Resident Opinion Survey On Oahu Transportation

Prepared for:

The Oahu Metropolitan Planning Organization
and
Parsons Brinckerhoff

Project #4804C
October 2009

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Research Objectives

- The Oahu Metropolitan Planning Organization (OahuMPO), the Federally designated metropolitan planning organization for Oahu, is conducting an update of the OahuMPO Regional Transportation Plan (ORTP) to year 2035. The ORTP identifies short- and long-range strategies and actions that will lead to the development of an integrated, intermodal transportation system.
- The ORTP Public Outreach Plan's goal is to obtain feedback from interested communities and the public on ORTP goals. This supports the planning process so that the ORTP will reflect the needs and concerns of the public. As part of this outreach process, the OahuMPO commissioned this telephone survey among Oahu residents, with the primary objectives being:

1. To assess initial issues and gather information about potential areas of concern regarding the Oahu transportation system.
2. To obtain feedback on the most appropriate methods to fund needed improvements to the transportation system.

Sample (1 of 2)

- The universe of respondents consisted of islandwide Oahu residents reached through random digit dialing (RDD).
- The telephone calls were placed **October 9 through October 25, 2009**.
- OmniTrak then weighted the Oahu sample proportionate to the age and ethnic distribution of the population.
- Random sampling produced a total of n=601 Oahu respondents.
- The resulting sample of residents was weighted by:
  - Ethnicity proportionate to 2008 Oahu Census data to reflect an accurate distribution of respondents by ethnic background
  - Age proportionate to the 2008 Oahu Census, thereby providing representative segments of younger adults who were less likely than older adults to have landline phones.

Sample (2 of 2)

The survey sample was distributed as follows:

SAMPLING	West Oahu	Central Oahu	Metro Honolulu	East Honolulu	Windward No. Shore	TOTAL	Sampling Error
Oahu Random	174	64	141	116	106	601	+/- 4.0%
Weighted Sample	205	57	130	103	105	601	+/- 4.0%

The Oahu areas were defined as follows:

- **West Oahu:** Waianae, Kapolei, Ewa, Waipahu, Pearl City, Aiea.
- **Central Oahu:** Mililani, Mililani Mauka, Wahiawa.
- **Metro Honolulu:** Kalihi, Downtown, Makiki, Waikiki, Ala Moana, Kaimuki.
- **East Honolulu:** Kahala, Aina Haina, Niu Valley, Hawai'i Kai.
- **Windward:** Kaneohe, Kailua, Waimanalo
- **North Shore:** Ko'olauloa, Haleiwa, Pupukea.

➢ **Statistical Analysis Sample Differences – In the following analysis, within the tables and charts, a shaded or boxed area signifies a statistically significant difference across columns or rows at the 95% level of confidence.**

EXECUTIVE SUMMARY

Executive Summary (1 of 3)

1. PRIORITIES IN TRANSPORTATION PROJECTS AND CORRIDORS

- Oahu residents' priorities clearly reflect usage of the H-1 freeway as the primary east-west transportation artery linking the island's key residential and job centers. Residents' top priority in transportation projects – *improving the H-1 corridor between Leeward and Downtown* – was supported by 56% over three alternative projects serving much smaller regions (i.e., Kapolei surface roads, second access for Waianae, and a bypass road in Mililani Mauka). The *Waianae Second Access Road* emerged as a second priority due to strong support in West Oahu (which includes Waianae).

- Similarly, the top priority in transportation corridors is the *Leeward to Downtown corridor*, representing the main commuting route between the most populous residential zone (Leeward Oahu) and the key job center (downtown Honolulu). Residents chose the Leeward-Downtown corridor by a 3-to-1 margin over the next highest priority, the Central Oahu-to-Downtown corridor.

2. CHALLENGES TO TRANSPORTATION: CONGESTION

- Easing traffic congestion is generally seen as the transportation challenge facing residents. Asked to rate the importance of six transportation challenges facing Oahu (below), 55% of residents gave top ratings to "*traffic congestion on existing roadways,*" followed by "*unsafe driver behavior,*" rated highly by 47% of residents. Other challenges - the lack of alternative routes, the high cost of parking, and dangerous roadways – ranked well behind congestion as important challenges.

- Easing traffic congestion is particularly important to residents in West Oahu and Windward Oahu, where residents have long commutes to the urban area. The second highest-rated issue, "*unsafe or inappropriate driver behavior,*" ranked highest only in Central Oahu.

Executive Summary (2 of 3)

3. SOLUTIONS TO TRANSPORTATION: ROAD MAINTENANCE

- While traffic congestion is a key issue in transportation, road maintenance emerged as the most immediate priority for residents. Of six solutions rated for perceived effectiveness, "*better maintenance of existing roads*" garnered high ratings from 57%, far more than any other solution tested. Well under 50% of residents rated "*improving pedestrian facilities,*" "*widening or extending existing roads…,*" and *"Improvements to… TheBus system"* highly for effectiveness in addressing transportation issues.

- As a solution, *"better road maintenance"* topped the list in all Oahu regions but especially so in West Oahu, Central Oahu and Metro Honolulu. This is consistent with the fact that residents are dependent on their vehicles for daily commuting, with 80% of Oahu workers and students driving themselves to work or school vs. only 9% taking *TheBus*.

4. SATISFACTION WITH OAHU ROADS

- Data on satisfaction reinforces the finding that road maintenance is an immediate concern. Asked to rate their satisfaction with the road system, residents indicated low satisfaction, overall, with over half rating in the bottom half of a 10-point scale. In none of the individual areas were the roads rated higher than 5.7 of 10, on average (6.0 or below is considered low by Hawaii standards).

- Asked why they gave low ratings, 87% of dissatisfied residents complained of road conditions, citing "*pot holes, uneven surfaces, poor repair and maintenance.*" Some even complained that "quick fix repairs" to road surfaces seemed to make the problems worse, not better.

Executive Summary (3 of 3)

5. TRANSPORTATION FUNDING OPTIONS

- Finally, the survey tested 10 proposed options to fund transportation. Consistent with prior research,* none of the ten options received substantial support from residents – though "*charging fees to developers*" and imposing a "*commercial vehicle tax*" were relatively less opposed, with both proposals supported by about 1 in 5 residents.

- But residents were overwhelmingly opposed to tax increases and new fees on driving. Three-quarters or more indicated opposition to *raising the excise tax*, *charging a vehicle-miles-traveled tax*, *raising the gasoline tax*, and, especially, *charging a fee for driving into Downtown* and *raising property taxes*. Ninety percent were opposed to *raising County property taxes* as a means of funding transportation.

- Lower-income (<$35K income) residents overwhelmingly opposed *raising the tax on gasoline* and *charging a toll on HOV lanes*.

* The survey of transportation stakeholders, conducted in August 2009, revealed similar opposition to most funding proposals tested in the survey.

Narrowing the List of Transportation Projects

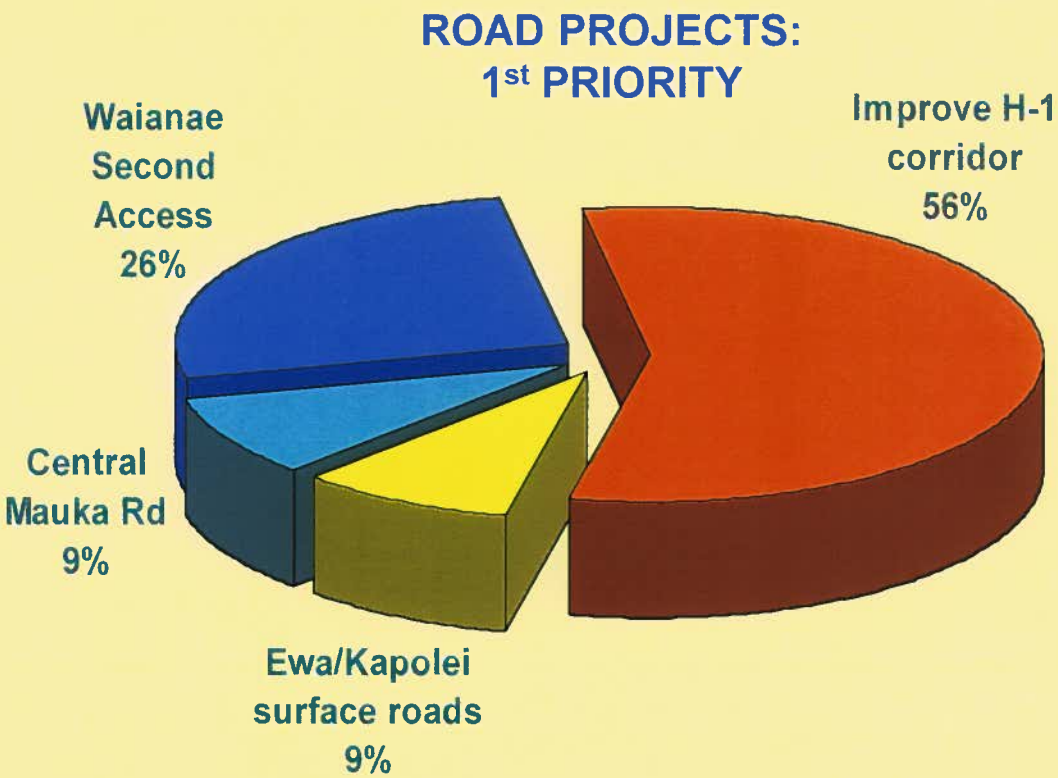
Transportation Projects: Priorities

- *"I'm going to name a few transportation projects planned to help relieve congestion on Oahu. Please rank these in order of priority, with '1' meaning your top priority, '2' meaning your 2nd priority, '3' meaning your 3rd priority, and so on."*
  - *A second access road into and out of the Waianae Coast*
  - *Central Mauka Road, which is a bypass from Mililani Mauka to Pearl City*
  - *Surface roads to connect the Ewa and Kapolei communities*
  - *Improving the H-1 corridor between Leeward Oahu and Downtown* [clarification: the H-1 Freeway and adjacent road system between Leeward Oahu and Downtown Honolulu]

Transportation Projects: First Priority

Of the four proposed projects, Oahu residents' top priority is "*improving the H-1 corridor between Leeward Oahu and Downtown*," chosen by 56% of residents as the first among four priorities.

"Please rank these in order or priority, with '1' meaning your top priority…"



No other project came close to the H-1 project as residents' top priority.

One in four residents chose the *Waianae Second Access road* as the first priority.

Base: 601 Oahu residents.
Q12. Shifting topics, I'm going to name a few transportation projects planned to help relive congestion on Oahu. Once again, please rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3'3 meaning your 3rd priority, as so on [READ LIST]

First Priority Project: By Oahu Area

Majorities in Metro Honolulu, Windward/North Shore and East Honolulu supported *Improving the H-1 corridor between Leeward and Downtown* as Oahu's top priority transportation project.

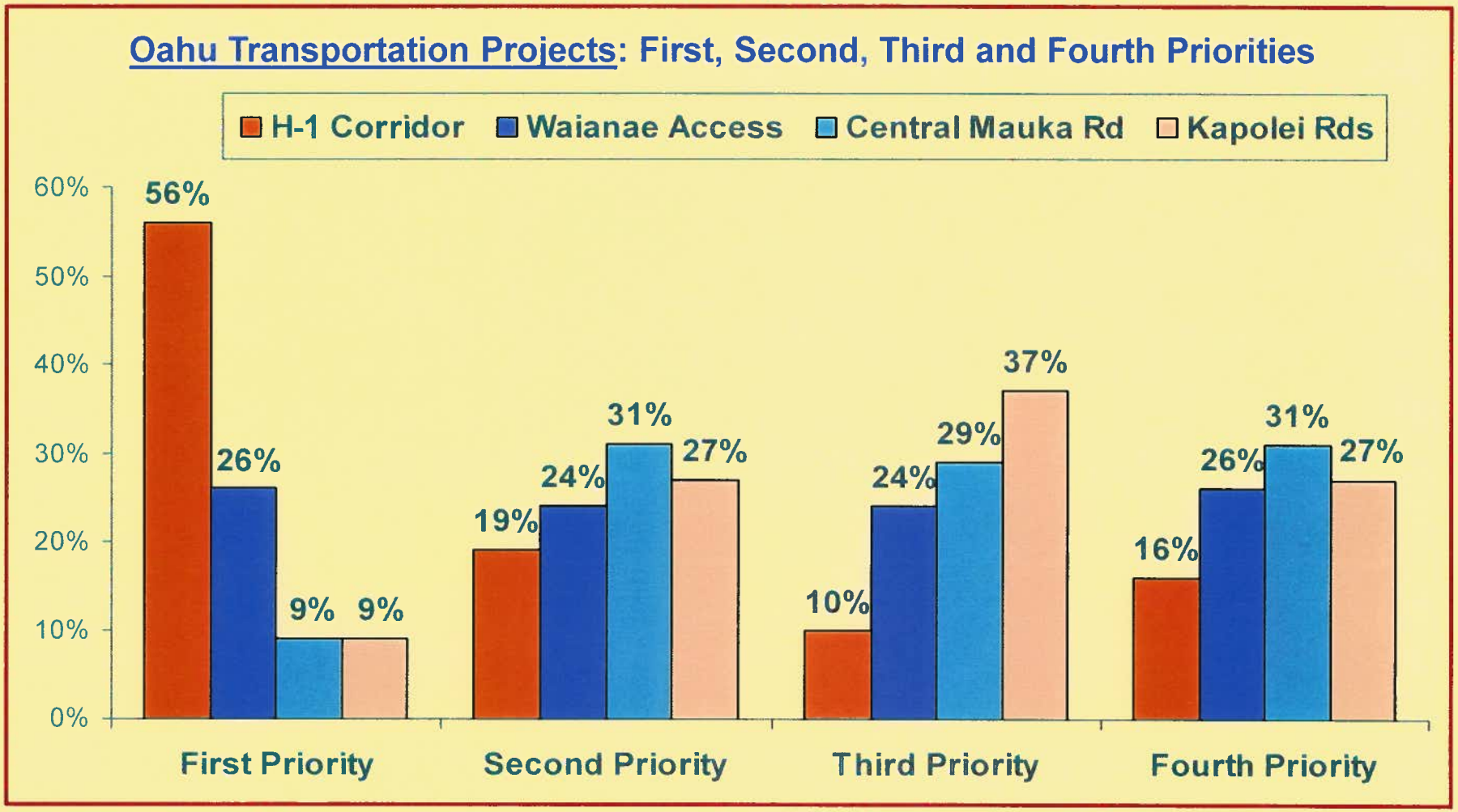
Residents in West Oahu – encompassing Ewa, Kapolei and Waianae – were divided between *Improving the H-1 corridor* and a *Waianae Second Access Road*.

"What is your 1st priority to help relieve congestion on Oahu…?"	WEST OAHU	CENTRAL OAHU	METRO HONOLULU	WINDWARD/ NORTH SHORE	EAST HONOLULU
BASE	205	57	130	105	103
Improving the H-1 corridor between Leeward and downtown	49%	41%	64%	65%	63%
Second Access road into & out of Waianae	32%	22%	24%	24%	20%
Central Mauka Road, a bypass from Mililani to Pearl City	5%	30%	6%	6%	11%
Surface roads to connect Ewa & Kapolei	14%	6%	6%	5%	6%

Q12. Shifting topics, I'm going to name a few transportation projects planned to help relive congestion on Oahu. Once again, please rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on [READ LIST]

First to Fourth Priorities: Oahu Residents

While the H-1 Corridor is clearly Oahu's project of choice, there is no consensus on the second and third priorities, and residents are divided between the Waianae Second Access, Central Mauka Roads and Kapolei surface road projects.

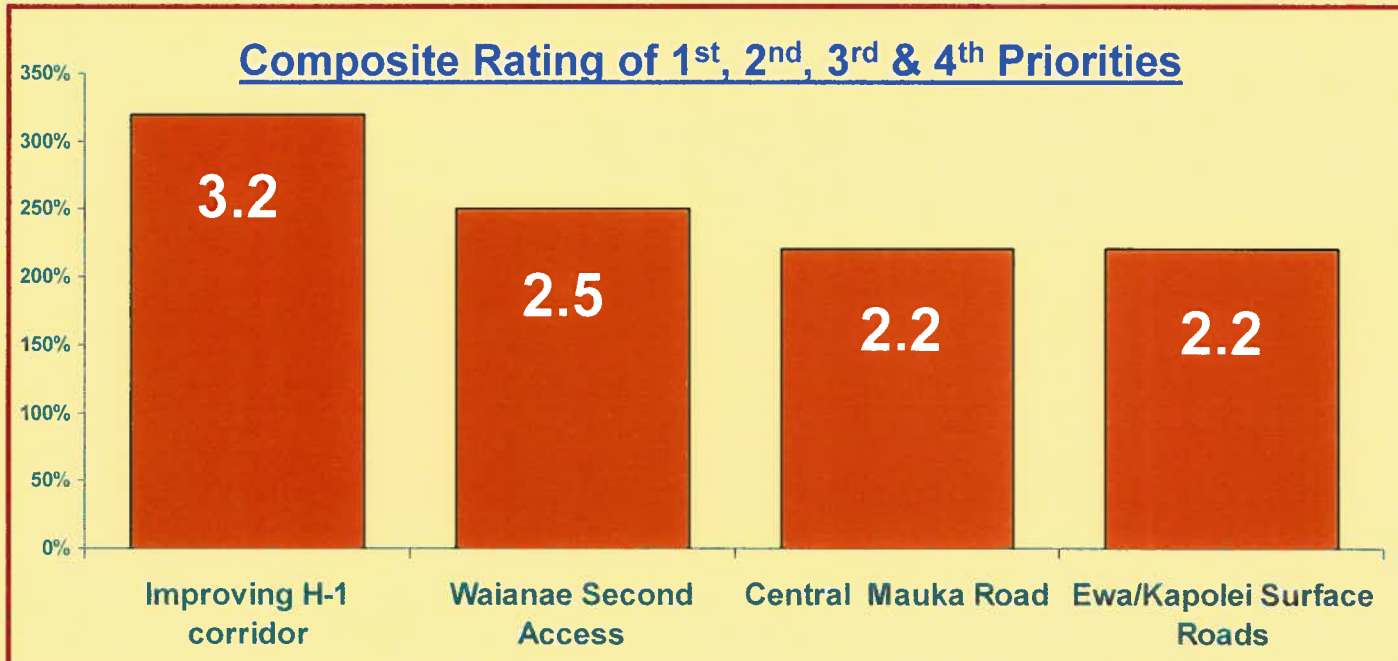


Bases: 601 Oahu residents.

