

LABarometer

Mobility & Sustainability

TRACKING REPORT, WAVES 1-5

JUNE 24, 2025

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Table of Contents

| | |
|---|----|
| <i>Report Highlights</i> | 2 |
| <i>Background and Methods</i> | 3 |
| <i>Transportation Behavior</i> | 6 |
| <i>Transportation Perceptions</i> | 17 |
| <i>Transportation Access</i> | 25 |
| <i>Coolness and Heat</i> | 27 |
| <i>Pollution</i> | 29 |
| <i>Climate Change Attitudes</i> | 33 |
| <i>Sustainable Behavior</i> | 35 |
| <i>Natural Disasters</i> | 52 |

Report Highlights

Snapshot of L.A. County Residents

- Transportation behavior
 - 91% used a private vehicle in the last year
 - 24% used public transportation in the last year
 - 63% of bus riders, 40% of metro riders used it at least once a week
- Transportation perceptions
 - Private vehicle: 77% think it is safe, 76% think it is convenient
 - Bus: 26% think it is safe, 25% think it is convenient
 - Metro: 19% think it is safe, 29% think it is convenient
- Transportation access
 - Average number of vehicles per household: 1.9
 - 19% are likely to buy or lease a new vehicle in the next year
- Coolness and heat
 - 58% visited some place to cool down in the last year
 - 47% experienced symptoms of heat exposure in the last year
- Pollution
 - 54% stayed indoors due to poor air quality related to wildfires
 - 22% stayed indoors due to poor air quality unrelated to wildfires
 - 56% think the air quality in their neighborhood is safe
- Climate change attitudes
 - 71% believe climate change is a threat to the well-being of residents
 - 19% believe local government is doing enough to fight climate change
- Sustainable behavior
 - 13% have solar panels, 18% compost, 9% have an electric vehicle
 - 51% say their next car is likely to be hybrid, electric, or hydrogen
- Natural disasters
 - 40% are at least moderately prepared for a natural disaster
 - 32% experienced psychological distress from a natural disaster in last year

Notable Changes from Last Year (2024)

- Public transit perception and use improved
 - Small uptick in reports of Metro use in the last year, from 14% to 16%
 - Percent rating bus as safe rose from 21% to 26%; percept rating Metro as safe rose from 16% to 19%
- Fewer residents say their next car will be electric or hybrid
 - The percent of residents who say their next car will be electric, hybrid, or hydrogen fell from 57% to 51%
- More reports of negative impacts from a natural disaster
 - Reports of staying indoors due to wildfire smoke rose from 19% to 54%
 - Reports of psychological distress from a natural disaster rose from 16% to 32%

Background and Methods

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

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

This document tracks key outcomes of interest from Waves 1-5 of the Mobility & Sustainability survey. For an exhaustive list of variables included in the Mobility & Sustainability surveys, please refer to the Longitudinal File codebook.

Survey Methodology

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

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

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

Survey and Sample Information

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

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

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

| Survey | UAS # | Sample Size | Completion Rate | Field Dates | Topline Link |
|---------------|--------------|--------------------|------------------------|-----------------------------|---------------------------------|
| Wave 1 (M) | UAS 219 | 1394 | 76% | Dec 11, 2019 – Feb 7, 2020 | UAS 219 Topline |
| Wave 1 (S) | UAS 286 | 1421 | 75% | Jun 3, 2020 – July 13, 2020 | UAS 286 Topline |
| Wave 2 (M) | UAS 379 | 1345 | 78% | Mar 2, 2021 – Apr 30, 2021 | UAS 379 Topline |
| Wave 2 (S) | UAS 403 | 1256 | 74% | Jul 19, 2021 – Sep 5, 2021 | UAS 403 Topline |
| Wave 3 | UAS 510 | 1207 | 73% | Jan 27, 2023 – Mar 31, 2023 | UAS 510 Topline |
| Wave 4 | UAS 595 | 1499 | 70% | Feb 21, 2024 – Apr 21, 2024 | UAS 595 Topline |
| Wave 5 | UAS 680 | 1370 | 72% | Feb 19, 2025 – Apr 27, 2025 | UAS 680 Topline |

Survey Weights

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

About the Panel

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

About LABarometer

LABarometer is a research center housed at the USC Dornsife Center for Economic and Social Research (CESR). We conduct basic and applied social science research on issues affecting Los Angeles County residents, with the aim of informing academic research, public discourse, and policy. At the heart of our research is the LABarometer Panel, a probability-based Internet survey panel of approximately 2,100 adults randomly selected from households throughout Los Angeles County.

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

Survey Team

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

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

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

Jiyoon Kim is a Research Assistant for LABarometer and a Ph.D. Student in Urban Planning and Development at the USC Price School of Public Policy.

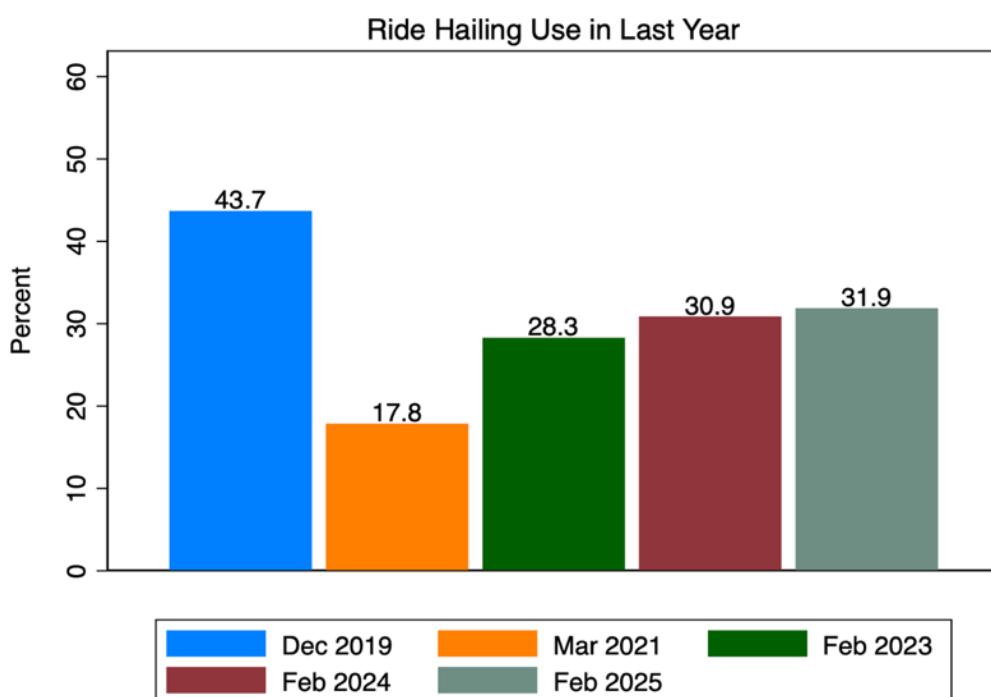
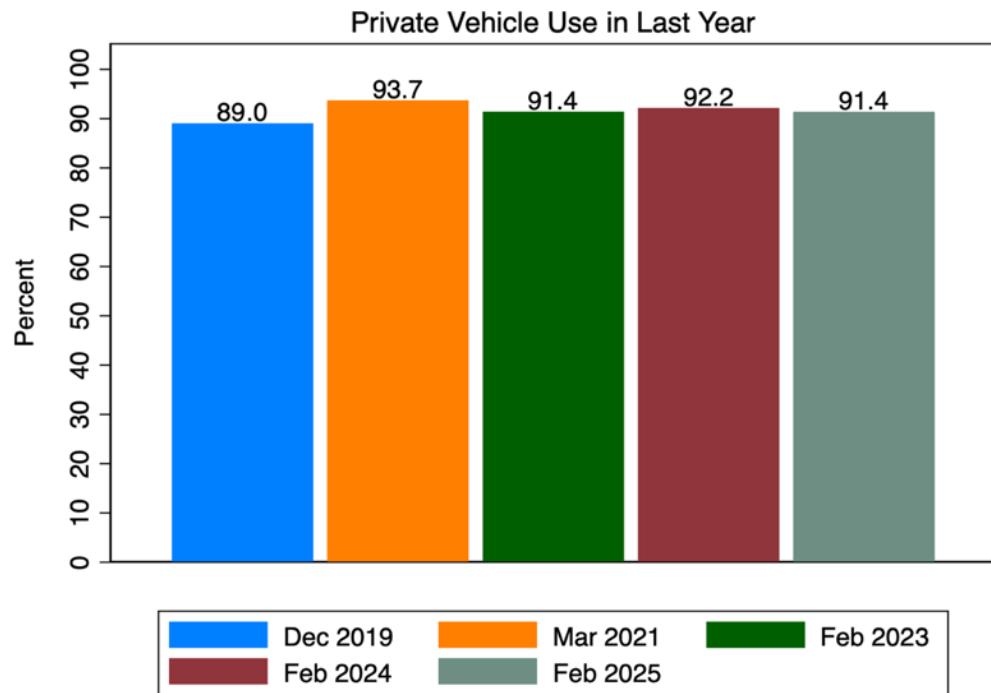
Nicholas Aldrich is a Research Assistant for LABarometer and an undergraduate student at USC.

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

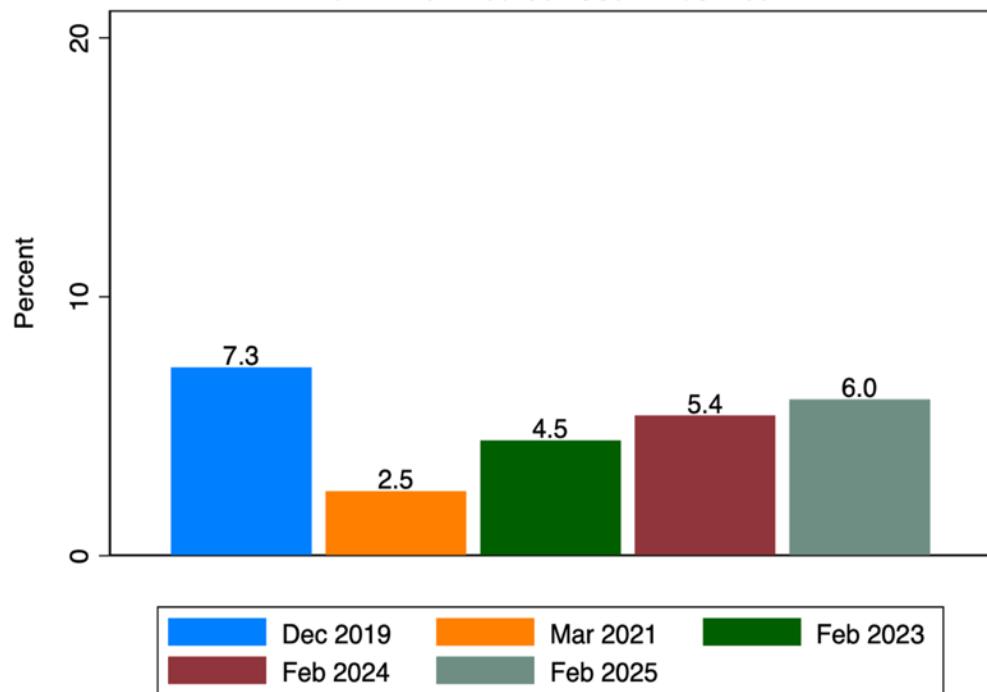
Contact Us

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

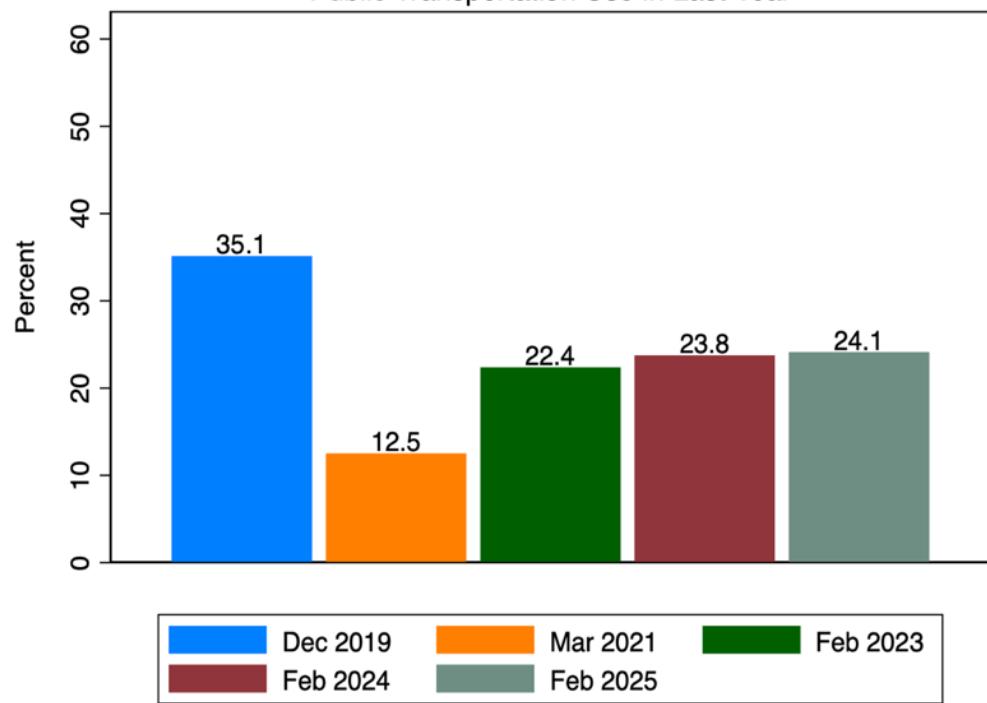
Transportation Behavior



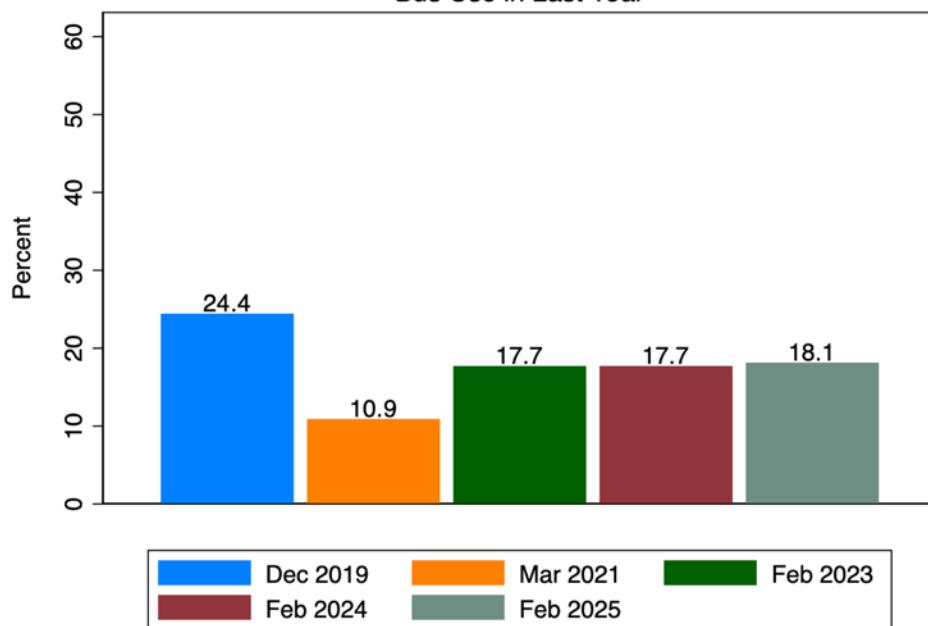
Taxi/Limo/Hired Car Use in Last Year



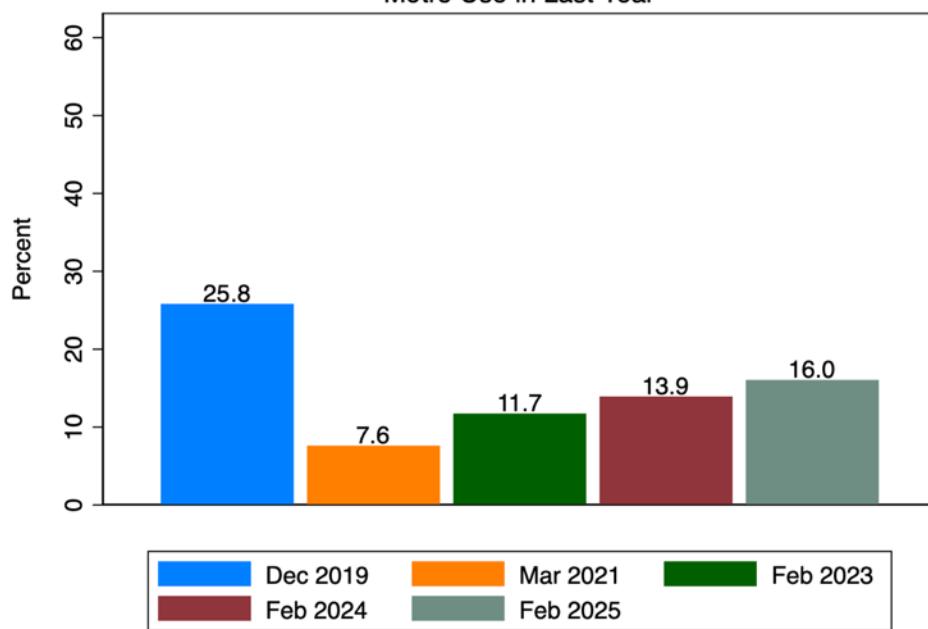
Public Transportation Use in Last Year



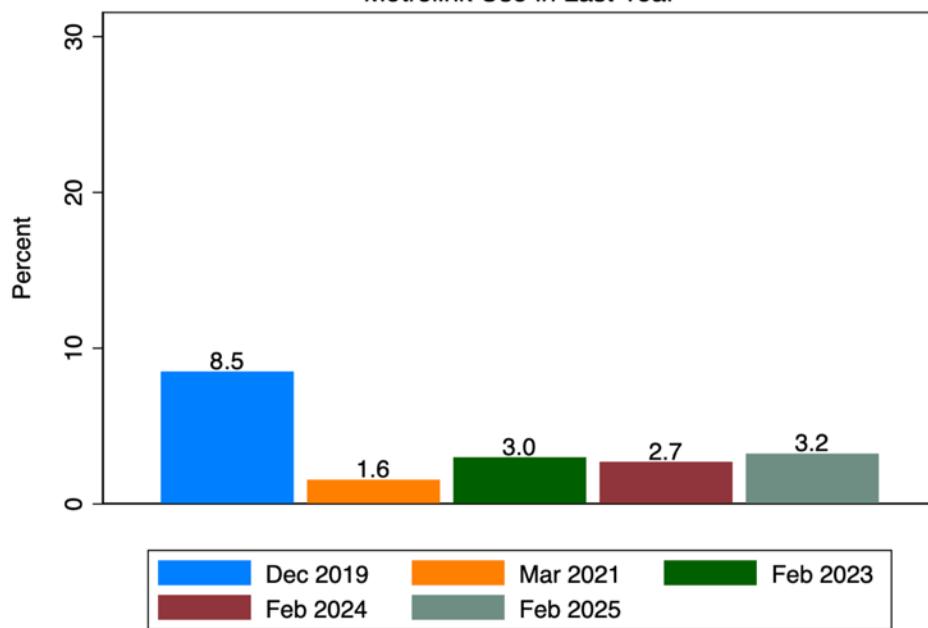
Bus Use in Last Year



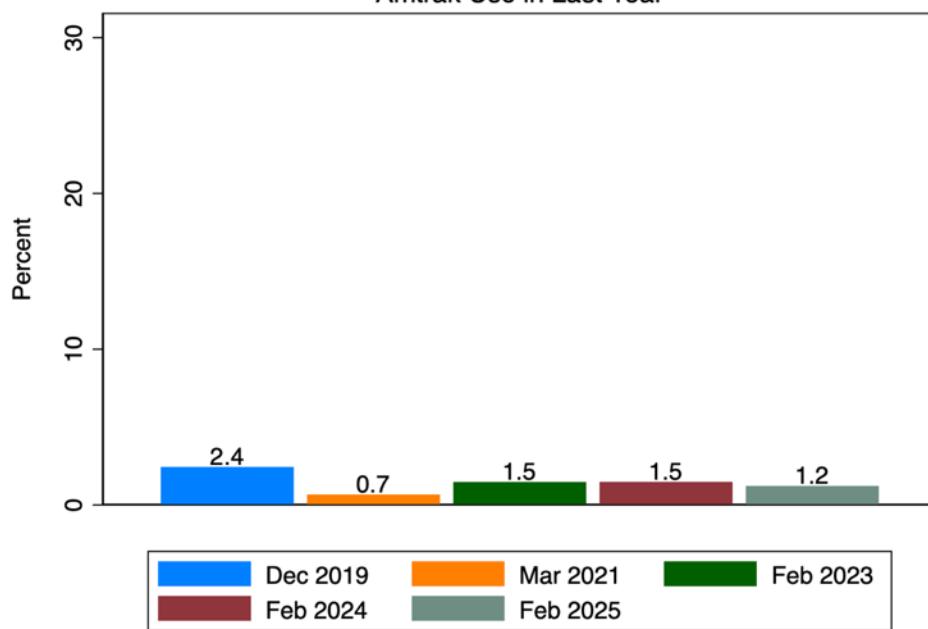
Metro Use in Last Year



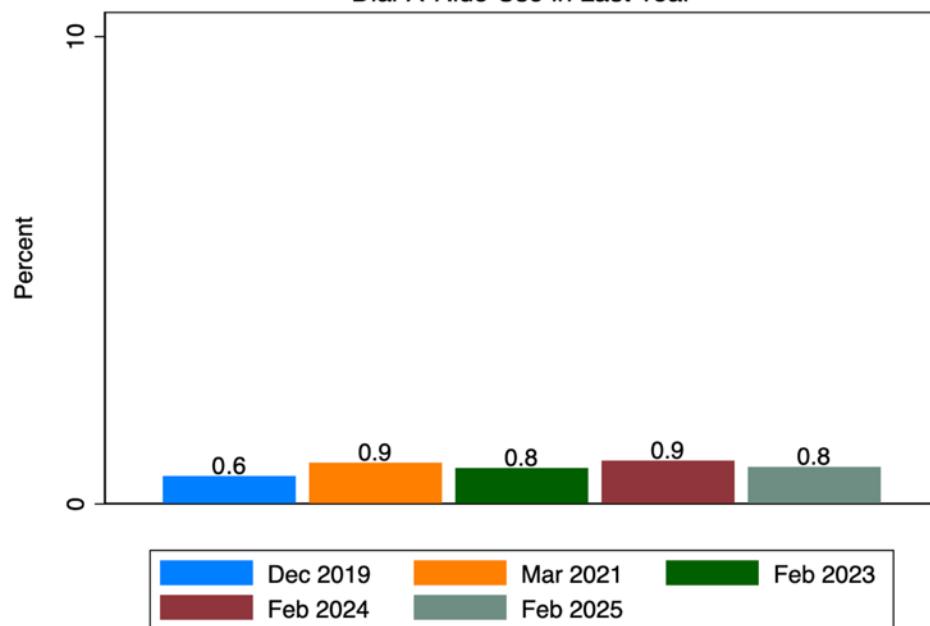
Metrolink Use in Last Year



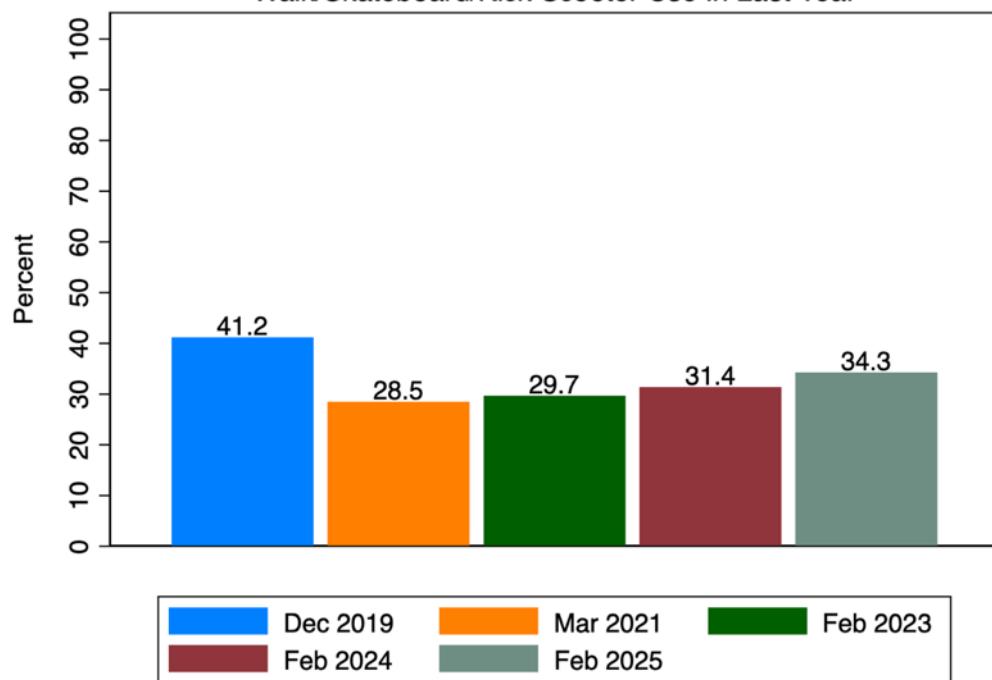
Amtrak Use in Last Year

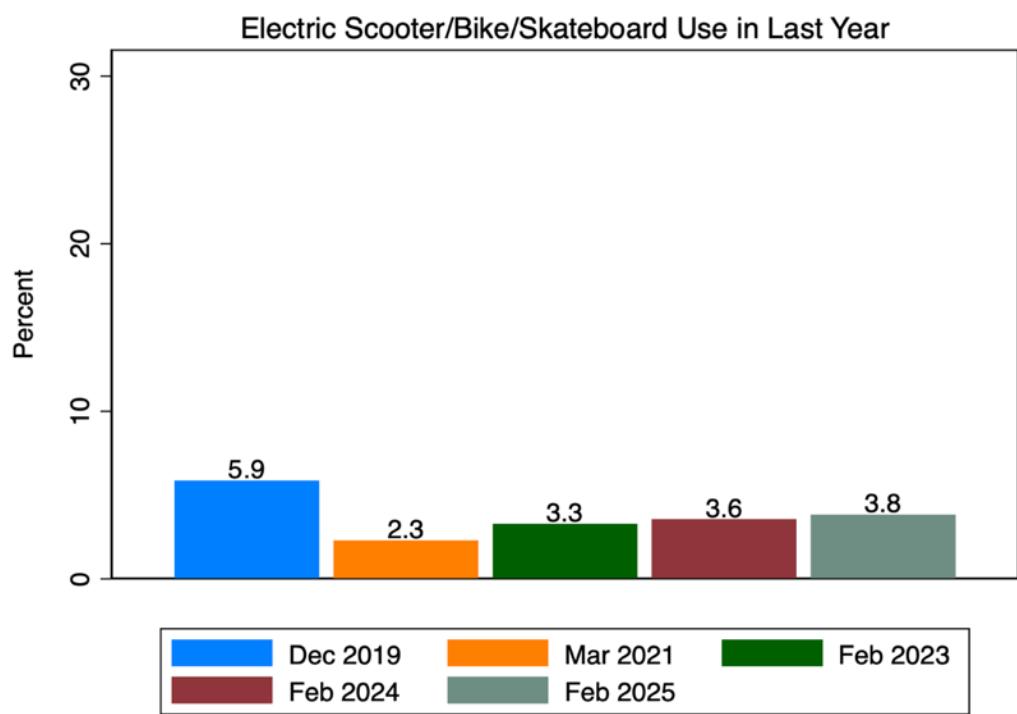
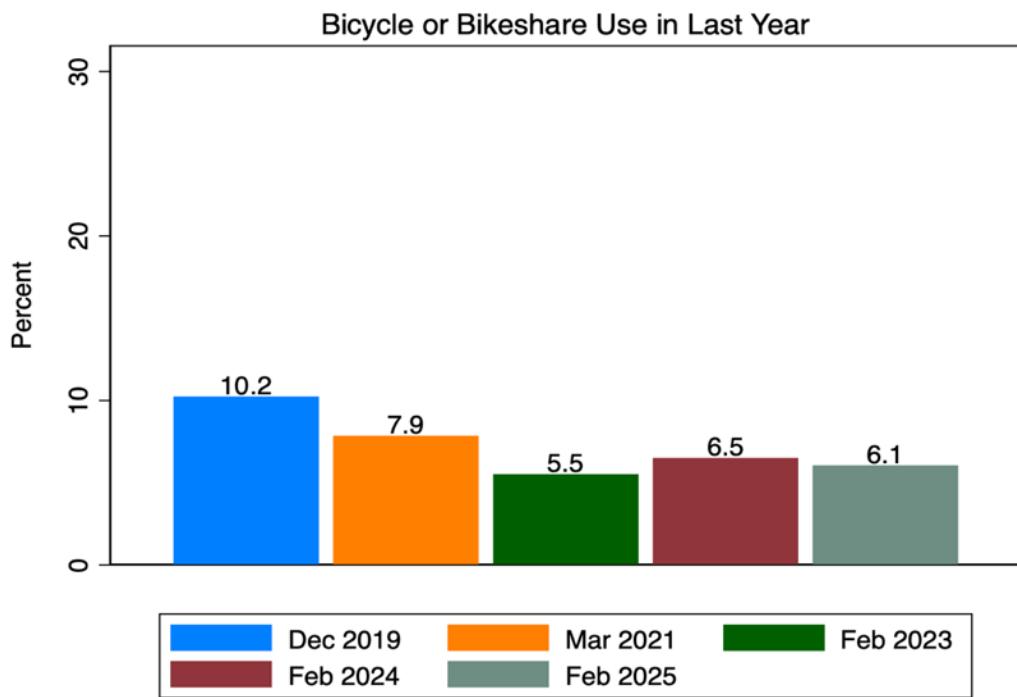


