

Stakeholders Interviews

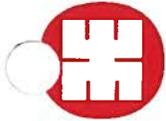
Prepared for:
The Oahu Metropolitan Planning Organization
And
Parsons Brinckerhoff

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Project #4804A



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OmniTrak Group Inc.

The Research-Based Marketing Professionals in the Pacific Rim

September 1, 2009

To: Nicholas Roach, Parsons Brinkerhoff
Maggie Mund, Parsons Brinkerhoff
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From: Team OmniTrak

SUMMARY: STAKEHOLDER INTERVIEWS

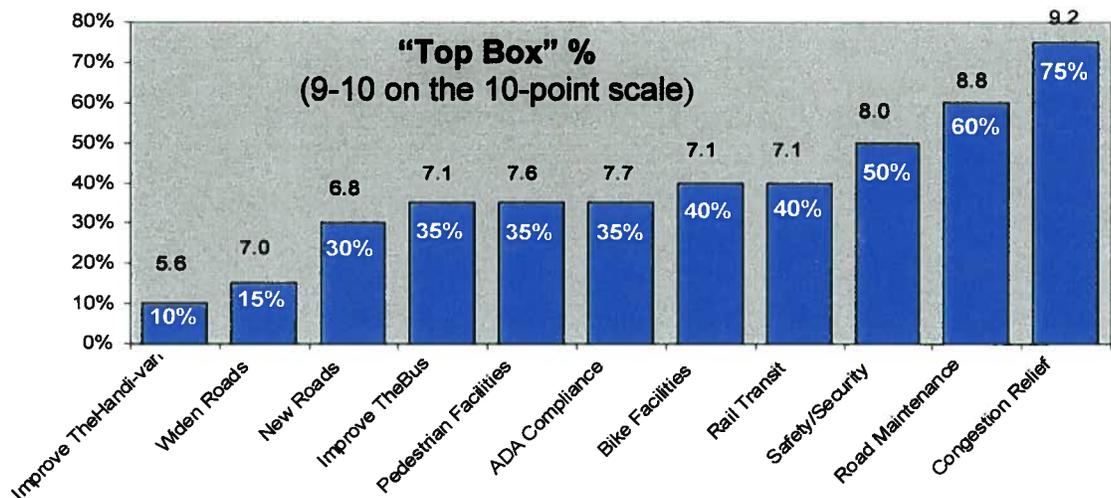
PURPOSE --- The purpose of the interviews was to better understand current transportation issues and needs of key Oahu stakeholders, including citizens-at-large, commercial users, large landowners and developers, business organizations, community and civic groups, colleges and universities and government agencies.

The following summarizes the results of interviews with 20 Oahu stakeholders conducted July 31-August 18, 2009. See Appendix A-1 for a list of participants.

I. KEY PRIORITIES IN TRANSPORTATION

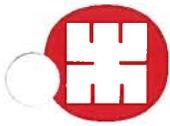
Traffic Congestion the Key Issue --- Stakeholders want to address Oahu traffic congestion and road maintenance first, rating “*general congestion relief*” and “*road maintenance*” highest among 11 priorities presented to them (based on “top box” ratings).¹

“I’m going to read a list of potential transportation improvements planned for Oahu. Please tell me how important each is, using a 10-point scale with 10=extremely important and 1=not important at all for Oahu.”



Traffic and maintenance were followed in importance by *Safety and Security*, *Adding and Improving bicycle facilities* and *Rail Transit*, based on ‘top box’ ratings.

¹ The 10-point scale is divided into three “boxes” for analysis: Top (9-10), Mid (6-8) and Bottom (1-5).



Lowest-rated among the 11 priorities were *handi-van improvements, road-widening and construction of new roadways.*

Top Priority. Asked to rank the Top Five priorities in a follow-up question, 7 of 20 chose “*congestion relief*” as their top priority, 5 chose “*road maintenance*” and 4 chose “*rail transit.*” No other option was chosen as the top priority by more than 1 respondent.

“How would you rank your top 5 priorities?”

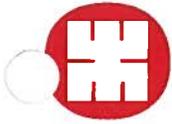
	<u>No. Rank #1</u>	<u>No. Rank #2</u>
General congestion relief	7	1
Maintaining current roads	5	2
Rail Transit System	4	5
Improve <i>TheBus</i> system	1	4
Improve bicycle facilities	1	3
Improve pedestrian facilities	1	1
Widening existing roads	1	0
Ensure safety & security	0	2
Construction of new roads	0	2
Improve TheHandivan system	0	0
Ensuring ADA compliance	0	0

Stakeholder verbatim comments:

“Traffic congestion – half the island faces this problem due to not having enough transportation options.”

