisions about what should be done to solve environmental problems, it is necessary to consider which factors are most important. I am going to read this list of factors to be considered, which is on the card (*hand card*), and ask you to tell me which do you think should be considered most important, which next most important, and so on. For example, if you think of calling the most important factor "1", and the least important "6", which of these should be given the number "1"? Which should be "2", or next most important?

- |   |  |
|---|--|
| <input type="checkbox"/> (a) Cost of the improvement                    | <input type="checkbox"/> (d) Preservation of natural beauty                  |
| <input type="checkbox"/> (b) Source of funds                            | <input type="checkbox"/> (e) Impact on other environmental systems .         |
| <input type="checkbox"/> (c) Speed with which the work can be completed | <input type="checkbox"/> (f) Compensation to those who may be inconvenienced |

14. Do you think that everyone, whether or not they live along a waterway, or body of water, should be able to use the water for recreation?

Yes  No

15. Do you think that everyone, whether or not they live along a waterway or body of water, should help to pay for the improvement and maintenance of the waterways and bodies of water?

Yes  No

16. How do you think money to maintain and improve waterways should be obtained?

- |  |   |
|--|---|
| <input type="checkbox"/> (a) Taxes                           | <input type="checkbox"/> (c) Other ( <i>specify</i> ) _____ |
| <input type="checkbox"/> (b) Fees paid by those who use them | _____   |

17.

About how much would you be willing to pay each year to provide the best possible environmental development?

\$ \_\_\_\_\_ per year (*or, if user fee cited*) \$ \_\_\_\_\_ per time used

18. It has been suggested that public open spaces, such as park areas, golf courses, roadside ditches, etc. could be used for the temporary ponding and storage of storm water, so that building special storm drainage facilities will be less necessary. Would you approve of using these spaces for such a purpose, or do you think the special storm drainage facilities should be built?

Use public spaces  Build storm drainage

19. Are you familiar with the area around Miller and DesMoines Creeks? (*Show map.*)

No  Yes - How have you become familiar with this area?

\_\_\_\_\_  
\_\_\_\_\_

POS 807650

20. What do you think should be done about drainage and water pollution? (Probe for specific solutions. Where action is suggested, ask "Who, (or what agency) should do this? )

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

21. Some people think that efforts to solve environmental problems should concentrate on one problem at a time. Others think that it makes more sense to consider such problems as parts of larger systems, and try to solve them all together, even though this may mean that some of the problems may take longer to solve, or be more difficult. Which approach do you think is better, to work on one problem at a time, or on whole systems?

\_\_\_\_\_ One at a time - Why? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ Whole system - Why? \_\_\_\_\_

\_\_\_\_\_

22. Are you familiar with the functions of the Port of Seattle?

\_\_\_\_\_ No - The Port of Seattle is responsible for constructing, maintaining, and operating transportation and transfer facilities, such as Sea-Tac Airport and Seattle harbors.

\_\_\_\_\_ Yes - Which functions are you familiar with? \_\_\_\_\_

How have you learned about the Port? \_\_\_\_\_

\_\_\_\_\_

23. (If not answered above) What contacts have you or members of your family had with Sea-Tac Airport? For instance, have you

\_\_\_\_\_ Been employed there \_\_\_\_\_ Gone through as a passenger

\_\_\_\_\_ Known someone who works there \_\_\_\_\_ Gone there to watch planes

\_\_\_\_\_ Met someone there \_\_\_\_\_ Had business there

\_\_\_\_\_ Other (specify) \_\_\_\_\_

24. In general, how well do you think the Port of Seattle fullfills its functions?

\_\_\_\_\_ Very well \_\_\_\_\_ Moderately well \_\_\_\_\_ Not well \_\_\_\_\_ Poorly

25. (If "Not well" or "Poorly" above) In what way does the Port not fullfill its job?

\_\_\_\_\_  
\_\_\_\_\_

26. Earlier, you mentioned \_\_\_\_\_ as (a) problem(s) in this community. In considering what should be done about (first problem), who do you feel speaks for you on this issue?

\_\_\_\_\_  
(Name or position. If latter is not given, ask "What is \_\_\_\_\_'s position?")

27. What do you feel should be done about this problem? What sort of action should be taken to correct it? (If problem is water-related, and question answered in 20, skip to 29)

\_\_\_\_\_  
\_\_\_\_\_

28. Who do you think should take this action? (Probe for name of specific individual or agency)

\_\_\_\_\_

(Repeat 26, 27, and 28 for each problem cited up to three problems. Number and record responses below as appropriate)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

29. Have you personally had any contact within the last three years with any public agency or official about a problem or difficulty in this community? If so, which

Type of contact	Agency/Official	Problem
_____	_____	_____
_____	_____	_____
_____	_____	_____

30. How effective do you think your action was in solving the problem?

\_\_\_\_\_ Very effective                      \_\_\_\_\_ Not effective at all  
\_\_\_\_\_ Somewhat effective                      \_\_\_\_\_ Can't tell - Why? \_\_\_\_\_