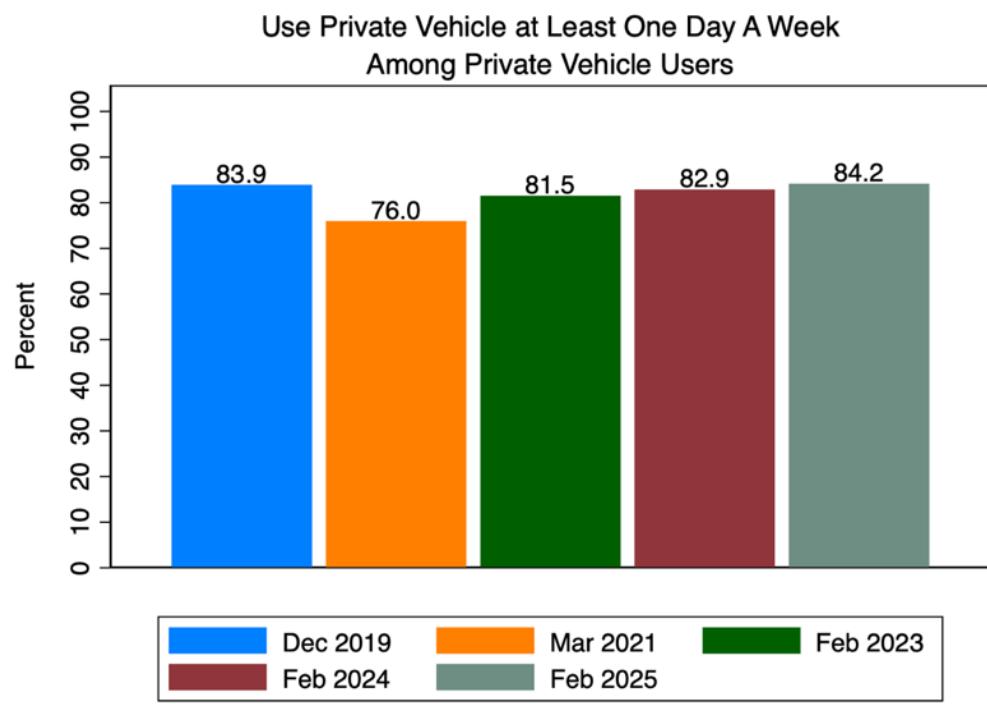
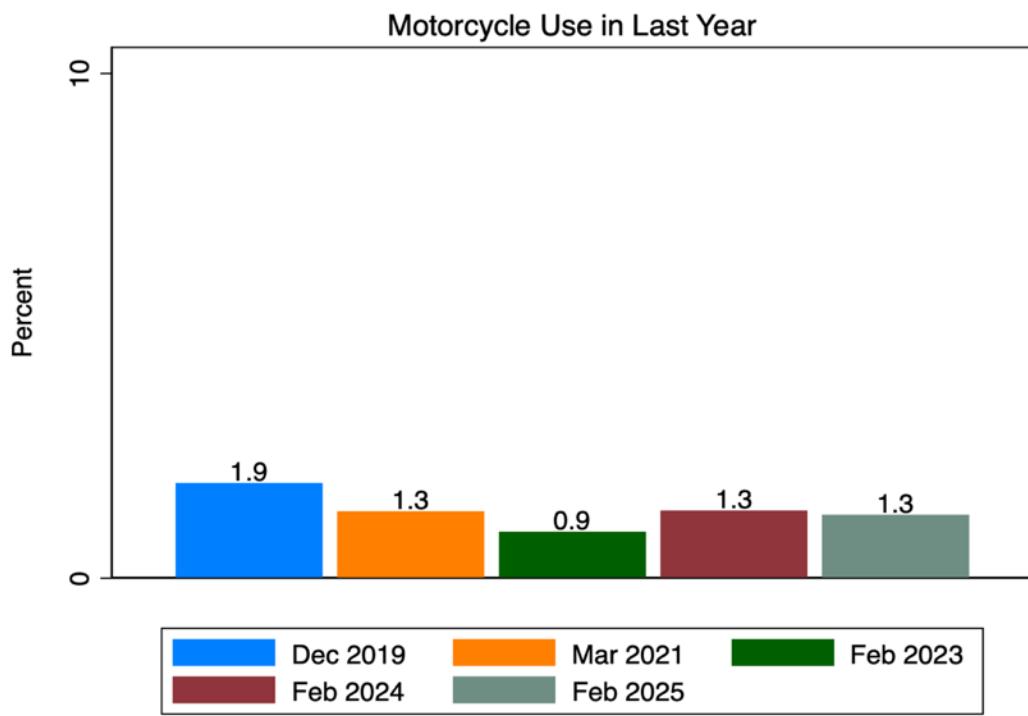
Dial-A-Ride Use in Last Year



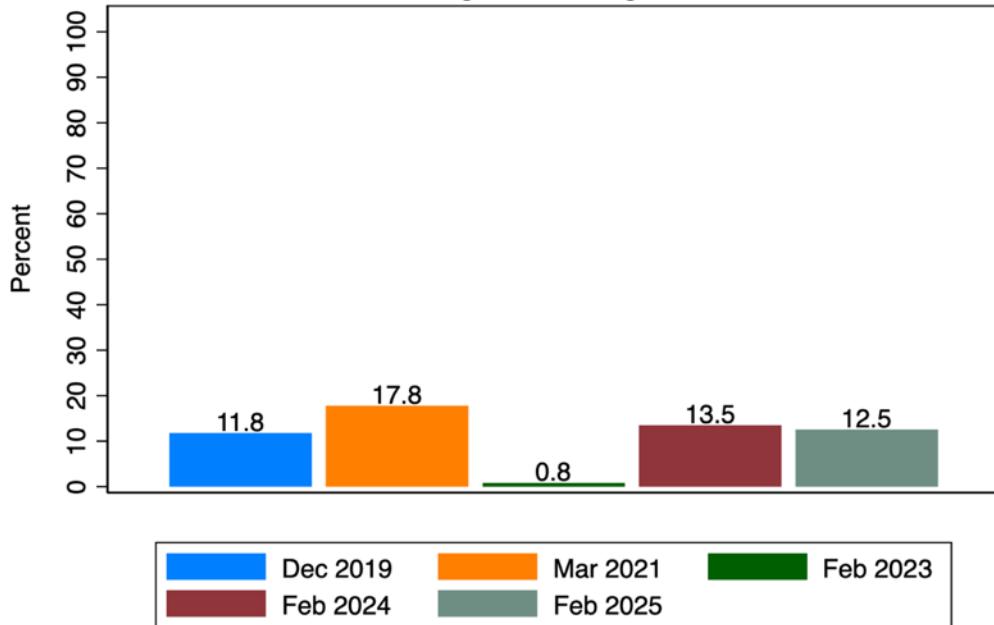
Walk/Skateboard/Kick Scooter Use in Last Year



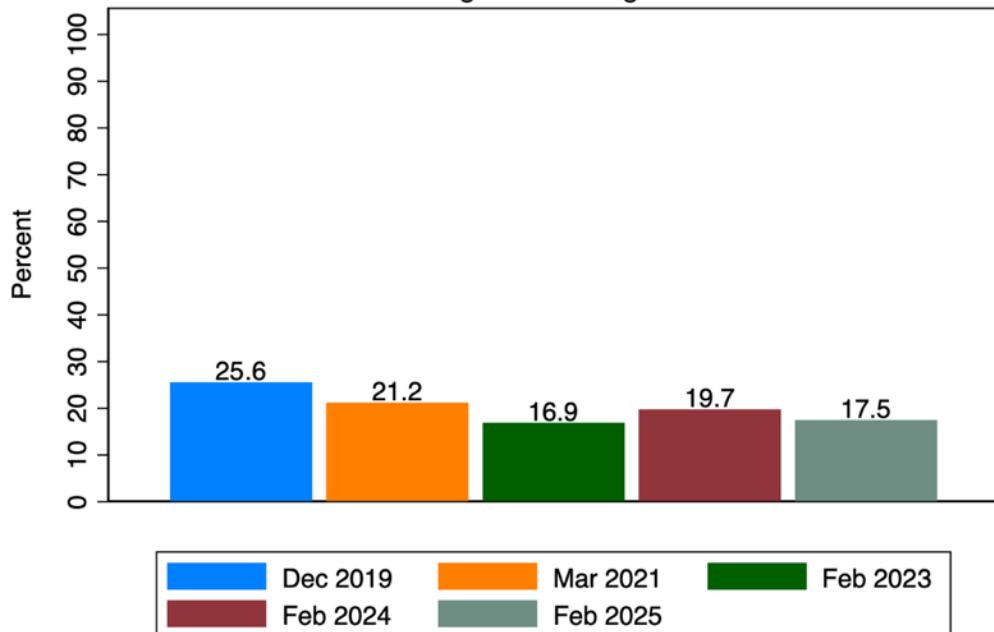




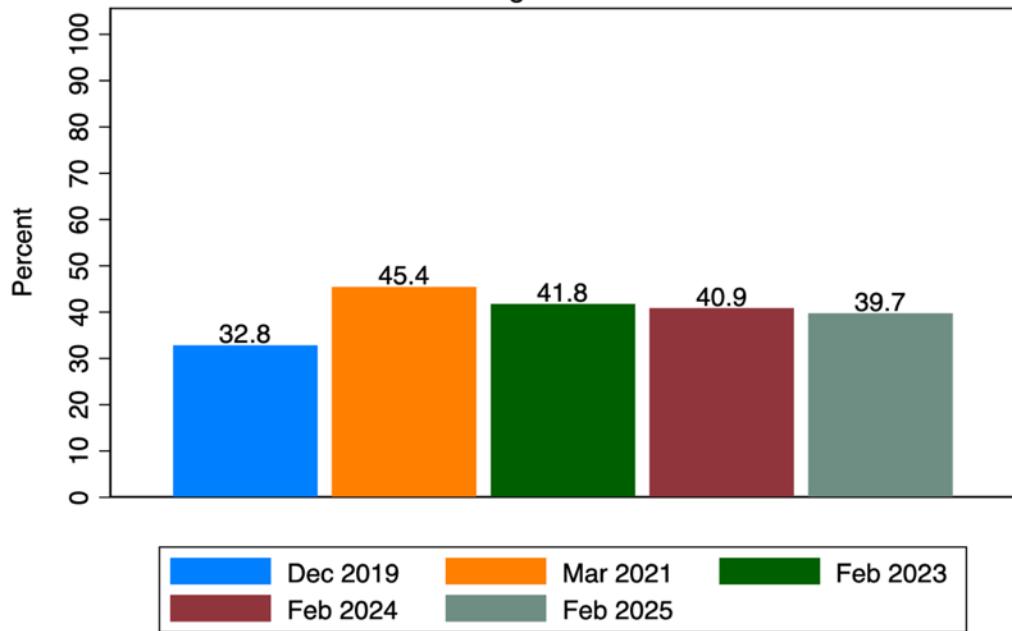
Use Taxi/Limo/Hired at Least One Day A Week
Among Ride Hailing Users



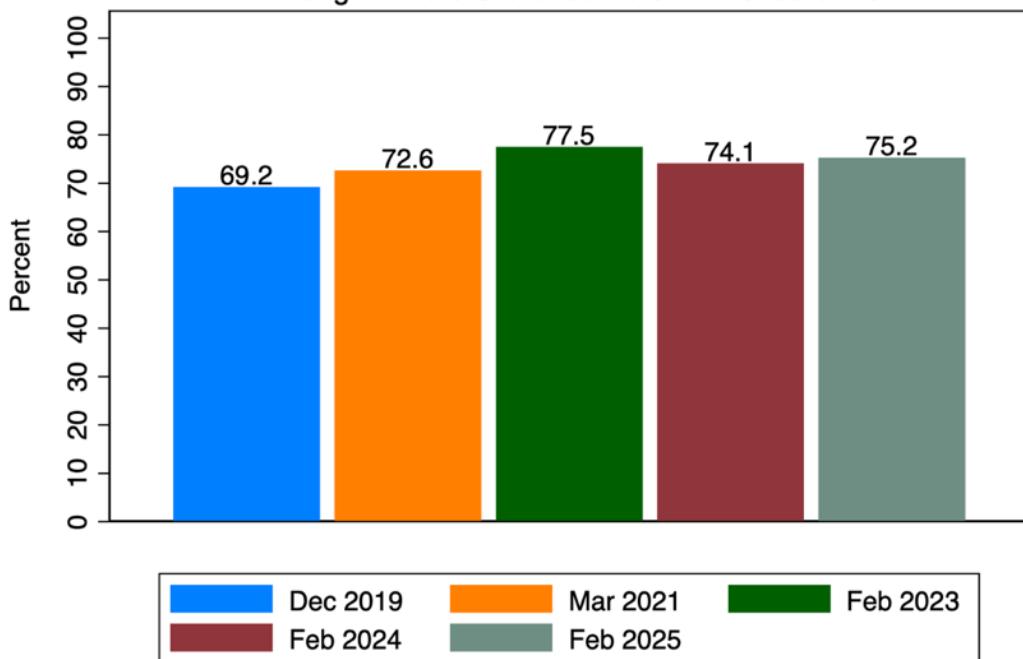
Use Ride Hailing at Least One Day A Week
Among Ride Hailing Users



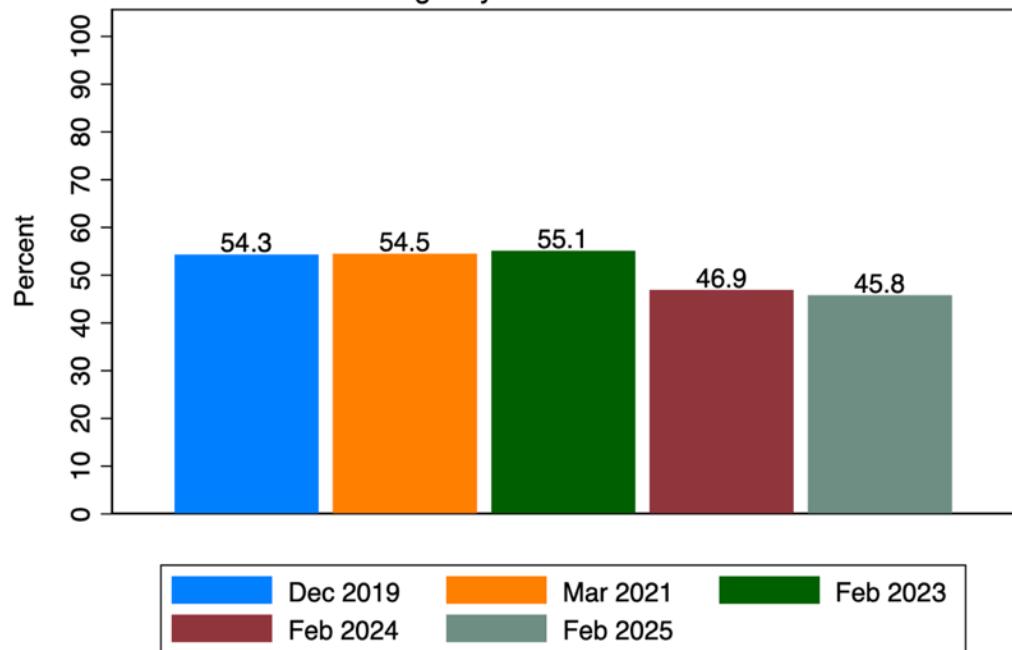
Use Metro at Least One Day A Week
Among Metro Users



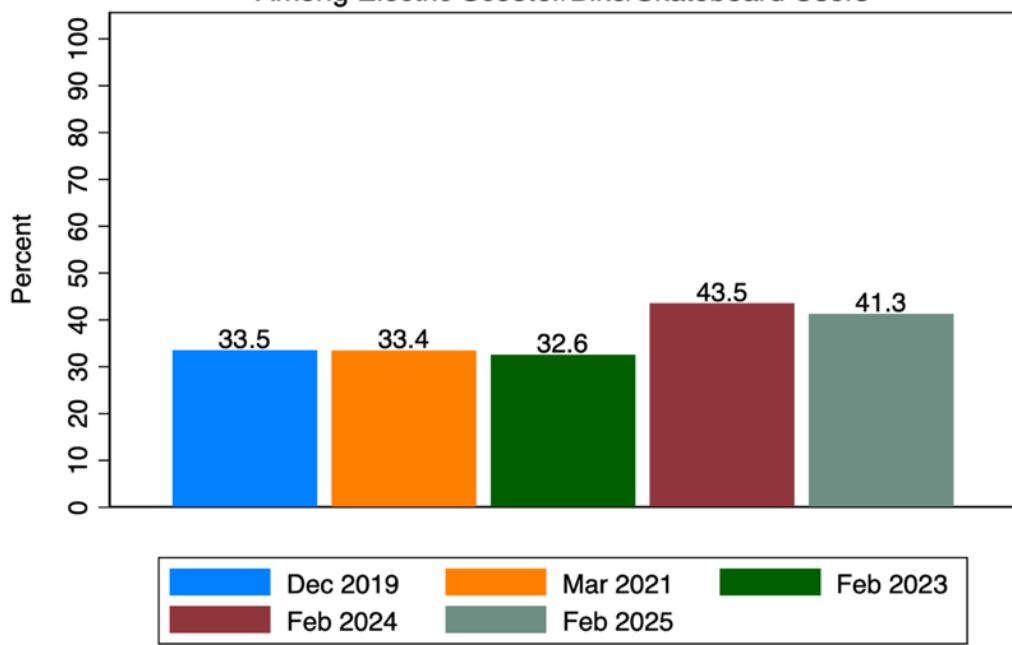
Walk/Skateboard/Kick Scooter at Least One Day A Week
Among Walkers/Skateboarders/Kick Scooterers



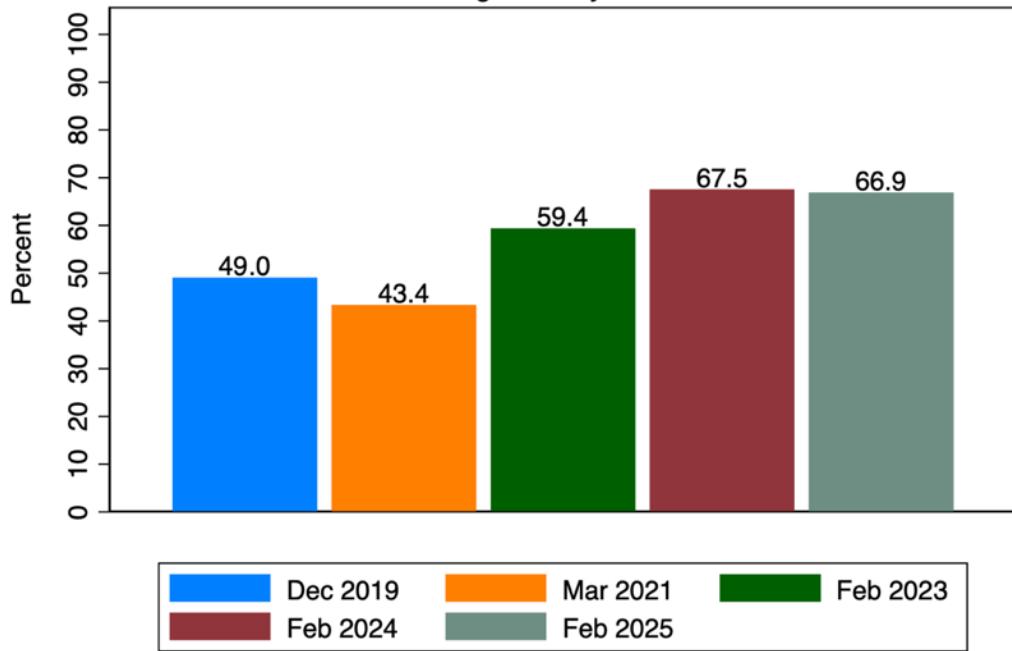
Bicycle or Bikeshare at Least One Day A Week
Among Bicycle or Bikeshare Users



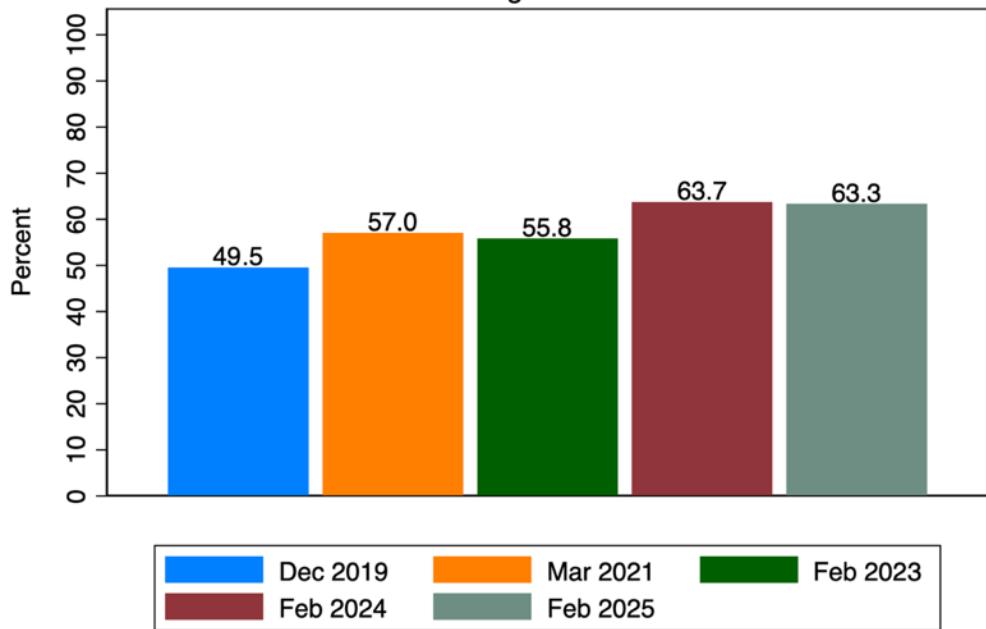
Use Electric Scooter/Bike/Skateboard at Least One Day A Week
Among Electric Scooter/Bike/Skateboard Users