“Traffic congestion, mainly at the Nimitz corridor, Middle Street merge and King Street. There is a lack of integration between city and state on things like timing of traffic lights, controlling the flow of traffic, etc. There is poor coordination of special events planning and too many street closures due to special events and parades.”

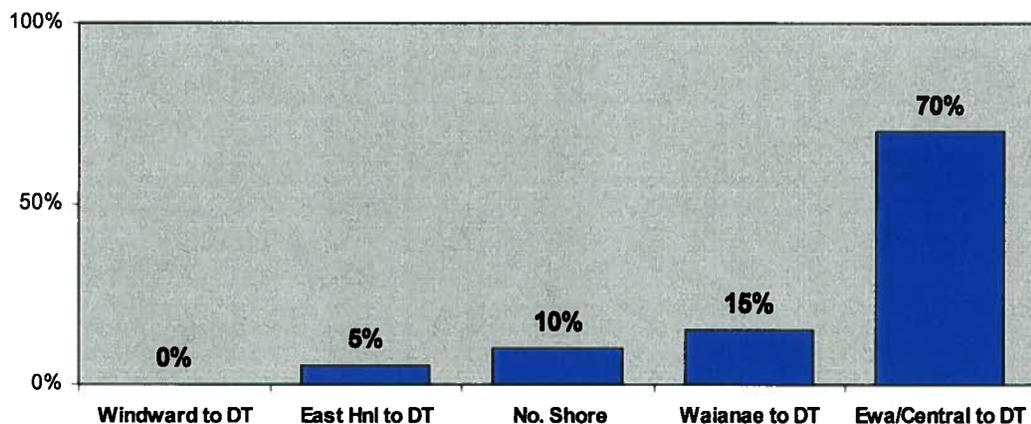
“Traffic congestion is getting worse from all points of the island. Traffic is even heavier on weekends and nights – it’s no different from weekday traffic. In addition, there is poor planning of construction and road repair projects.”



II. PRIORITIZING TRANSPORTATION CORRIDORS

Key Corridor: Ewa to Downtown. The Ewa-Downtown corridor is the most important among five corridors considered by stakeholders (see graph). Fourteen of 20 (70%) ranked *Ewa/Central Oahu-to-Downtown* first, with no other corridor coming close in the rankings – though 10 of 20 stakeholders ranked as second the *Waianae-to-Downtown* corridor.

% Ranking as Most Important



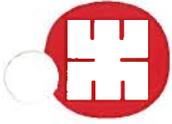
“Traffic congestion coming into downtown, especially from the Ewa side, is very bad. We’ve become over-reliant on motor vehicles and not enough emphasis is put on alternatives like walking and biking.”

“We need alternative routes. In a disaster situation, there will be no quick exit from the affected area. Flooding, tidal waves happen out here on the North Shore. There are no emergency services to assist with natural disasters and it becomes very disorganized in an emergency situation. You can’t get out of here in an orderly fashion.”

III. ASSESSING NEW TRANSPORTATION PROJECTS

New Road Projects Assessed --- Five new projects were tested for (a) stakeholder awareness; and (b) being essential to relieving congestion on Oahu (using the 10-point scale).

- Waianae, Second Access – Farrington Highway over the Waiānae Mountain Range to Kunia Road
- Central Mauka Road, Second Access – Mililani Mauka to Waiawa
- Roads to better connect the Ewa/Kapolei communities
- Widening the Middle Street Merge on the H-1 Freeway
- Tolling (charging tolls) in the morning and afternoon contra-flow lanes between the Waiawa Interchange and Iwilei



Widening the Middle Street Merge led all projects as most essential to relieving congestion, with *Kapolei connector roads* and *Waianae Second Access* coming in second and third, based on 'top box' and mean ratings (below). Note that awareness of the *Central Mauka Road* (in Mililani) and of *Contra-Flow Tolling* is low among stakeholders. Only about one-third were aware of these projects, and only 1 rated each highly for congestion relief.

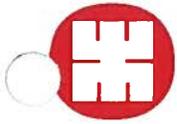
NEW ROAD PROJECTS

	<u>Top Box %</u>	<u>Mean</u>	<u>% Aware</u>
Widen Middle St Merge/H-1 Fwy	70%	9.0	65%
Roads to connect Ewa/Kapolei	45%	8.1	90%
Waianae Second Access to Kunia	30%	7.3	65%
Central Mauka Rd., Second Access	5%	6.0	30%
Tolling Contra-flow Lanes AM & PM	5%	4.8	35%

"We need to find a solution to the traffic problem on the H-1 corridor from Waianae to Hawaii Kai. With limited funds, make sure we address the most important problems. I understand the (Fort Weaver Road) widening project. If we don't improve the corridor, all we end up doing is putting more people on a congested and overburdened freeway and they will be waiting longer due to traffic."