Q12. I'm going to name a few transportation projects planned to help relive congestion on Oahu. Once again, please rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on. [READ LIST].

Composite Rating of Project Priorities

The graph below depicts the composite rating of all four priority rankings (1st, 2nd, 3rd & 4th). Not surprisingly, *Improving the H-1 corridor* leads all other choices based on based on the composite mean (maximum score: 4.0).



In this analysis, the *Waianae Second Access* emerges as Oahu's *second* priority.

Support for the *Central Mauka Road* is highest in Central Oahu (see table).

	West Oahu	Central Oahu	Metro Honolulu	Windward & North Shore	East Honolulu
Improving H-1 Corridor	3.0	3.0	3.4	3.4	3.3
Waianae Second Access	2.7	2.2	2.5	2.6	2.4
Central Mauka Road	2.0	2.9	2.1	2.1	2.3
Surface roads in Ewa/Kapolei	2.4	1.9	2.1	2.1	2.1

Base: 601 Oahu residents in 2009. * Composite rating is the average of rankings across all four priority questions.
Q12: I'm going to name a few transportation projects planned to help relieve congestion on Oahu. Once again, please rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on.

Transportation Corridors: Oahu Priorities

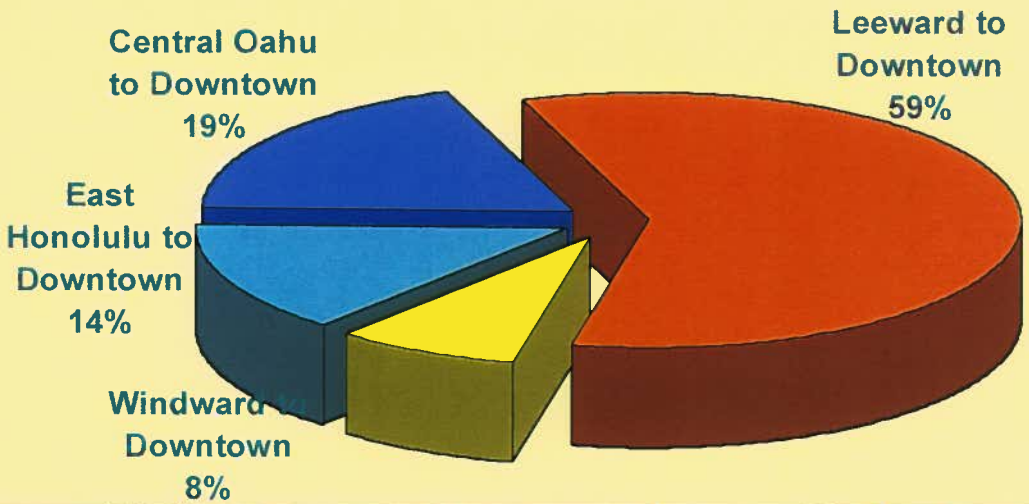
Transportation Corridor: 2009 Priorities

- *"I'm going to read you a list of major traffic corridors. I'd like you to rank these in order of priority to relieve traffic congestion, with '1' meaning your top priority, '2' meaning your 2nd priority, '3' meaning your 3rd priority, and so on."*
  - *Leeward Oahu to Downtown*
  - *Central Oahu to Downtown*
  - *Windward/North Shore to Downtown*
  - *East Honolulu to Downtown*

Transportation Corridors: First Priority

The clear priority among transportation corridors is the Leeward to Downtown corridor, chosen by almost 3 in 5 residents, with non of the other three corridors enjoying comparable support across Oahu.

"Please rank these in order of priority, with '1' meaning your top priority…"



Corridor choice is largely determined by area of residence.

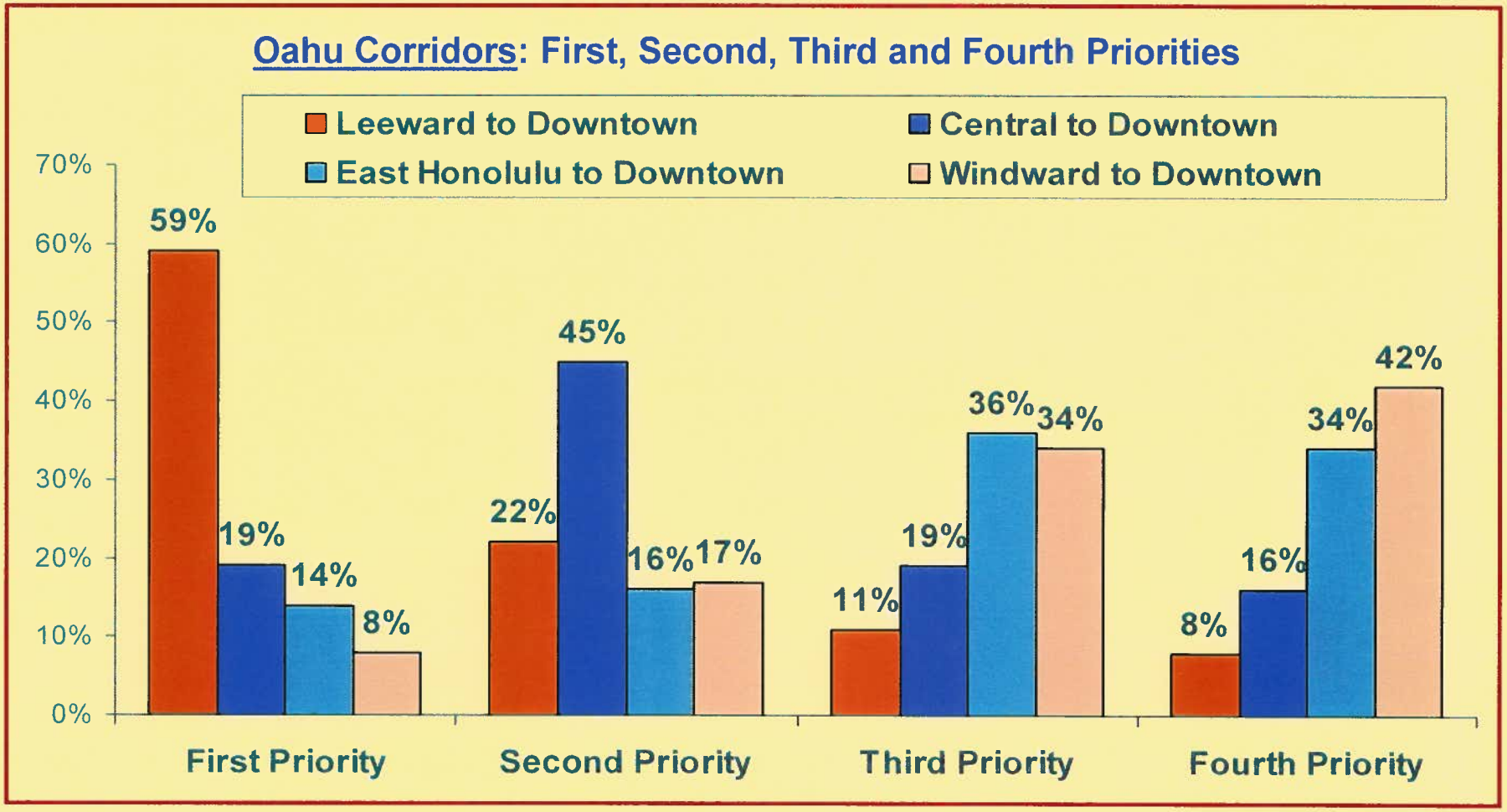
Support for the Leeward-to-Downtown corridor comes primarily from West Oahu, while the Central-to-Downtown corridor is supported by Central Oahu residents (see table below).

	West Oahu	Central Oahu	Metro Honolulu	Windward & North Shore	East Honolulu
Leeward Oahu to Downtown	79%	38%	54%	47%	48%
Central Oahu to Downtown	14%	56%	24%	11%	14%
East Honolulu to Downtown	5%	0%	16%	14%	37%
Windward/North Shore to Downtown	2%	6%	7%	28%	1%

Base: 601 Oahu residents.
Q11. I'm, going to read you a list of major traffic corridors. I'd like you to rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, and so on."

Oahu Corridors: First to Fourth Priorities

After the Leeward corridor, Oahu's next priority for easing traffic congestion is the Central Oahu corridor, chosen by 45% of Oahu residents as the *second priority*.

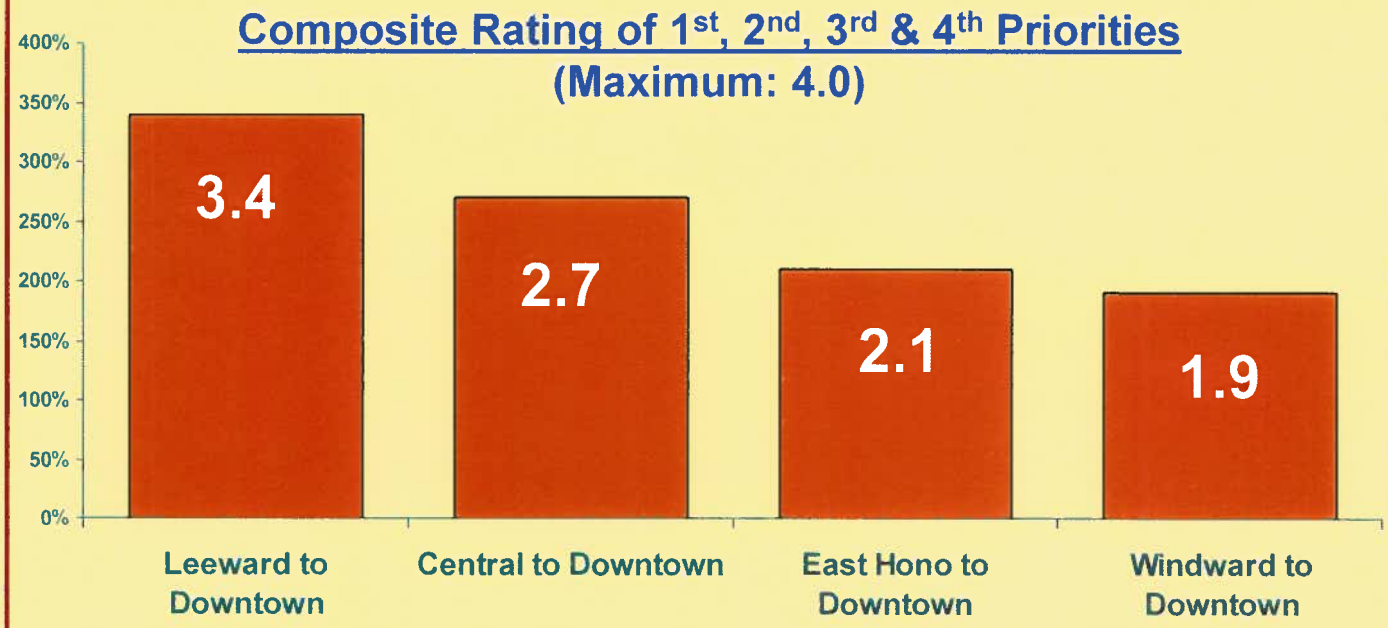


Bases: 601 Oahu residents.

Q11. I'm going to read you a list of major traffic corridors. I'd like you to rank these in order of priority to relieve traffic congestion, with "1" meaning your top priority, "2" meaning your 2nd priority, "3'" meaning your 3rd priority, as so on [READ LIST]

Composite Rating of Corridors

The composite analysis confirms the Leeward- and Central Oahu-to-Downtown corridors to be the first and second priorities, respectively. The Windward/North Shore route to Downtown is clearly the lowest priority for the island as a whole.



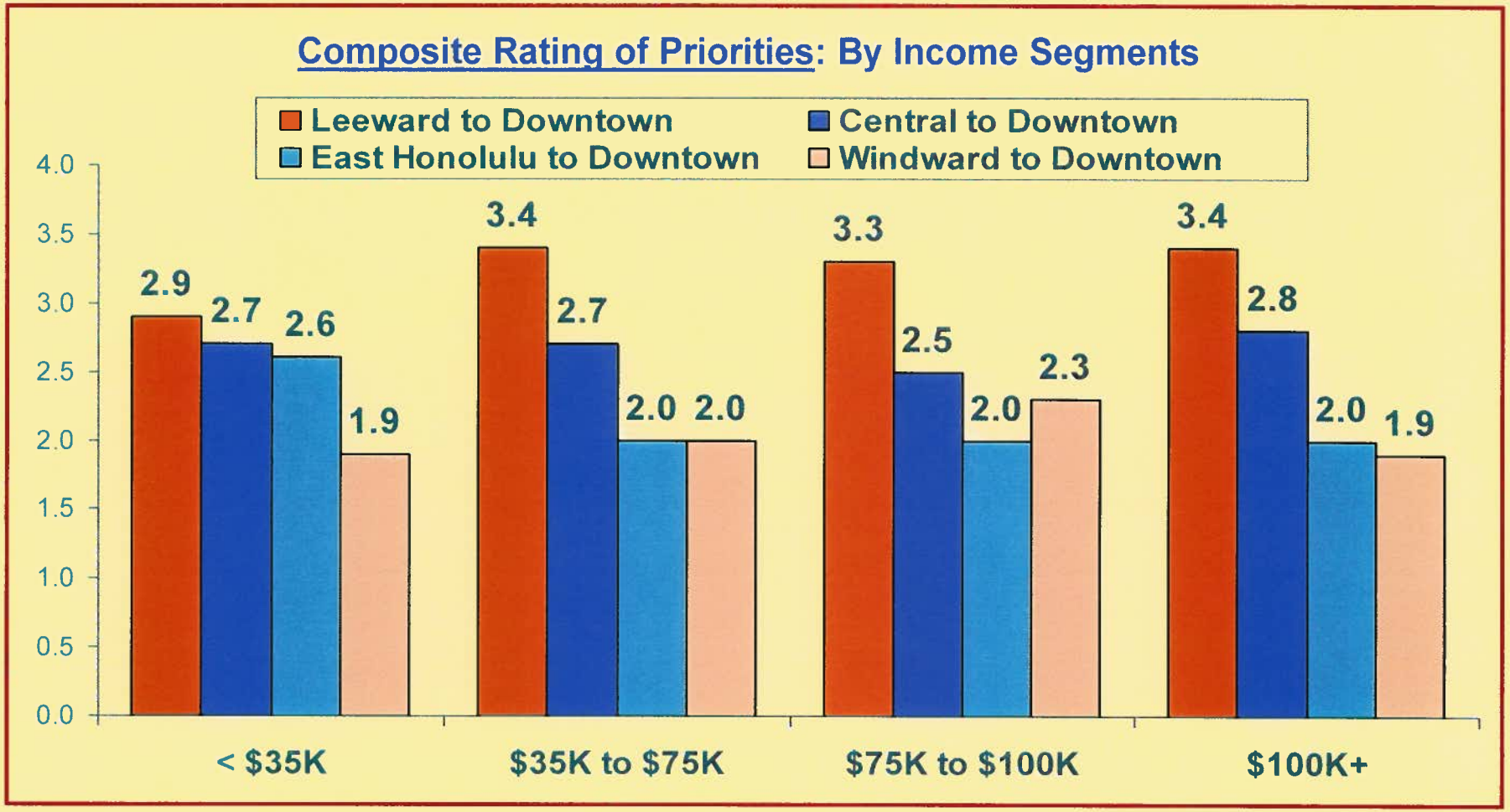
The *Leeward to Downtown* route scores highest in all Oahu regions <u>except</u> in Central Oahu, where, the Central Oahu-to-Downtown corridor takes precedence (see table below).