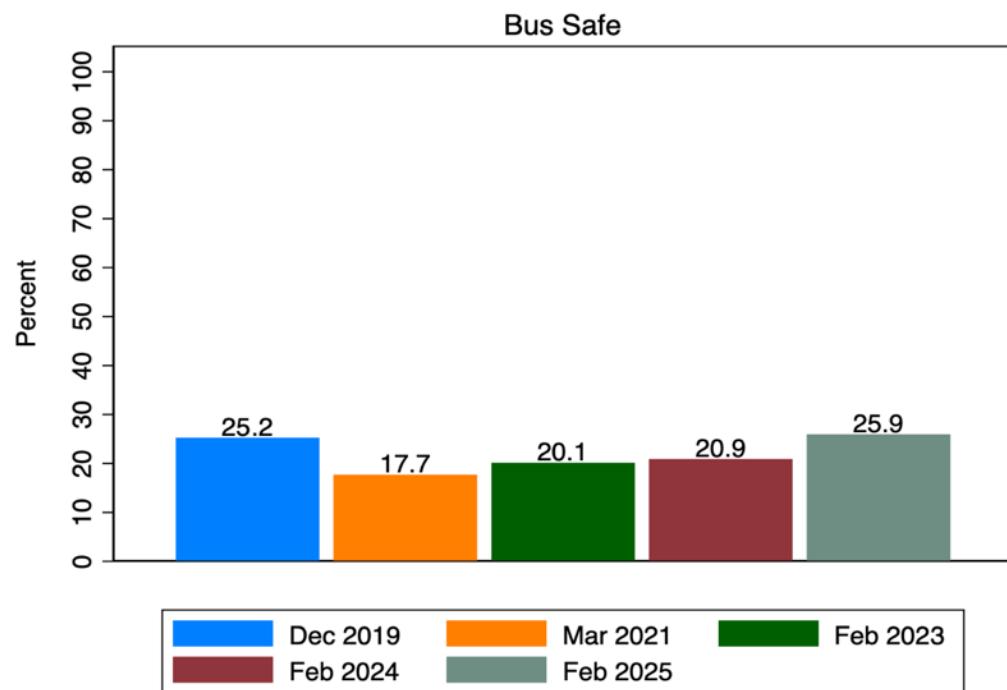
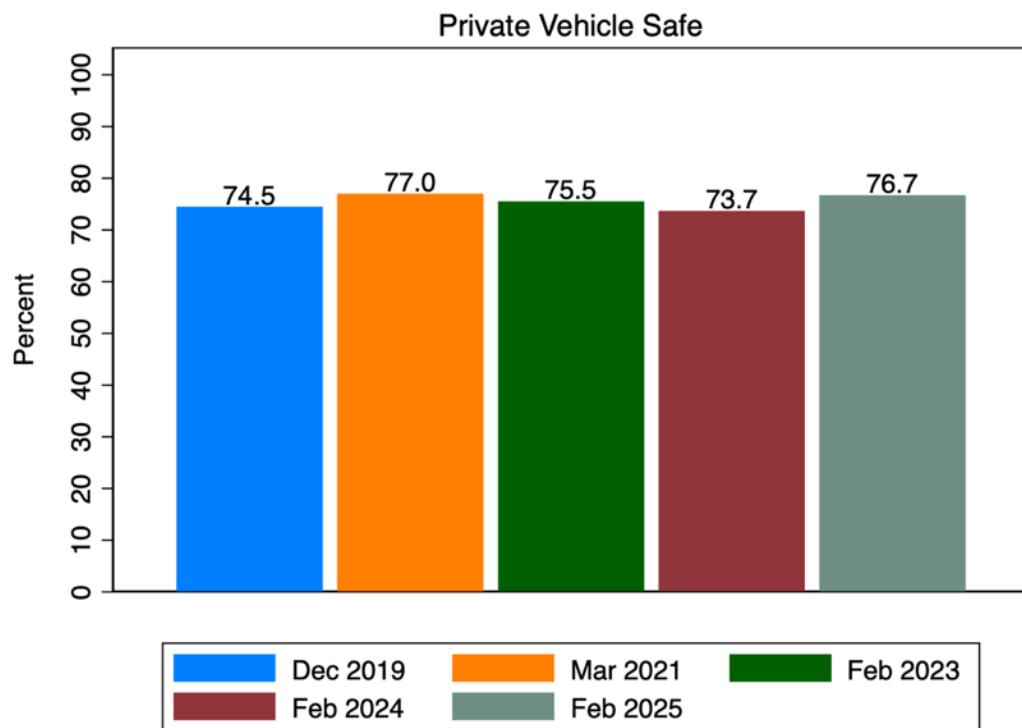
Use Motorcycle at Least One Day A Week
Among Motorcycle Users

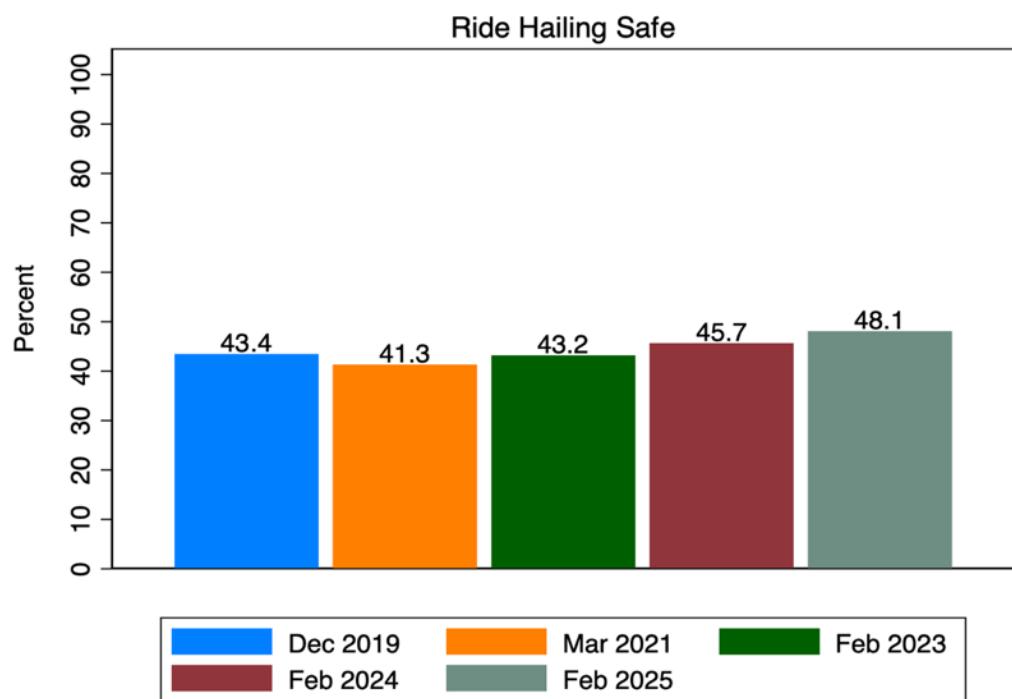
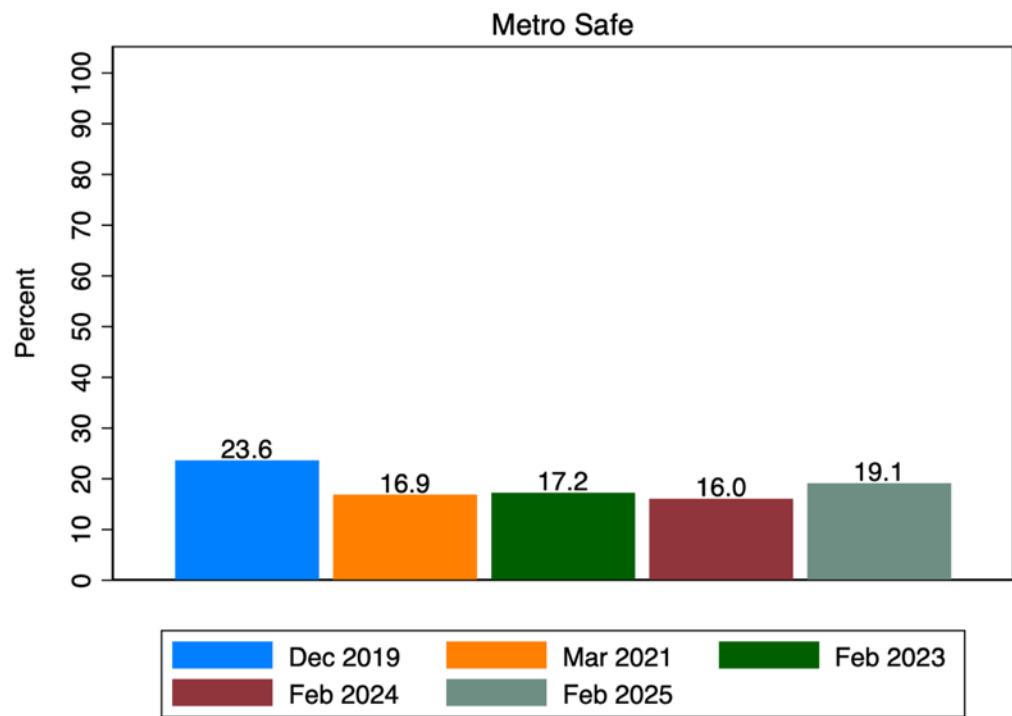


Use Bus at Least One Day A Week
Among Bus Users

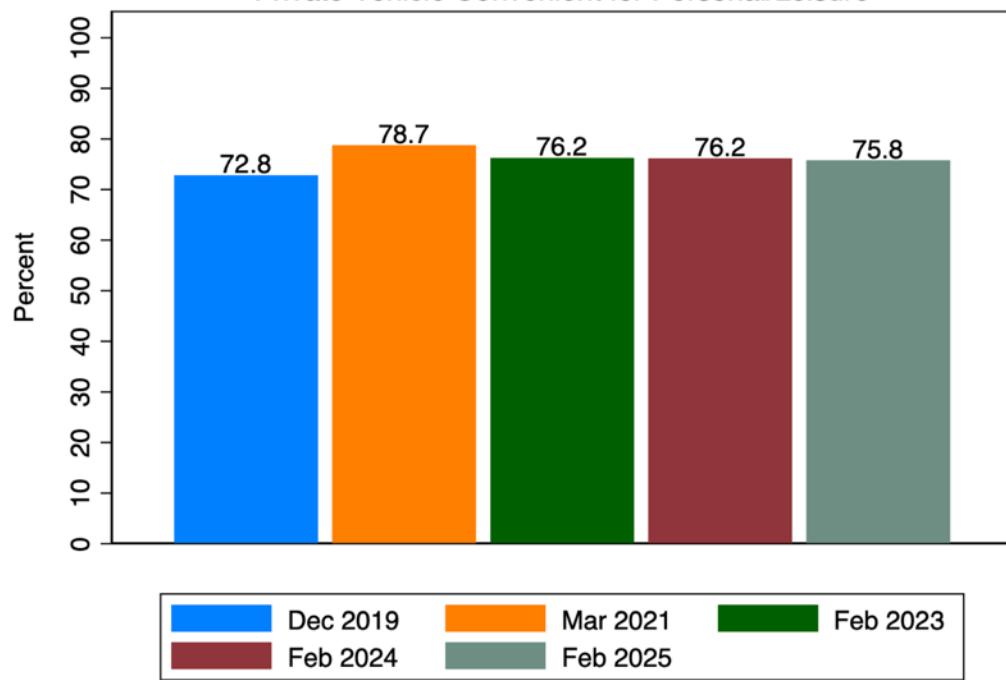


Transportation Perceptions

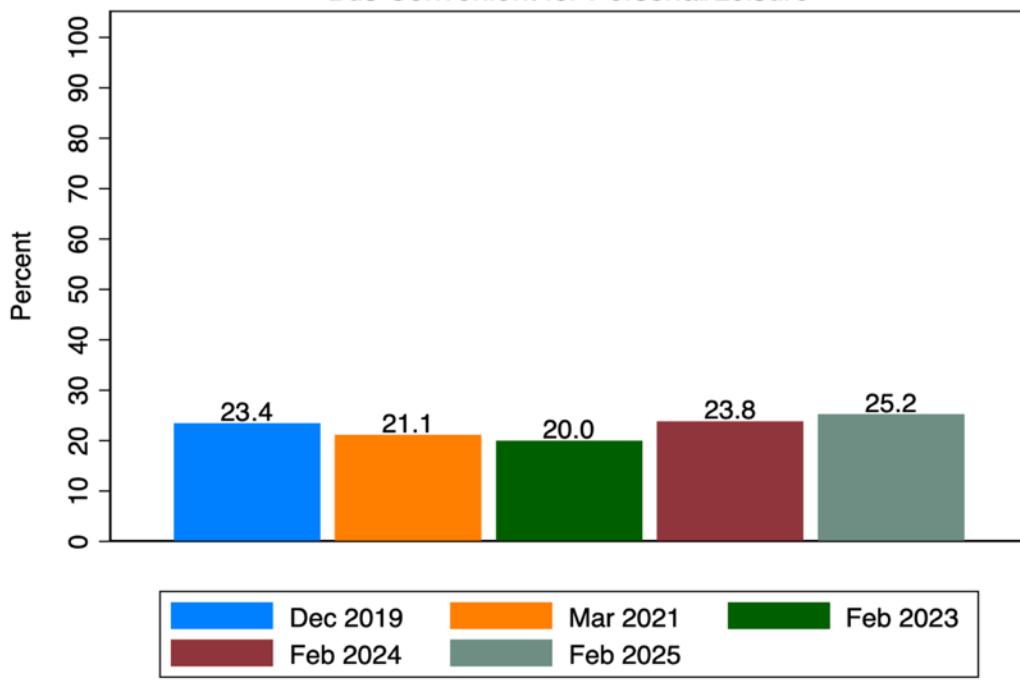




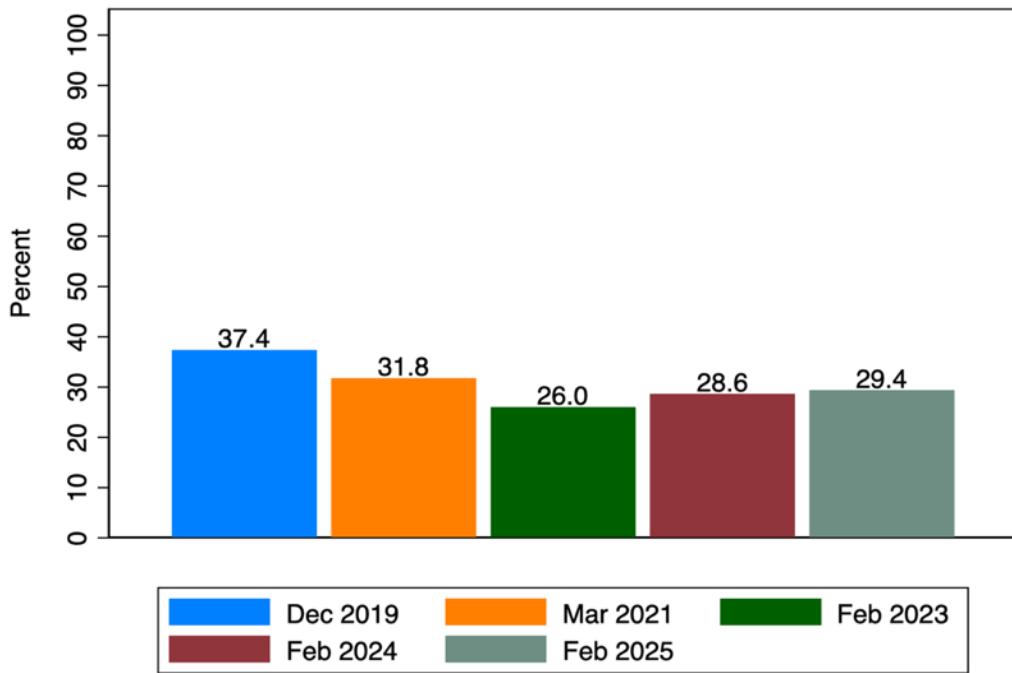
Private Vehicle Convenient for Personal/Leisure



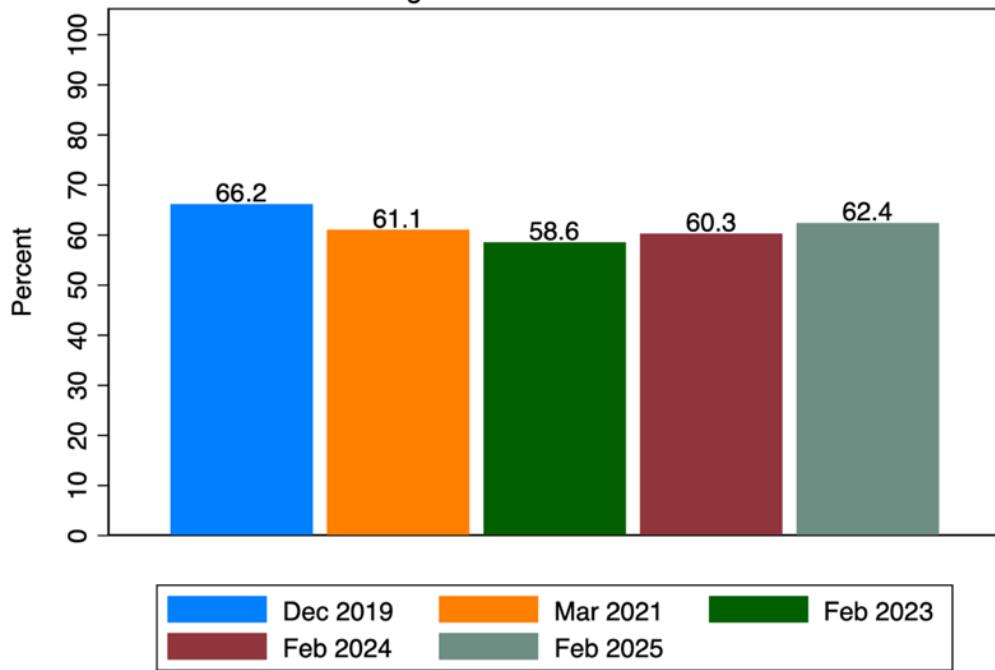
Bus Convenient for Personal/Leisure



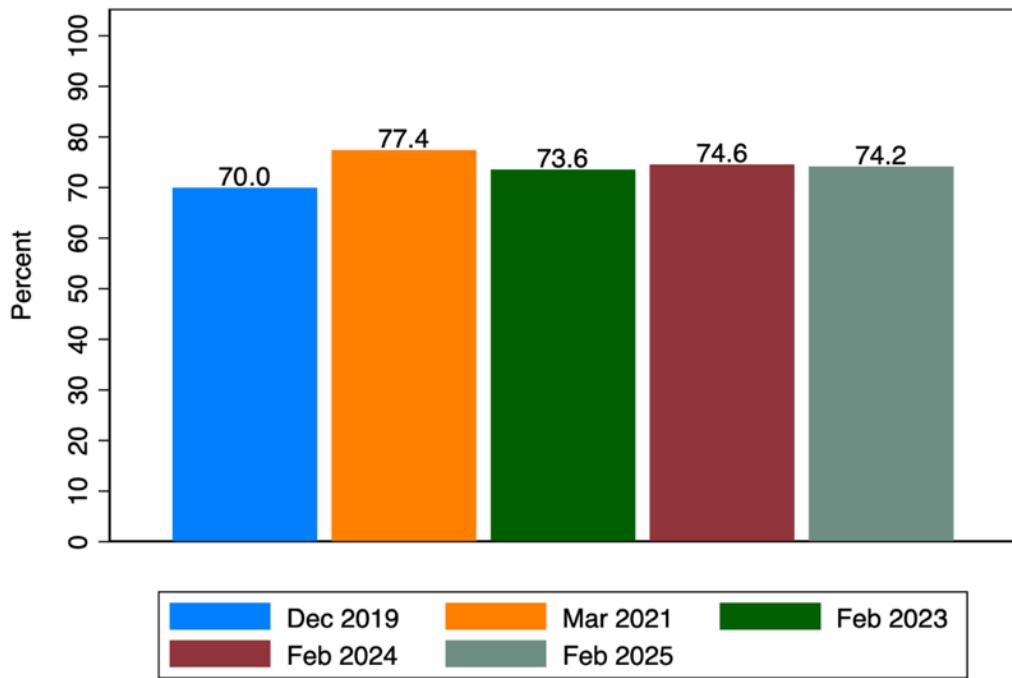
Metro Convenient for Personal/Leisure



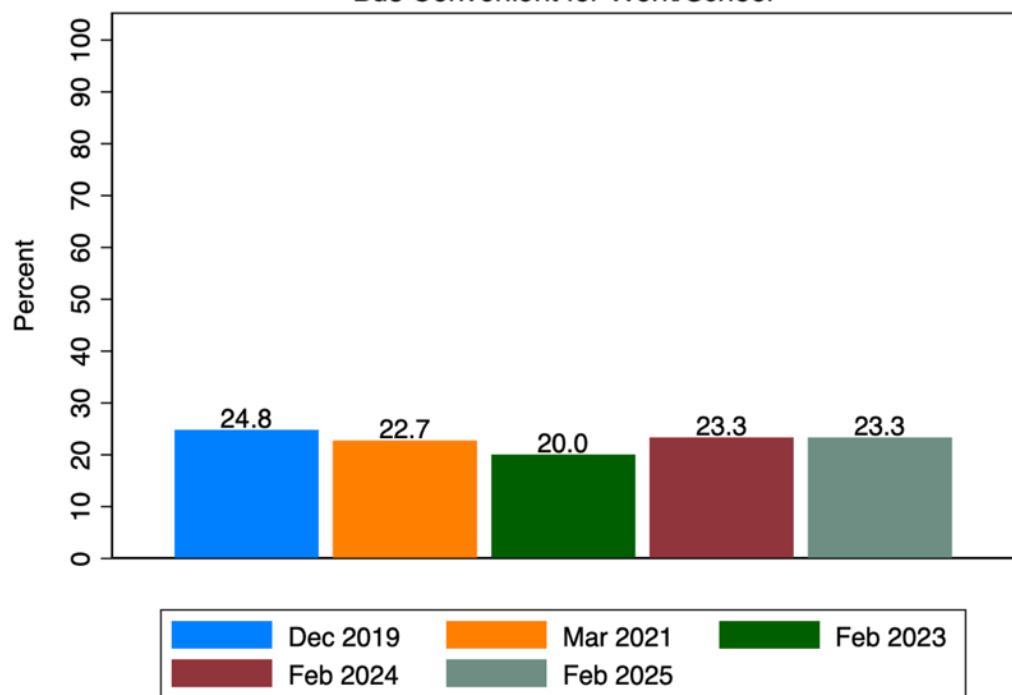
Ride Hailing Convenient for Personal/Leisure



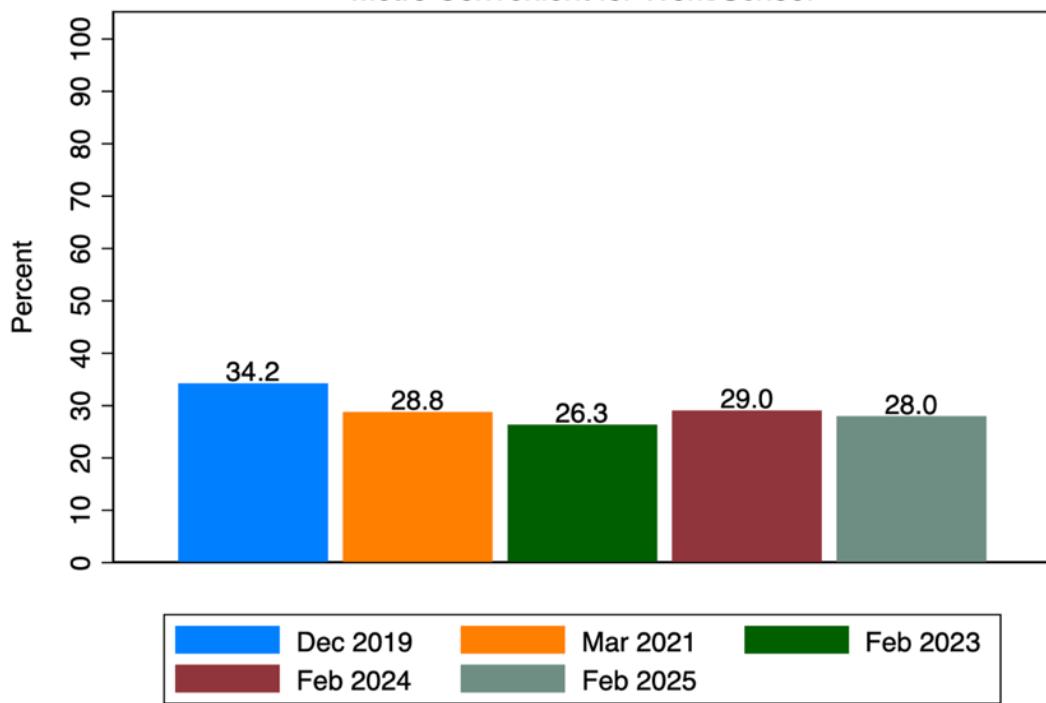
Private Vehicle Convenient for Work/School