"Variable tolling works. When traffic is heavier, tolls should be higher. I would support tolling as a way to relieve congestion, but more has to be done, like timing traffic lights better and maintaining roads and highways."

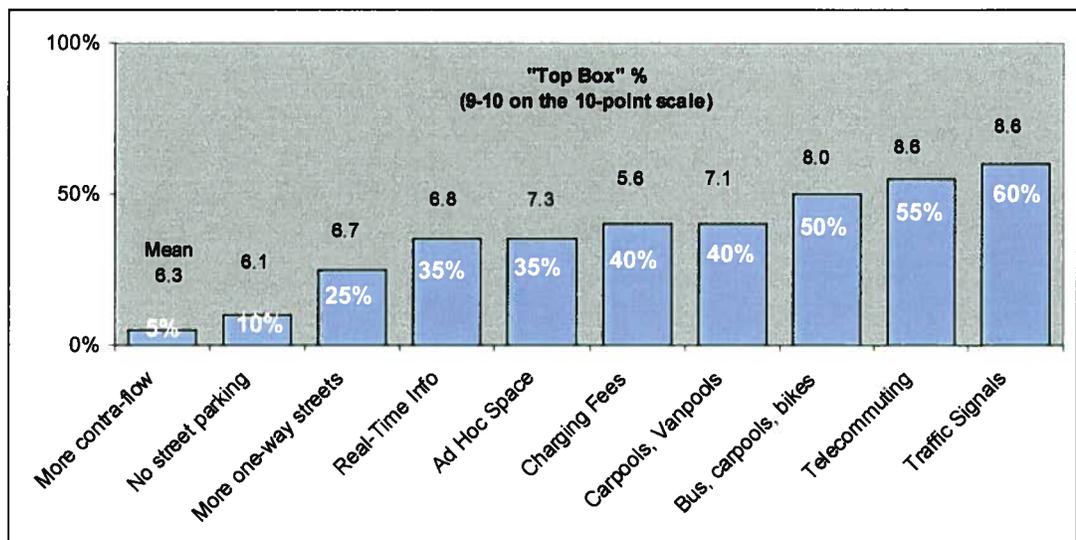
"Congestion is an issue. There is heavy traffic coming from the west side into town because many businesses are located at Campbell (Industrial Park). Time is money for these businesses. They can adjust their start time in the morning but have no control over it in the afternoon when they're going back because of the traffic."



IV. ALLEVIATING CONGESTION IN DOWNTOWN HONOLULU

No Big Changes in Downtown, Stakeholders Say. Stakeholders preferred that authorities alleviate downtown traffic by better *coordinating traffic signals*, *supporting telecommuting* and encouraging alternative forms of transportation (such as *Thebus*, *carpools*, or *bicycles*).

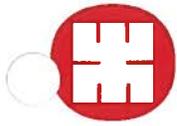
“Using a 10-point scale where 10=strongly support and 1=strongly oppose, please tell me how much you would support ___ as a way to help alleviate congestion and traffic in downtown Honolulu.”



Stakeholders apparently do not care to make wholesale changes to current usage, as in *removing on-street parking*, and they are divided on the question of *charging fees for drivers to enter downtown*. Additionally, there is no consensus on *providing more carpool and vanpool programs*, *installing more contra-flow lanes* and *converting more streets to one-way operation*. A number of stakeholders (8 of 20) strongly opposed the proposal to *charge fees to drivers to enter downtown*.

“We need to get away from the idea of the automobile as the primary way we design everything. Once you get into that mindset, everything becomes possible – walking, biking, etc.”

“Manage the traffic flow much better! Analyze the existing conditions that could be modified. For example, switch garbage collection to night time instead of during rush hour. There is too much traffic backing up for stupid reasons. Buses have no turn-off lanes and block the right lanes. Bicycles are taking one whole lane and slowing traffic. Look at the bottlenecks and alleviate them.”