	West Oahu	Central Oahu	Metro Honolulu	Windward & North Shore	East Honolulu
Leeward Oahu to Downtown	3.8	3.1	3.3	2.9	3.1
Central Oahu to Downtown	2.7	3.4	2.7	2.6	2.5
East Honolulu to Downtown	1.7	1.6	2.3	2.2	2.8
Windward/North Shore to Downtown	1.8	1.8	1.8	2.5	1.6

Base: 601 Oahu residents in 2009. * Composite rating is the average of rankings across all four priority questions.
Q11: I'm going to read you a list of major traffic corridors. I'd like you to rank these in order of priority to relieve traffic congestion, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on.

Composite Rating: By Income Segments

Oahu's upper- ($100K+) and middle-income ($35-$100K) households support the choice of the Leeward-to-Downtown corridor more than lower-income households (<$35K).



Bases: 62, 125 and 181 residents earning annual incomes under $35,000, $35,000 but less than $75,000, and $75,000 or more, respectively.
Q11. I'm going to read you a list of major traffic corridors. I'd like you to rank these in order of priority to relieve traffic congestion, with "1" meaning your top priority, "2" meaning your 2nd priority, "3'" meaning your 3rd priority, as so on [READ LIST].

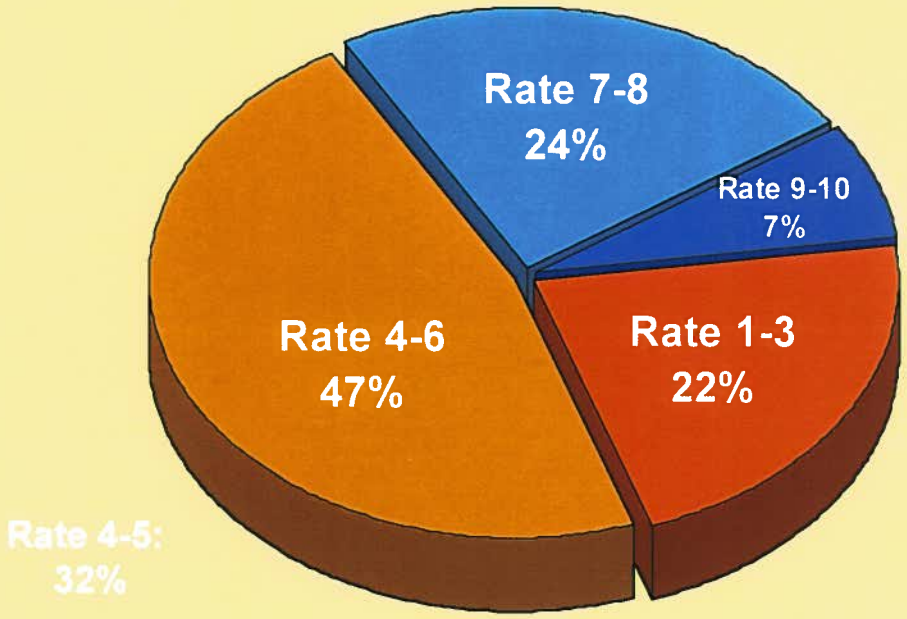
Satisfaction with Oahu's Road System

Satisfaction with Oahu's road system: 2009

- *"Generally speaking, how would you rate your satisfaction with Oahu's road system, including its surface roads, highways and freeways? Please use a 10-point scale with 10 meaning extremely satisfied and 1 meaning not satisfied at all?"* (If rated 1-5) *"Why did you rate the road system ___ out of 10?"*

Satisfaction with Oahu Road System:

Using 10-point scale with 10=extremely satisfied and 1=not at all satisfied



Resident satisfaction, overall, leans negative on the road system.

A 69% majority rate their satisfaction '6' or lower on the 10-point scale.

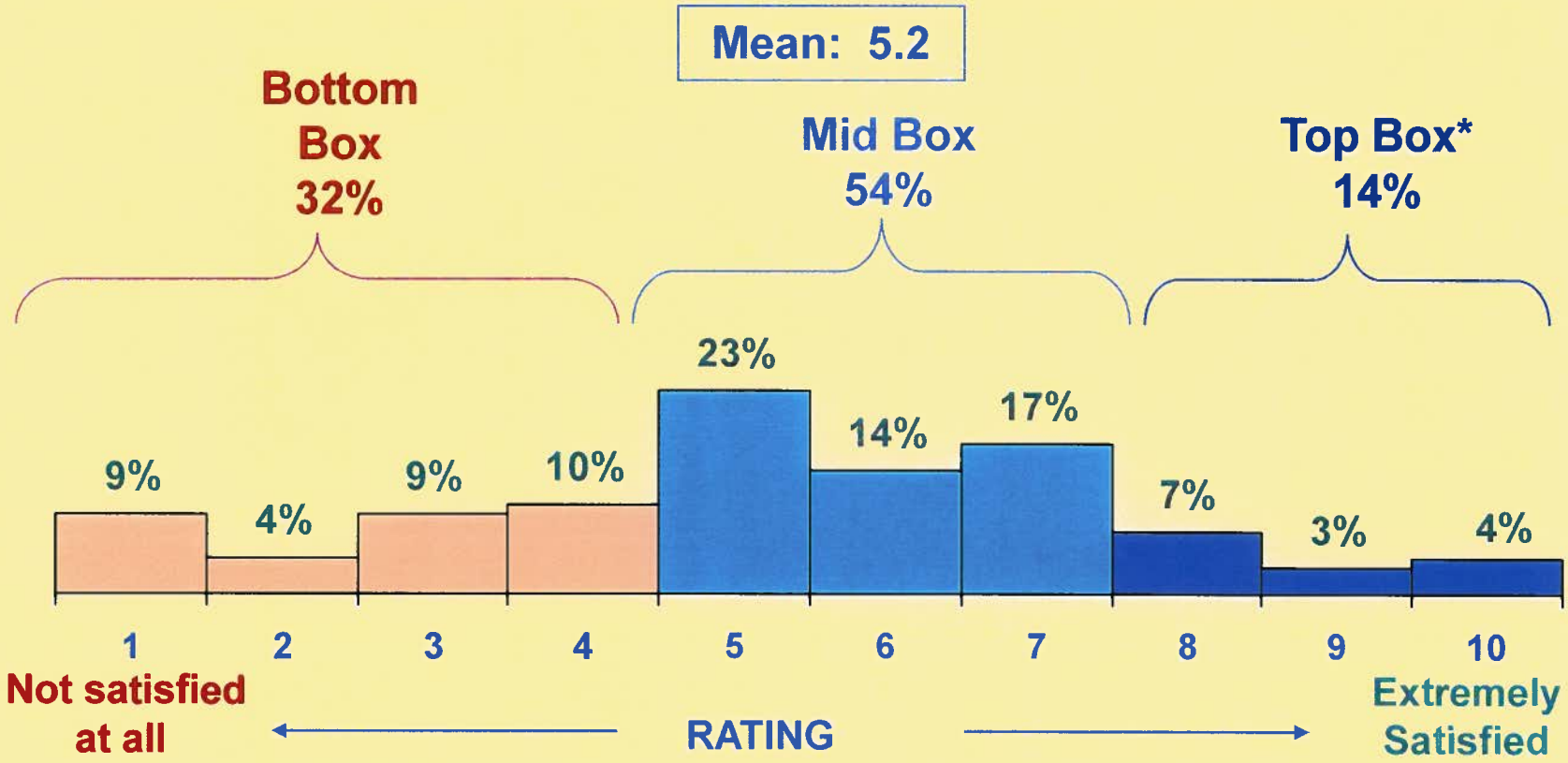
Relatively few (7%) give the road system highest ratings of 9-10.

(see next slide)

Satisfaction with Oahu Roads: Distribution of Ratings

Oahu's road system earns a mean rating of 5.2, considered a low score for Hawaii institutional systems. In this market, a moderately favorable ratings distribution produces mean scores between 6.0 and 8.0. A lower mean usually signifies widespread dissatisfaction in that a large number give ratings of 5 or lower on the 10-point scale.

"Please use a 10-point scale with 10=extremely satisfied and 1-not satisfied at all."



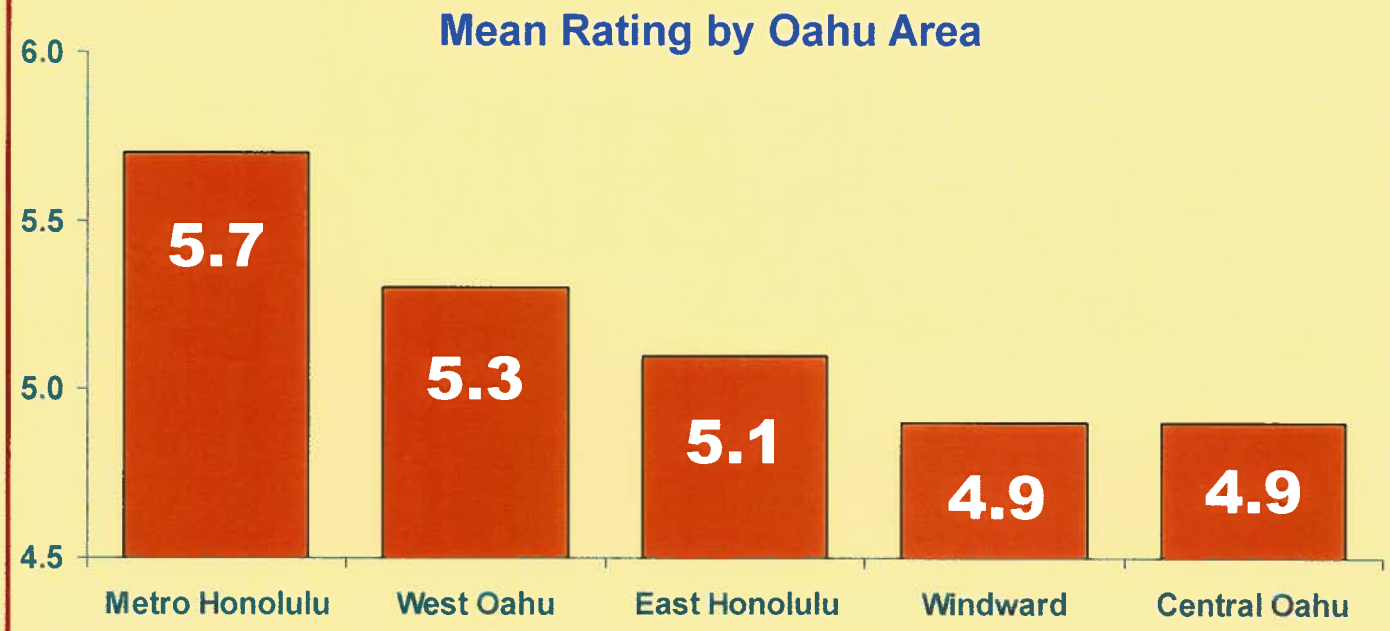
Base: 601 Oahu residents in 2009.

* OmnitTrak usually includes only 9-10 ratings into the "top box" and 6-8 into the "mid-box" categories. However, since few responses fell into the "top box," OmniTrak expanded it to 8-10 ratings in order to reach close to a 15% "top box" cohort.

Q8a: How would you rate your satisfaction with Oahu's road system, including the surface roads, highways and freeways? Please use a 10-point scale with 10 meaning extremely satisfied and 1 means not satisfied at all.

Satisfaction: By Area of Residence

While low satisfaction is characteristic of all Oahu regions, differences in degree are generally correlated with the distance from the urban center i.e., the farther one lives from Urban Honolulu, the lower the satisfaction with Oahu roads.



The least satisfied residents live in *Central Oahu* and *Windward* Oahu.

The most satisfied residents live in Metro Honolulu.

(see table below).

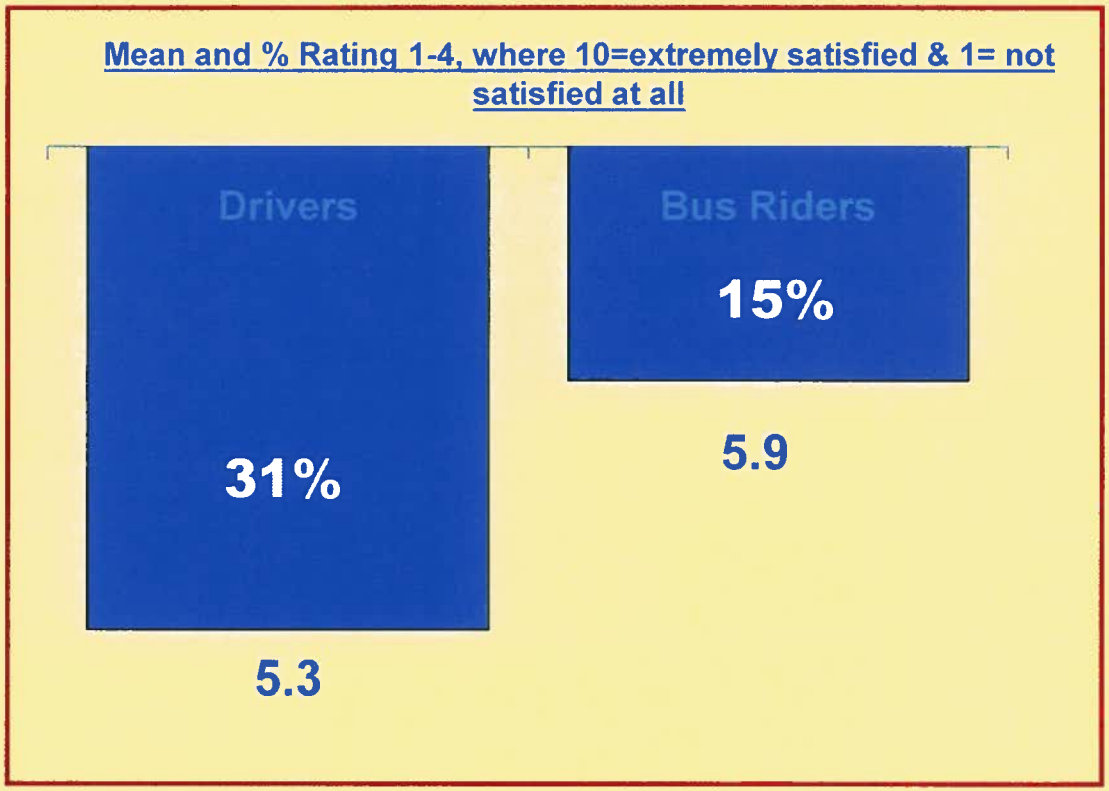
	West Oahu	Central Oahu	Metro Honolulu	Windward & North Shore	East Honolulu
Top Box (8-10)	15%	6%	19%	11%	11%
Mid-Box (5-7)	53%	56%	53%	53%	61%
Bottom Box (1-4)	31%	38%	28%	36%	28%
Average Ratings	5.3	4.9	5.7	4.9	5.1

Base: 601 Oahu residents in 2009

Q8a: How would you rate your satisfaction with Oahu's road system, including the surface roads, highways and freeways? Please use a 10-point scale with 10 meaning extremely satisfied and 1 means not satisfied at all.

'Bottom Box' Dissatisfaction: Drivers vs. Bus Riders

'Bottom box' ratings (1-4) reveal that dissatisfaction is higher among vehicle drivers – who make up the overwhelming majority of residents - than among bus riders.



About 9 in 10 residents either drive to work or school in a car, van or truck, carpool with others or use a motorcycle or moped.

Nine percent take the bus.

(See next page for profiles of drivers vs. bus riders)

Bases: 415 automobile drivers and 43 bus riders on Oahu. Almost all of the rest of the sample – 143 respondents – were households with no one either employed or full-time students, so were not asked about the mode of transportation to work or school.

Q8a. Generally speaking, how would you rate your satisfaction with Oahu's road system, including its surface roads, highways and freeways? Please use a 10-point scale where 10 means extremely satisfied and 1 means not satisfied at all.

Profile: Drivers vs. Bus Riders

The key difference between drivers and bus riders is in income levels: Proportionately more bus riders than vehicle drivers come from lower-income (<$35,000) households, while proportionately more drivers than bus riders are in affluent ($100,000+) households.

	TOTAL	Drivers	Bus Riders
BASE	601	415	43
AGE			
18-34	31%	35%	46%
35-54	35%	42%	35%
55+	34%	23%	19%
Average (years)	46.2 years	42.5 years	40.2 years
INCOME			
Less than $35K	18%	11%	29%
$35K to $75K	33%	30%	28%
$75K to $100K	21%	25%	28%
$100K+	28%	34%	15%
ETHNIC			
Caucasian	17%	16%	12%
Hawaiian	24%	25%	29%
Japanese	21%	15%	23%
Filipino	12%	13%	24%
Other	26%	27%	13%
AREA OF RESIDENCE			
Metro Honolulu	22%	19%	39%
East Honolulu	17%	16%	9%
West Oahu	34%	35%	38%
Central Oahu	10%	11%	0%
Windward/North Shore	18%	19%	14%

Profile: Top vs. Bottom Box Satisfaction

Key differences between those most and least satisfied with Oahu's roads: Filipino residents are overrepresented in the former (i.e., most satisfied), while older (55+) residents and Caucasian residents characterize the latter (least satisfied).