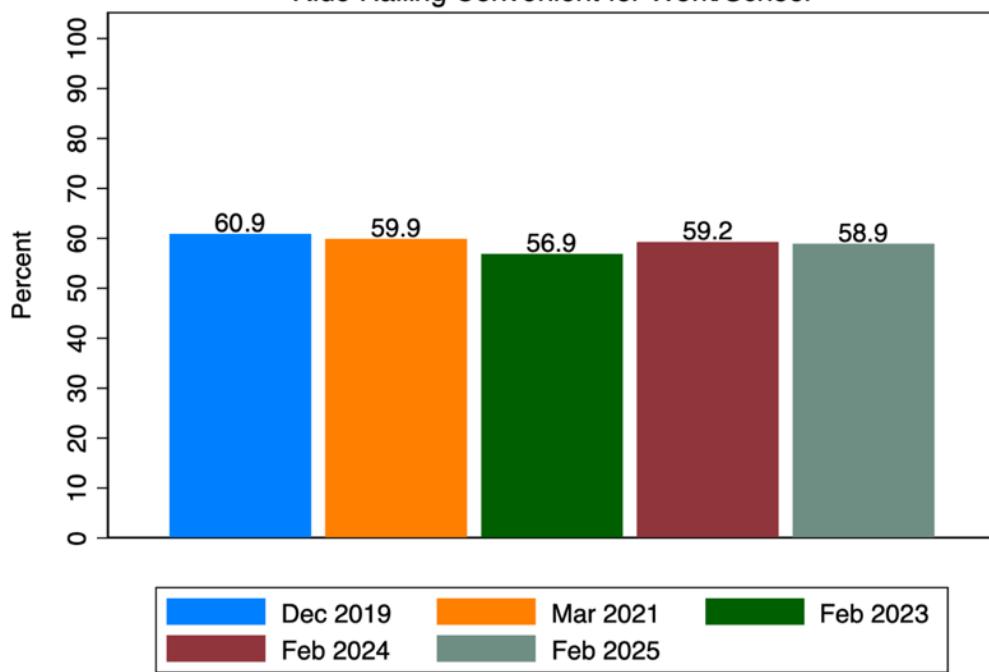
Bus Convenient for Work/School



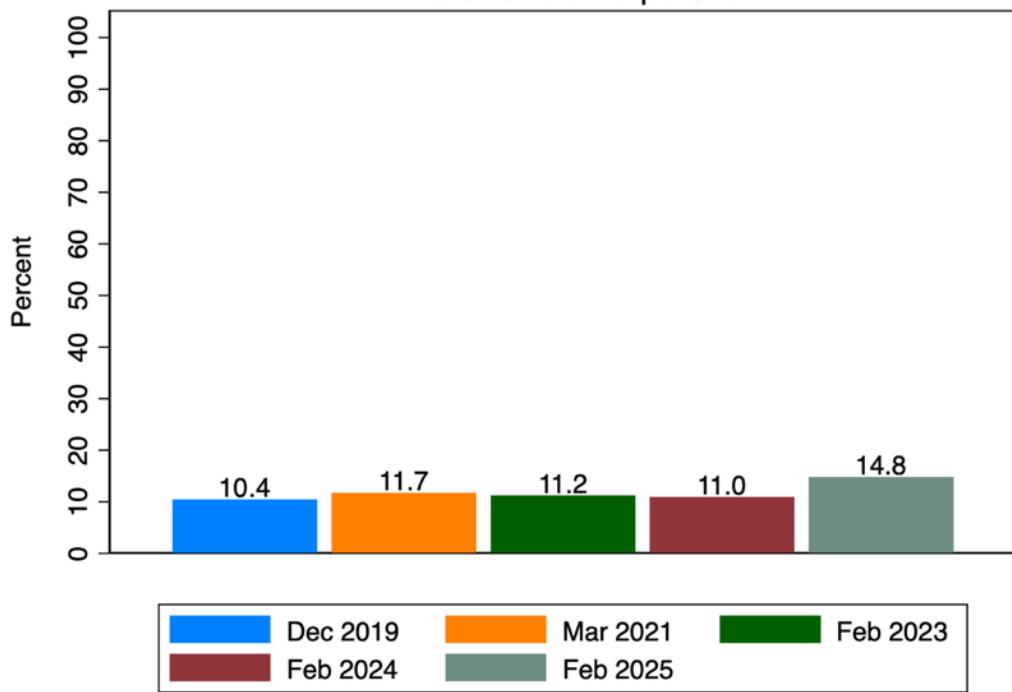
Metro Convenient for Work/School



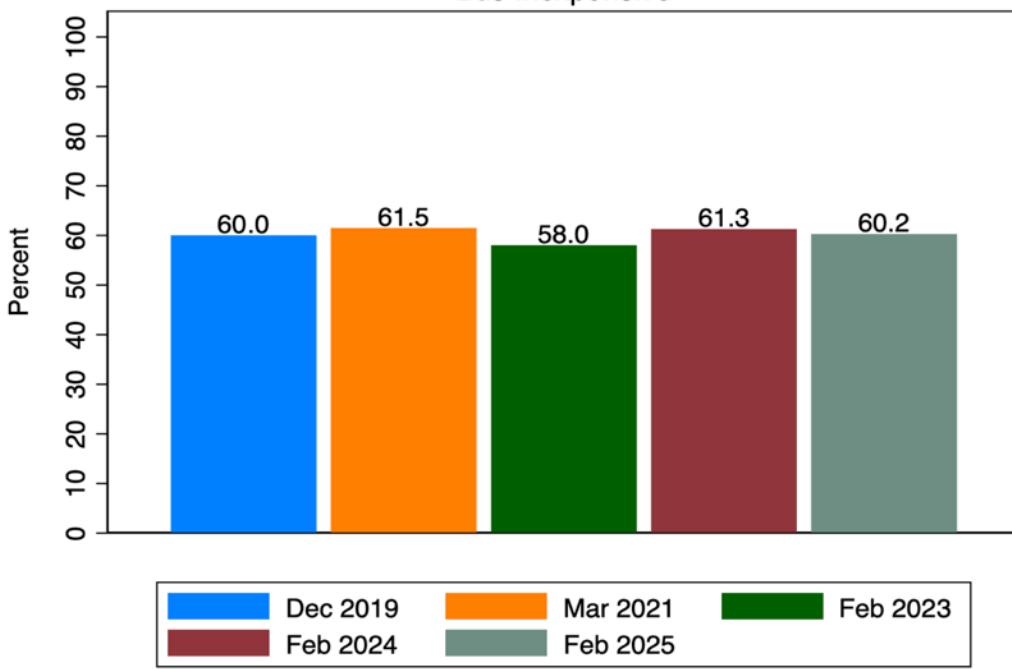
Ride Hailing Convenient for Work/School



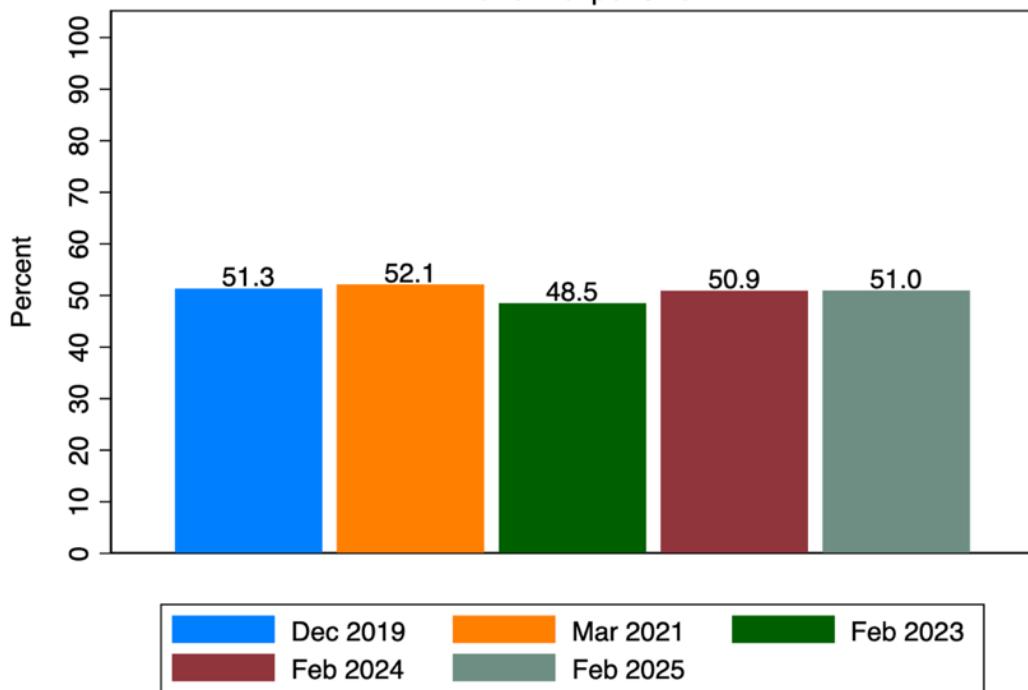
Private Vehicle Inexpensive



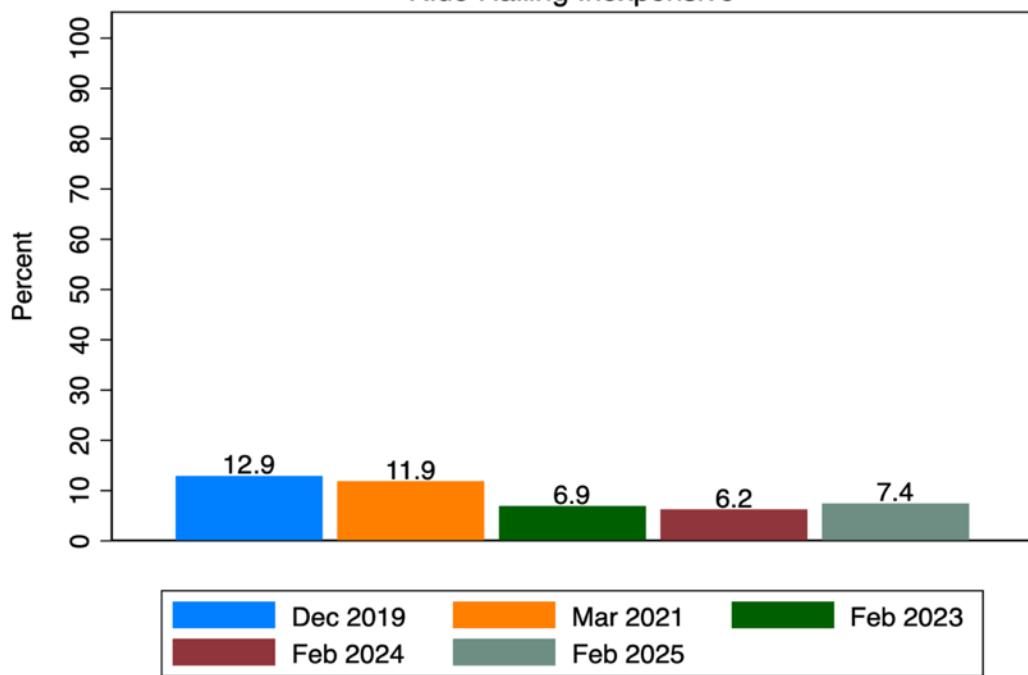
Bus Inexpensive



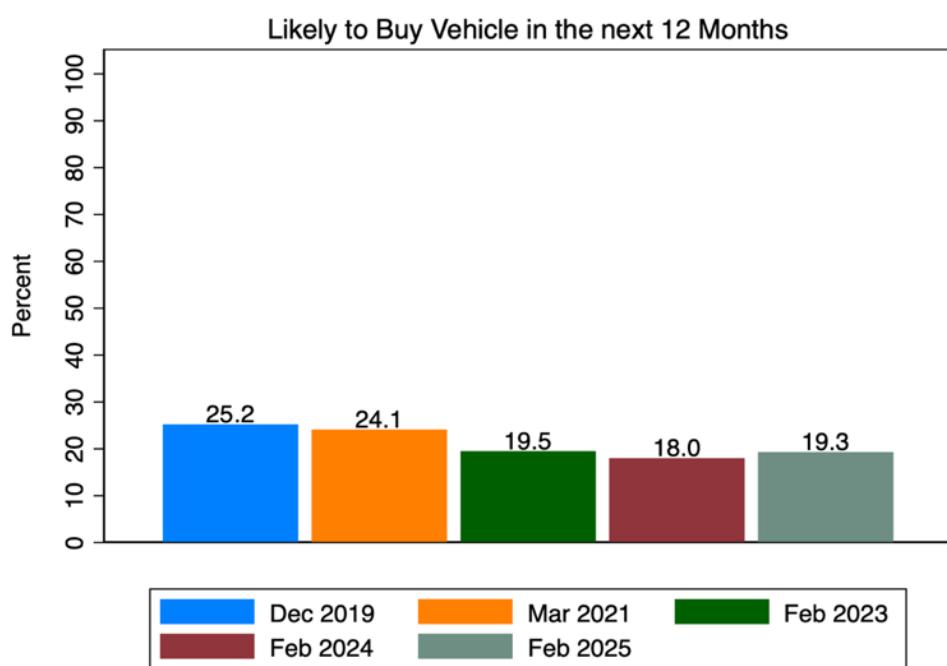
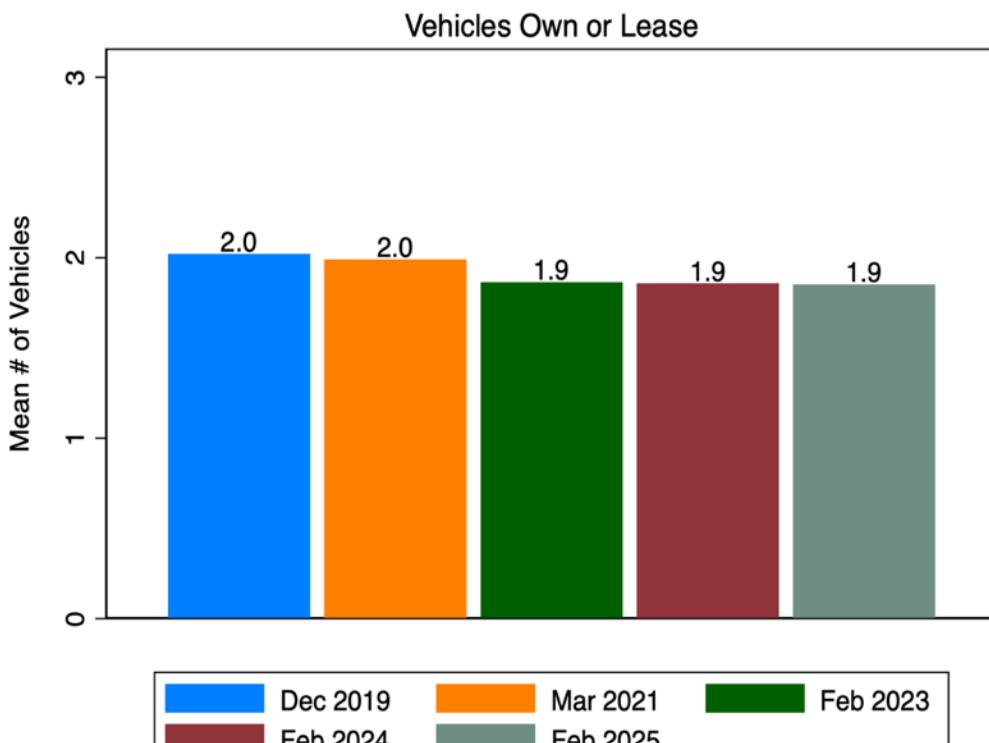
Metro Inexpensive



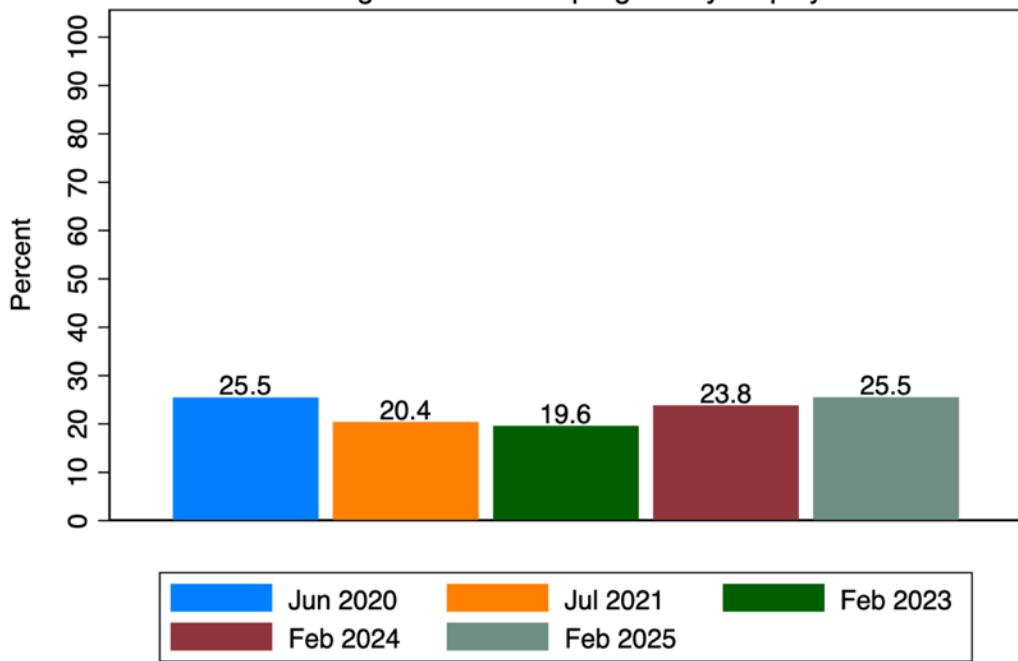
Ride Hailing Inexpensive



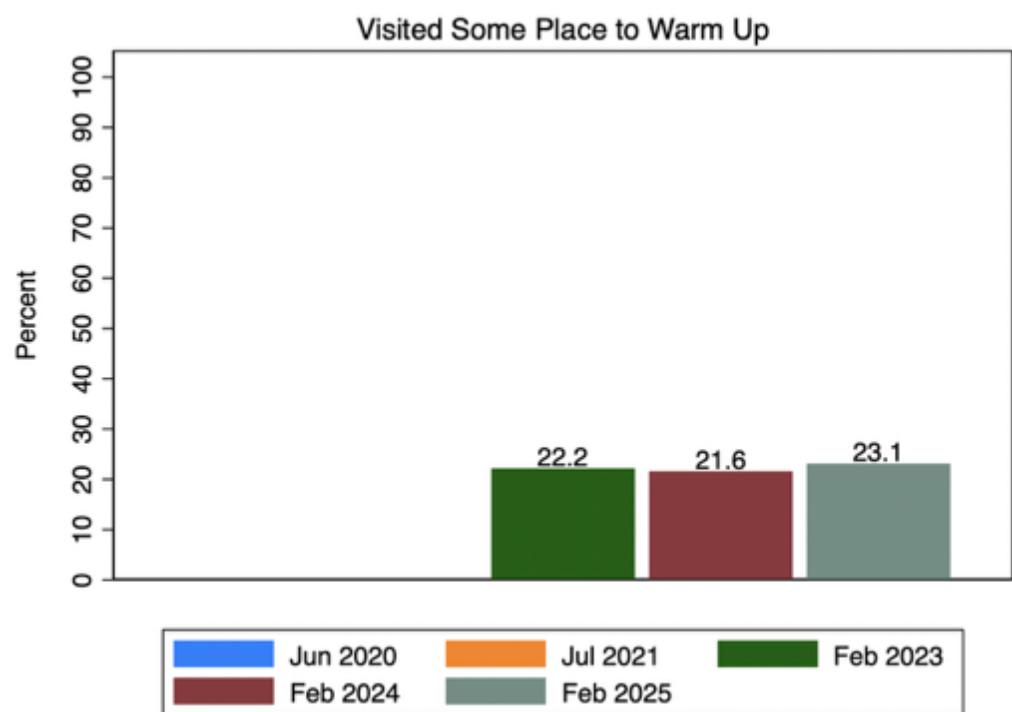
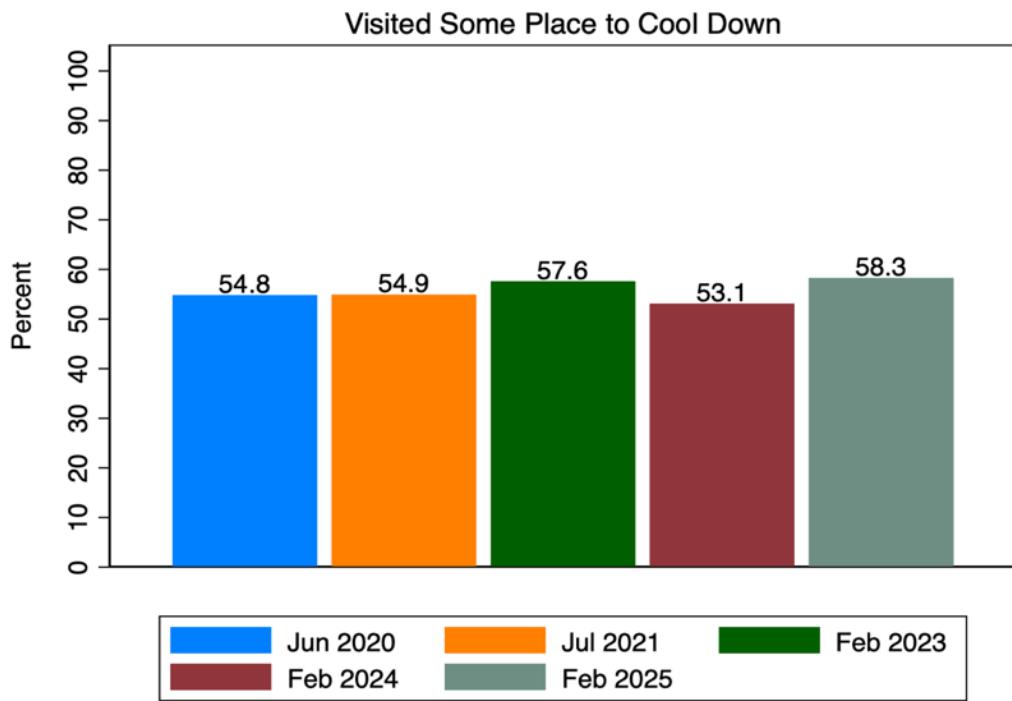
Transportation Access



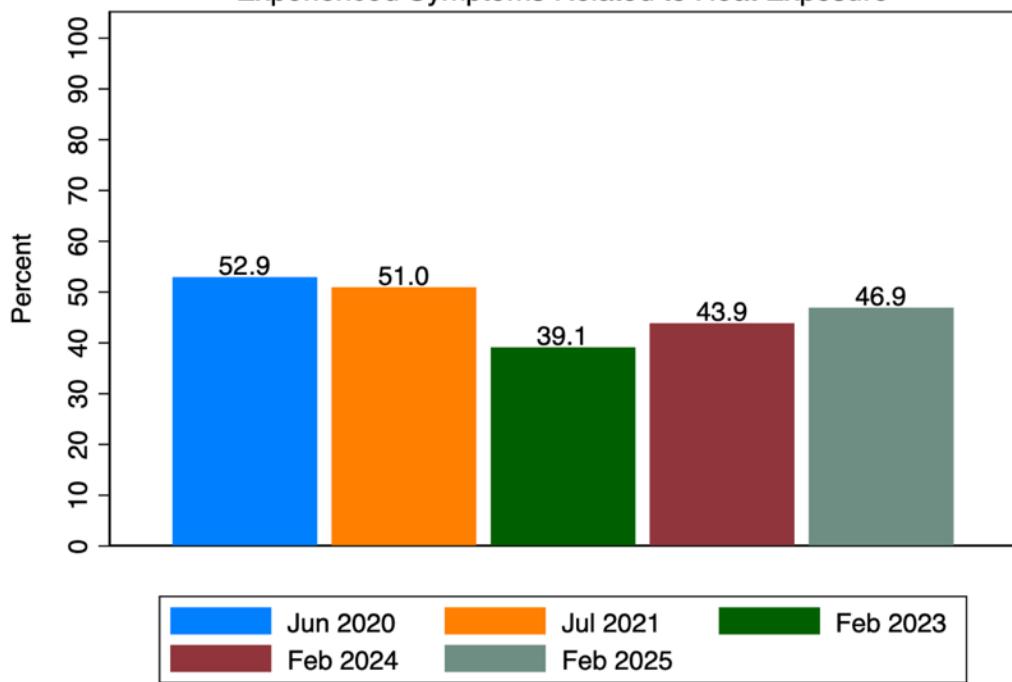
Enrolled in Commuter Benefit Program
Among those offered program by employer



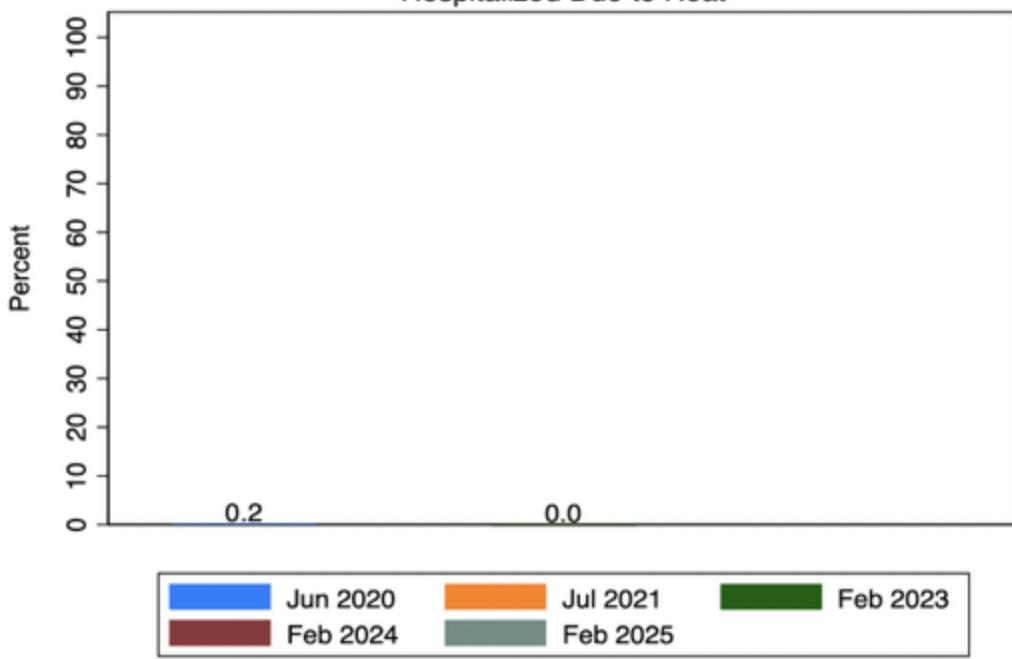
Coolness and Heat



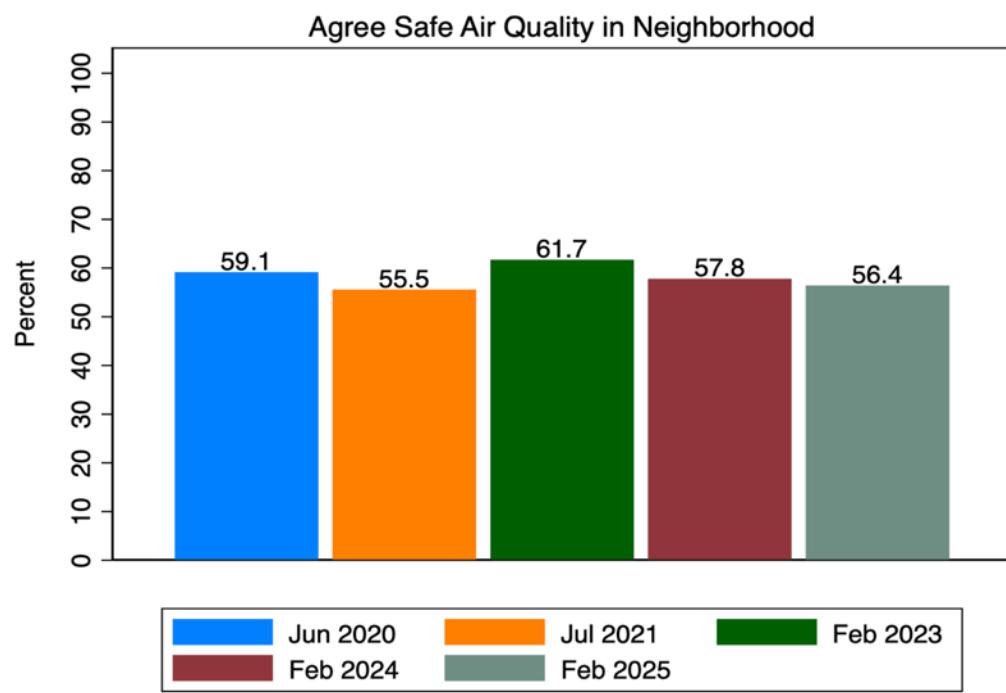
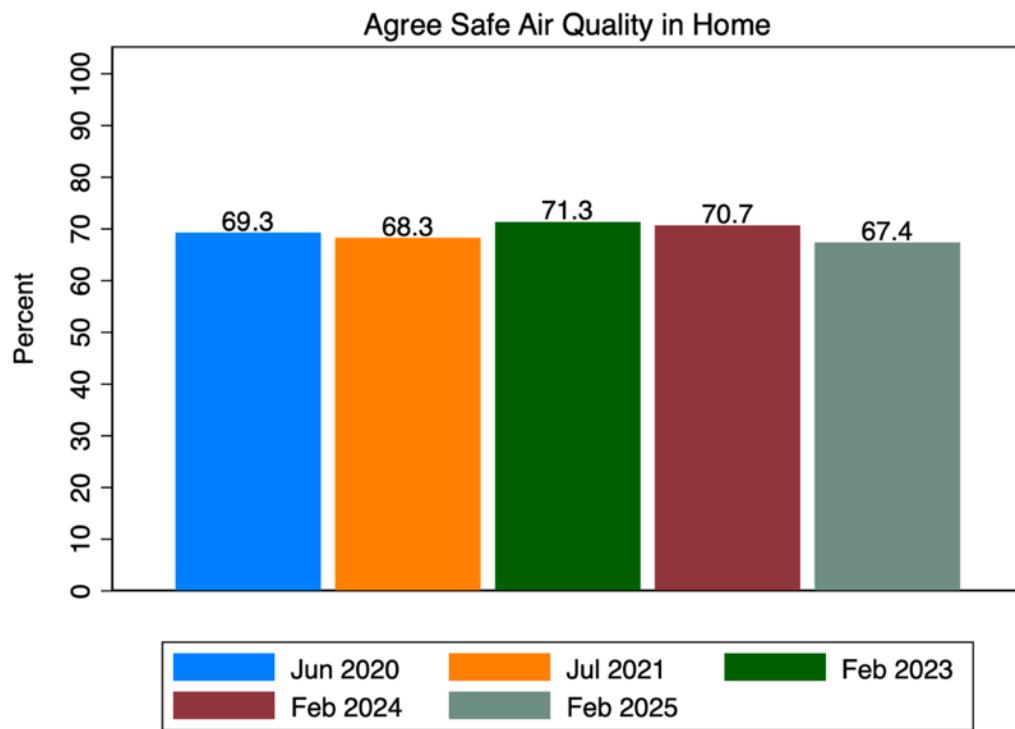
Experienced Symptoms Related to Heat Exposure