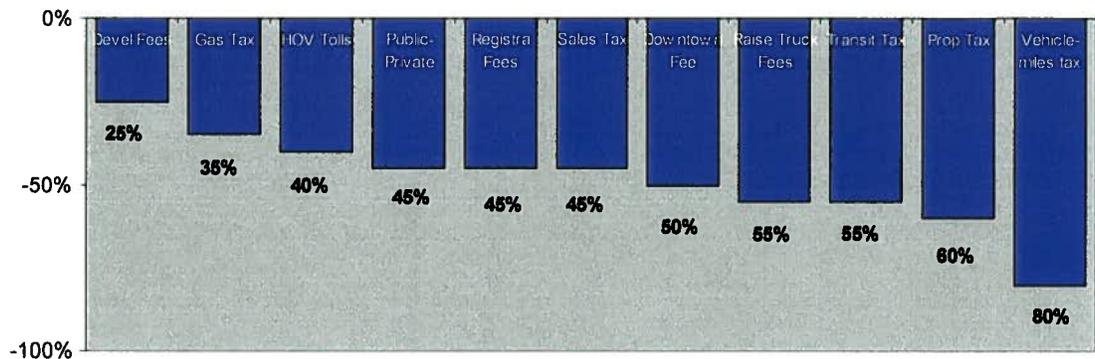


V. TRANSPORTATION FUNDING PROPOSALS

Few Funding Options Favored --- None of the 11 proposals to fund transportation were supported by stakeholders, overall. The highest-rated, “*raising the gasoline tax*” and “*developer fees*,” were each rated in the ‘top box’ by under half of respondents (7 of 19). Four of the five tax-related proposals were voted down by all but a few respondents (shown as a ‘bottom box’ % in the graph below).

“Using a 10-point scale where 10=strongly support and 1=strongly oppose, tell me where you stand on each proposal.”

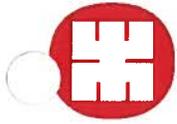
**“Bottom Box” %
(Rated 1-5 on the 10-point scale)**



User fees and tolls were also not popular with stakeholders, generally. Many opposed *charging drivers to enter Downtown Honolulu* (10 of 20) or *charging tolls on some roads or HOV lanes* (8 of 20). The most unpopular option, “*charging a tax for vehicle-miles-traveled*,” was rated in the ‘bottom box’ by 16 of 20 or 80% of stakeholders.

“Find a fair and equitable way to distribute the cost of road improvements based on pro-rating. Use creative financing methods to fund projects. Use bond issues like development bonds or roadway bonds.”

“Large employers should do more to subsidize parking and mass transit options for employees. This could help get cars off the road. The level of taxation on businesses is already high. Tax monies should be spent on the purpose intended and not raided for other uses.”



Top Funding Priority. Consistent with the ratings of funding options, more stakeholders ranked *developer fees* and *raising the gasoline tax* as their top choice than ranked any other option when asked to choose one among the 11 funding options.

“Which of these would be your top choice for a funding option?”

	<u>No. Chosen</u>
Developer Fees	7
Raise gasoline tax	5
Public-Private Partnership	2
Raise the sales tax	2
Charge fee to driving into downtown	1
Raise transit fares	1
Charge tolls on roads / HOV lanes	1
Raise vehicle registration fees	1
Raise property taxes	0
Raise truck fees	0
Charge vehicle miles-traveled tax	0

This concludes discussion of interview results among 20 Oahu stakeholders.

#

Appendix A-1 and A-2 provide the following:

- A. Verbatim responses to open-ended questions posed in the interviews; and
- B. List of 20 stakeholders by Interview date.

**APPENDIX A-1:
VERBATIM RESPONSES BY STAKEHOLDERS**

Q1. In your opinion, what are the top three transportation issues facing this island?

"Traffic congestion and travel time it takes to travel from point a to point b. Means more time away from family. / Cost of fuel (to consumers). Majority of us travel into Honolulu from the North Shore and fuel costs are hitting us. / Expense of owning a vehicle for example increasing registration fees. It's becoming cost prohibitive and most of us need a car for daily travel line to and from work."

"Mass transit, specifically rail transit. / Walkability /Bikeability. Non-automobile needs to be an integral part of the transportation plan. / Need to look at the kinds of fuel and methods we use to power automobiles. Need more in the area of "plug-ins"/hybrids."

"Congestion, mainly at the Nimitz corridor, Middle Street merge and King Street. Lack of integration between city and state on things like timing of traffic lights, controlling flow of traffic, etc. / Poor coordination of special events planning. Street closures due to special events and parades are becoming too frequent."

"Traffic congestion coming into downtown , especially from the Ewa side. / We've become over-reliant on motor vehicles and not enough emphasis put on other alternatives like pedestrian walking and biking. / Bad moves in mass transit. The bus system should be improved. I'm not sure on rail. Bus system should be subsidized by gas tax."

"Lack of mass transit. / Cost of mass transit as planned. / Limited plan of mass transit (rail) meaning 20 miles is not enough."

"Only one way of getting anywhere. No alternative roads on our side (North Shore). If there's a pole down, it totally blocks access. / Congestion during high volume times. / Alternative to the bus. It's too slow out here (North Shore)."

"Condition of infrastructure, potholes and general poor condition of roads. / Limited access, two lanes vs. three lanes. / Lack of adequate/proper sidewalks and medians in our area."