	TOTAL	SATISFACTION RATING		
		Top Box	Mid Box	Bottom Box
BASE	601	89	329	189
AGE				
18-34	31%	31%	34%	26%
35-54	35%	35%	38%	30%
55+	34%	34%	28%	44%
Average (years)	46.2 years	48.8 years	44.5 years	49.8 years
INCOME				
Less than $35K	18%	26%	16%	20%
$35K to $75K	33%	33%	27%	31%
$75K to $100K	21%	24%	23%	19%
$100K+	28%	17%	33%	30%
ETHNIC				
Caucasian	17%	16%	13%	23%
Hawaiian	24%	25%	21%	28%
Japanese	21%	14%	24%	19%
Filipino	12%	23%	14%	6%
Other	26%	22%	28%	24%
MODE OF TRANSPORT				
Drive	88%	89%	86%	92%
Bus	9%	10%	11%	4%
Other	3%	1%	3%	4%

Base: 601 Oahu residents in 2009.

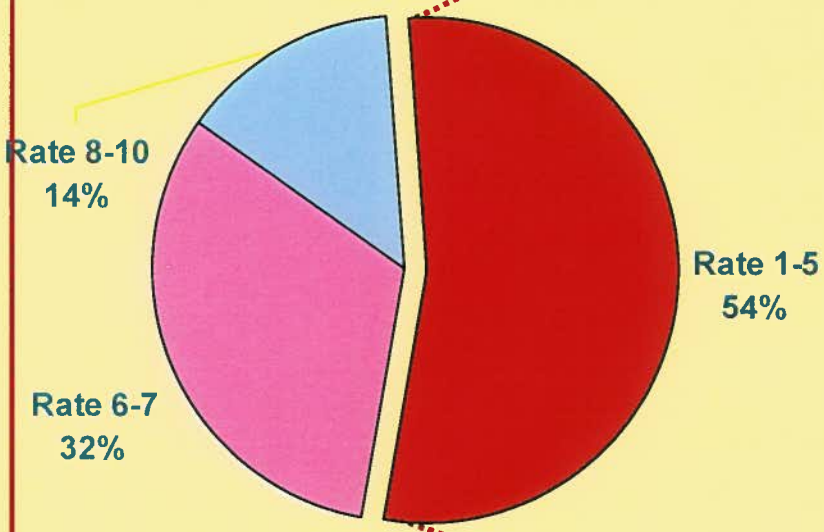
Rationale Underlying Low Satisfaction with The Oahu Road System

Low Ratings of Satisfaction with Road System

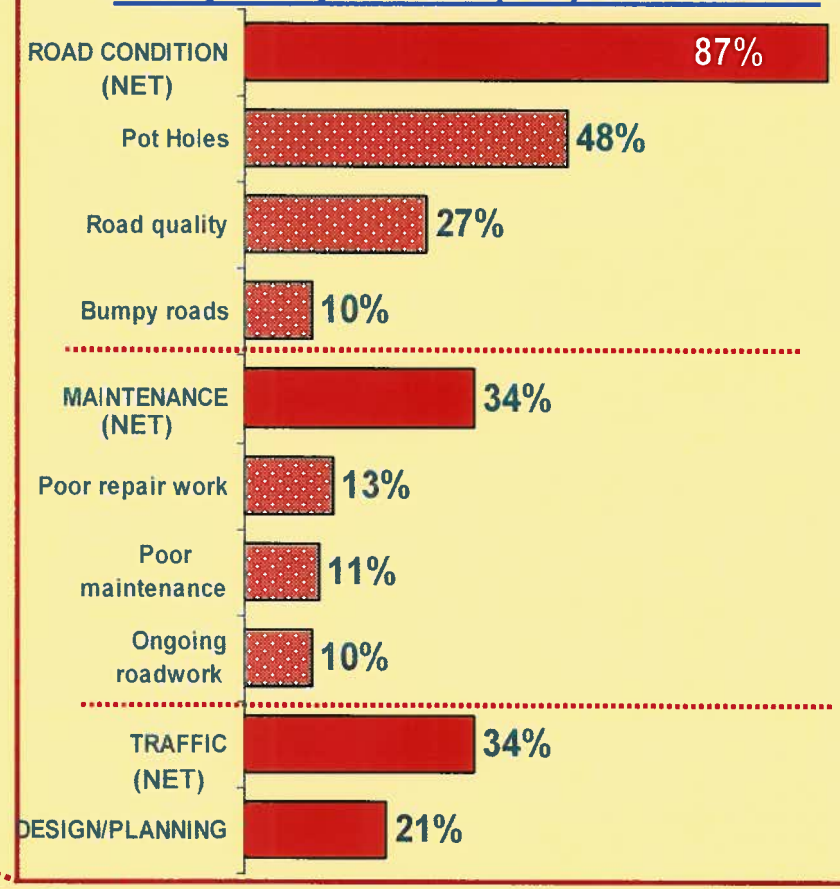
The perceived poor condition and neglected maintenance of Oahu's roads are the primary reasons for dissatisfaction with the system.

"How do you rate your satisfaction with Oahu's road system?"

Mean 5.2



"Why did you rate (1-5) out of 10?"



Base: 329 residents who rated Oahu's road system 1-5 on the 10-point scale.
Q8b. Why did you rate the road system ____ out of 10? Any other reasons?

Respondent Comments*

"Why did you rate the road system* [1-5] *out of 10?"

- *"The quality of the roads is bad. There are pot holes, uneven surfaces, poor repair and maintenance and also bumpy roads. Whenever I drive, I feel like I am living in a Third World country because of the poor quality of the roads."*
- *"Elevated freeway in Pearl City is done with cheap concrete which is why it is full of potholes, and then the potholes are cheaply repaired. Roadways in general are not in good repair."*
- *"Roads are all torn up, poorly done, not enough room for bicycles, roads are in poor condition, poorly designed freeways with dangerous on and off ramps."*
- *"Because in Mililani Town, if there is any traffic accident, it increases travel time from 30 minutes to two hours. There is not an alternate road. The Leeward side is continually growing in population, but they are not improving the roads."*
- *"The roads are not keeping up with the number of vehicles on the road."*
- *"Some of the roads are fairly nice but if you are going in any of the town areas on Windward side or on North Shore, there are bumps, lumps and potholes and also manhole covers are recessed deep into the streets. Repairs are 'quick fix' repairs making the problem worse."*
- *"Certain roads are getting ripped up constantly. Kapiolani Boulevard, for example, is always being dug up over and over again."*

* These comments were selected at random and do not reflect a proportionate distribution of residents either by area or any demographic criteria

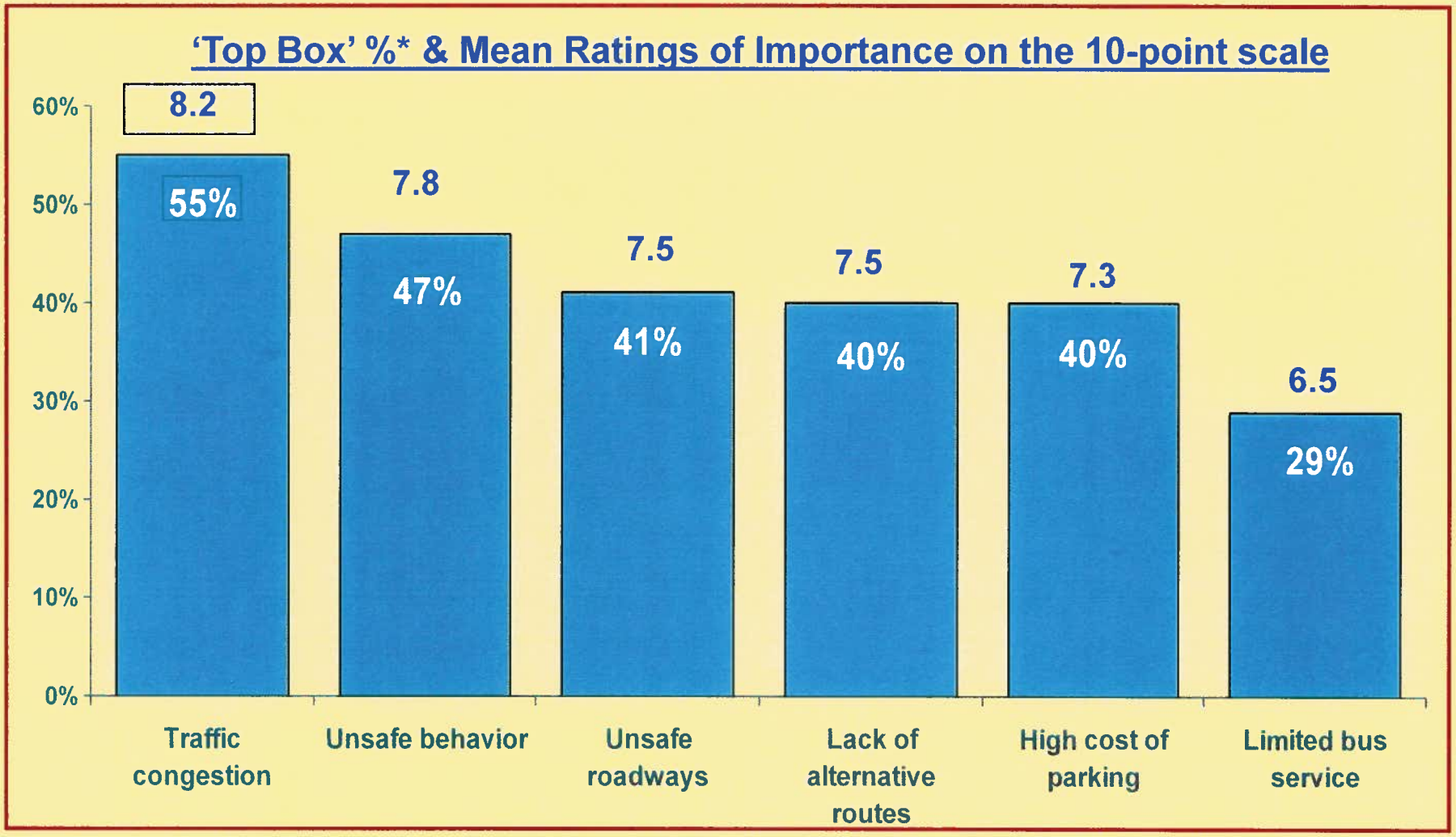
Oahu Transportation Challenges: Importance for Oahu Residents

Transportation Challenges: Ratings of Importance

- "I'm going to name what some people believe are transportation challenges facing Oahu. Please tell me how important you think each is, using a 10-point scale with 10 being extremely important and 1 being not important at all for Oahu." [READ LIST]
  - *Lack of alternative routes to and from large communities*
  - *Traffic congestion on existing roadways*
  - *Inappropriate or unsafe driver behavior*
  - *Unsafe or dangerous roadways*
  - *Limited or insufficient bus service*
  - *High cost of parking in urban areas*

Most Important Transportation Challenges

The key transportation challenge is clearly *easing traffic congestion*, rated in the "top box"* (9-10) of importance by over half of Oahu residents. Curbing unsafe driver behavior comes next, rated in the "top box" by almost half of residents.



Base: 601 Oahu residents

* In OmniTrak's analysis, Top Box-9-10, Mid-Box=6-8, Bottom Box=1-5.

Q9. I'm going to name what some people believe are transportation challenges facing Oahu. Please tell me how important you think each is, using a 10-point scale where 10 means extremely important and 1 means not important at all for Oahu.

"Top box" Importance: By Area of Residence

Statistically significant differences were seen between Oahu areas. Relative to the island as a whole: 1) easing *Traffic congestion* is especially important in West Oahu and Windward Oahu; 2) *unsafe driver behavior* is a bigger issue in Central Oahu than in other areas; and 3) the *lack of alternate routes into communities* is a bigger challenge to West Oahu and Windward Oahu (including the North shore) residents.

"Top Box" %: Importance*	West Oahu	Central Oahu	Metro Honolulu	Wind-ward	East Honolulu
BASE	205	57	139	105	103
Traffic congestion on existing roadways	63%	56%	52%	61%	39%
Inappropriate or unsafe driver behavior	47%	59%	50%	45%	38%
Unsafe or dangerous roadways	42%	41%	45%	39%	37%
Lack of alternative routes to and from large communities	47%	39%	36%	43%	26%
High cost of parking in urban areas	43%	38%	36%	40%	38%
Limited or insufficient bus service	32%	22%	28%	29%	27%

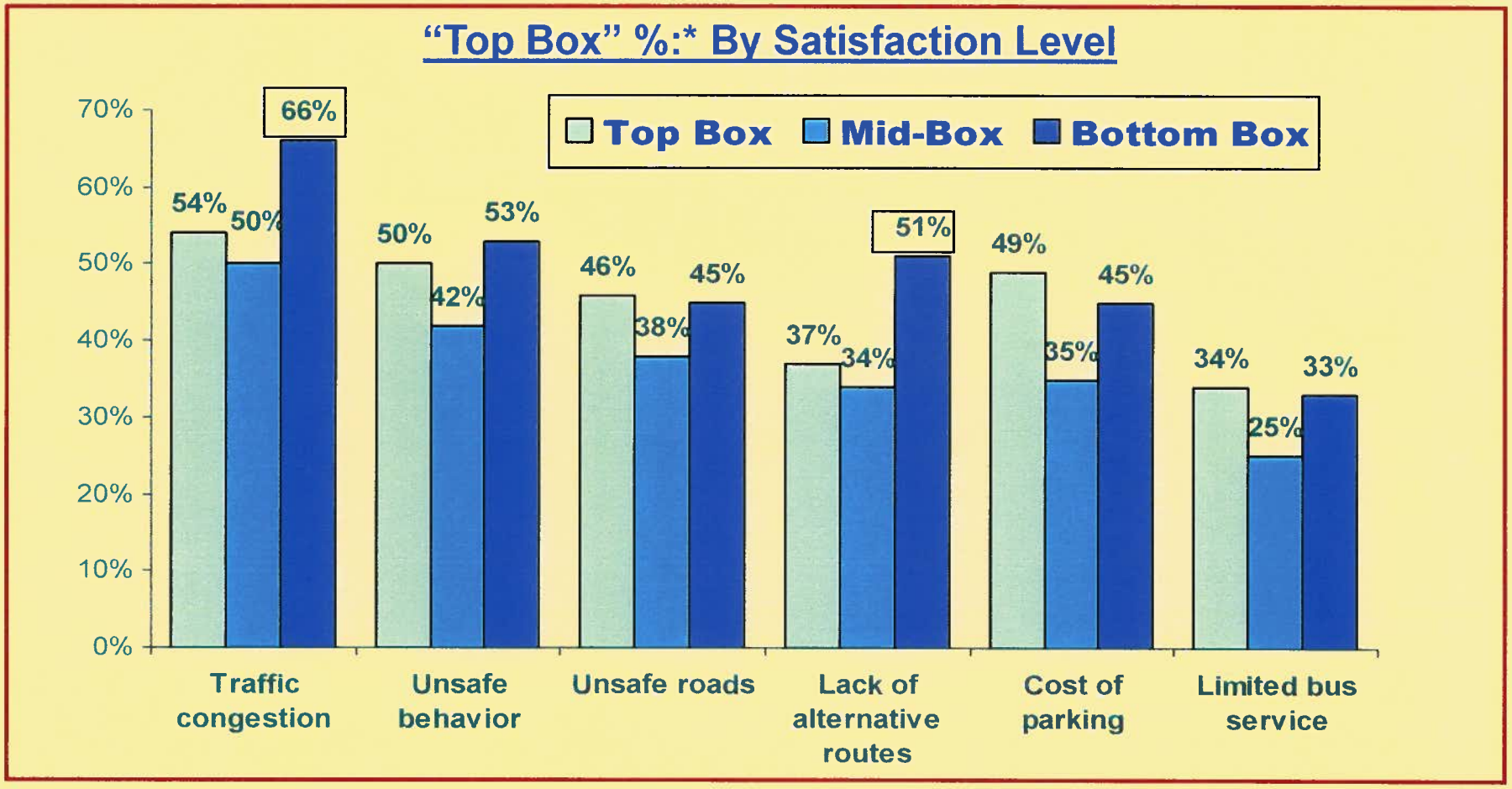
Bases: 205, 57, 130, 105 and 103 residents, respectively

* In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q9. I'm going to name what some people believe are transportation challenges facing Oahu. Please tell me how important you think each is, using a 10-point scale where 10 means extremely important and 1 means not important at all for Oahu.

Key Challenges: By Satisfaction Level

The key difference between those who are *most* and *least* satisfied with Oahu roads (rating in the "top" and "bottom box"): dissatisfied residents are more concerned with *traffic congestion* and *the lack of alternate routes* than are satisfied residents.



Bases: 82, 329 and 189 residents who rated challenges in the top box, mid-box and bottom box for importance, respectively.
* In the analysis of satisfaction, Top Box=8-10; Mid-Box=5-7; Bottom Box=1-4.

Q9. Please tell me how important you think each is, using a 10-point scale with 10 being extremely important and 1 being not important at all.

Profile: Importance of Traffic Congestion

Key differences between those rating *traffic congestion* high and low in importance: Native Hawaiian residents are over-represented in the former (i.e., high importance), while lower-income residents are over-represented in the latter (low importance).