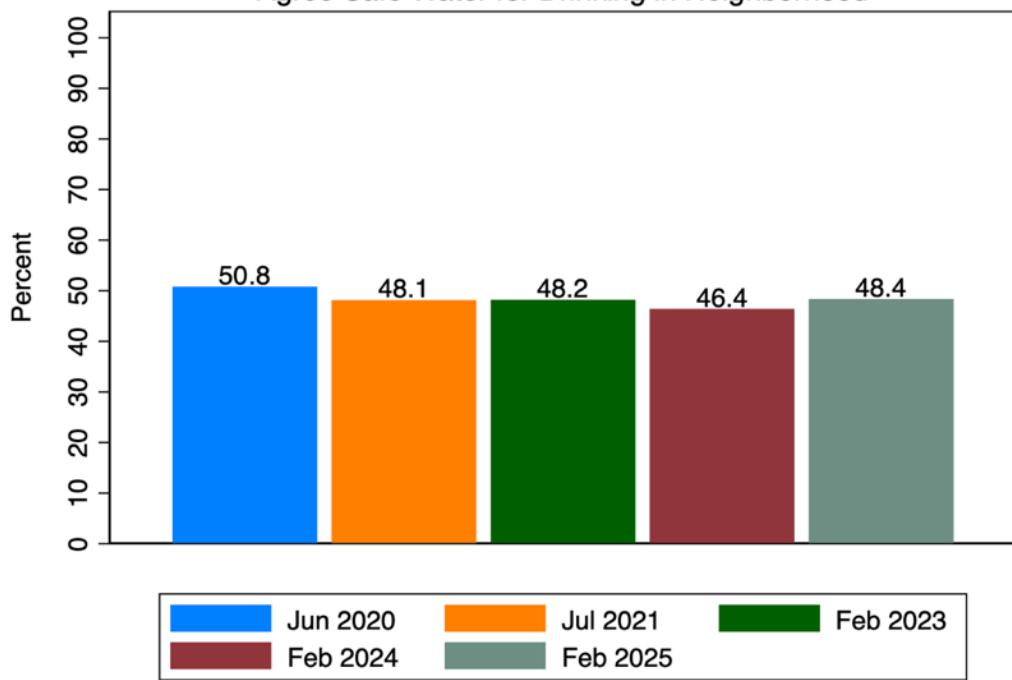
Hospitalized Due to Heat



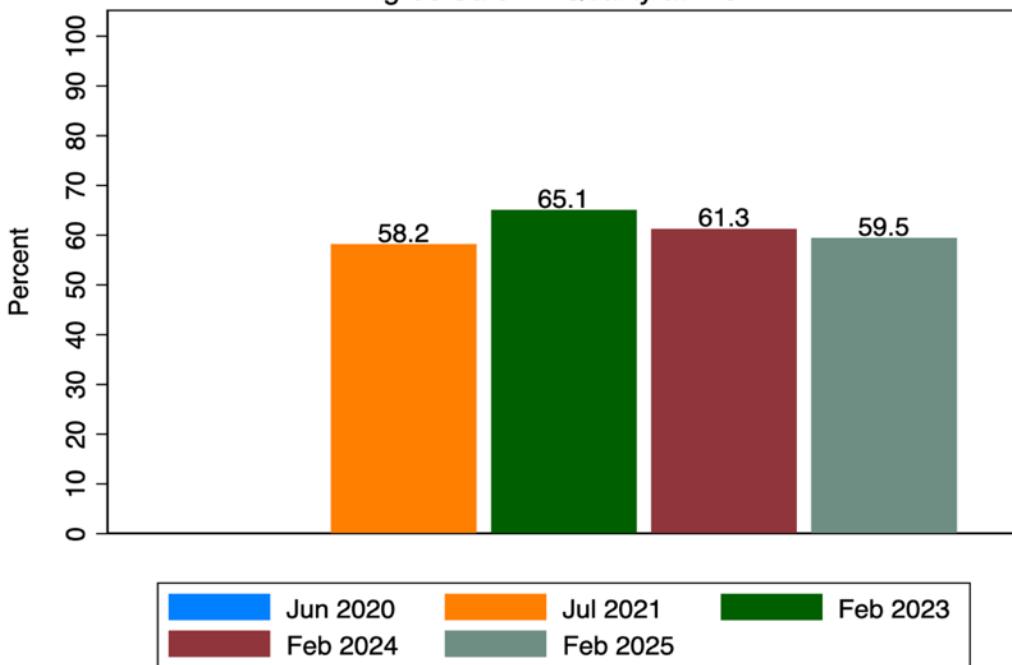
Pollution



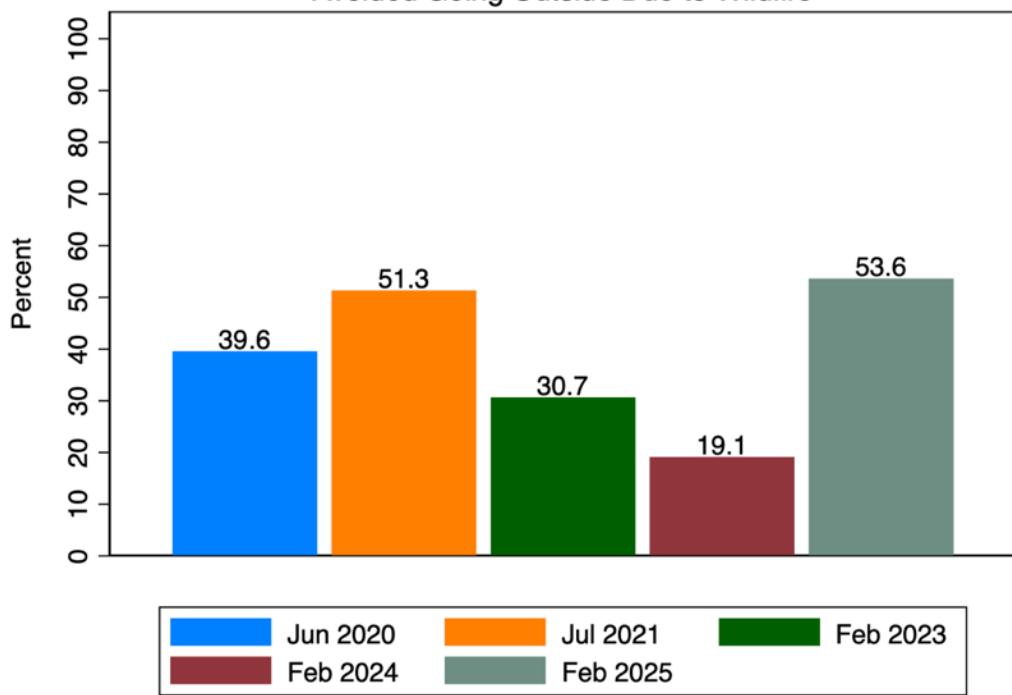
Agree Safe Water for Drinking in Neighborhood



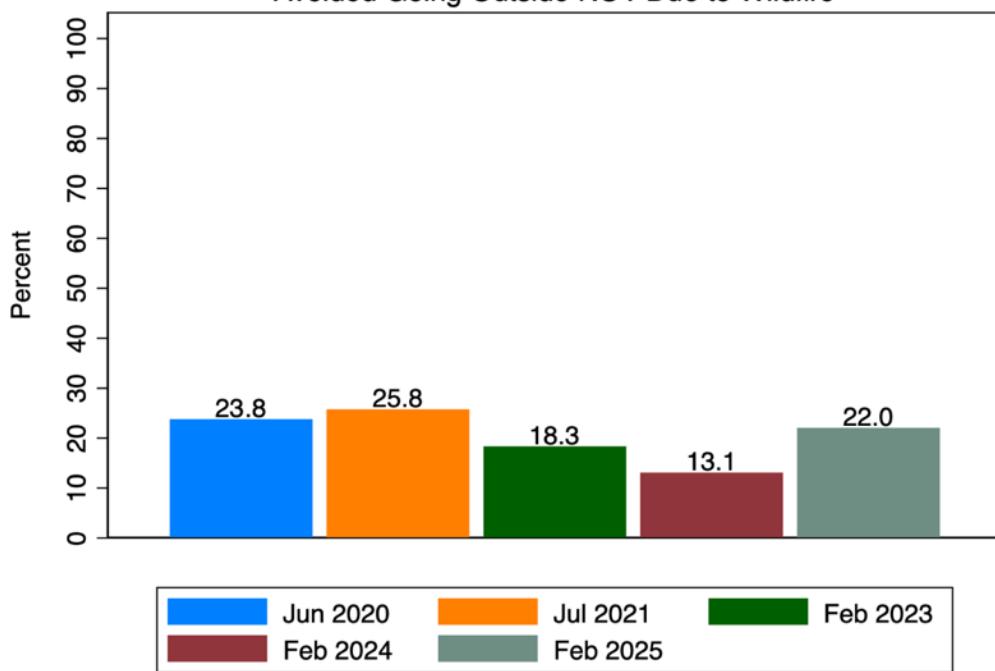
Agree Safe Air Quality at Work

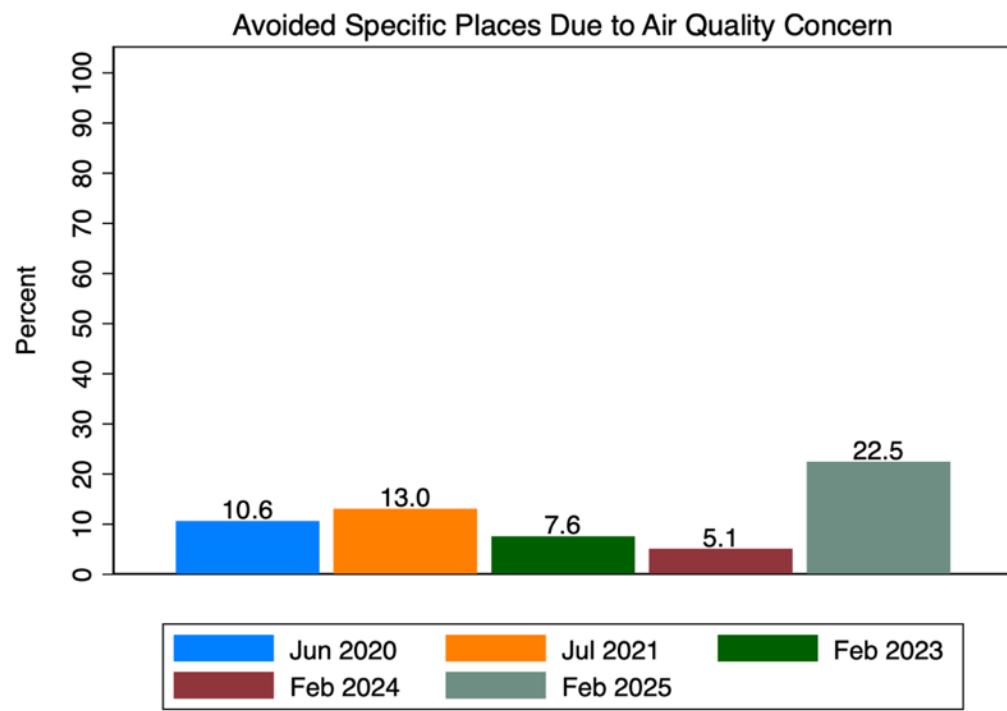


Avoided Going Outside Due to Wildfire

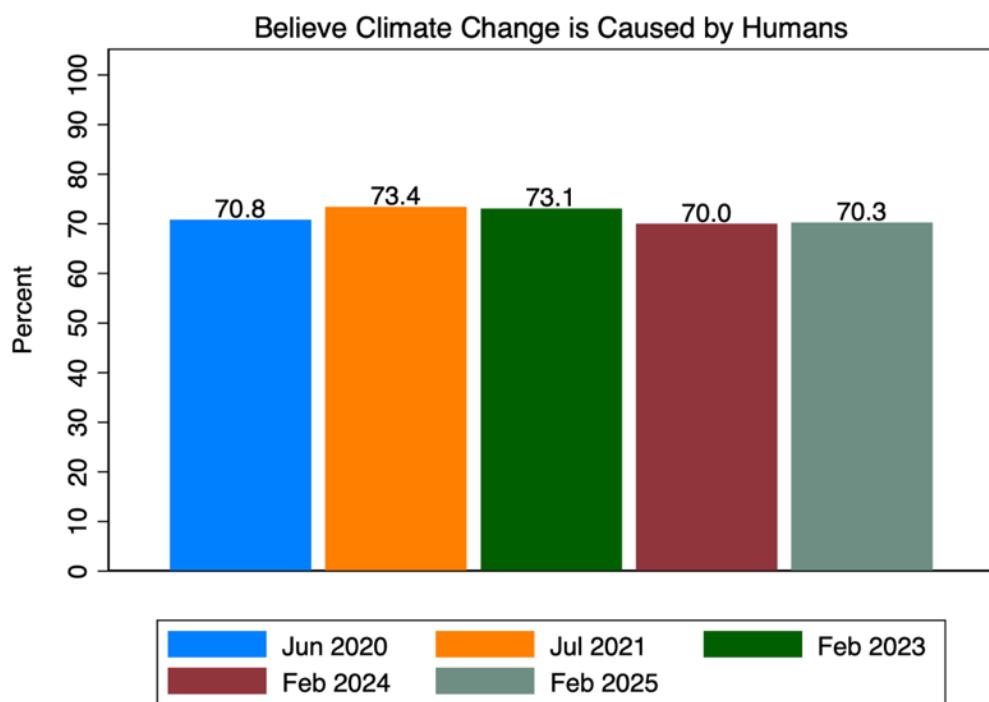
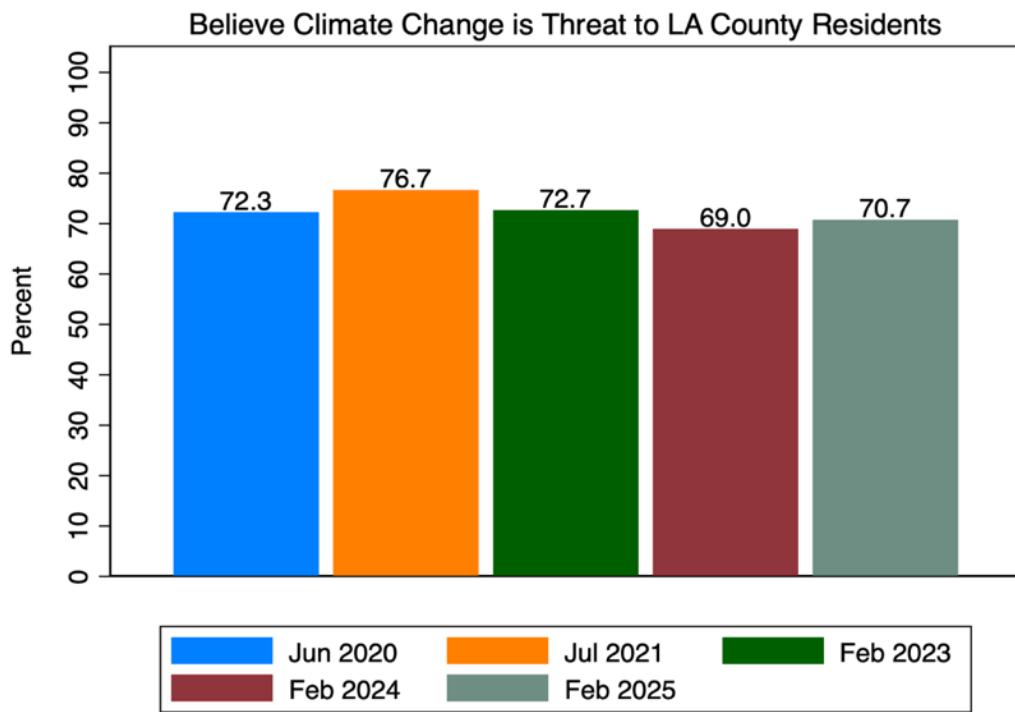


Avoided Going Outside NOT Due to Wildfire

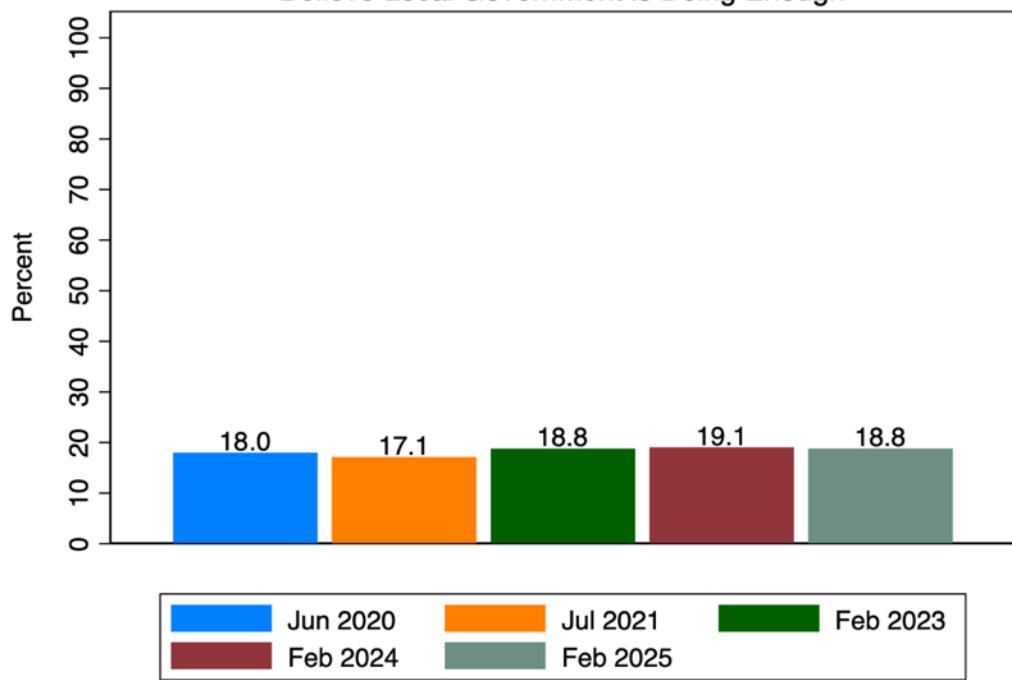




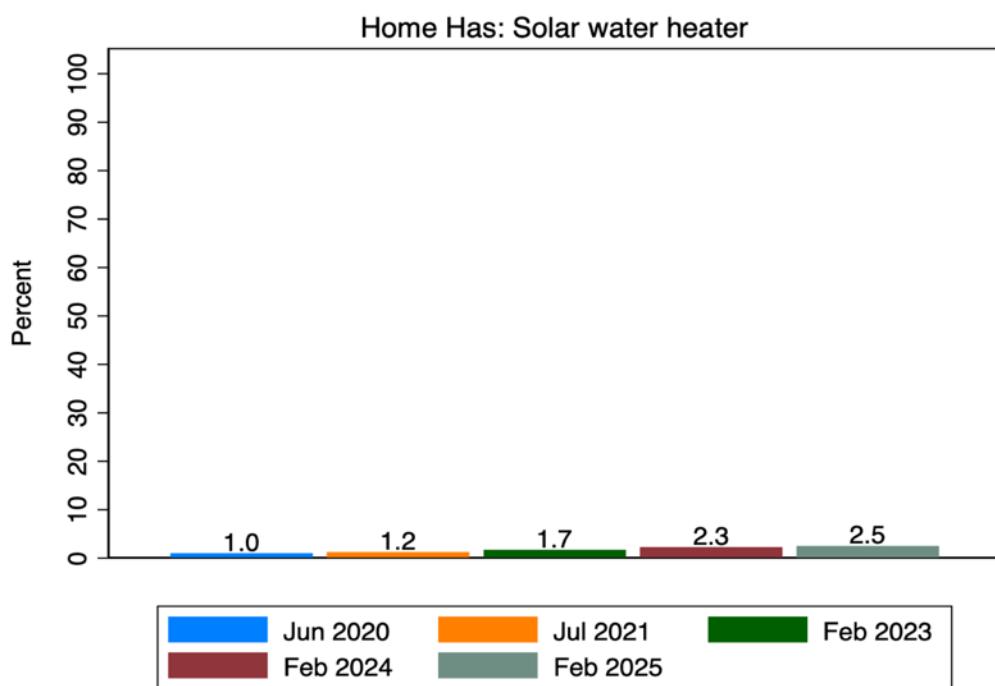
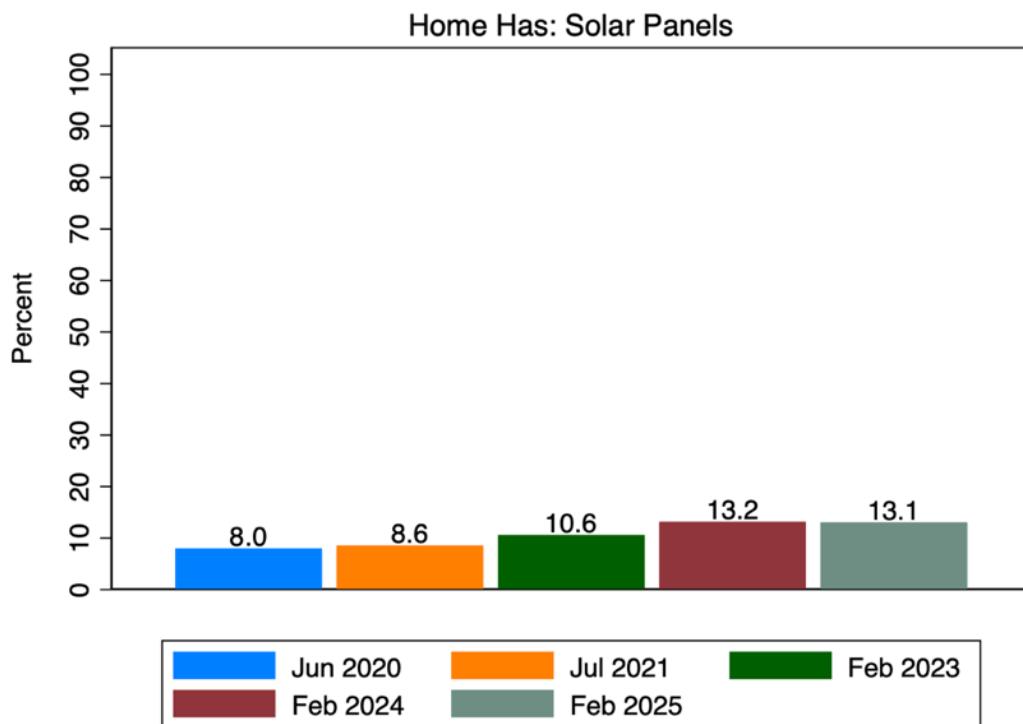
Climate Change Attitudes



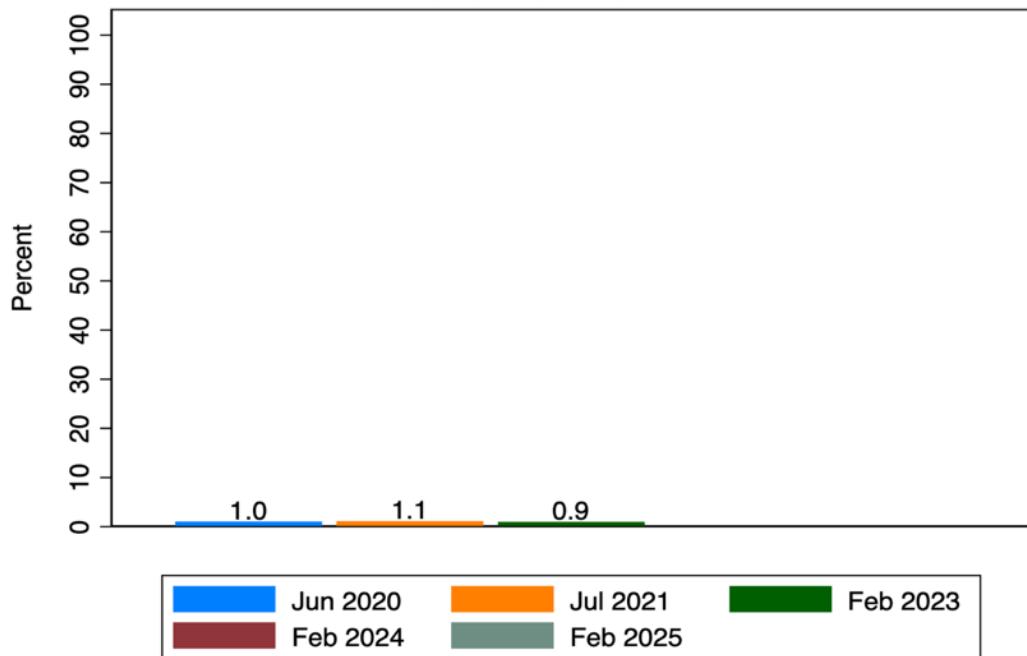
Believe Local Government is Doing Enough