POS 807652

31. Do you participate in any Community Organizations, such as Community Councils or neighborhood associations?

\_\_\_\_\_ No \_\_\_\_\_ Yes - Which ones? \_\_\_\_\_  
\_\_\_\_\_

32. How useful do you think community organizations are in helping to solve local problems?

\_\_\_\_\_ Very effective \_\_\_\_\_ Somewhat effective \_\_\_\_\_ Not effective

33. Can you recall some specific instance which shows this?

Problem \_\_\_\_\_

Organization \_\_\_\_\_

Why considered (not) effective \_\_\_\_\_  
\_\_\_\_\_

34. What services are you now receiving from King County?

Service \_\_\_\_\_ How satisfied \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(Record services cited. For each, ask) How satisfied are you with \_\_\_\_\_?

35. What other services would you like the County to provide?

\_\_\_\_\_

\_\_\_\_\_

36. What kinds of contact would you like to have with County officials or agencies?

Official/Agency \_\_\_\_\_ Kind of contact \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

37. Do you think it would be useful to have a governmental center in this community, so that you could go there for help in transacting County business, or solving problems you may have?

\_\_\_\_\_ No \_\_\_\_\_ Yes - What kinds of things could you use it for?  
\_\_\_\_\_

38. What do you think is likely to happen to this neighborhood? How will it develop?

\_\_\_\_\_

\_\_\_\_\_

(Probe for positive or negative feelings about development)

POS 807653

39. (If not answered above) What kinds of changes would you like to see occur?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

40. Do you own or rent your present house or apartment? (If buying, check "Own")

\_\_\_\_\_ Own                      \_\_\_\_\_ Rent

41. If you could have equivalent housing in another part of King County, where would you prefer to live?

Area \_\_\_\_\_ (If different) Why there? \_\_\_\_\_  
\_\_\_\_\_

42. (For house owners) If you could sell your home, would you be interested in renting it back, or buying or renting another home in this same area?

\_\_\_\_\_ Remain in area                      \_\_\_\_\_ Not remain in area

43. How long have you lived in this neighborhood? \_\_\_\_\_ years

44. Are you ever bothered by noise around here?

\_\_\_\_\_ No                      \_\_\_\_\_ Yes (Ask 5 through 12)

45. Will you tell me how many people live here in your household, and what their ages are? First, how many children (List number of members, age category for each)

\_\_\_\_\_ Children under 18      Ages \_\_\_\_\_  
\_\_\_\_\_ Adults      \_\_\_\_\_ 18 - 25      \_\_\_\_\_ 26-35      \_\_\_\_\_ 36-45  
   \_\_\_\_\_ 46 - 60      \_\_\_\_\_ Over 60

46. What is the occupation of the head of the household? \_\_\_\_\_

Occupations of other employed adults \_\_\_\_\_  
(Probe for specific job or activity)

47. What is the highest level of education completed by the head of the household?

\_\_\_\_\_ 8 yrs. or less      \_\_\_\_\_ 9-12      \_\_\_\_\_ 13-15      \_\_\_\_\_ 16 or more  
(Elementary/grade sch.)      (High sch.)      (Some coll.)      (Graduate/Prof.)

48. From this card (hand card) will you tell me which income category comes closest to the total for your entire family for last year?

\_\_\_\_\_ a. Under \$5000                      \_\_\_\_\_ d. \$12,001 - 15,000  
\_\_\_\_\_ b. \$5000 - 8000                      \_\_\_\_\_ e. \$15,001 - 20,000  
\_\_\_\_\_ c. \$8000 - 12,000                      \_\_\_\_\_ f. Over 20,000



Human Affairs Research Centers  
4000 N.E. 41st Street  
Seattle, Washington 98105  
Telephone (206) 525-3130  
CABLE: HARCSEA

May, 1973

Dear Resident,

To an increasing extent, public officials have come to realize the importance of obtaining the views of citizens as a part of the process of planning and administering programs which affect everyone. One of the best ways of doing this is to conduct a survey, asking residents what they think about the issues. The Battelle Human Affairs Research Centers is conducting such a survey in your neighborhood.

A number of households have been selected by random sampling methods to represent the entire area. For this reason, it is very important that each of the selected households participate in the survey. Every one of the respondents in this sample actually represents a large group of others in the community.

An interviewer will call on you shortly to answer any questions you may have about this survey, and to request your cooperation. Any information you offer will be treated with anonymity and confidentiality. It will be reported only in the form of statistical tabulations, which will become part of the data on which decisions on important public questions are based.

Your participation in this survey is, of course, voluntary, but we hope that you will agree to assist us. Please call or write to Mrs. Judith Fiedler, the member of our staff who is responsible for this project, if you wish further information.

Sincerely,

A handwritten signature in cursive script that reads "John E. Rasmussen".

John E. Rasmussen, Ph.D.  
Director

POS 807655