	TOTAL	RATING "Traffic Congestion of Existing Roadways*		
		Top Box*	Mid Box*	Bottom Box*
BASE	601	330	180	85
AGE				
18-34	31%	33%	26%	33%
35-54	35%	36%	40%	23%
55+	34%	31%	34%	44%
Average (years)	46.2 years	45.3 years	47.4 years	49.8 years
INCOME				
Less than $35K	18%	18%	12%	35%
$35K to $75K	33%	33%	37%	22%
$75K to $100K	21%	24%	16%	20%
$100K+	28%	25%	34%	22%
ETHNIC				
Caucasian	17%	14%	18%	26%
Hawaiian	24%	31%	20%	8%
Japanese	21%	17%	27%	21%
Filipino	12%	14%	10%	12%
Other	26%	24%	25%	33%
MODE OF TRANSPORT				
Drive	88%	90%	87%	77%
Bus	9%	8%	11%	13%
Other	3%	2%	2%	10%

Base: 601 Oahu residents in 2009

* In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5

Profile: Importance of "Lack of Alternative Routes"

Those who rate *lack of alternative routes* high in importance include proportionately more younger (18-34) adults and more Native Hawaiian residents than do those rating this challenge low in importance.

	TOTAL	"Lack of alternative routes to & from large communities"		
		Top Box*	Mid Box*	Bottom Box*
BASE	601	230	223	125
AGE				
18-34	31%	35%	36%	17%
35-54	35%	34%	35%	38%
55+	34%	31%	29%	45%
Average (years)	46.2 years	45.5 years	44.5 years	51.9 years
INCOME				
Less than $35K	18%	19%	16%	22%
$35K to $75K	33%	28%	41%	31%
$75K to $100K	21%	20%	19%	21%
$100K+	28%	32%	24%	26%
ETHNIC				
Caucasian	17%	17%	15%	20%
Hawaiian	24%	30%	21%	18%
Japanese	21%	17%	27%	21%
Filipino	12%	15%	12%	8%
Other	26%	22%	25%	34%
MODE OF TRANSPORT				
Drive	88%	84%	94%	99%
Bus	9%	13%	6%	5%
Other	3%	3%	1%	8%

* In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

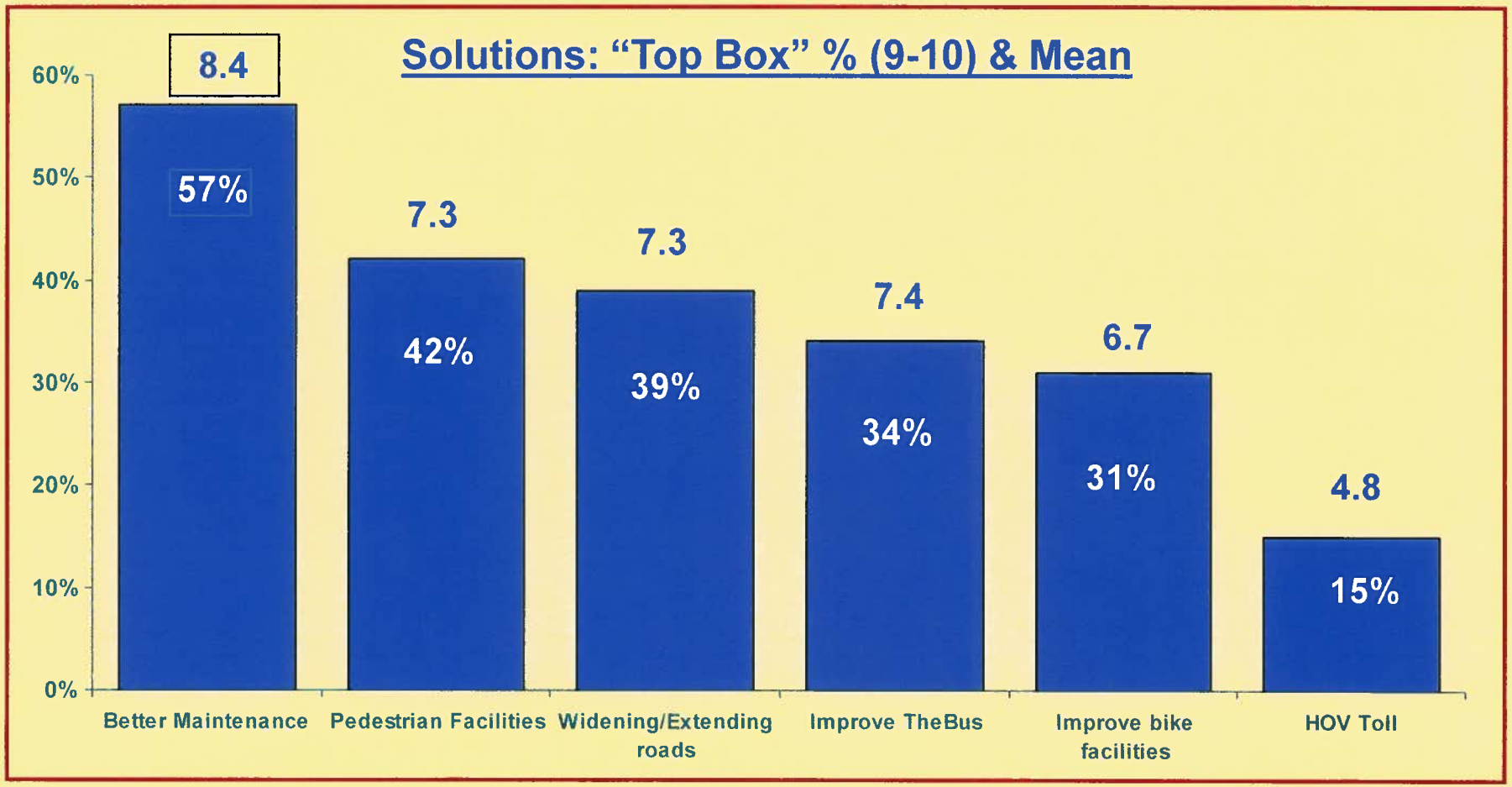
Oahu Transportation Solutions: Effectiveness

Solutions to Transportation Challenges

- "Now I'll read possible ways to address these issues, and you tell me how effective each would be using a 10-point scale with 10 being extremely effective and 1 being not effective at all for Oahu."
  - *Widening or extending existing roads or building new roads*
  - *Improvements to and expansion of TheBus system*
  - *Adding and improving bicycle facilities*
  - *Better maintenance of existing roads*
  - *Charging a fee to use high-occupancy or contra-flow lanes in congested zones*
  - *Adding and improving pedestrian facilities such as sidewalks and crosswalks*

Effectiveness of Six Solutions

Residents, overall, believe the most effective solution is *better maintenance of existing roads*. No other solution tested in the survey garnered a majority who rated it in the "top box" for effectiveness.



Base: 601 Oahu residents. * In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q10. You tell me how effective each would be in meeting the challenges using a 10-point scale with 10 being extremely effective and 1 being not effective at all for Oahu.

"Top Box" Effectiveness: By Area of Residence

No statistically significant differences were seen relative to *better maintenance of existing roads*, with a majority in all areas rating it in the "top box."

Statistically significant differences were seen in ratings of: 1) *widening or extending existing roads or building new roads*, rated higher by West and Central Oahu residents than by other residents; and 2) *adding and improving pedestrian facilities*, rated higher in West Oahu than in other areas.

"Top Box" %:* Effectiveness	West Oahu	Central Oahu	Metro Honolulu	Wind-ward	East Honolulu
BASE	205	57	139	105	103
Better maintenance of existing roads	58%	56%	60%	54%	53%
Adding or improving pedestrian facilities	53%	34%	36%	46%	27%
Widening/extending roads or building new roads	46%	48%	31%	36%	29%
Improvement to and expansion of TheBus system	32%	31%	27%	43%	39%
Adding and improving bicycle facilities	34%	19%	29%	28%	38%
Charging a fee to use HOV or contra-flow lanes	14%	10%	16%	16%	15%

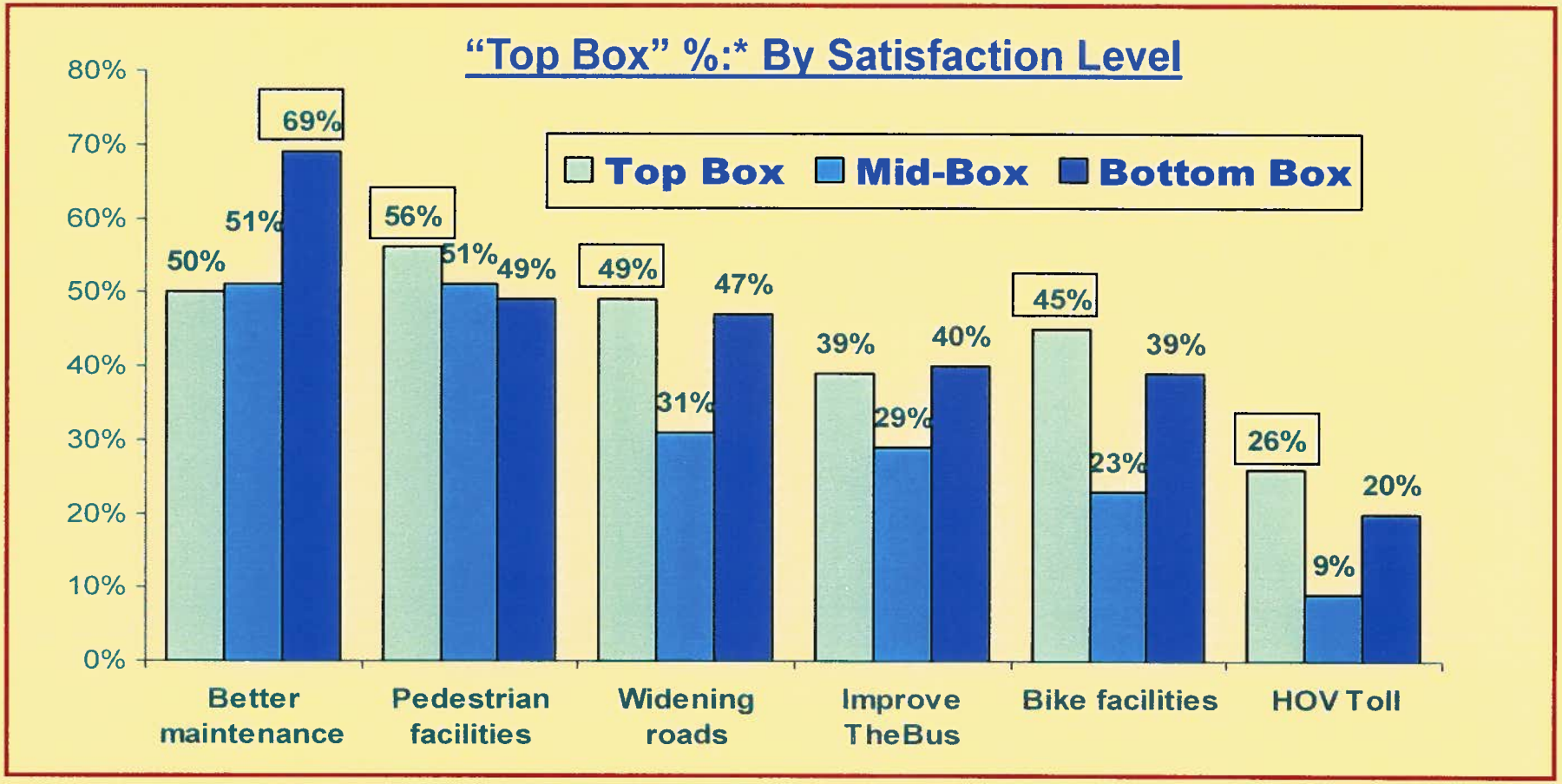
Bases: 205, 57, 130, 105 and 103 residents, respectively

* In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q10. You tell me how effective each would be in meeting the challenges using a 10-point scale with 10 being extremely effective and 1 being not effective at all for Oahu.

Effectiveness: By Satisfaction Level

The key difference between those most and least satisfied with Oahu roads: those least satisfied indicate *better road maintenance* as the most effective solution compared to those who indicated more satisfaction with the roads.



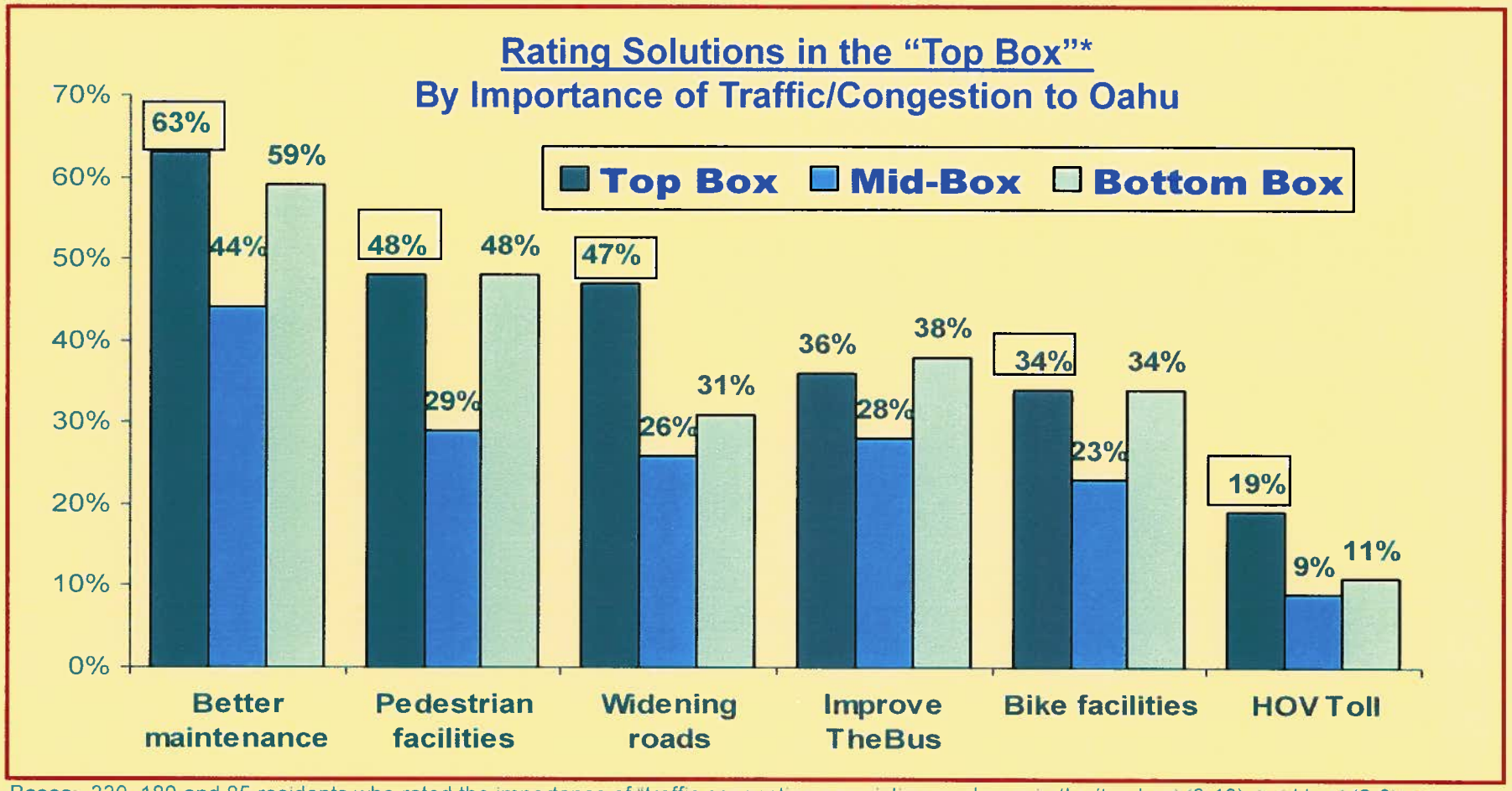
Bases: 82, 329 and 189 residents who rated solutions in the top box, mid-box and bottom box, respectively.

* In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q10. You tell me how effective each would be in meeting the challenges using a 10-point scale with 10 being extremely effective and 1 being not effective at all for Oahu.

Effectiveness: By Importance of "Traffic/Congestion"

The graph below depicts differences in responses based on perceived importance of "traffic congestion" (see previous section). While those who deemed congestion to be very important also rated "widening/extending roads" higher for effectiveness, this group – like other residents – most supported "better maintenance" over all other proposed solutions.



Bases: 330, 180 and 85 residents who rated the importance of "traffic congestion on existing roadways in the 'top box' (9-10), 'mid box' (6-8) or 'bottom box' (1-5), respectively.

Q10. You tell me how effective each would be in meeting the challenges using a 10-point scale with 10 being extremely effective and 1 being not effective at all for Oahu.

Profile: By Rating of *Better Maintenance of Roads*

The only difference between residents who support *better maintenance of existing roads* and those who do not is that the former group includes more middle- and lower-income residents (< $75K) while the latter group includes more affluent residents ($100K+).