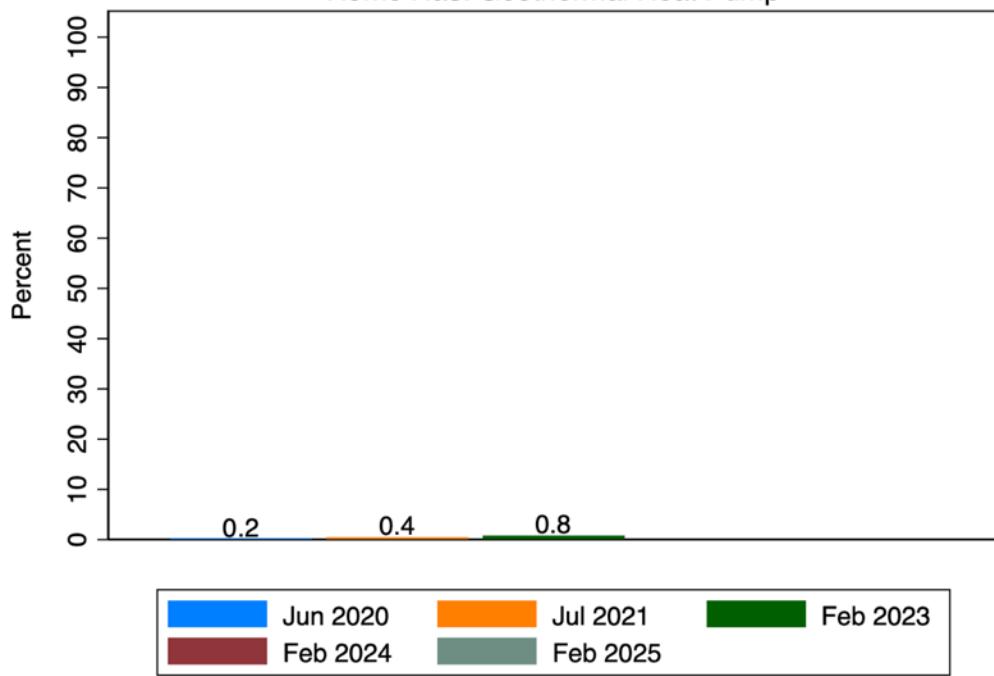
Sustainable Behavior



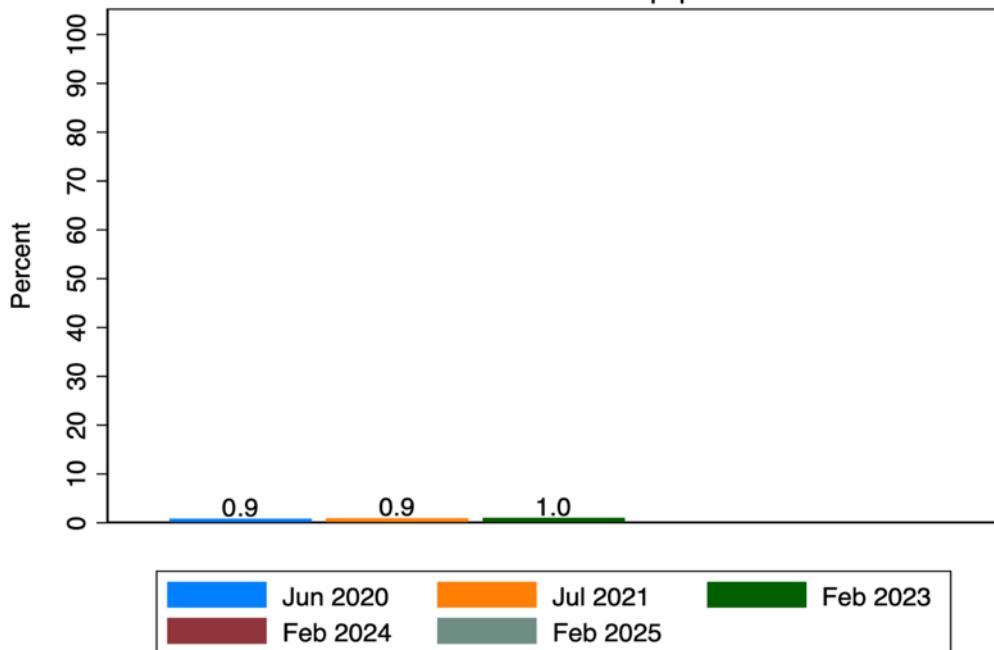
Home Has: Wind Turbine



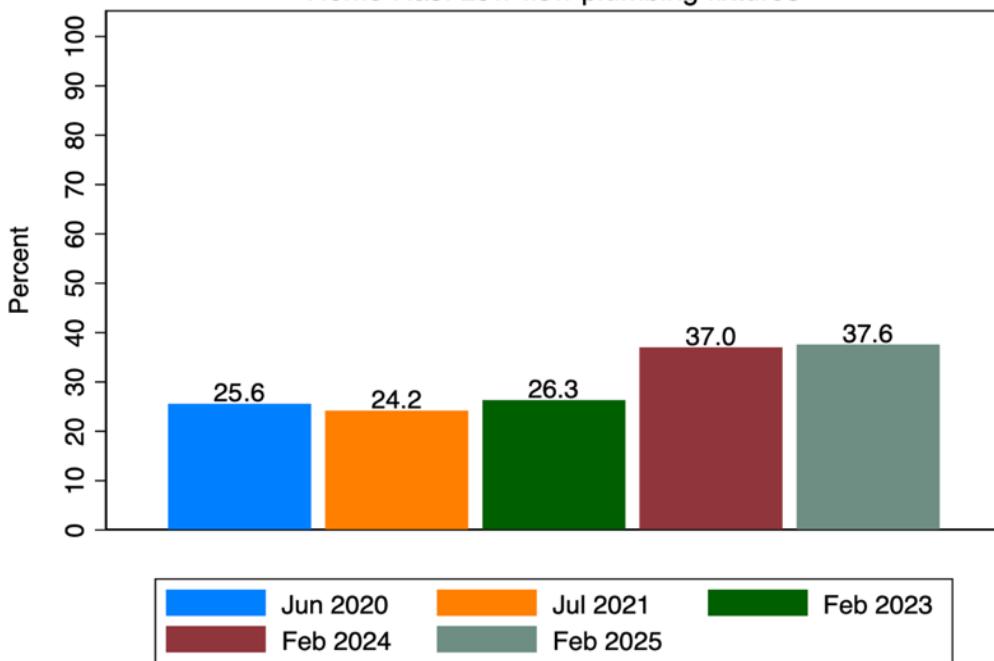
Home Has: Geothermal Heat Pump



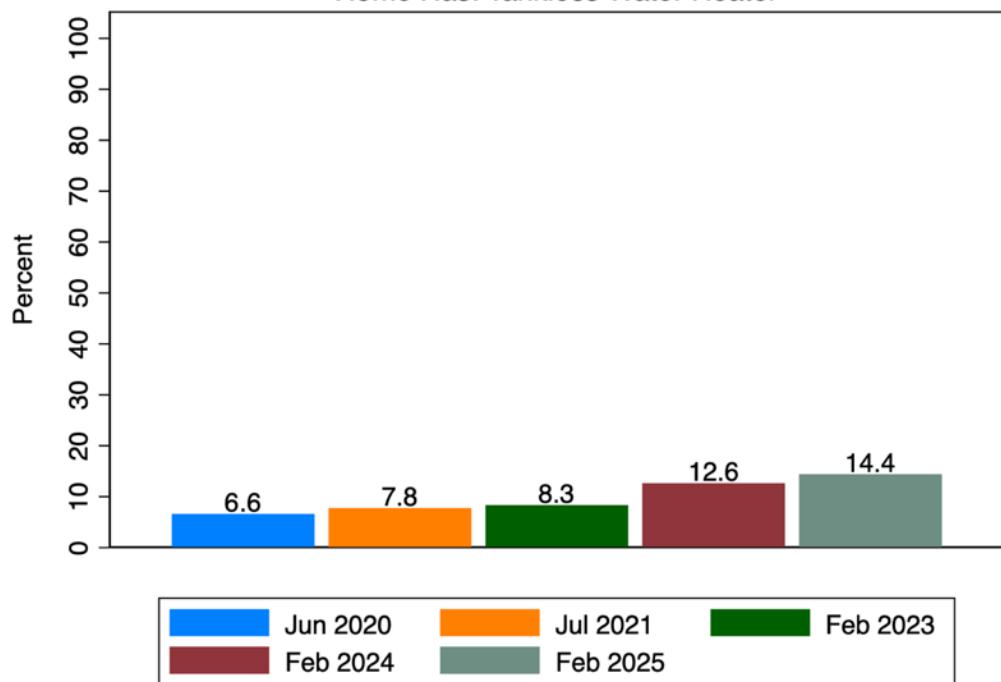
Home Has: Fuel Cell Equipment



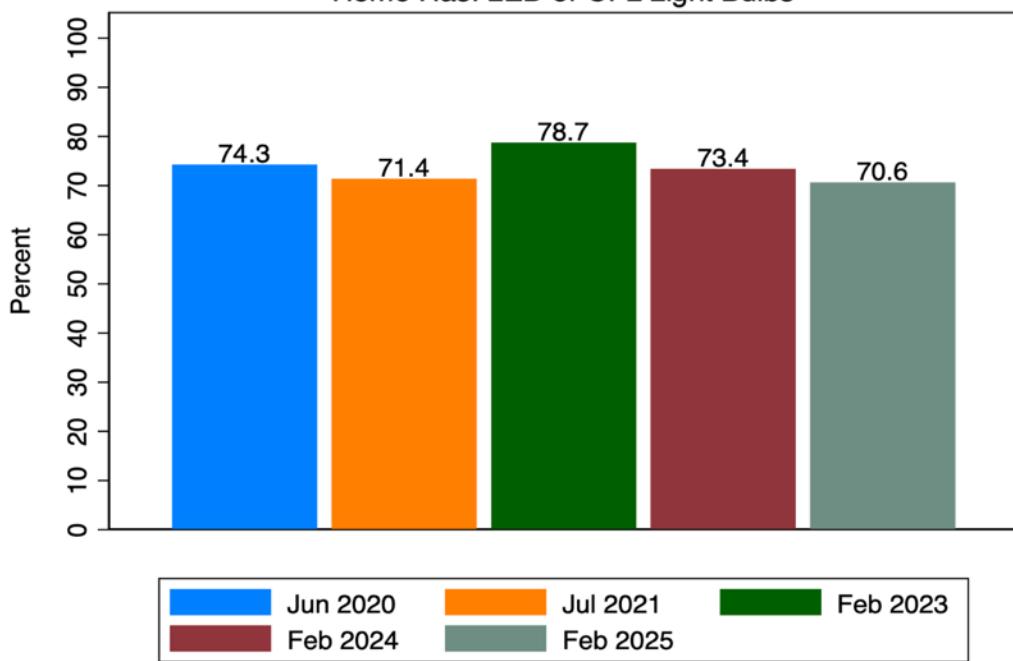
Home Has: Low-flow plumbing fixtures



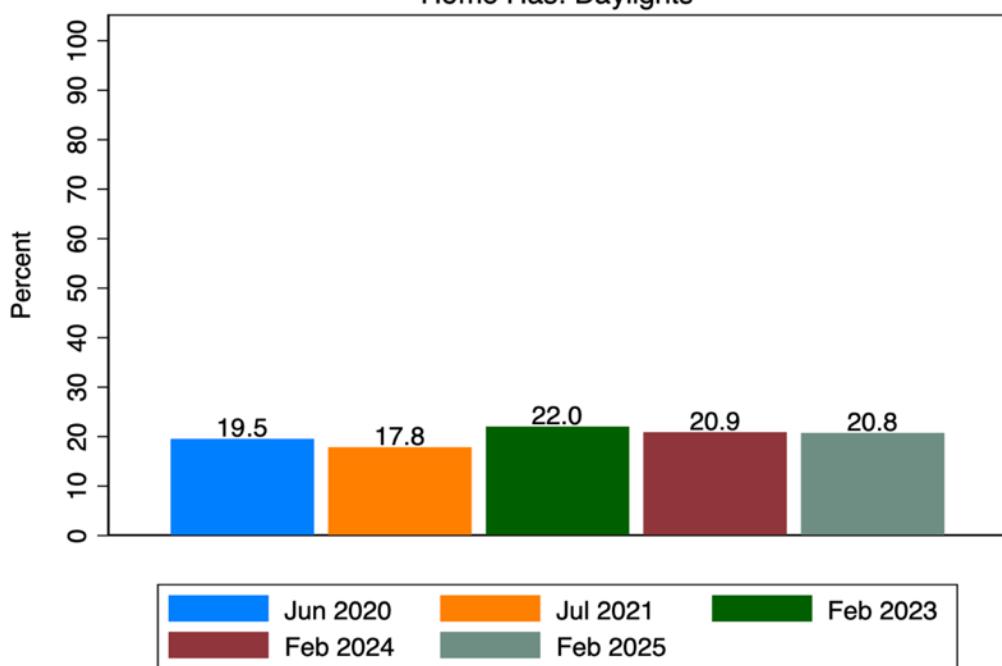
Home Has: Tankless Water Heater



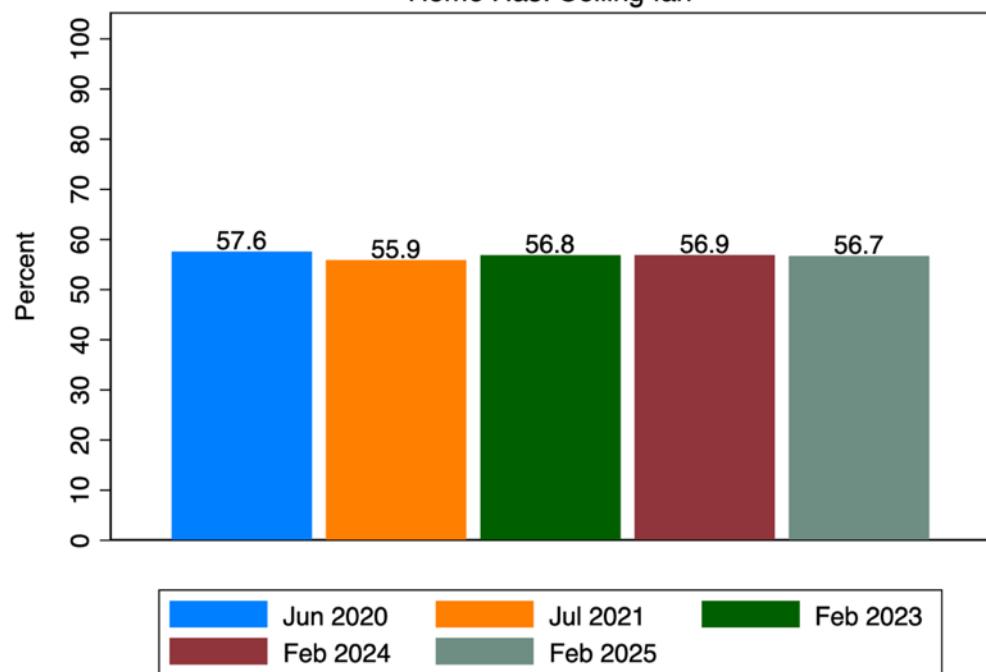
Home Has: LED or CFL Light Bulbs



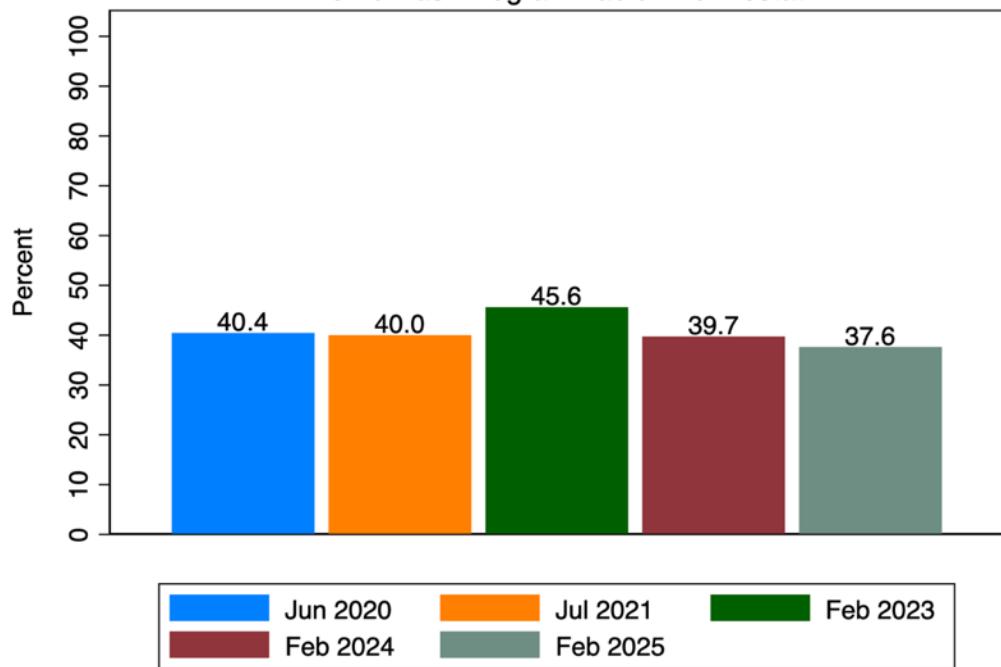
Home Has: Daylights



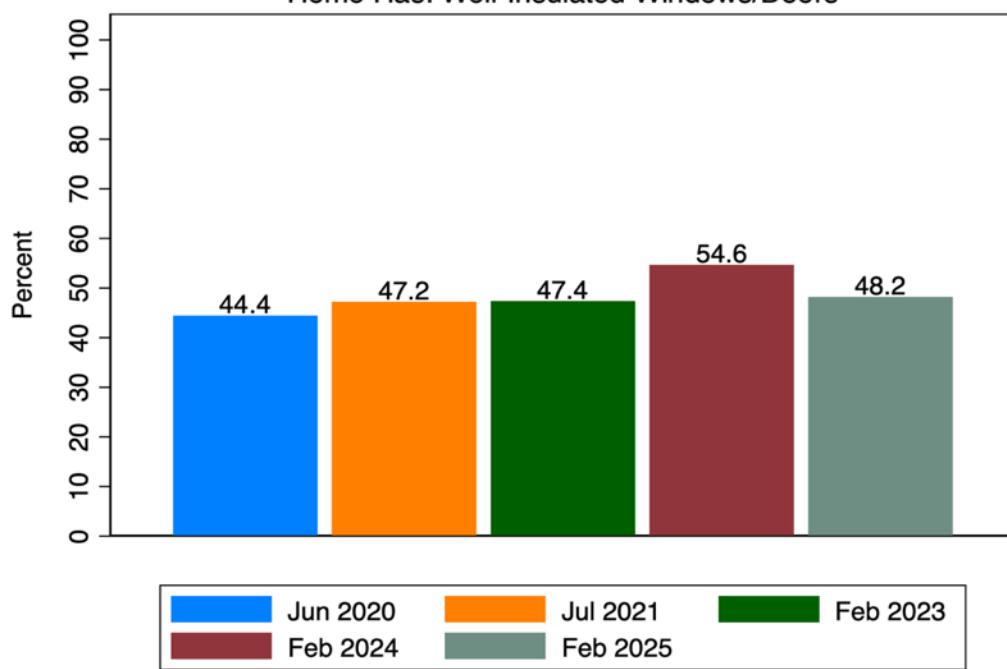
Home Has: Ceiling fan



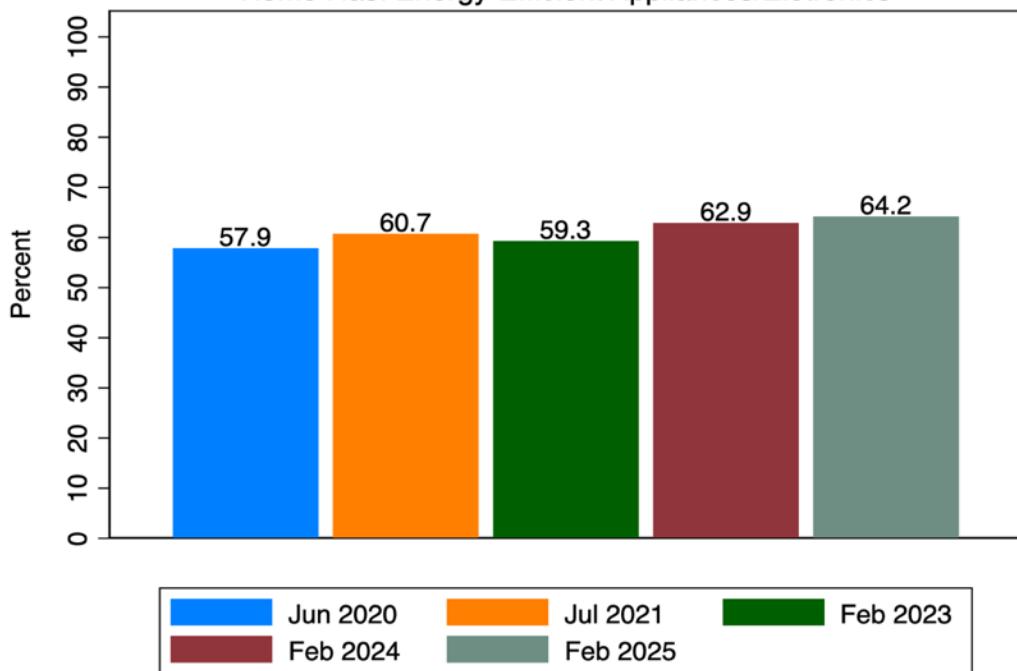
Home Has: Programmable Thermostat



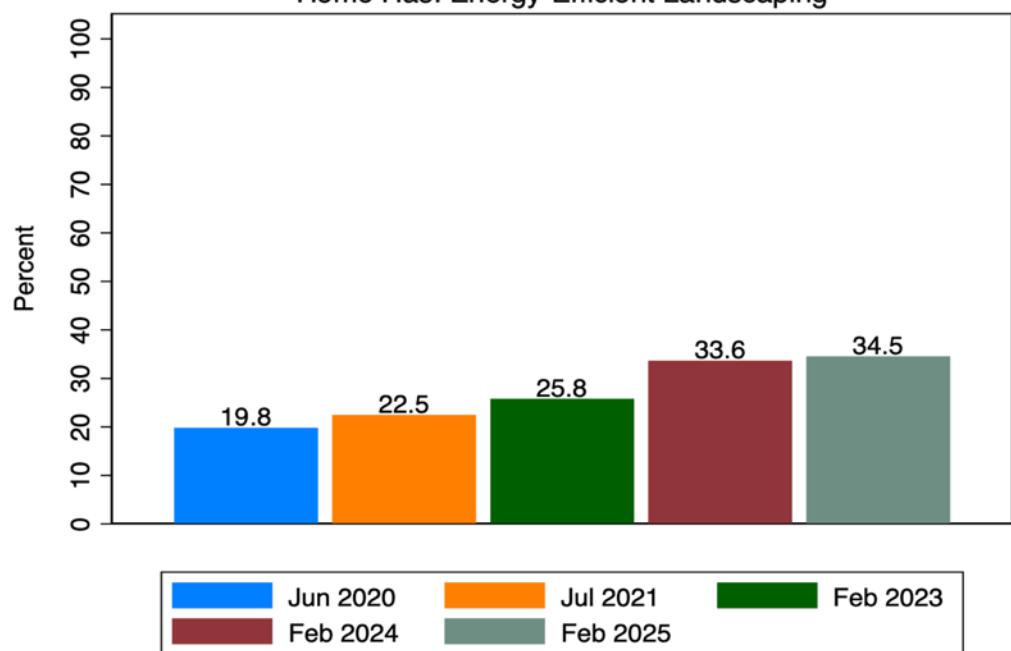
Home Has: Well-Insulated Windows/Doors



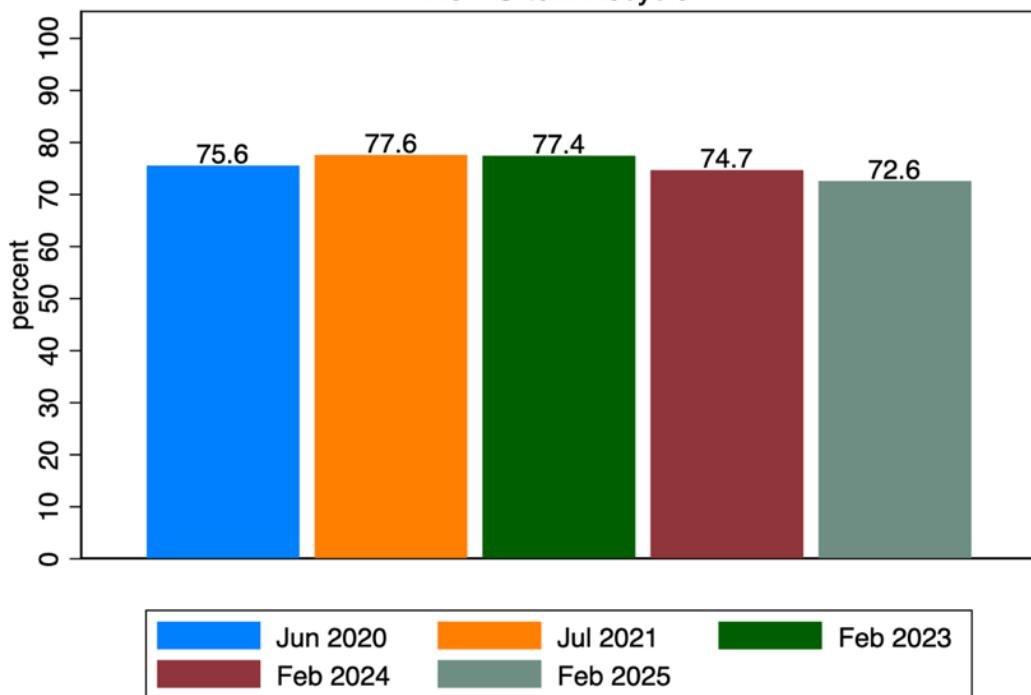
Home Has: Energy-Efficient Appliances/Electronics