"Limited infrastructure - zoning, planning, money / A lack of integrated, multimodal transportation system. / Safety education...perception is walking and biking is not safe!"

"Density of cars. / Parking availability in downtown and metropolitan areas. / Travel time to and from work. We now have 200+ employees in Kapolei and for the majority of these people, the now have their lives back because they are not spending so much time on the road."

"Condition of roads/physical condition. City and state need to work together on this situation. / Congestion - half of the island faces this problem, due to not having enough transportation options. / Getting improvements done quicker. Funding mechanism is too slow and bureaucratic!"

"Too many cars/vehicles. / Maintain infrastructure better. Condition of roads and highways is poor in general. / Cost of fuel to consumer is high."

"We support accessibility for all residents - rail project, rail stations. / Transit Oriented Development (T.O.D.) - needed for Oahu. / Neighborhood or community involvement in rail station planning. / Increase number of buses in fleet. APA stresses that as bus fleet ages, replace and pay attention to capacity issues."

"Traffic / Mobility, getting from point a to point b / Safety."

"Traffic problem from West Oahu. It's only getting worse. / Rail system...we need this but the lines are questionable. We need better clarification."

"Congestion. / Mass Transit. / Parking (lack of)."

"Highways. / Mass Transportation. / Rush hour snafus in West Oahu. Need alternatives to highways and need mass transit to reduce load on highway."

"Traffic congestion is getting worse from all points of the island. / Traffic even heavier on weekends and nights. No difference from weekday traffic. / Poor planning of construction and road repair projects."

"Too many cars and congestion. / Not enough roads. / Just overall better management of the transportation system is needed."

Q3. Thinking specifically of your organization, what are the key challenges related to transportation faced by your organization and/or your employees?

"Funding - being able to put our projects on the ORTP and then get them funded. Ability to work with different government agencies to recognize needs. Safety is always first and grabs their attention."

"Congestion on main road. We need alternative routes. In a disaster situation, there will be no quick exit from the affected area. Flooding, tidal waves happen out here. There is no emergency services to assist with natural disasters. It becomes very disorganized in an emergency situation. You just can't get out of here in an orderly fashion."

"Getting people to see the benefit (like health) of walking and biking. There are model cities like out there who have put in designs which encourage alternatives to travel by automobile. Many of these cities have become walking cities because of the way they have been designed. Honolulu would be ideal for this model."

"We must perform on-time. This is our business as transportation providers. This can be challenging with things like traffic, delays due to construction etc."

"Employee commuting - parking and ability to get here from all points of the island on time."

"Maintenance of roads."

"For the bus, we need alternative routes and a system that is more convenient and comfortable. There is an ongoing safety issue on Kamehameha Highway (North Shore) with speeders and passing. There have been accidents where lives have been lost. There is a need for good bike lanes out here."

"The APA Hawaii Chapter seeks to improve planning, concurrency of infrastructure with new development so new residents do not have difficulty with access to transportation. So ensuring new development includes necessary transportation for new residents. Improving the grid system so access to retail or jobs is not constricted to 1 Or 2 collector roads. Distributing over a wider network of streets e.g., Ewa, more than just Farrington Hwy. Having more connector streets."

"50% of people who pass through Waimanalo are not our residents. There is space for a bypass road (mauka), but there are issues with the farmers. We live with gridlock and it will continue. I live on the highway and there is already road rage due to drivers who get impatient because of the gridlock. People take chances...riding bikes on roads with no bike lanes. We need better education and safety plans for moped drivers. Safety is a big thing for us out here (Waimanalo). In 1992 we did traffic "calming" (roundabouts and bumps). This was planned, but still no calming. We have no power out here. We have suggestions but no one listens. The focus has been on military transport. Bridges are old. Infrastructure is old. Many areas are not paved or need to be re-paved. We have no voice."

"Safety and enforcement i.e., "roads aren't safe!" Lack of knowledge of rules by bicyclists and drivers. Lack of connected bike system. Lack of integration of bike routes with existing system. i.e. bike routes don't go anywhere."

"Lower-salaried people look for bus route, get dropped off and look for economical ways to travel to and from work. Wait time for parking in our area averages eight years. Average length of services is 10 years. We have a problem here."

"Inadequate, ill-placed transportation. Inefficient and insufficient ways of moving people. Other modes of transportation are needed. We had the boat option, but they cut the line due to ridership. Old adage...they put the cart before the horse... people before the roads. Government failed in coming up with ways, new ways of moving people."

"Heavy traffic from westside coming into town. Many businesses located at Campbell [Industrial Park]/Barber's Point and they need to get their goods into downtown Honolulu daily. Time is money for many of these businesses. You can adjust your start time in the morning but have no control in the afternoon when you're going home. Congestion is an issue."