	TOTAL	Rating "Better Maintenance of Roads"*		
		Top Box*	Mid Box*	Bottom Box*
BASE	601	338	184	76
AGE				
18-34	31%	32%	27%	38%
35-54	35%	32%	43%	28%
55+	34%	36%	30%	35%
Average (years)	46.2 years	47.1 years	46.5 years	45.7 years
INCOME				
Less than $35K	18%	20%	17%	14%
$35K to $75K	33%	34%	37%	19%
$75K to $100K	21%	23%	17%	17%
$100K+	28%	23%	29%	50%
ETHNIC				
Caucasian	17%	15%	21%	14%
Hawaiian	24%	26%	18%	30%
Japanese	21%	20%	21%	26%
Filipino	12%	14%	10%	11%
Other	26%	25%	30%	19%
MODE OF TRANSPORT				
Drive	88%	87%	90%	86%
Bus	9%	9%	9%	7%
Other	3%	4%	1%	7%

Total Base: 601 Oahu residents in 2009 * In OmniTrak's analysis, Top Box=8-10; Mid-Box=5-7; Bottom Box=1-4.

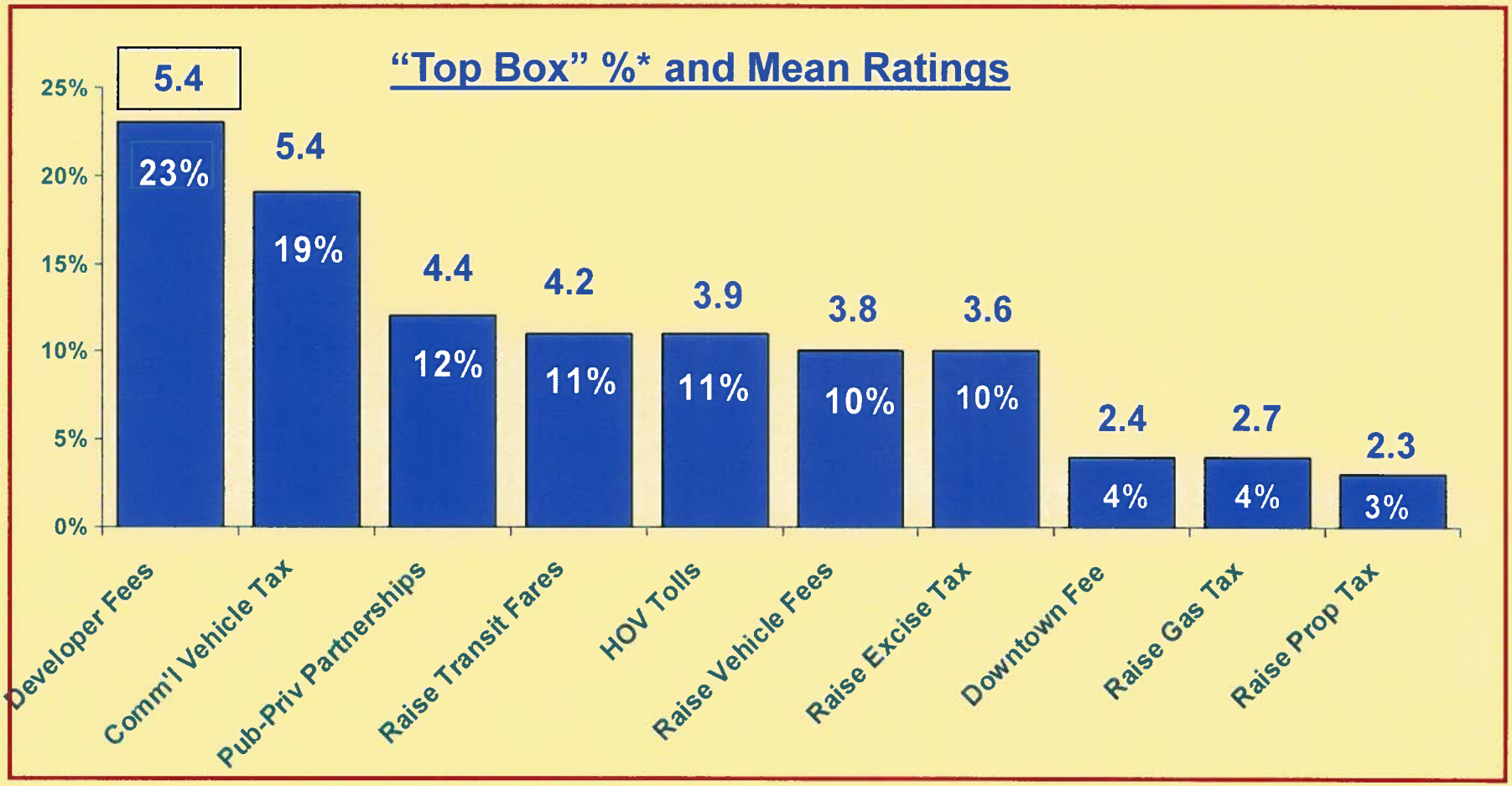
Transportation Funding Methods

Transportation Funding Proposals: Ratings of Support

- "Now let's discuss transportation funding. I'll read some proposed funding options and using a 10-point scale where 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal. The first is…"
  - *Raising the excise or sales tax*
  - *Raising property tax rates*
  - *Raising the gasoline tax*
  - *Raising public transit fares*
  - *Adding toll charges to some roads or HOV lanes*
  - *Charging a tax for vehicle-miles traveled*
  - *Charging a fee for driving into Downtown*
  - *Permitting private entities to partner with the State or County to build more roads and to pay for them by charging tolls or fees for use*
  - *Charging fees to developers that offset the costs of infrastructure, but which may impact the price of homes in the development.*
  - *Commercial vehicle tax*

"Top Box" Support for Funding Proposals

Of the 10 proposals tested, none garnered substantial support from residents. The least-opposed proposals were *charging fees to developers* and *imposing taxes on commercial vehicles*, both of which received 'top box' support from about 1 in 4 residents, respectively.

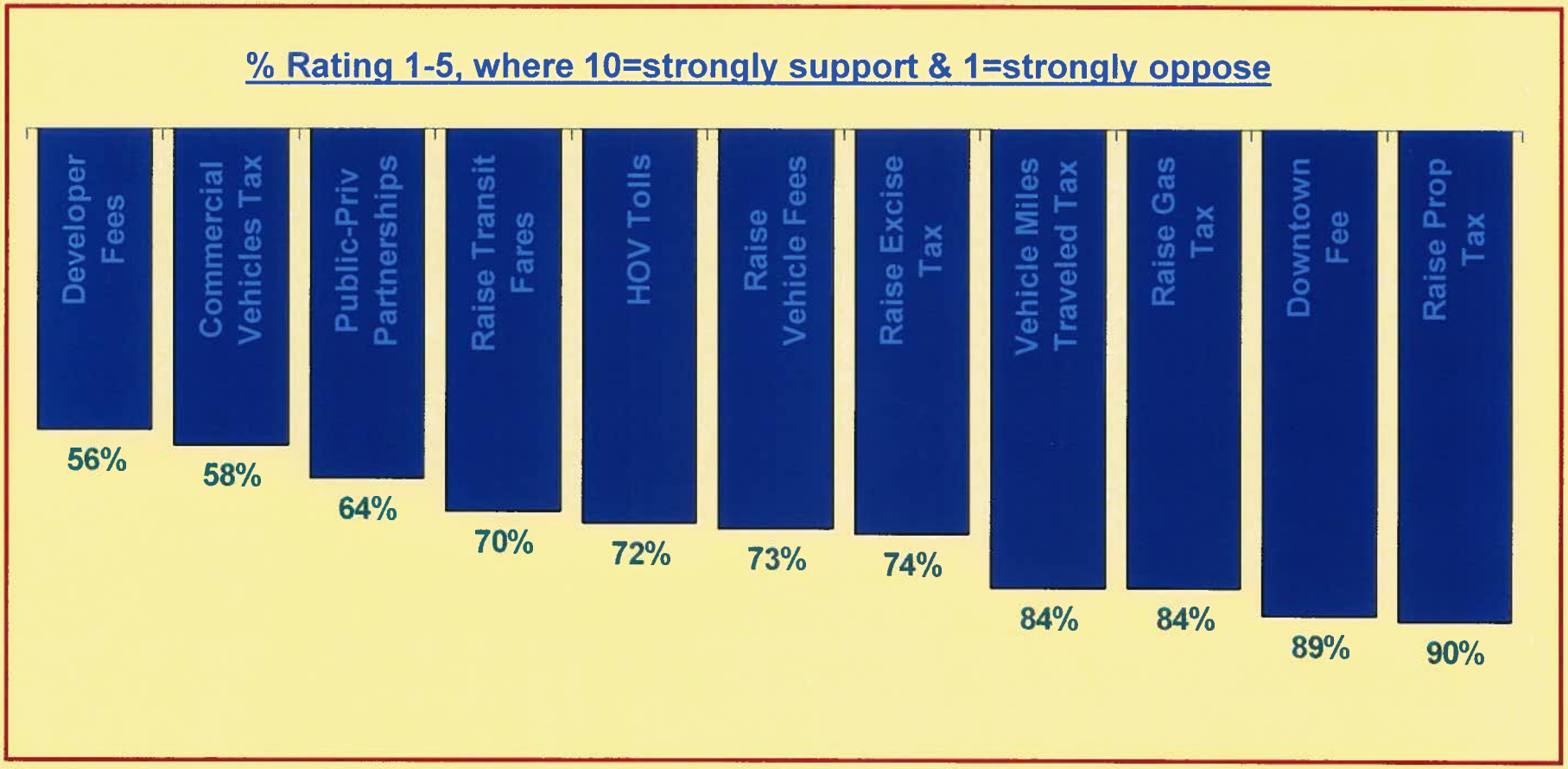


Base: 601 Oahu residents. * In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q13. I'll read some proposed funding options and using a 10-point scale with 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal.

'Bottom Box' Opposition to Proposals

'Bottom box'* ratings (1-5) reveal overwhelming opposition to proposals to increase taxes for residents, particularly *raising property taxes, raising the gas tax*, and initiating *taxes for vehicle miles traveled* and a *fee for driving into Downtown Honolulu*.



Base: 601 Oahu residents. * In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q13. I'll read some proposed funding options and using a 10-point scale with 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal.

'Bottom Box' Opposition: By Area of Residence

On the whole, little variation was found across Oahu as far as opposing higher taxes, the only significant difference being slightly more opposition in West Oahu and in Windward/North Shore areas to 1) *public-private partnerships*; 2) *raising vehicle registration fees;* and 3) *charging a fee for driving into Downtown.*

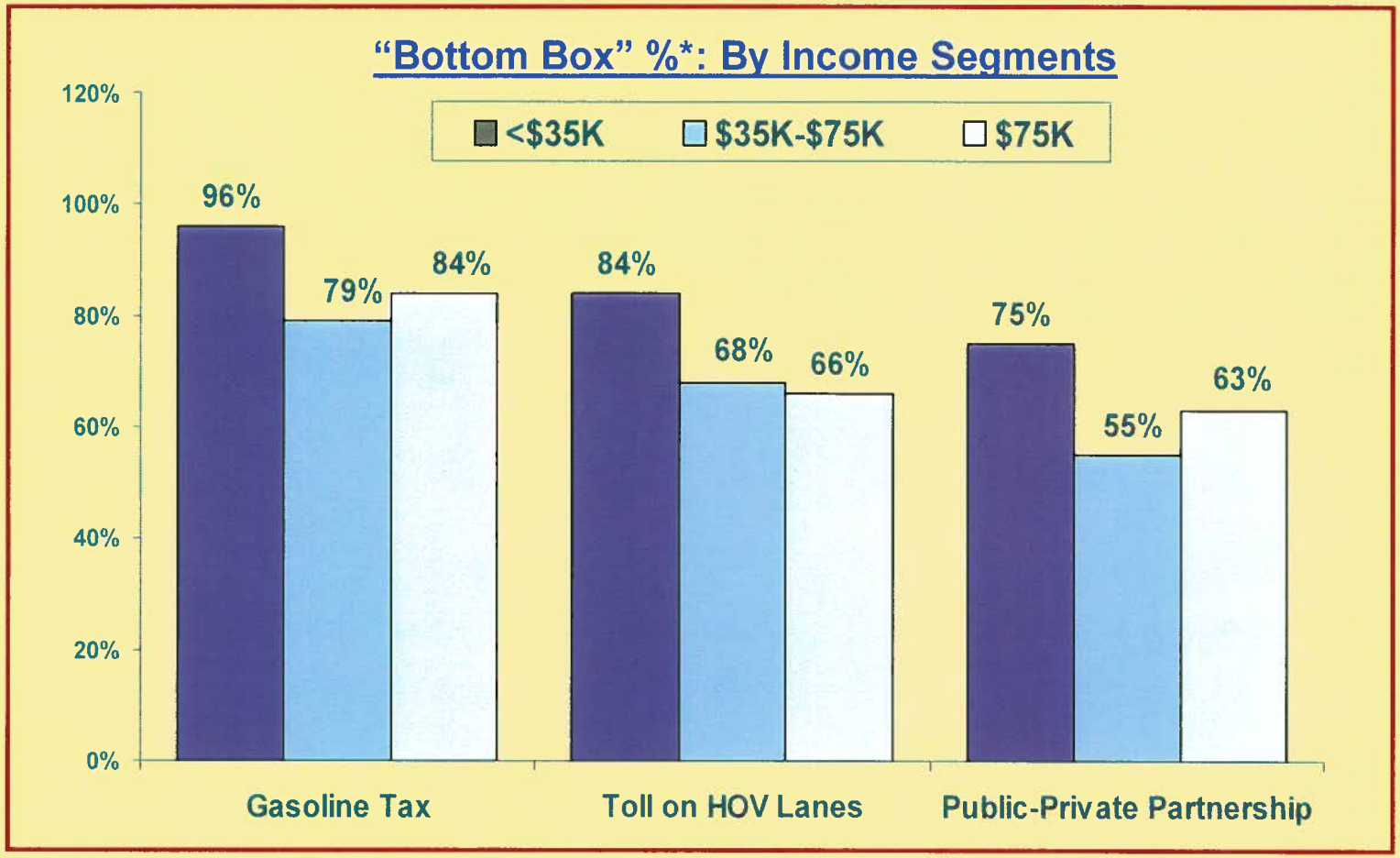
"Bottom Box" %*: Opposition	West Oahu	Central Oahu	Metro Honolulu	Windward North Shore	East Honolulu
BASE	205	57	139	105	103
Charging fees to developers that offset the costs of infrastructure	56%	39%	57%	55%	64%
Commercial vehicle tax	53%	57%	54%	66%	65%
Permitting private entities to partner with the State or County to build roads and to pay for them by charging tolls or fees for use	72%	58%	64%	62%	55%
Raising public transit fares	74%	62%	71%	63%	69%
Adding toll charges to some roads or HOV lanes	76%	65%	72%	67%	71%
Raising vehicle registration fees	77%	76%	71%	75%	63%
Raising the excise or sales tax	76%	71%	71%	78%	72%
Charging a tax for vehicle-miles-traveled	89%	79%	82%	85%	79%
Raising the gasoline tax	89%	86%	78%	90%	77%
Charging a fee for driving into Downtown	93%	79%	86%	94%	88%
Raising property tax rates	90%	84%	92%	89%	93%

Base: 601 Oahu residents. * In OmniTrak's analysis, Top Box=9-10; Mid-Box=6-8; Bottom Box=1-5.

Q13. I'll read some proposed funding options and using a 10-point scale with 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal.

Opposition to Funding Proposals: By Income Level

More opposition came from lower-income residents (earning less than $35,000 annually) to 1) *raising the gasoline tax; 2) adding toll charges to some roads or HOV lanes;* and 3) *permitting private entities to partner with the State or county to build more roads and to pay for them by charging tolls or fees.*



Bases: 71, 131 and 190 Oahu residents reporting incomes in the ranges of less than $35K, $35K to $75K, and $75K or more, respectively.
* In OmniTrak's analysis, Top Box=9-10, Mid-Box=6-8 and Bottom Box=1-5.

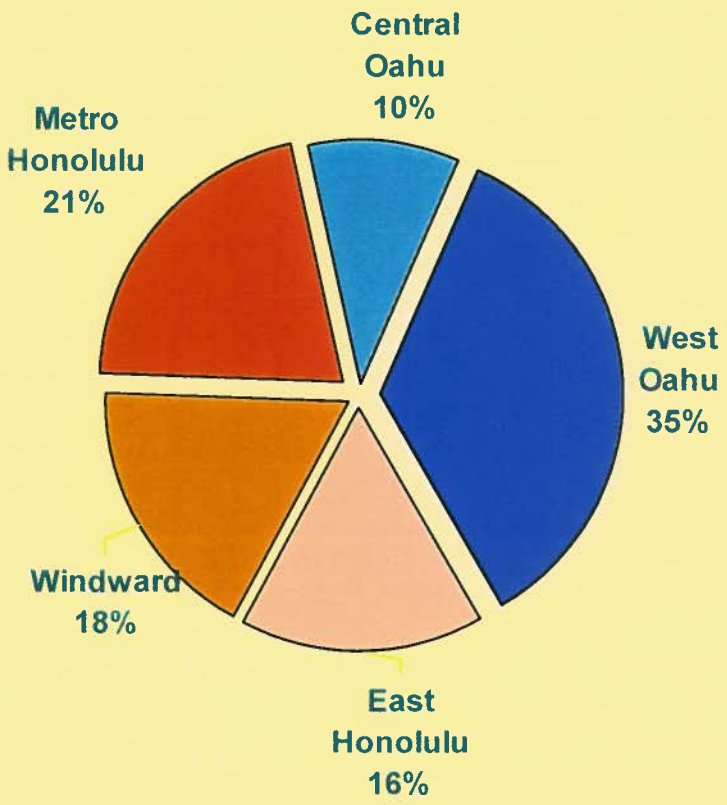
Q13. I'll read some proposed funding options and using a 10-point scale with 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal.