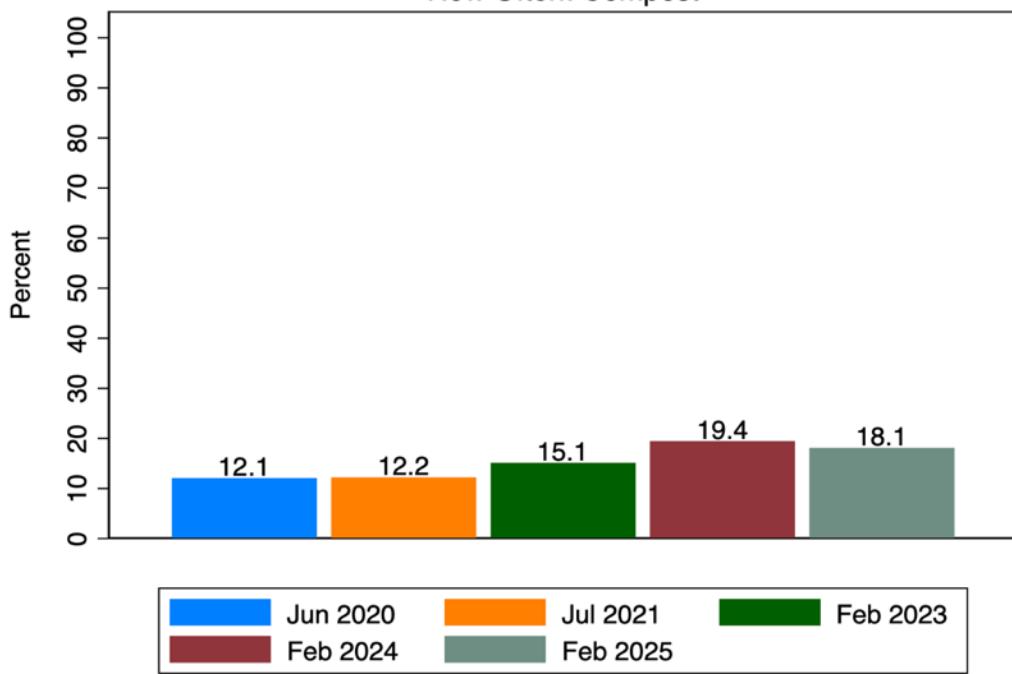
Home Has: Energy-Efficient Landscaping



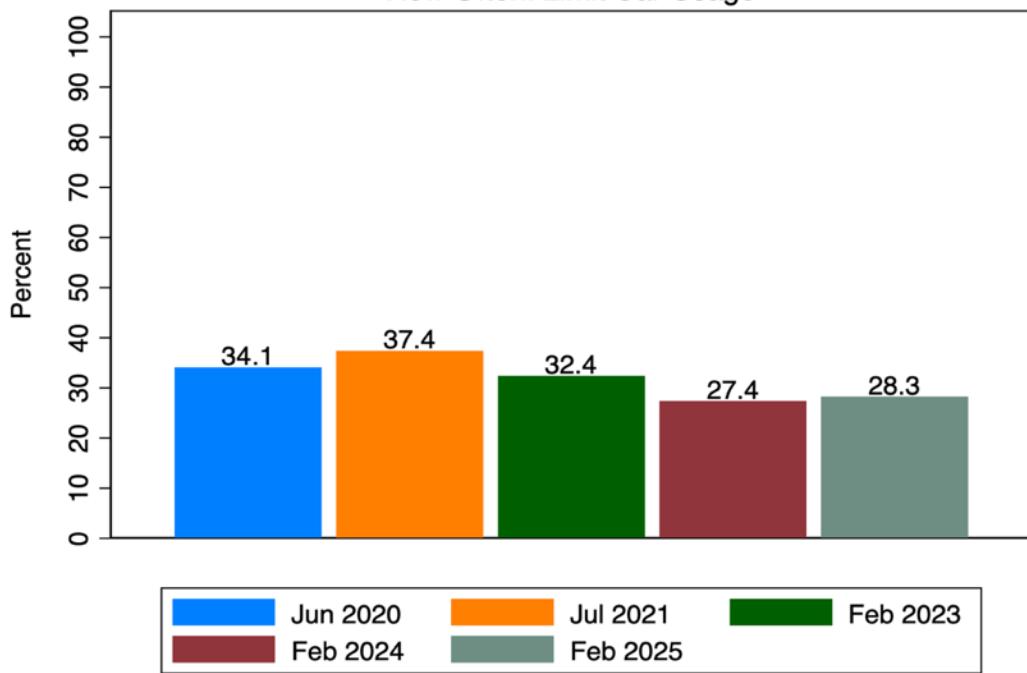
How Often: Recycle



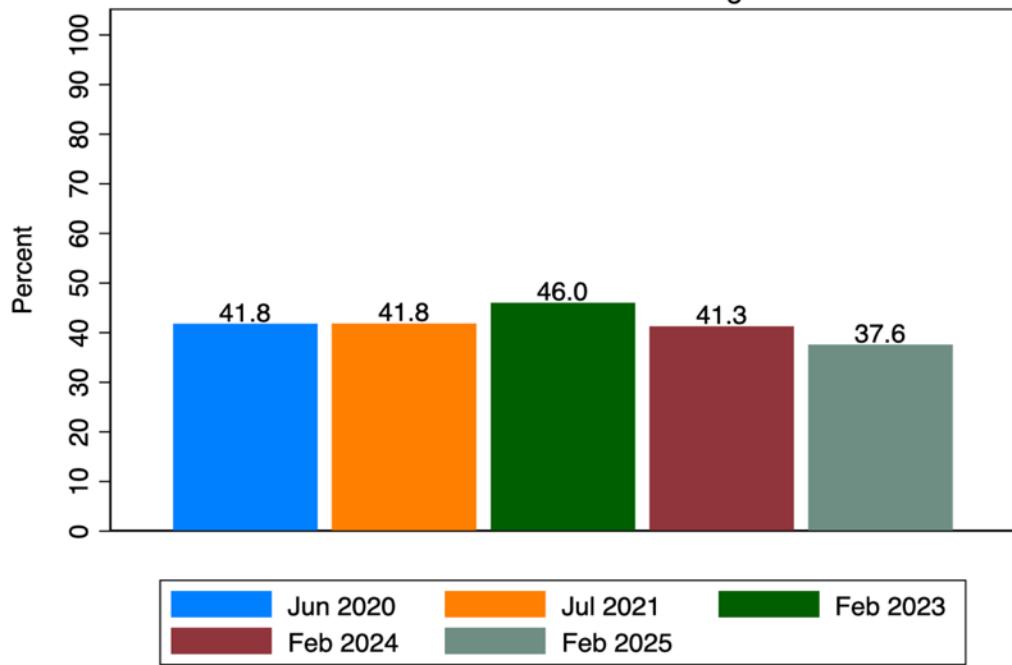
How Often: Compost



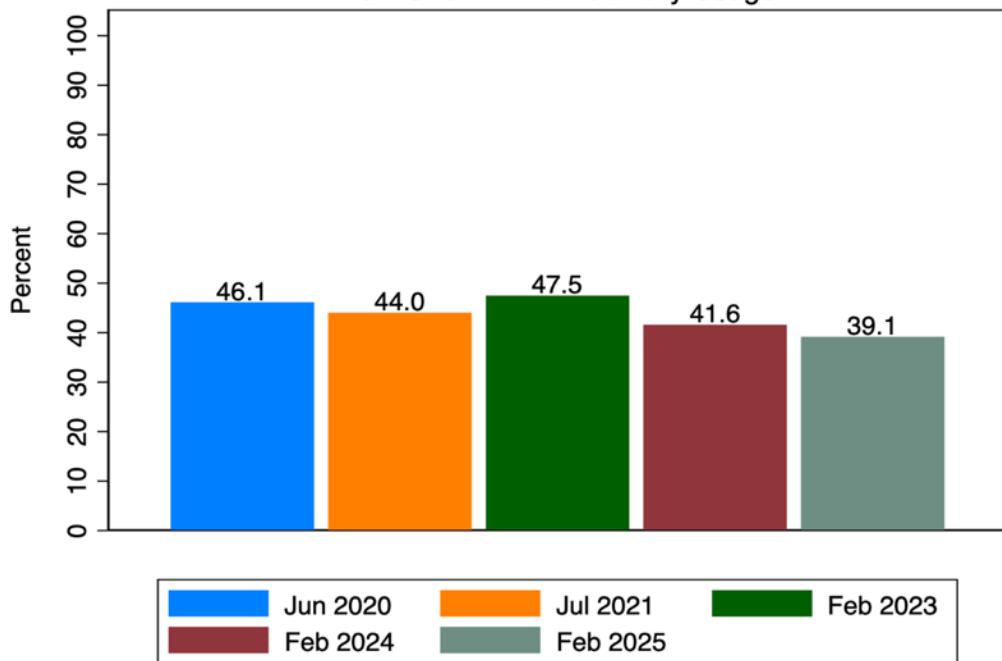
How Often: Limit Car Usage



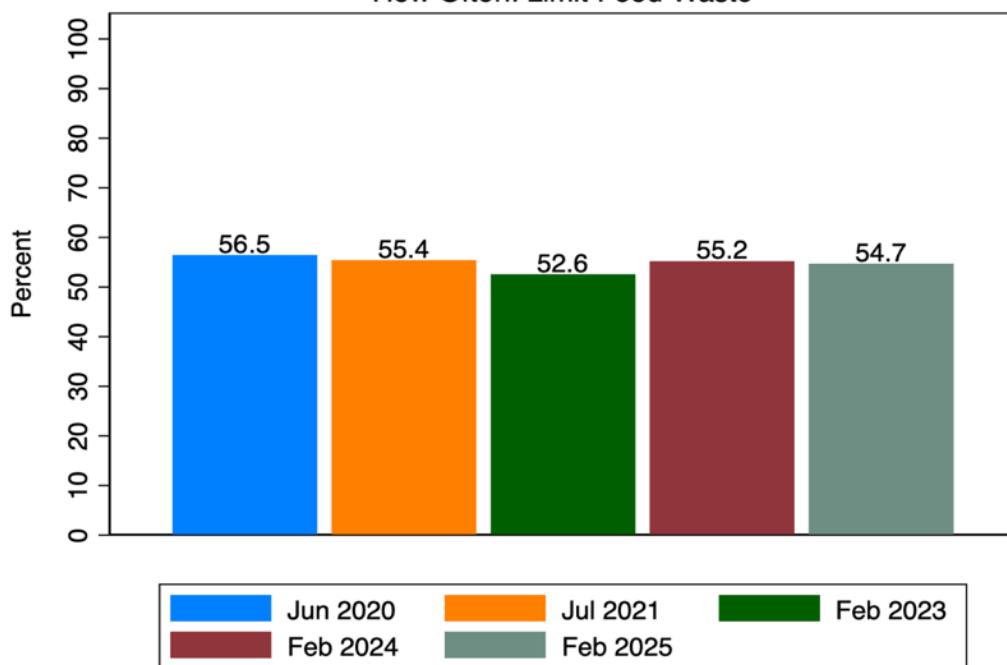
How Often: Limit Water Usage



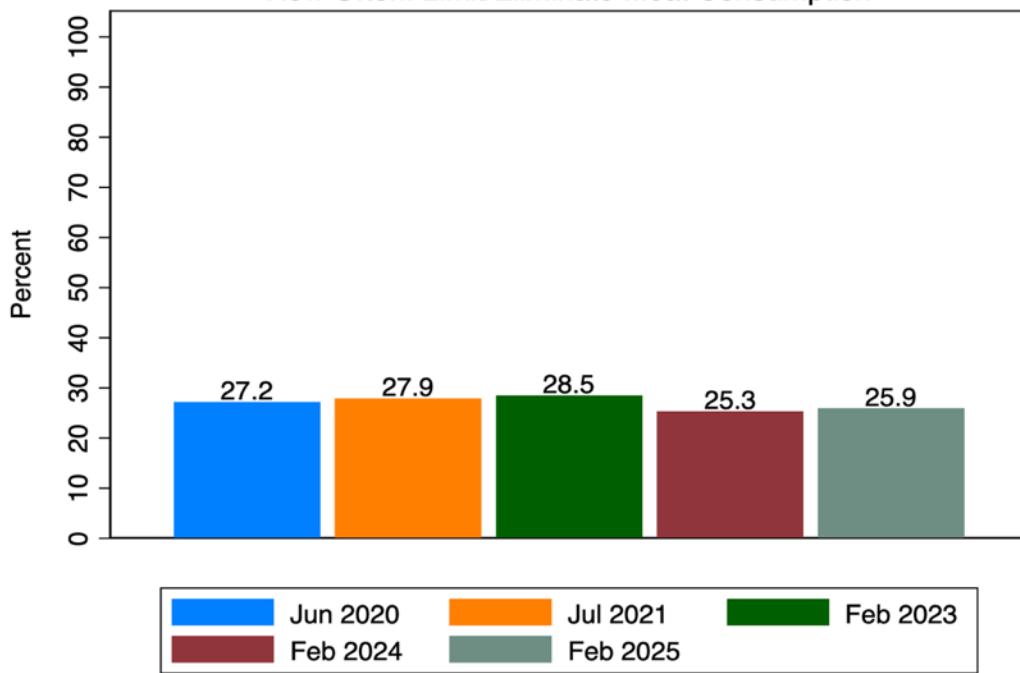
How Often: Limit Electricity Usage



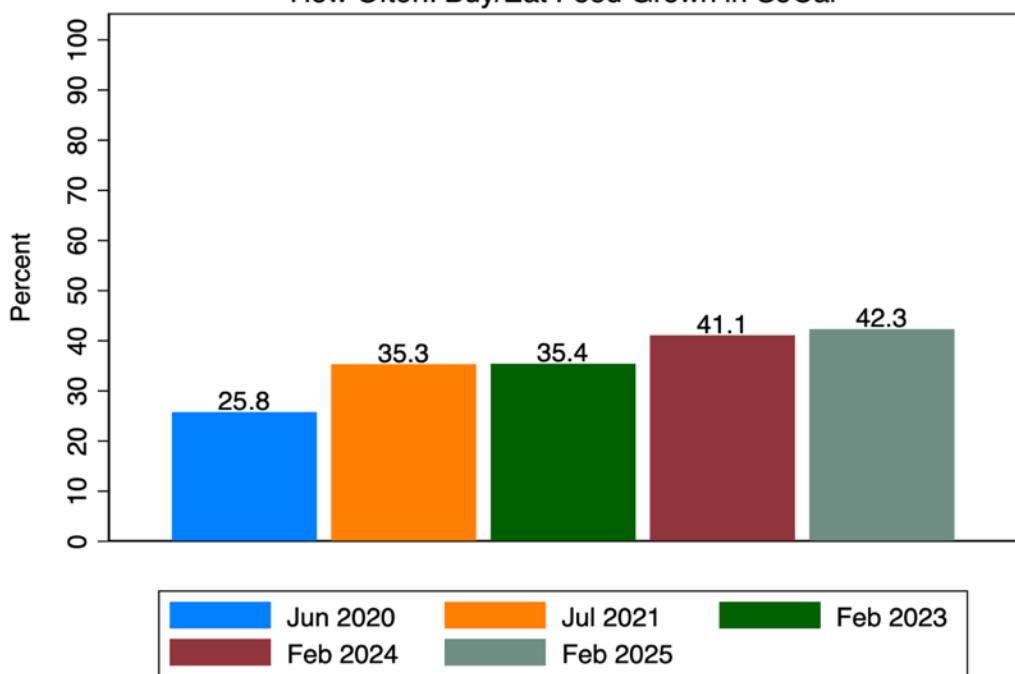
How Often: Limit Food Waste



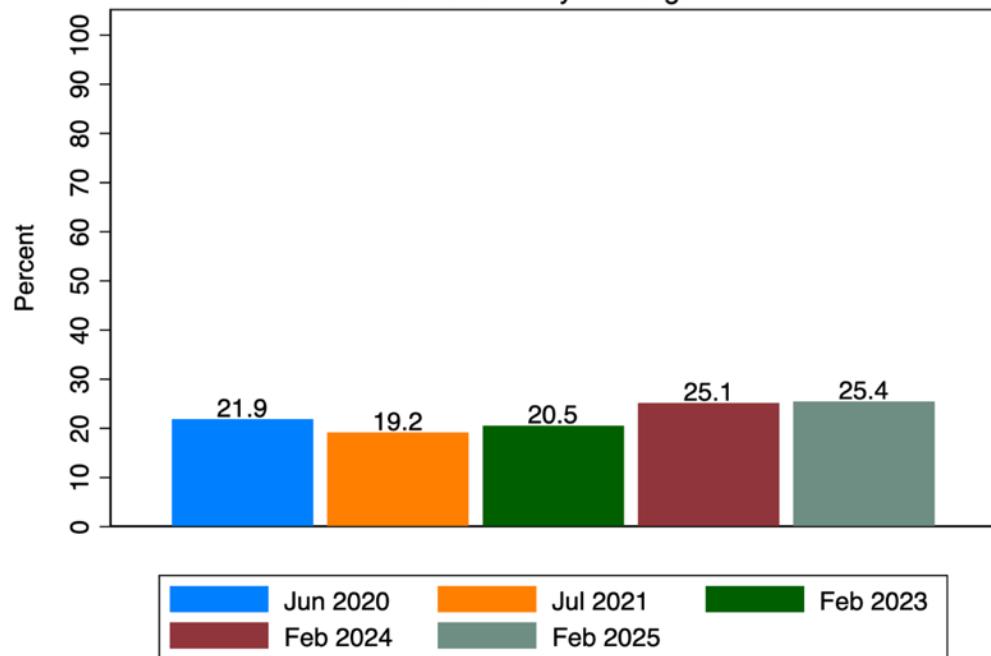
How Often: Limit/Eliminate Meat Consumption



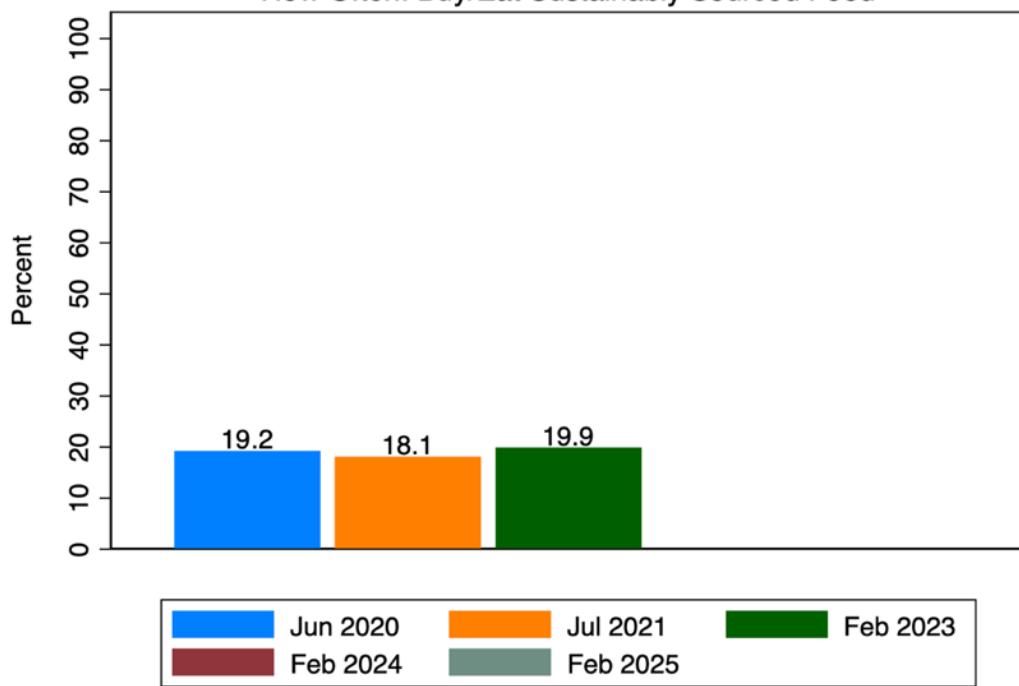
How Often: Buy/Eat Food Grown in SoCal

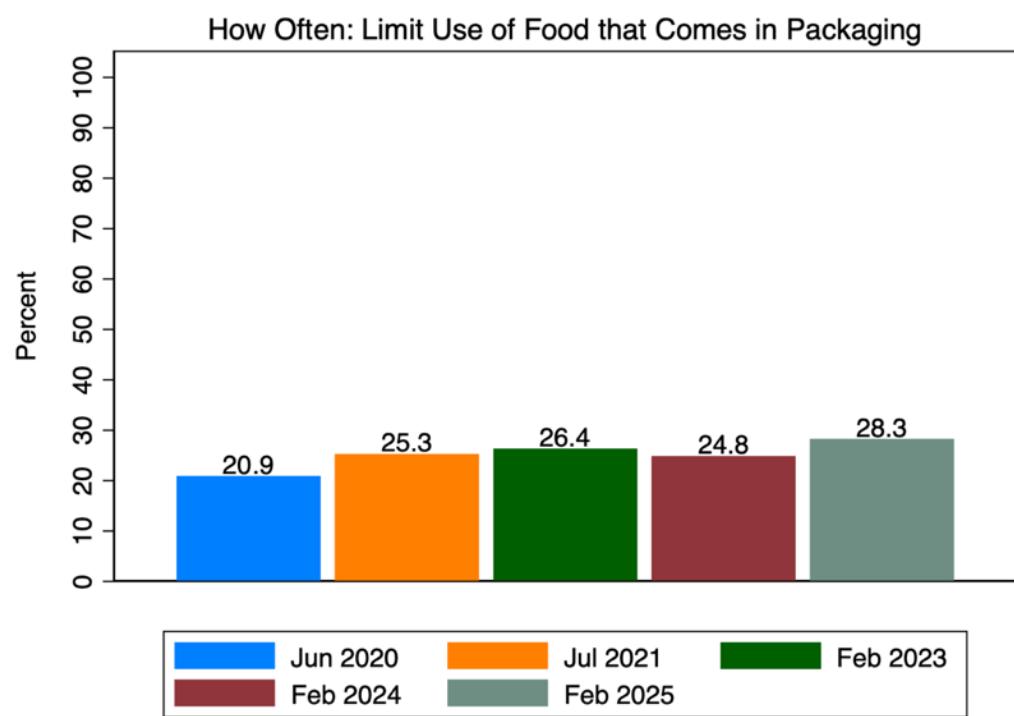
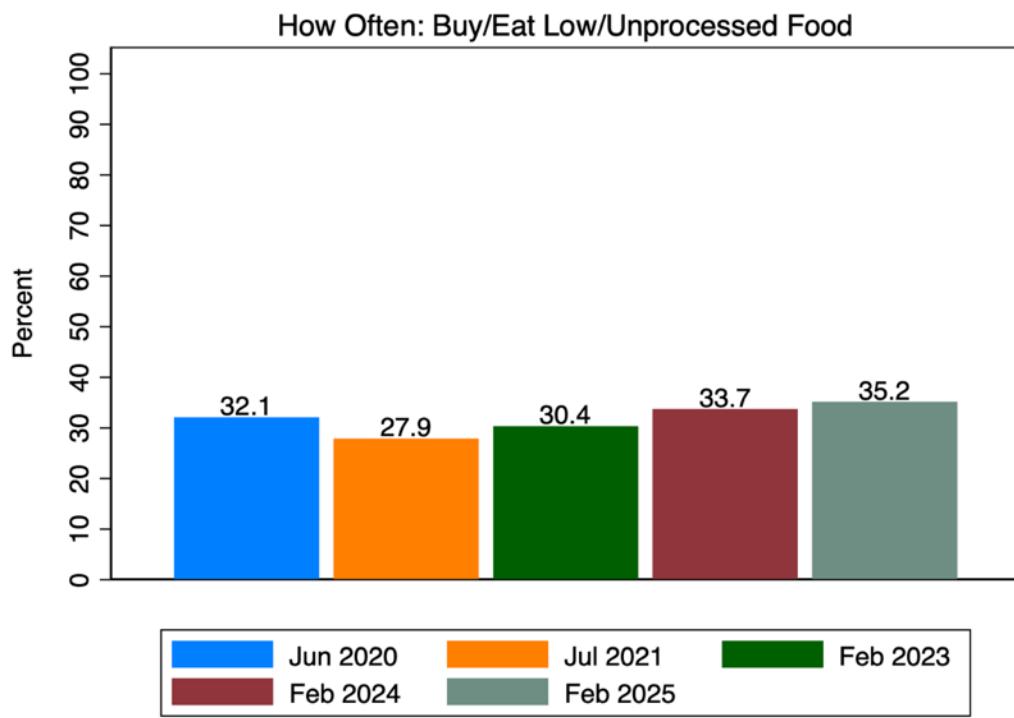