"Trying to frame our role in "Complete Streets" law passed in July. APA is advisory to HDOT. Be active player in rail project, advocating for citizen involvement in planning and design."

"Balancing transportation issues and projects with beautification projects of the island, for example, the rail project."

"Traffic. This impacts the driver. The more traffic the less income for the driver since they are dependent on fares. [Personal] safety is also a big issue."

"Getting to the campus and back."

"Our workers are fine. As a developer, traffic improvements/roadway improvement needs to be worked on in cooperation among government agencies and the developers. Now, there is no coordination among agencies to landowners, developers. Work together productively."

"The same as everyone else. So much time has to be spent planning our transportation due to traffic. Sometimes the time we spend on the road for such a short distance is ridiculous."

"Traffic congestion is bad. Getting from one place to another is sometimes bad due to traffic. Most of our meetings and events are in town and there are always traffic issues we must deal with."

Q8. Finally, if you were speaking directly to the heads of the Oahu transportation agencies, what would you say to them?

"Need to find a solution to traffic problem on H-1 corridor from Waianae to Hawaii Kai. With limited funds, we need to make sure we addressing the most important problems. I understand the Ewa (Fort Weaver) widening project. If we don't improve the corridor, all we end up doing is putting more people on a congested and over-burdened freeway and they will end up waiting longer due to traffic."

"You have an extremely hard job. The North Shore services 50% of tourists to Oahu. That's a lot of non-local traffic. We are an important area and we sorely need improved infrastructure. Don't forget us out here. We tend to be complacent and don't make a lot of noise, but we do a lot for the state and the visitor economy and we need to be on the list for improvements."

"We need to get away from the idea of the automobile as the primary way we design everything. One you get to that mindset, everything becomes possible (walking, biking etc.)."

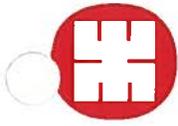
"We are behind the times on things like "Fast Pass" or "Express Pass." Variable tolling works. Tolls should vary throughout the day. When traffic is heavier, tolls should be higher. Large employers should do more to subsidize parking and mass transit options for employees. This could help get cars off the road. The level of taxation on businesses is already high. Tax monies should be spent on purpose intended and not raided for other uses. I would support tolling as a way to help relieve congestion, but there has to be more done, like timing of traffic lights and maintain roads and highways better."

"We've become too auto centric. More bike and walking paths would minimize improvement costs. Look at driving behavior. Those who drive should pay for it. Make it almost like a penalty. Our city is well set-up for bike, pedestrians and bus traffic like places like Portland and Eugene."

"Create a mass transit system that is very affordable and very safe. They're not achieving any of that at present time and with their future plans."

"Look at the safety of the highways out here (North Shore) and regular maintenance. Also, you need to explore alternative routes to Kamehameha Highway."

"Rather than focusing on reducing congestion by increasing road miles, put more effort in increasing CHOICE by focusing (a) transit projects that increase choice thru transit to (b) conversion of existing roads to "complete streets" by narrowing lanes, widening sidewalks and adding bike lanes."



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September 1, 2009
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"Given our dependence on gasoline to rising health costs, we need to look at multi-model options such as a) increase bus system capacity, b) more bike options, c) safer access for pedestrians, d) encouraging car pools and bus rides thru incentives. E) employer incentives for encouraging biking, walking and telecommuting."

Fix the traffic tie-ups during major hours. Create bike and walking routes in communities. Increase effort in pedestrian education of traffic issues. Keep us informed."