Patterns of Transportation

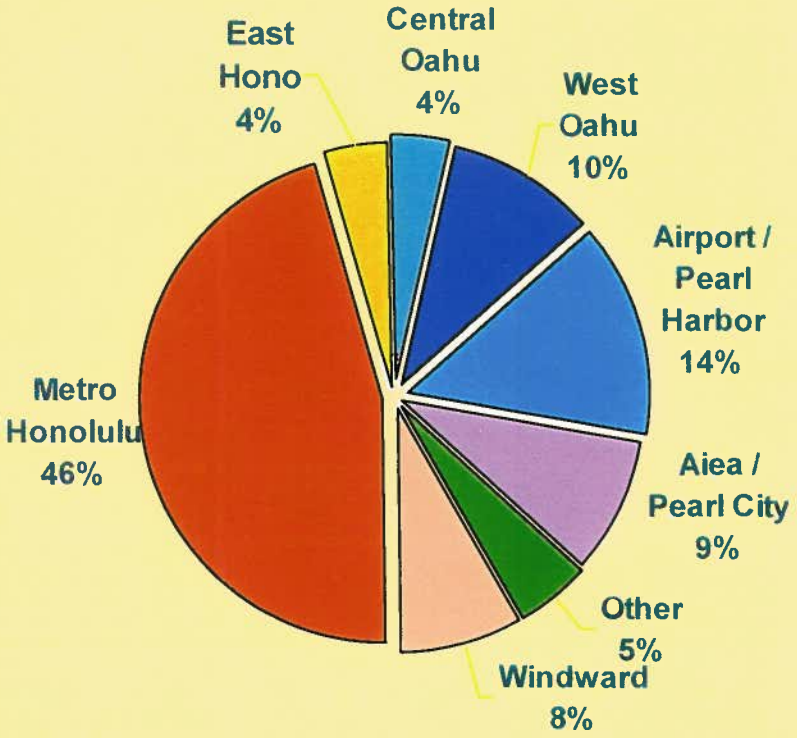
Oahu Employed: Residence vs. Work Location

Eighty percent of residents are employed or full-time students, and their need to commute is clear: the greatest proportion of residents live in West and Central Oahu, while the biggest concentration of jobs is in Metro Honolulu.

"In what area do you live?"



"In what area do you or the oldest employed work or go to school?"



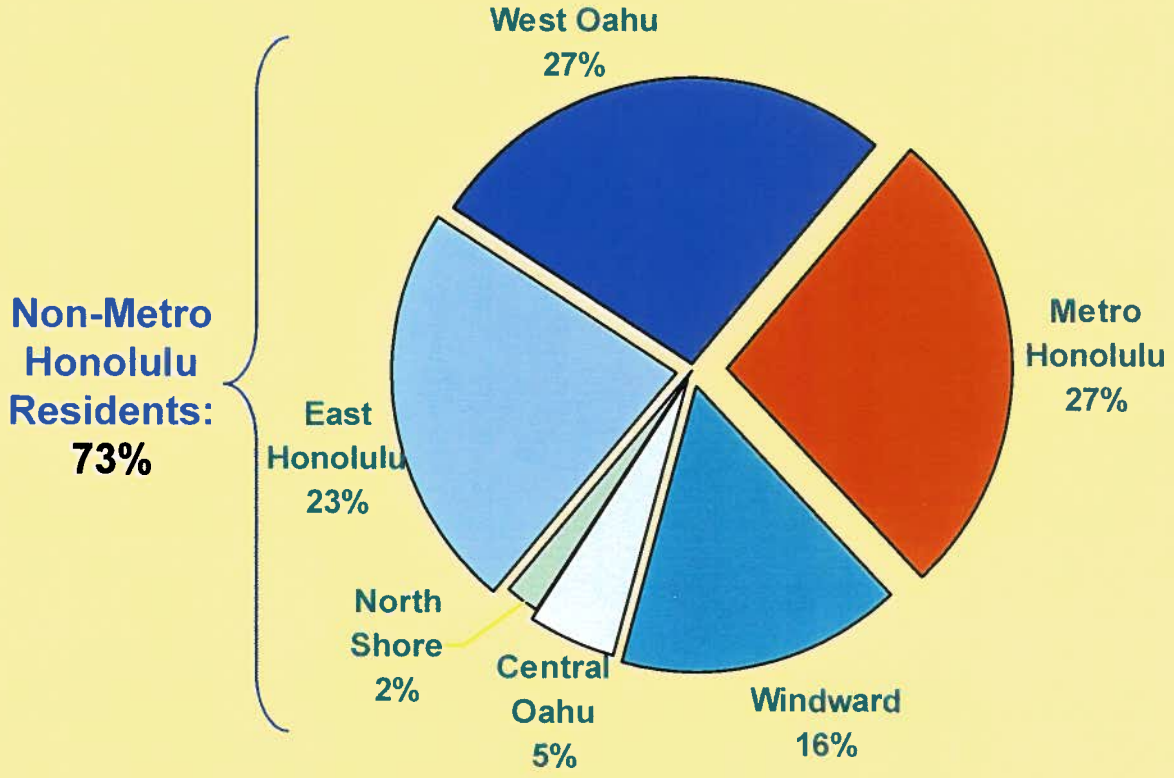
Base: 481 residents with someone in the household who is employed or a full-time student.
Q1. In what area do you live?
Q5. In what area do you or does the oldest employed in the household work or go to school?

Honolulu Employees: By Area of Residence

Almost three-quarters of residents who work or study in Metro Honolulu live outside Metro Honolulu.

HONOLULU EMPLOYEES/STUDENTS:

"In what area do you live?"

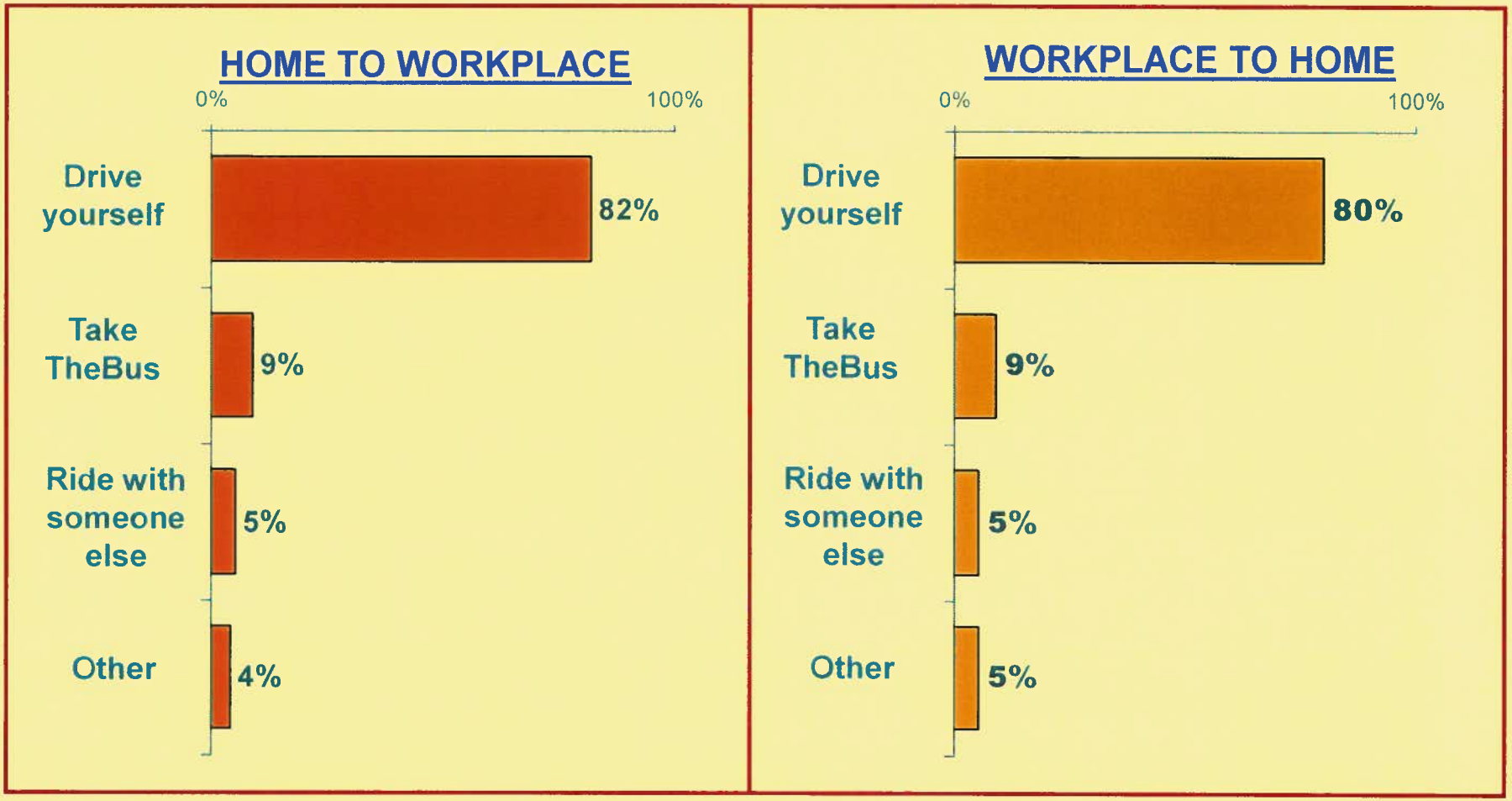


About one-third of Honolulu workers or students commute from West Oahu (27%) or Central Oahu (5%).

Base: 226 residents who is employed or a full-time student in the Metro Honolulu area
Q1. In what area do you live?
Q5. In what area do you or does the oldest employed in the household work or go to school?

Primary Transportation Mode

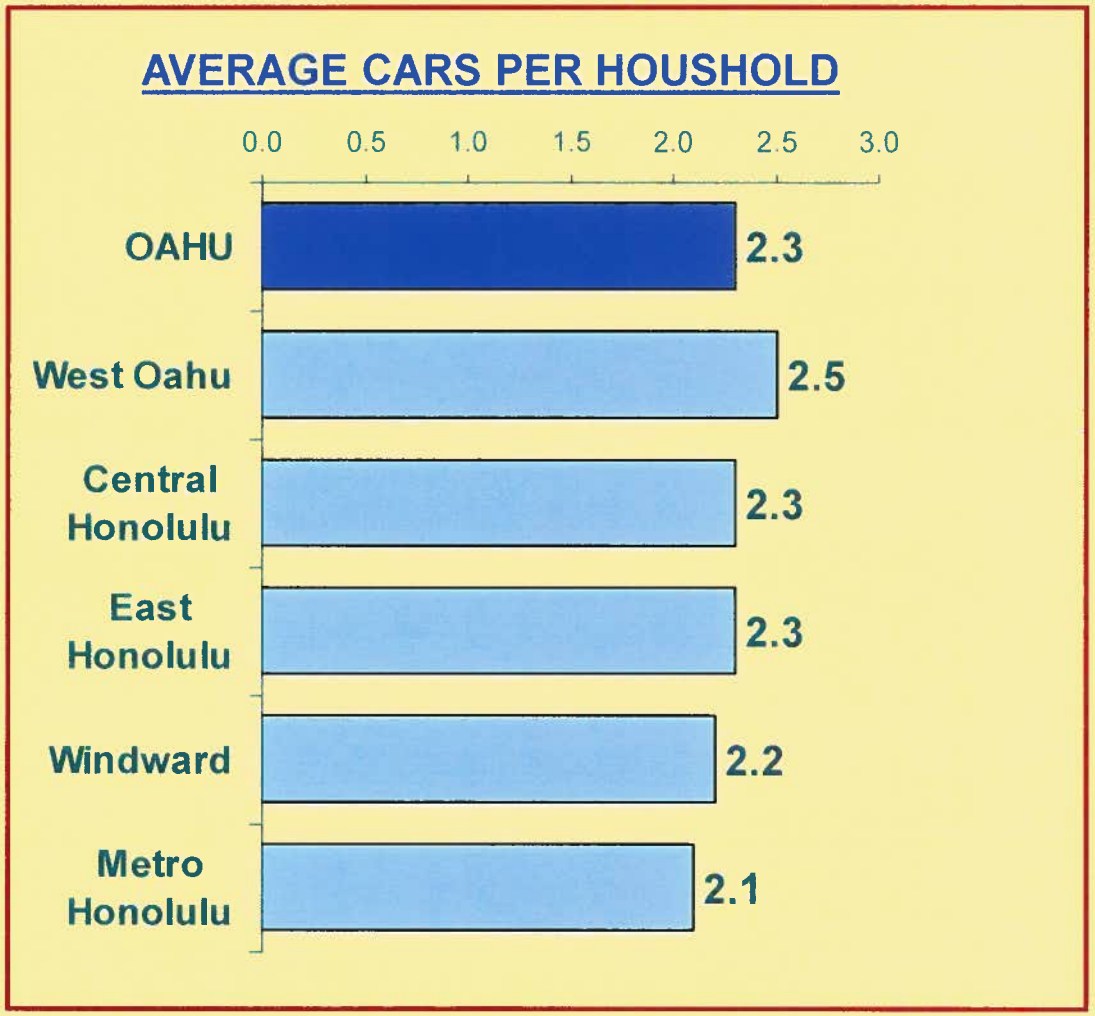
Driving is the primary mode to getting to/from work or school on Oahu. Eight in ten residents drive themselves to work/school in a car, truck, motorcycle or moped. About 1 in 10 take the bus, and 1 in 20 carpool with others.



Base: 481 Oahu residents who are employed or are full-time students.
Q7a. [ASK FOR RESPONDENT IF EMPLOYED. IF RESPONDENT IS NOT EMPLOYED, ASK FOR OLDEST EMPLOYED MEMBER OF HOUSEHOLD] What is your/their primary means of transportation from home to work? Do you/they...[READ LIST]
Q7b. What is your/their primary means of transportation from work to home? Do you/they...[READ LIST]

Number of Cars Per Household

On average, Oahu households have slightly more than two cars or light trucks (mean 2.3) available to them for driving.

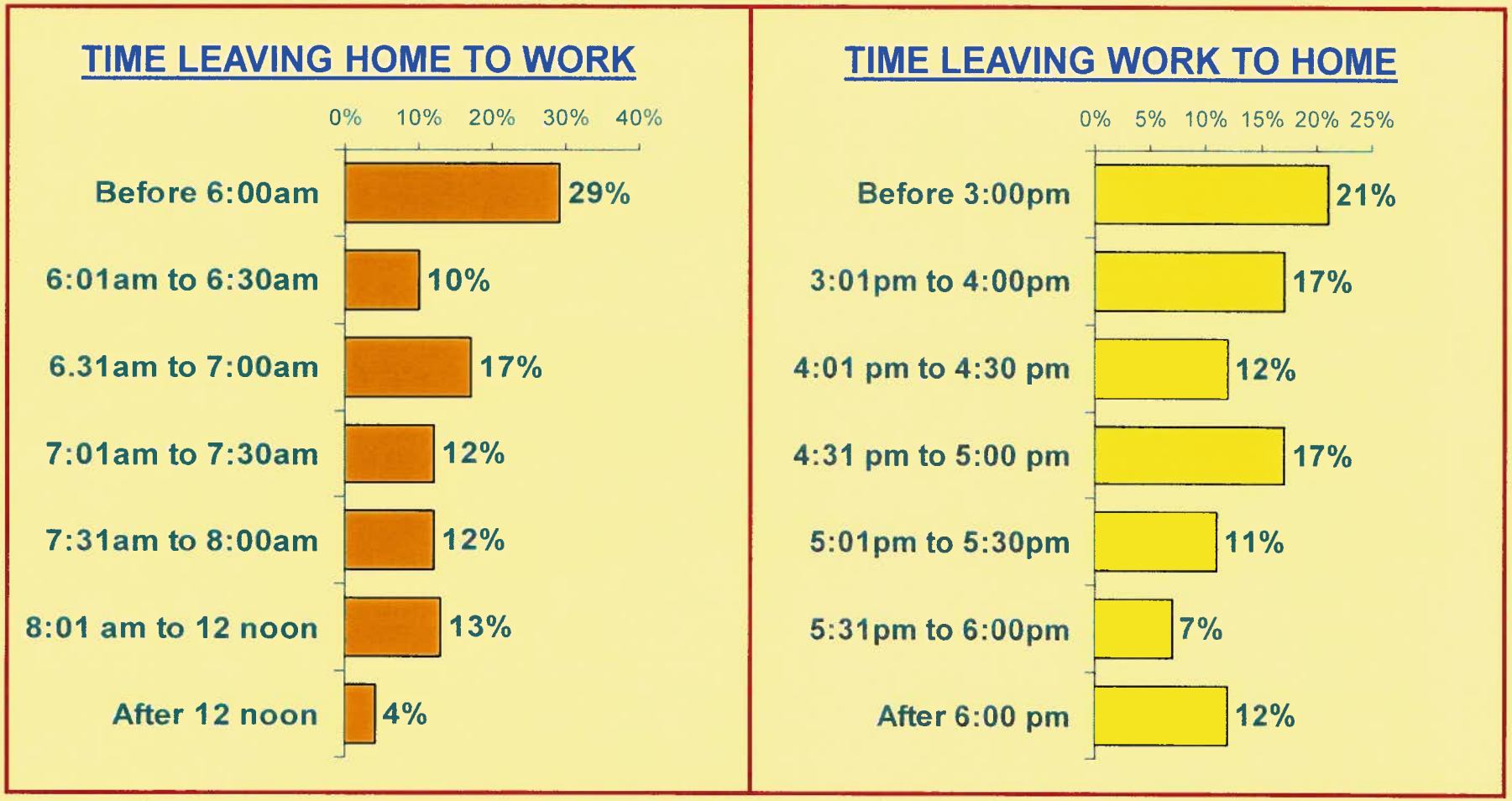


More cars are available to West Oahu households, and fewer to those in Metro Honolulu, on average.