How Often: Buy/Eat Organic

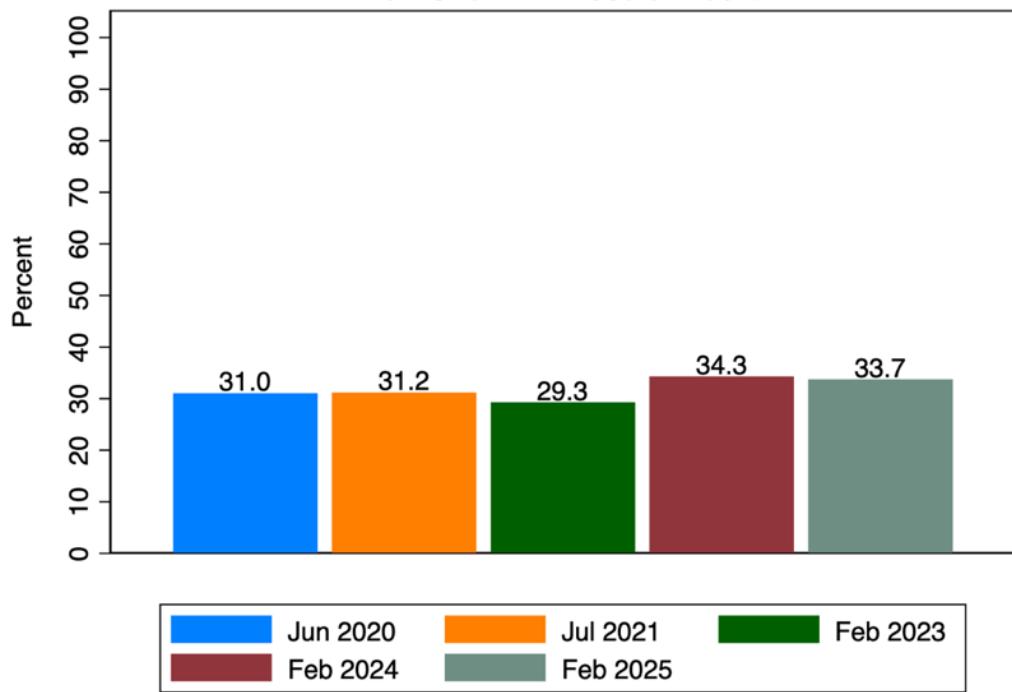


How Often: Buy/Eat Sustainably Sourced Food

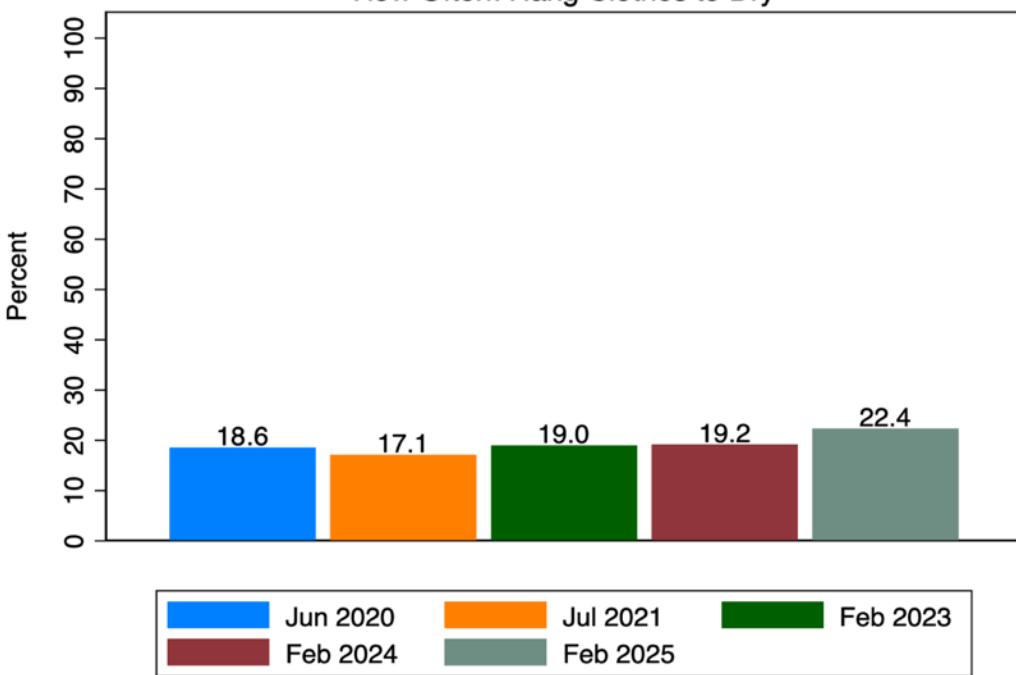




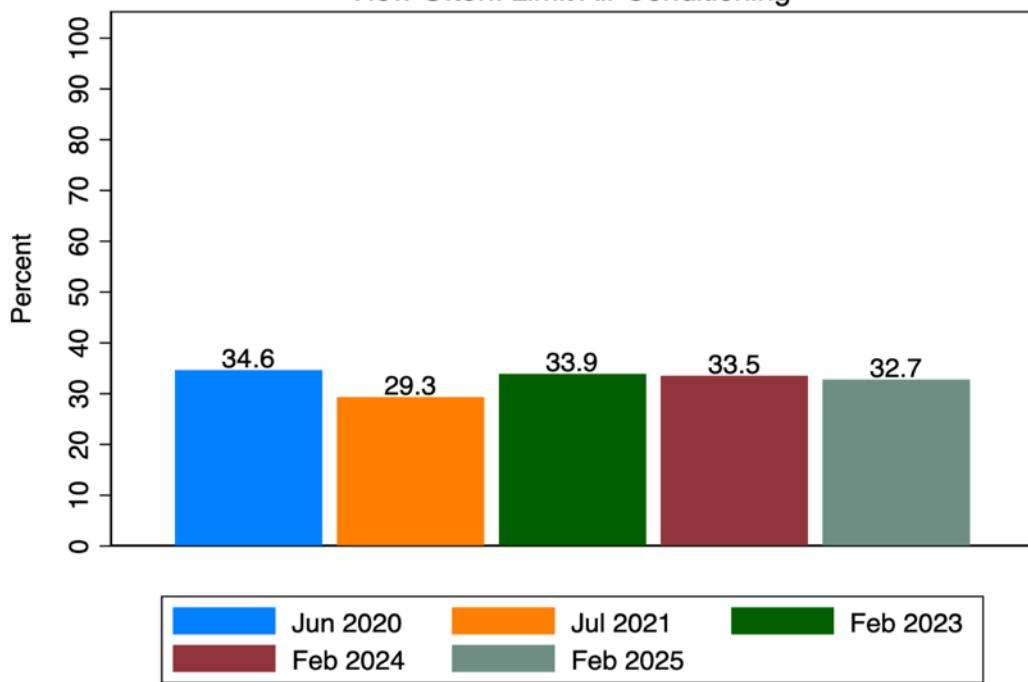
How Often: Limit Use of Plastic



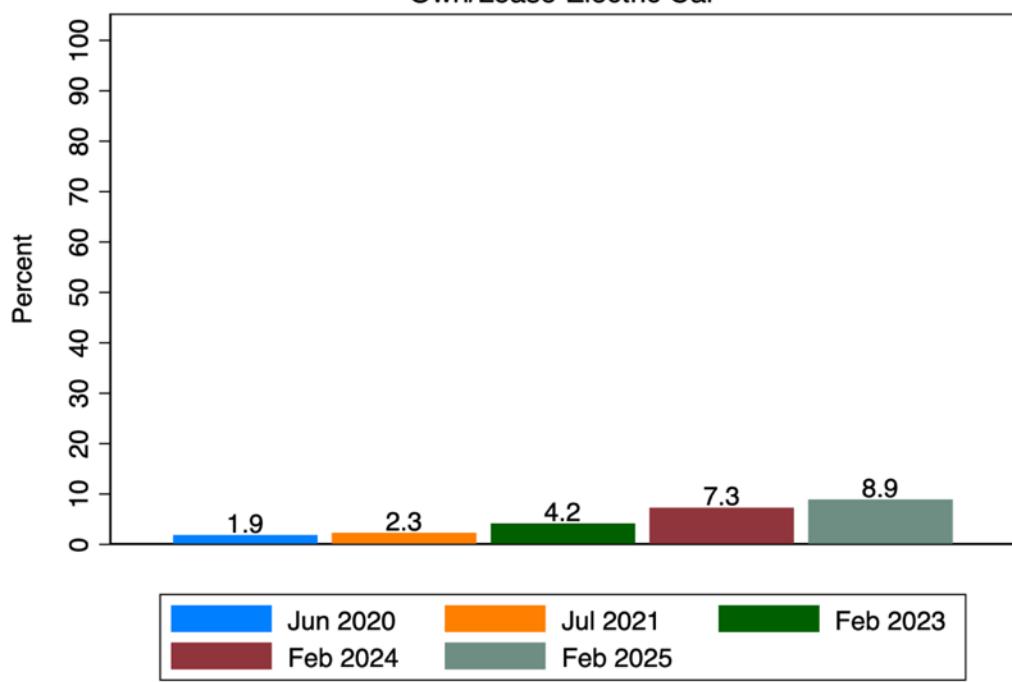
How Often: Hang Clothes to Dry



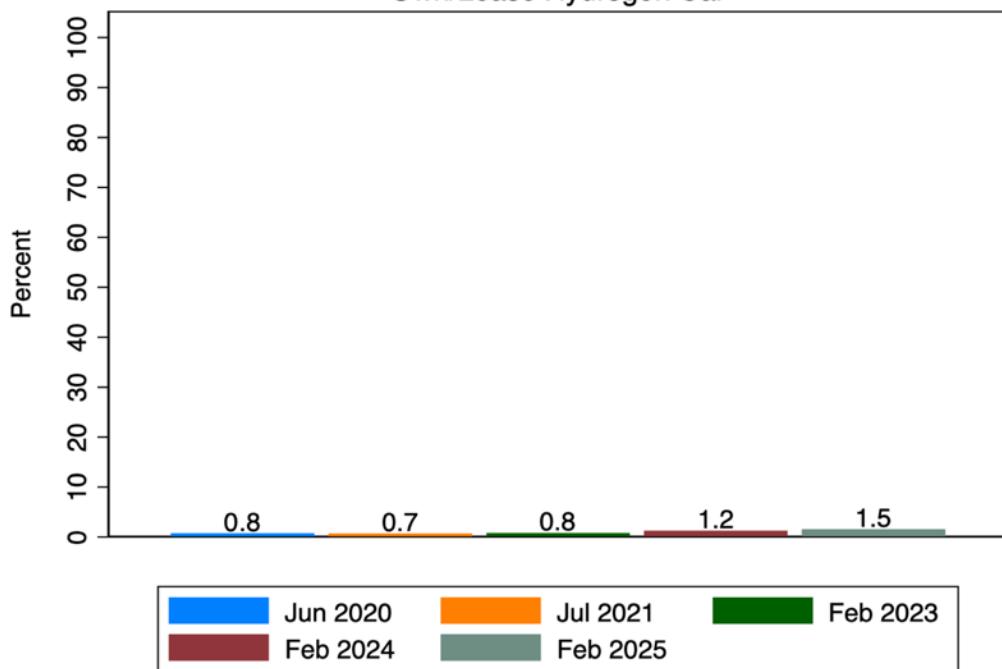
How Often: Limit Air Conditioning



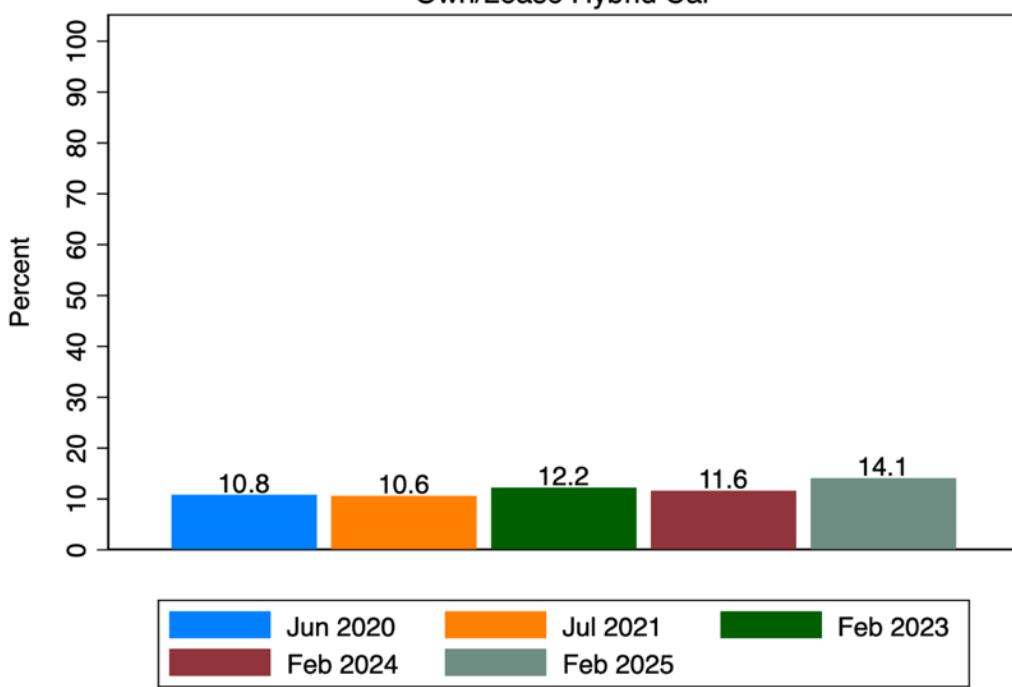
Own/Lease Electric Car



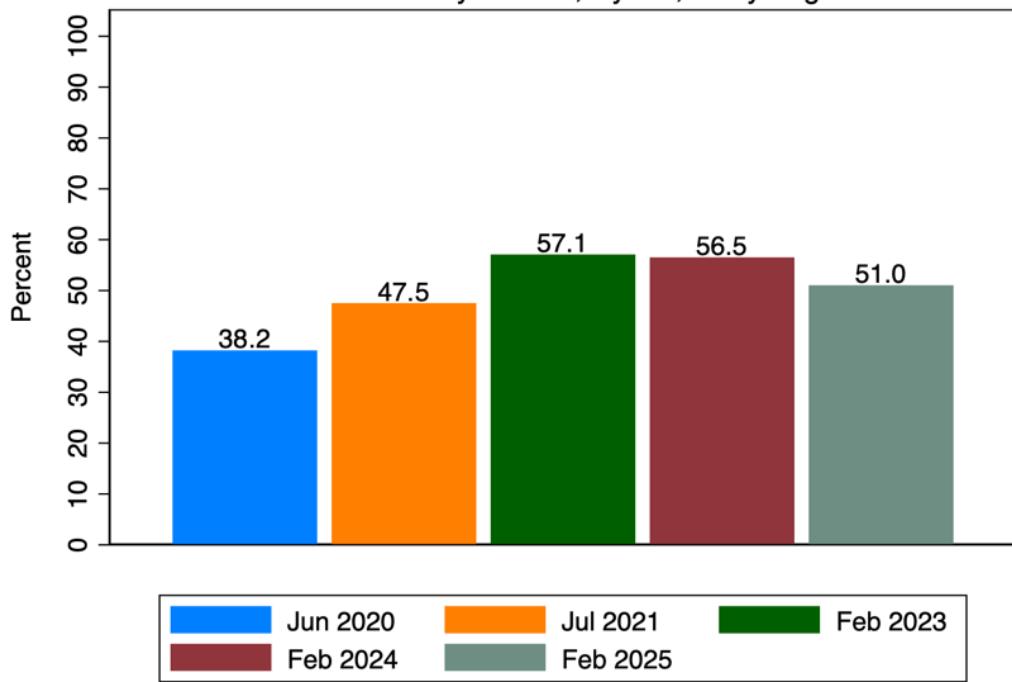
Own/Lease Hydrogen Car



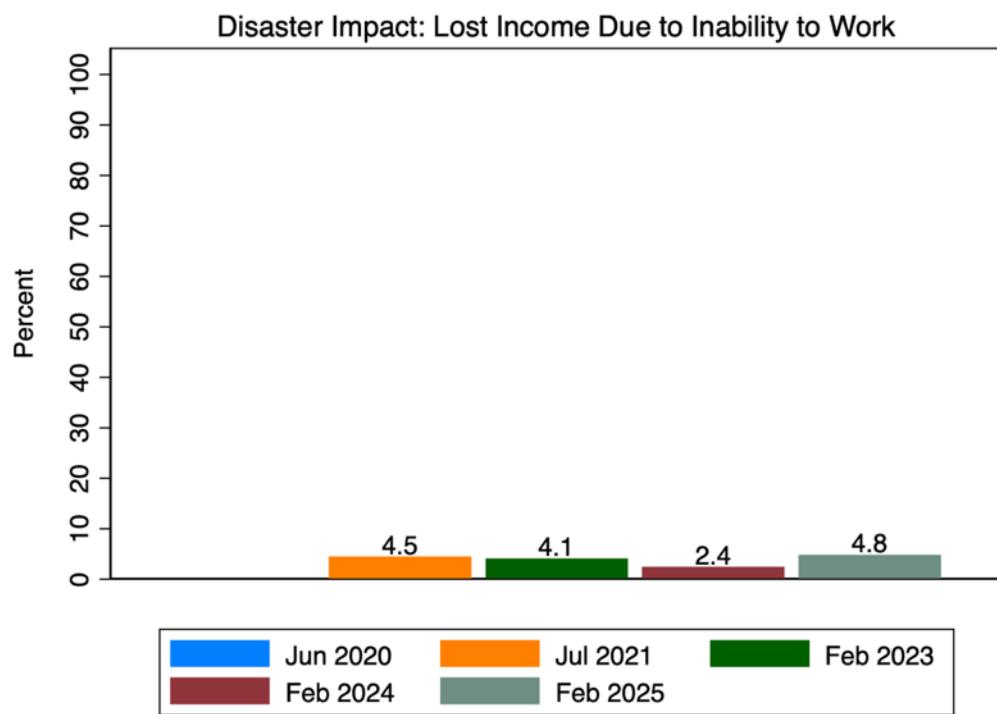
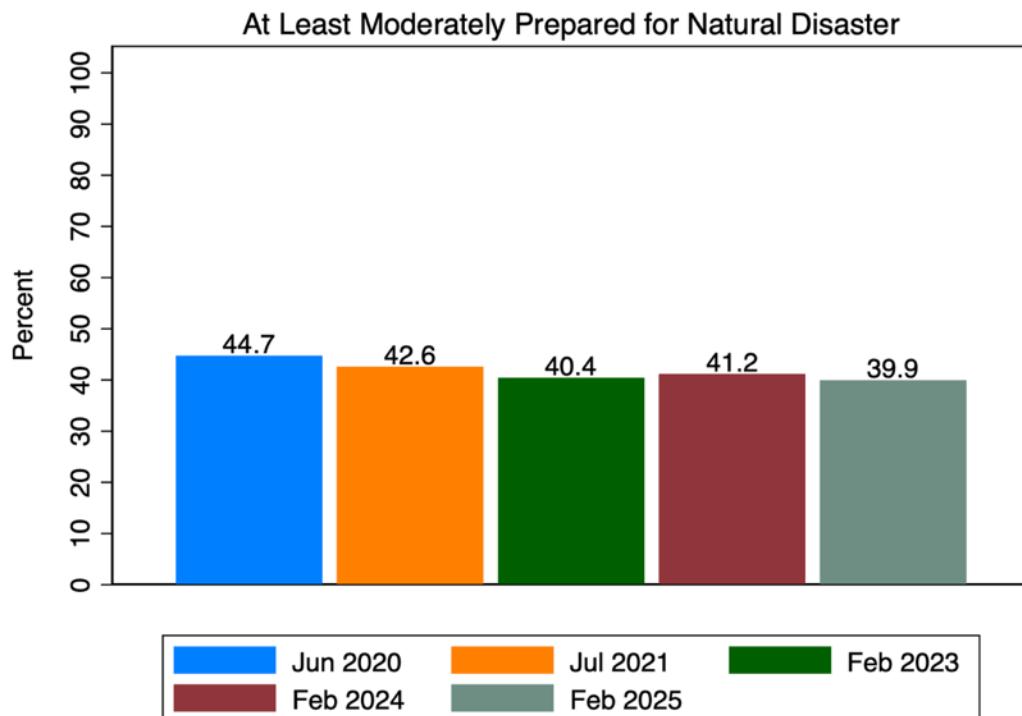
Own/Lease Hybrid Car



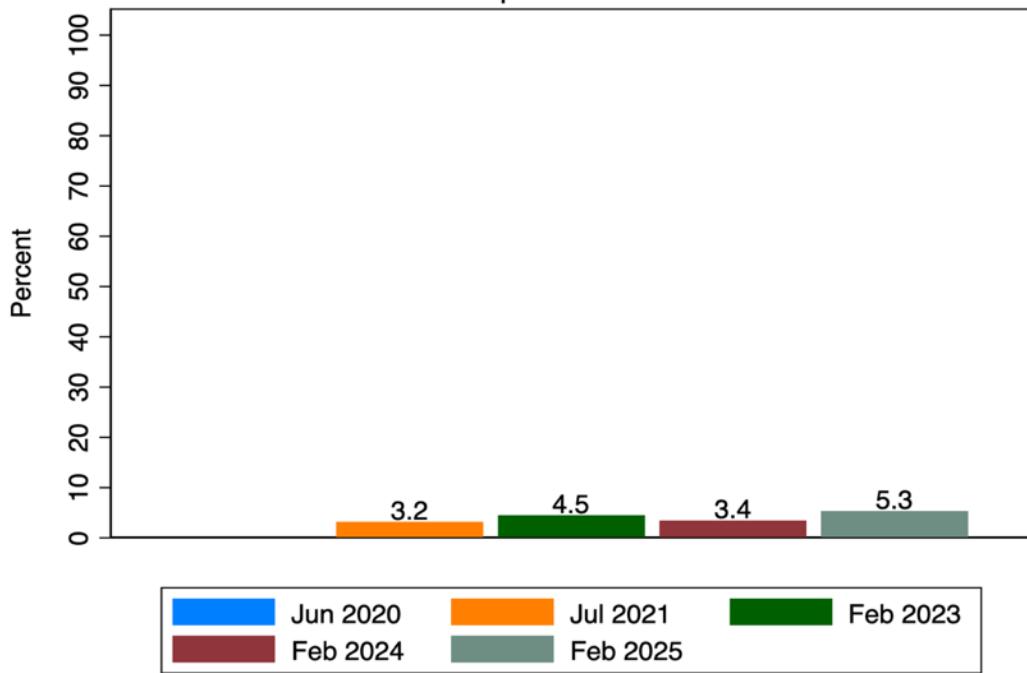
Next Car Likely Electric, Hybrid, or Hydrogen



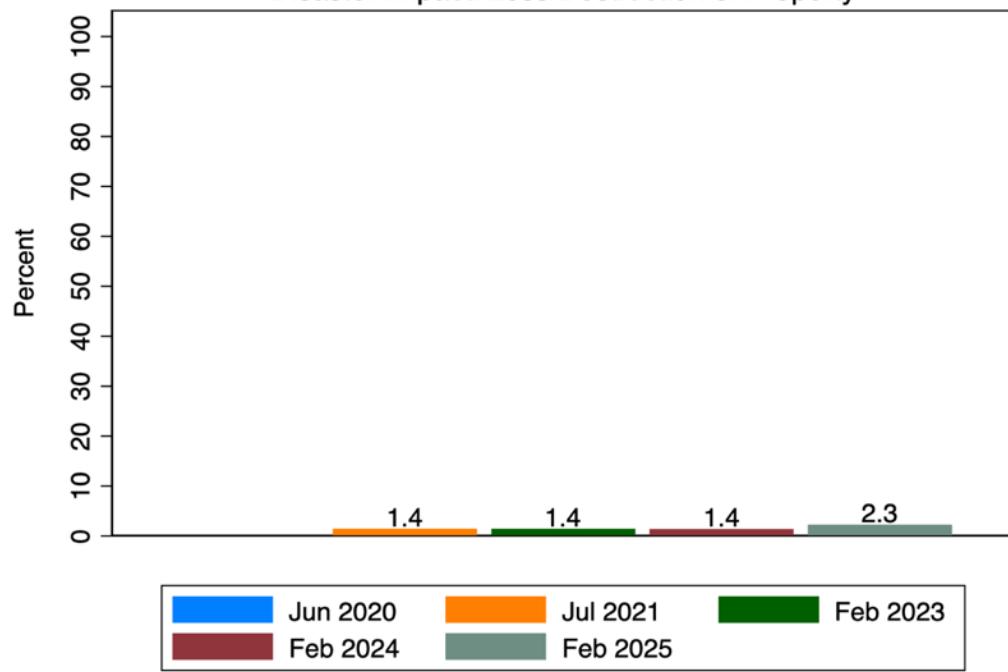
Natural Disasters



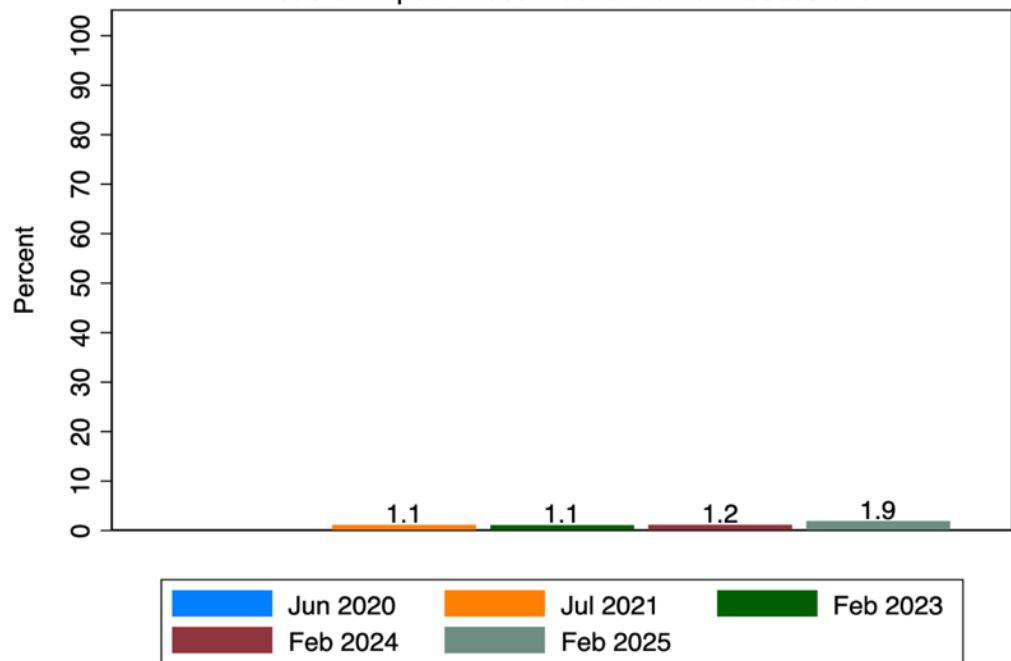
Disaster Impact: Health Problems



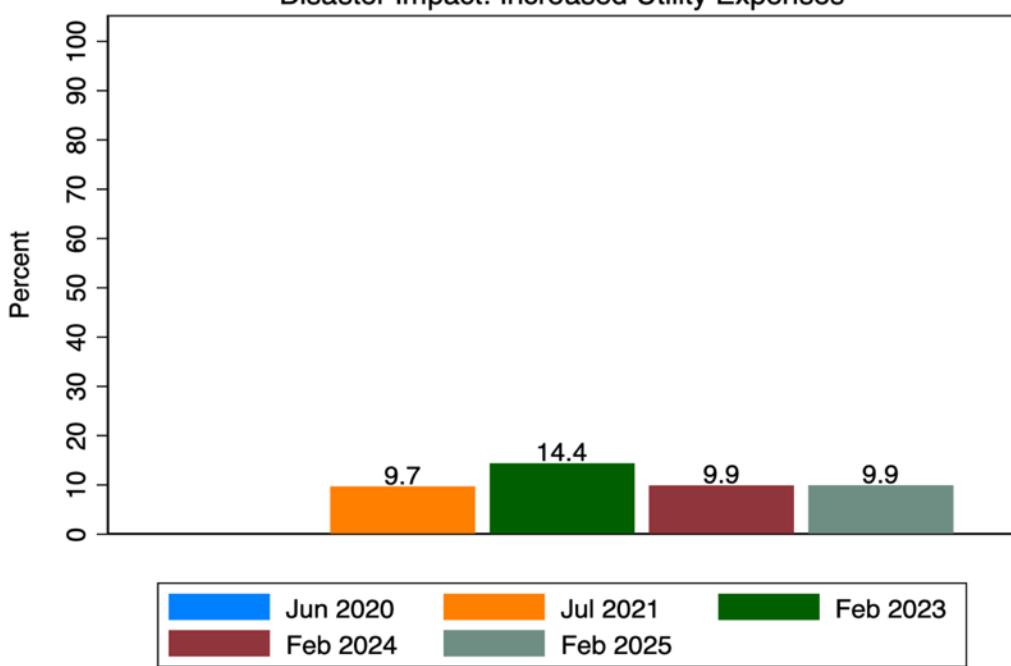
Disaster Impact: Loss/Destruction of Property



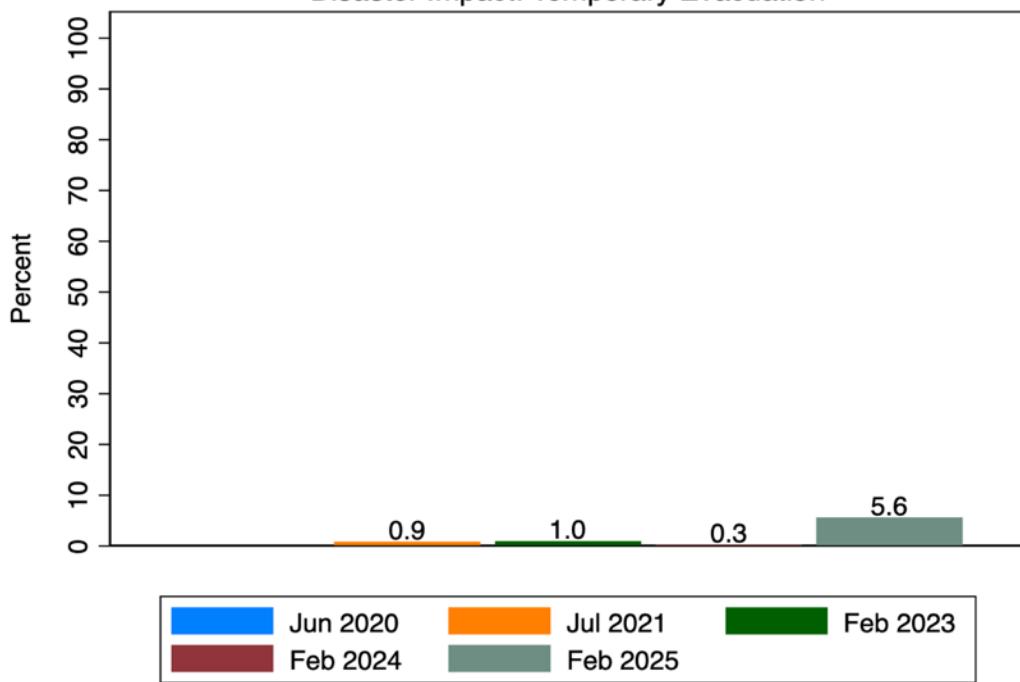
Disaster Impact: Loss/Destruction of Possessions



Disaster Impact: Increased Utility Expenses



Disaster Impact: Temporary Evacuation



Psychological Distress due to Natural Disaster