###

**APPENDIX A-2:
 LIST RESPONDENTS PARTICIPATING IN
 STAKEHOLDER INTERVIEWS**

DATE / TIME	METHOD	OGANIZATION	STAKEHOLDER CATEGORY
7/31 – 4:00 p.m.	In-Person	NB 35, Mililani Mauka	Citizens-At-Large
8/3 – 8:30 a.m.	Telephone	NB 27, No. Shore	Citizens-At-Large
8/3 – 9:00 a.m.	Telephone	Sierra Club of Hawaii	Community/Civic/Bus Groups
8/3 – 1:00 p.m.	Telephone	Royal Starr Motorcoach	Community Users/Large Employers
8/3 – 2:00 p.m.	Telephone	U.S. Fish & Wildlife Service	Government Agencies
8/6 – 2:30 pm.m	Telephone	Hawaii Tourism Authority	Community/Civic/Bus Groups
8/4 – 8:30 a.m.	Telephone	BYU – Hawaii	Colleges/Universities
8/4 – 9:30 a.m.	Telephone	APA – Hawaii Chapter	Community/Civic/Bus Groups
8/4 – 11:00 a.m.	In-Person	NB 32, Waimanalo	Citizens-At-Large
8/4 – 11:30 a.m.	Telephone	Hawaii Bicycling League	Community/Civic/Bus Groups
8/4 – 3:00 p.m.	Telephone	HMSA	Community Users/ Large Employers
8/5 – 10:00 a.m.	In-Person	NB 34, Makakilo-Honokai Hale	Community/Civic/Bus Groups
8/5 – 5:30 p.m.	Telephone	APA – Hawaii Chaper	Community/Civic/Bus Group
8/6 – 9:30 a.m.	Telephone	The Outdoor Circle	Community/Civic/Bus Group
8/6 – 1:30 p.m.	Telephone	The Cab	Community Users/Large Employers
8/6 – 3:30 p.m.	Telephone	Chaminade University	Colleges/Universities
8/7 – 9:00 a.m.	Telephone	Stanford Carr Development	Landowner/Developers
8/14 – 5:30 p.m.	Telephone	Japanese Women’s Society	Community/Civic/Bus Groups
8/18 – 8:00 p.m.	Telephone	Chinese Chamber of Commerce	Community/Civic/Bus Groups

NAME: _____
 ORGANIZATION _____
 INTERVIEW DATE: _____

INTERVIEWER: _____
 TIME finished _____
 Started _____
 Total _____

OAHU STAKEHOLDERS
Oahu Metropolitan Planning Organization (4804A)
Summer 2009

Hello, I'm ___ from OmniTrak Group, Inc., a professional research company in Honolulu. We're here on behalf of the Oahu Metropolitan Planning Organization, a city-state agency, to get your views on transportation. Thank you for taking the time to speak with us. As a reminder, we ask that you respond from the perspective of your organization rather than from your personal outlook. First, I would like ask...

Q1. In your organization's view, what are the top three transportation issues facing this island? **[PROBE AND RECORD IN DETAIL]**

1. _____
2. _____
3. _____

Q2a. I'm going to read a list of potential transportation improvements planned for Oahu. Please tell me how important you think each is, using a 10-point scale with 10 being Extremely Important for Oahu, and 1 being not Important At All for Oahu. **[READ LIST]**

<i>Not Important At All</i>					<i>Extremely Important</i>				
1	2	3	4	5	6	7	8	9	10

- a. Construction of new roadways.....
- b. Widening or extensions to existing roadways.....
- c. Improvement to the transit system.....
- d. Adding and improving bicycle facilities.....
- e. Adding and improving pedestrian facilities.....
- f. Ensuring Safety & Security of the transportation system.....
- g. Maintaining the roads in existence.....
- h. Ensuring compliance with ADA guidelines.....
- i. General congestion relief.....

(Note: may have to clarify ADA = Americans with Disabilities Act guidelines.)

Q2b. Now from the previous list, how would you rank your top 5 priorities. A "1" means you give it top ranking, "2" is second rank and so on... **[SHOW/READ LIST]**

- a. Construction of new roadways.....
- b. Widening or extensions to existing roadways.....
- c. Improvement to the transit system.....
- d. Adding and improving bicycle facilities
- e. Adding and improving pedestrian facilities
- f. Ensuring Safety & Security of the transportation system
- g. Maintaining the roads in existence
- h. Ensuring compliance with ADA guidelines
- i. General congestion relief.....

Q3. Thinking specifically of your organization, what are the key challenges related to transportation faced by your organization and/or your employees? **[PROBE AND RECORD IN DETAIL]**

Q4. I'm going to read you a list of major traffic corridors. Please rank these in order of importance for traffic congestion relief. Again, "1" means you give it top ranking, "2" is second rank and so on. **[SHOW/READ LIST. CLARIFY CORRIDORS IF NECESSARY]**

- a. Ewa/Central Oahu to downtown Honolulu.....
- b. Windward Oahu to downtown.....
- c. East Honolulu to downtown
- d. Waianae Coast to downtown
- e. North Shore to downtown

Q5a. Shifting topics a bit, are you aware of the following projects? **[SHOW/READ LIST IN Q5b BELOW]**

Q5b. How essential is each project to relieving overall congestion on Oahu, and including downtown Honolulu? Please use the 10-point scale, with 10 meaning Extremely Essential and 1 meaning Not at all Essential. You may use any number between 1 and 10 to indicate your feelings.