Base: 601 Oahu residents.
Q6. How many cars or light trucks are available to your household?

Departure Time Among Oahu Residents

In the morning, peak traffic times start before 6:00 am. In the afternoon, rush hour starts before 3:00 pm and apparently lasts through 6:00 pm.



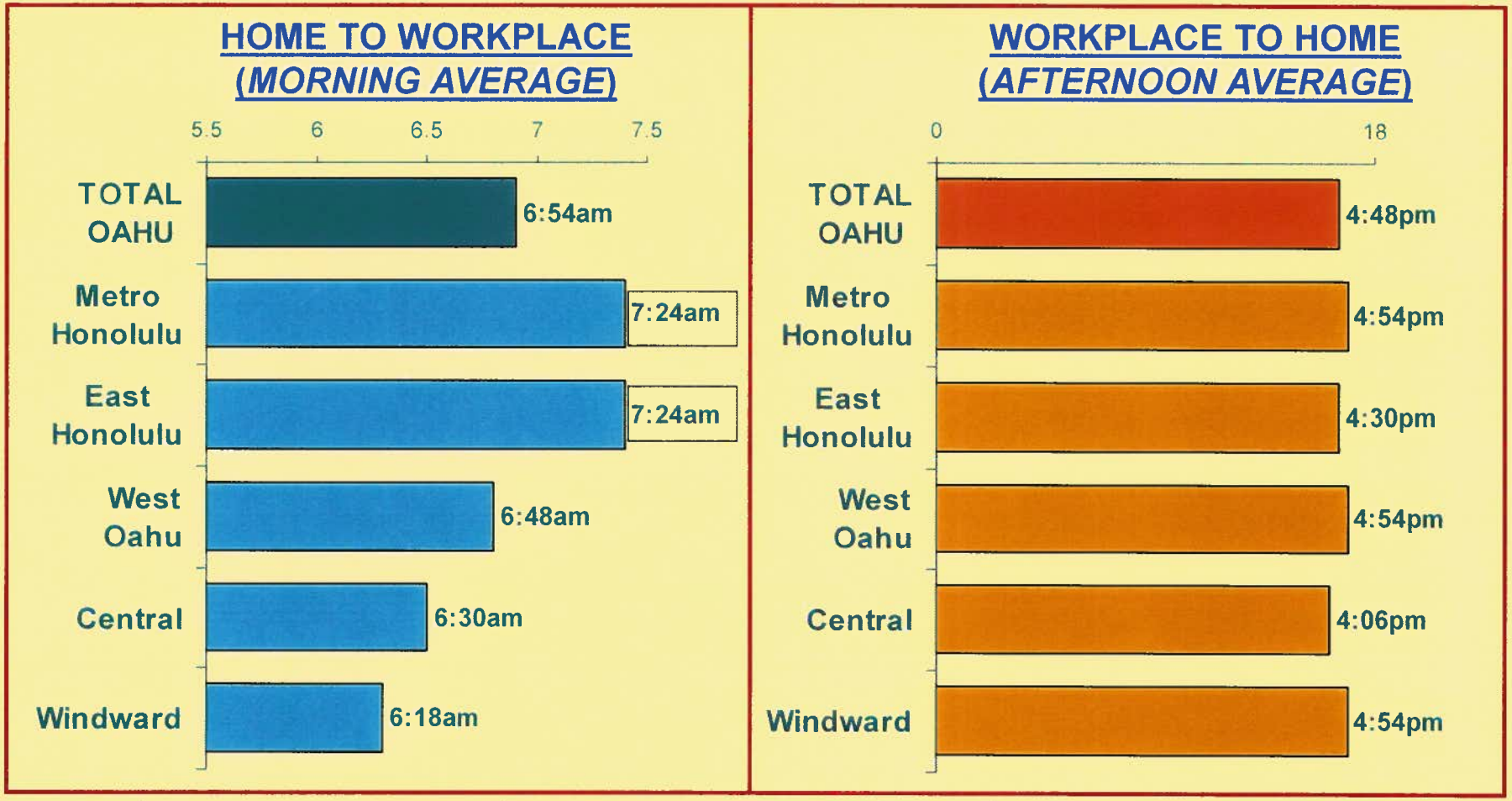
Note: Morning Average calculates the average time of those who leave home to work in the morning.
Afternoon Average calculates the average time of those who leave work to home in the afternoon.

Base: 481 residents who are employed or full-time students.

Q6. [ASK FOR RESPONDENT IF EMPLOYED. IF RESPONDENT IS NOT EMPLOYED, ASK FOR OLDEST EMPLOYED MEMBER OF HOUSEHOLD] Given your or the oldest working member of the household working hours, at what time do you generally leave...?

Departure Time: By Area of Residence

Morning traffic from West Oahu peaks earlier than traffic from Metro Honolulu. On average, West Oahu, Central Oahu and Windward residents leave for work well before 7:00 am. By comparison, Metro and East Honolulu residents leave well after 7:00 a.m.



Note: Morning Average calculates the average time of those who leave home to work in the morning.
Afternoon Average calculates the average time of those who leave work to home in the afternoon.

Base: Varies

Q6. [ASK FOR RESPONDENT IF EMPLOYED. IF RESPONDENT IS NOT EMPLOYED, ASK FOR OLDEST EMPLOYED MEMBER OF HOUSEHOLD] Given your or the oldest working member of the household working hours, at what time do you generally leave...

Demographic Profile

Profile of Respondents

	TOTAL OAHU	WEST OAHU	CENTRAL OAHU	METRO HONOLULU	WINDWARD /N. SHORE	EAST HONOLULU
BASE	601	205	57	130	105	103
GENDER						
Male	36%	39%	36%	37%	34%	32%
Female	64%	61%	64%	63%	67%	68%
AGE						
18-34	31%	40%	25%	27%	30%	21%
35-54	35%	36%	43%	34%	34%	33%
55+	34%	25%	32%	40%	36%	47%
Average	46.8	42.2	47.9	49.4	47.2	52.0
INCOME						
Less than $35,000	18%	17%	15%	19%	22%	15%
$35,000 but less than $50,000	10%	10%	7%	13%	7%	14%
$50,000 but less than $75,000	23%	26%	27%	20%	21%	23%
$75,000 but less than $100,000	21%	24%	20%	20%	22%	14%
$100,000 and over	28%	23%	31%	28%	27%	35%

Profile of Respondents

	TOTAL OAHU	WEST OAHU	CENTRAL OAHU	METRO HONOLULU	WINDWARD/ N. SHORE	EAST HONOLULU
BASE	601	205	57	130	105	103
HOUSEHOLD SIZE						
1-2	39%	36%	39%	51%	30%	40%
3-4	35%	38%	33%	26%	36%	41%
5 or more	26%	26%	28%	23%	34%	19%
Average	3.6	3.9	3.5	3.1	3.8	3.3
ETHNIC BACKGROUND						
Caucasian	17%	9%	25%	21%	20%	19%
Hawaiian/part-Hawaiian	24%	30%	13%	16%	39%	13%
Japanese	21%	15%	33%	23%	20%	26%
Filipino	12%	20%	12%	15%	5%	3%
Other *	26%	27%	17%	25%	16%	39%*

*"Other" encompasses anyone reporting an ethnic background not in the four major categories. On Oahu, this includes the smaller ethnic populations such as Chinese, Southeast Asians, African American, Samoans and Micronesians, to name a few, plus residents reporting themselves as "mixed-race."

Survey Questions

Good afternoon/evening, I'm ___ from OmniTrak Group, Inc., a professional research company in Honolulu. We're calling this afternoon/evening to conduct a brief survey on transportation matters, and I'd like to ask you a few questions if I may. First...

Are you 18 years of age or older?

Yes 1 – **[CONTINUE]**

No 2 – **[ASK FOR PERSON IN HOUSEHOLD 18 YEARS OR OLDER AND REPEAT INTRODUCTION. IF NONE, THANK, TERMINATE & TALLY]**

B. Are you a resident of the State of Hawaii for more than 6 months a year?

Yes 1 – **[CONTINUE]**

No 2 – **[THANK, TERMINATE & TALLY]**

C. Do you or does anyone in your household work for a ____ **[READ LIST]?**

a. Research company [THANK & TERMINATE]

b. State of Hawaii, Dept. of Transportation **[THANK & TERMINATE]**

c. County of Honolulu, Dept. of Transportation Services **[THANK & TERMINATE]**

d. Civil engineering or urban planning firms specifically for transportation services **[THANK & TERMINATE]**

e. Media/Advertising/Public Relations **[THANK & TERMINATE]**

f. Other **[CONTINUE]**

Q1. In what area do you live? That is, where is your home or main place of residence? **[DO NOT READ]**

1. Leeward Oahu (Pearl City/Pearl Ridge/Waipahu/ Waikele)
2. Kapolei (Villages of Kapolei/Ko Olina/ Makakilo/ Honokai Hale/ Barber's Point/Kalaeloa/ Campbell Industrial)
3. Ewa/ Ewa Beach (West Loch/Ewa Gentry/ Fort Weaver side of Ewa)
4. Waianae Coast (Nanakuli / Maili / Waianae/ Makaha)
5. Downtown Honolulu
6. Waikiki/Kapahulu
7. Kapiolani Corridor
8. East Honolulu (Kaimuki to Hawai'i Kai)
9. UH-McCully-Moiliili
10. Pearl Harbor
11. Airport / Iwilei
12. Windward
13. North Shore
14. Central Oahu (Mililani/Wahiawa)

50=Other **(Please Specify)**_____

Q2. How many cars or light trucks are available to your household?

Q3. Are you currently employed or a full-time student?

Q4. How many people in your household are employed or are full-time students

Q5. **[IF RESPONDENT IS NOT EMPLOYED OR NOT A FULL-TIME STUDENT, ASK FOR THE OLDEST EMPLOYED OR ENROLLED HOUSEHOLD MEMBER]** In what area do/does the **[INSERT]** work or go to school?

AREA CODELIST

1. Leeward Oahu (Pearl City/Pearl Ridge/Waipahu/ Waikele)
2. Kapolei (Villages of Kapolei/Ko Olina/ Makakilo/ Honokai Hale/ Barber's Point/Kalaeloa/ Campbell Industrial)
3. Ewa/ Ewa Beach (West Loch/Ewa Gentry/ Fort Weaver side of Ewa)
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13. North Shore
14. Central Oahu (Mililani/Wahiawa)

50=Other **(Please Specify)**_____

Q6. At what time **[INSERT]** generally leave... ___You ___Oldest Person in Household

Home for work or school: : 1=a.m. 2=p.m.

Workplace or school for home: 1=a.m. 2=p.m.

Q7a. What is your/their primary means of transportation from home to work? Do you/they... **[READ LIST]**

Q7b. What is your/their primary means of transportation from work to home? Do you/they... **[READ LIST]**

1. Drive yourself in your car, van or truck
2. Ride with someone else in car, van or truck
3. Take TheBus
4. Ride vanpool or other subscription service4
5. Ride HandiVan
6. Ride motorcycle/moped
7. Bike or walk
8. Other, please specify: _____

Q8a. Generally speaking, how would you rate your satisfaction with Oahu's road system, including its surface roads, highways, and freeways? Please use a 10-point scale with 10 meaning extremely satisfied and 1 meaning not satisfied at all.

Q8b. [IF RATED ROADS '5' OR LOWER, ASK:] Why did you rate the road system **[INSERT RATING]** out of 10? Any other reason?

Q9. I'm going to name what some people believe are transportation challenges facing Oahu. Please tell me how important you think each is, using a 10-point scale with 10 being Extremely Important to address, and 1 being not Important At All for Oahu. **[READ LIST]**

a. Lack of alternative routes to and from large communities

b. Traffic congestion on existing roadways

c. Inappropriate or unsafe driver behavior

d. Unsafe or dangerous roadways

e. Limited or insufficient bus service

f. High cost of parking in urban areas

Q10. Now I'll read possible ways to address these issues, and you tell me how effective each would be in meeting the challenges, using a 10-point scale with 10 being extremely effective, and 1 being not effective at all for Oahu. **[READ LIST]**

a. Widening or extending existing roads or building new roads

b. Improvements to and expansion of the *TheBus* system

c. Adding and improving bicycle facilities

d. Adding and improving pedestrian facilities such as sidewalks and crosswalks

e. Better maintenance of existing roads

f. Charging a fee to use high-occupancy or contra-flow lanes in congested zones **[IF RESP ASKS ABOUT TOLL ROADS, CONFIRM.]**

Q11. I'm going to read you a list of major traffic corridors. I'd like you to rank these in order of priority to relieve traffic congestion, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on. **[READ LIST]**

a. Leeward Oahu to downtown Honolulu

b. Central Oahu to downtown

c. Windward/North Shore to downtown

d. East Honolulu to downtown

Q12. Shifting topics, I'm going to name a few transportation projects planned to help relieve congestion on Oahu. Once again, please rank these in order of priority, with "1" meaning your top priority, "2" meaning your 2nd priority, "3" meaning your 3rd priority, as so on. **[READ LIST]**

a. A second access road into and out of the Waianae Coast

b. Central Mauka Road, which is a bypass from Mililani Mauka to Pearl City

c. Surface roads to connect the Ewa and Kapolei communities

d. Improving the H-1 corridor between Leeward Oahu and downtown **[CLARIFY IF NECESSARY: By corridor, I mean the H-1 Freeway and adjacent road system between Leeward Oahu and downtown.]**

Q13. Now let's discuss transportation funding. I'll read some proposed funding options and using 10-point scale where 10 means you strongly support it and 1 means you strongly oppose, please tell me where you stand on each proposal. The first is.... **[READ LIST]**

a. Raising the excise or 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 downtown
h. Permitting private entities to partner with the State or County to build more roads and to pay for them by charging tolls or fees for use
i. Charging fees to developers that offset the costs of infrastructure, but which may impact the price of homes in the development
j. Commercial vehicle tax
k. Raising vehicle registration fees

Now, I have a few last questions for classification purposes only...

D1. What was your age on your last birthday?

D2. What is your ethnic background? **[IF MORE THAN ONE:]** With which do you identify the most?

1. Caucasian
2. Chinese
3. Filipino
4. Hawaiian/part Hawaiian
5. Japanese
6. African-American
7. Mixed
8. Other Asian
9. Hispanic
10. Other Polynesian
11. Samoan
12. Korean
13. Portuguese
14. Native American
15. Other

D3. How many people, including children, live in your household?

D4. What is your marital status? *
1=Single, never married
2=Married
3=Divorced, separated, widowed
9=[REFUSED]

D5. What is the last grade in school you completed? *
1=Less than High School
2=High School Graduate
3=Business/Trade School
4=Some College
5=College Graduate/Post Graduate
8=[DON'T KNOW]
9=[REFUSED]

[IF EMPLOYED FROM Q2]
D6. In what industry do you work? *
1=Chairman/President/CEO/Executive
2=Management
3=Partner/owner/proprietor
4=Professional
5=Technical
6=Sales
7=Service for hotel/restaurant, etc.
8=Administrative/clerical
9=Not employed
20=retired
50=Other (Specify) _____

* Data on marital status, educational background and industry of employment were collected as part of standard data collection procedures but not determined to be relevant for analysis purposes in the foregoing report.

D7. Which of the following categories includes your household's total annual income from all sources before taxes for 2008? **[READ LIST]**

1=Less than $15,000
2=$15,000 but less than $25,000
3=$25,000 but less than $35,000
4=$35,000 but less than $50,000
5=$50,000 but less than $75,000
6=$75,000 but less than $100,000
7=$100,000 and over

D8. How many years have you lived in Hawaii? *

1=Less than one year
2=One to four years
3=Five to nine years
4=10 to 19 years
5=20 years or more
6=Born here

D9. **[RECORD, DO NOT ASK]** Gender of respondent?

1=Male
2=Female

These are all the questions I have for you. Thank you and have a nice day.

* Data on marital status, educational background and industry of employment were collected as part of standard data collection procedures but not determined to be relevant for analysis purposes in the foregoing report.