Not at all Essential										Extremely Essential	
1	2	3	4	5	6	7	8	9	10		

	Q:5a Aware	Q:5b Rating
Waianae, Second Access – Farrington Highway over the Waianae Mountain Range to Kunia Road	1	<input type="checkbox"/> <input type="checkbox"/>
Central Mauka Road, Second Access – Mililani Mauka to Waiawa	2	<input type="checkbox"/> <input type="checkbox"/>
Roads to better connect the Ewa/Kapolei communities	3	<input type="checkbox"/> <input type="checkbox"/>
Widening the Middle Street Merge on the H1 Freeway	4	<input type="checkbox"/> <input type="checkbox"/>
Tolling the morning and afternoon contra-flow lanes between the Waiawa Interchange and Iwilei	5	<input type="checkbox"/> <input type="checkbox"/>

Let's discuss congestion and traffic specifically in downtown Honolulu.

Q6. Using a 10-point scale where 10 being Strongly Support and 1 being Strongly Oppose, please tell me how much you would support **[NSERT]** as a way to help alleviate congestion and traffic in downtown Honolulu.

Strongly Oppose										Strongly Support	
1	2	3	4	5	6	7	8	9	10		

- a. Converting more streets to one-way operation.....
- b. Installing more reversible or contra-flow lanes
- c. Coordinating traffic signals
- d. Providing the public with real-time traveler information
- e. Removing on-street parking
- f. Encouraging more people to ride TheBus,
use carpools or use alternatives like bicycles or walking
- g. Supporting third-party business centers that provide
ad hoc office space for telecommuters
- h. Restrict cars from entering downtown by charging
a fee to enter (fee does not apply to emergency vehicles)
- i. Supporting telecommuting
(that enables people to work from home)
- j. Providing more carpool / vanpool programs

Q7a. Now let's discuss transportation funding. I'm going to read you a list of proposed funding options for transportation projects. Using 10-point scale where 10 means Strongly Support and 1 means Strongly Oppose, please tell me where you stand on each proposal. The first is... **[READ LIST]**

Strongly Oppose										Strongly Support	
1	2	3	4	5	6	7	8	9	10		

- a. Raising the sales tax.....
- b. Raising property tax rates.....
- c. Raising the gasoline tax.....
- d. Raising public transit fares.....
- e. Adding toll charges to some roads or HOV lanes.....
- f. Charging a tax for vehicle-miles-traveled
- g. Charging a fee for driving into the downtown area
- h. Public-private partnerships, where the State or.....
 City create a partnership with a private company which share in the cost of developing and/or operating infrastructure, like a new roadway.
- i. Charging fees to developers, as a condition of.....
 the development, used to offset the costs of transportation infrastructure that supports the development.
- j. Raising truck fees.....
- k. Raising vehicle registration fees

[IF RATED ANY ITEM 8-10, ASK:]

Q7b. You indicated that you strongly support **[NAME ITEMS]**. Which of these would be your top choice for funding option, if you had to choose? **[CHECK ONE BOX]**

- a. Raise sales tax.....
- b. Raise property tax.....
- c. Raise gasoline tax.....
- d. Raise transit fares.....
- e. Charge tolls on some roads or on HOV lanes
- f. Charge vehicle-miles-traveled tax
- g. Charge a fee for driving into downtown
- h. Public-Private partnerships.....
- i. Developer fees.....
- j. Raising truck fees.....
- k. Raise vehicle registration fees

Q8. Finally, if you were speaking directly to the heads of the Oahu transportation agencies, what would you say to them? **[PROBE AND RECORD IN DETAIL]**

I need to ask only a few more questions for classification purposes.

Q9. How many years has your company been operating in Hawaii?
[ENTER 998 FOR DON'T KNOW; 999 FOR REFUSED]

Q10. How many people including yourself does your organization employ in Hawaii?
[9998 FOR DON'T KNOW; 9999 FOR REFUSED]

Q11. **[IF REFUSED, SAY:]** In terms of a range of employees, is it ...

0 to 1	1
2 to 9	2
10 to 19	3
20 to 24	4
25 to 49	5
50 to 99	6
100 to 149	7
150 to 249	8
250 to 499	9
500 to 999	10
1000 and over	11
[DON'T KNOW]	98
[REFUSED]	99

Q12. In what industry do you work? **[DO NOT READ]**

Government	1
Tourism	2
Retailing	3
Military	4
Financial services/banks	5
Health	6
Electric/gas	7
Telecommunications	8
Construction/Building	9
Agriculture	10
Education (Non-government/private)	11
Food Service	13
Computer/ Technology	14
Legal/ Law/ Enforcement/ Security	15
Other Service	16
Maintenance	18
Real Estate	19
Transportation	20
Non-Profit	21
Manufacturing/ Distribution	23
Other, Please specify)	50
[REFUSED]	99

THANK YOU FOR SHARING YOUR VIEWS WITH THE OAHU METROPOLITAN PLANNING ORGANIZATION!