

Juneau Transportation Survey

Funded jointly by:

City and Borough of Juneau

and

First Things First Alaska Foundation

March 2018



Juneau Transportation Survey

Funded jointly by:

City and Borough of Juneau

and

First Things First Alaska Foundation

Prepared by:



McDowell Group Anchorage Office

1400 W. Benson Blvd., Suite 510
Anchorage, Alaska 99503

McDowell Group Juneau Office

9360 Glacier Highway, Suite 201
Juneau, Alaska 99801

Website: www.mcdowellgroup.net

March 2018

Table of Contents

Executive Summary..... 1
Introduction and Methodology..... 3
North Douglas Crossing 4
AMHS Ferry Service 6
Juneau Access..... 8
Respondent/Household Characteristics..... 11
Appendix: Survey Instrument 13

Executive Summary

McDowell Group was contracted to conduct a telephone survey of Juneau residents regarding community transportation issues. A total of 402 surveys were completed from a randomly selected sample of Juneau landline and cell phone numbers. Results were weighted by age to accurately reflect Juneau's population, as younger respondents were less likely than older respondents to participate in the survey (as with most telephone surveys). The maximum margin of error for the total sample at the 95 percent confidence level is ± 4.9 percent. Following are key findings from the survey.

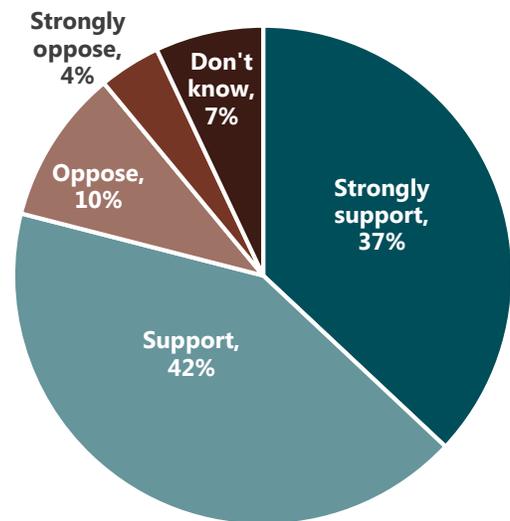
North Douglas Crossing

- Over three-quarters of surveyed residents (79 percent) support the construction of a North Douglas Crossing, including 37 percent who *strongly* support the project. Just 14 percent are opposed.
- The most common reasons cited for supporting the Crossing were improved access (33 percent), ease congestion over the Douglas bridge (27 percent), and improved access for safety and emergency response (12 percent).
- The most common reasons cited for opposing the Crossing were second bridge is not needed (35 percent), divert funds from other projects (16 percent), and other public projects are more important (10 percent).

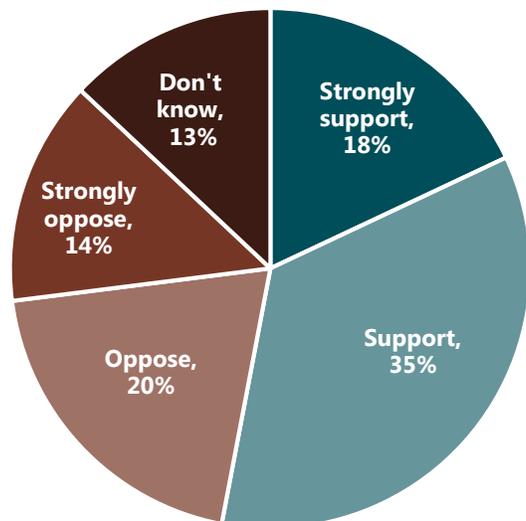
Sawmill Cove Ferry Terminal

- Over half of residents (53 percent) support or strongly support the construction of a ferry terminal at Sawmill Cove (to provide more frequent day-boat ferry service between Juneau and Haines and Skagway), while 24 percent oppose the idea, and 13 percent didn't know.
- A related question asked about support of "gradual transition to day-boat service wherever possible." Over two-thirds (68 percent) of residents support this concept, while 19 percent oppose it.

Do you strongly support, support, oppose, or strongly oppose construction of a North Douglas Crossing of Gastineau Channel?



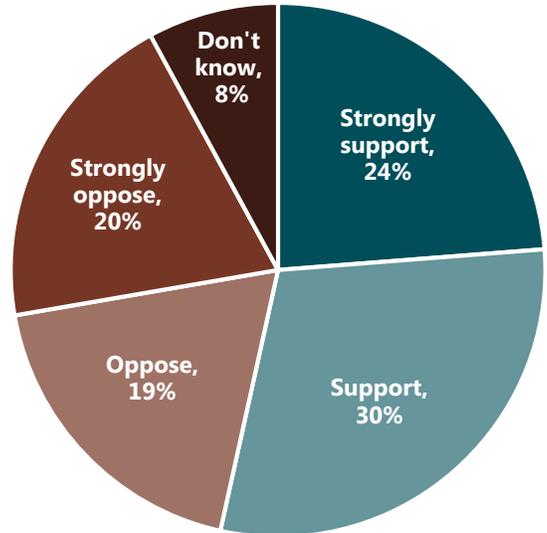
Do you strongly support, support, oppose, or strongly oppose, constructing a ferry terminal at Sawmill Cove to provide more frequent day boat ferry service between Juneau and Haines and Skagway?



Road Construction to Katzehin

- Just over half of residents (54 percent) support construction of a road to a ferry terminal at Katzehin, while 39 percent are opposed.
- When asked why they supported road construction, the number one reason was improved access to Alcan at 40 percent, followed by improve the Juneau economy at 10 percent.
- Those opposed to road construction were most likely to say that the road is too expensive (20 percent), or it is not needed (19 percent).
- Among those who opposed road construction, 26 percent said they would be more supportive if the road went all the way to Skagway, while 15 percent would be less likely.

Do you strongly support, support, oppose, or strongly oppose construction of a road along the east side of Lynn Canal from Juneau to a shuttle ferry terminal at Katzehin?



Introduction and Methodology

With funding provided by the City and Borough of Juneau and First Things First Alaska Foundation, McDowell Group was contracted to conduct a telephone survey of Juneau residents regarding a number of community transportation issues. The survey was fielded from January 11 to January 18, 2018. A total of 402 surveys were completed from a randomly selected list of Juneau landline and cell phone numbers. Calls were made during weekday evenings and midday on weekends. Each number was called at least three times before a replacement number was selected. The maximum margin of error for the total sample at the 95 percent confidence level is ± 4.9 percent.

Respondents were asked a series of questions regarding their level of support or opposition to a North Douglas Crossing of Gastineau Channel, Alaska Marine Highway service options, and the Juneau Access project. Prior to being asked for their level of support or opposition, respondents were read a statement about the nature of the projects. A copy of the survey is included at the end of the report.

Survey responses were cross-tabulated by age, gender, and income. Statistically significant differences for these factors are presented in the text as sub-bullets.

Some tables may not add to 100 percent due to rounding.

Survey data was weighted by age to adjust for under sampling of 18 to 34-year-old residents and oversampling of those age 60 and over. Survey data was weighted to more accurately match US Census data for Juneau residents, as shown in the table below.

Age (%)		
Age	Unweighted	Weighted
18-34 years	18	31
35-59 years	52	48
60 years or older	30	22
Average age	49.9	45.5

North Douglas Crossing

- There is significant support for a North Douglas crossing between the Western Auto intersection and the Fred Meyer intersection, with more than three-quarters (79 percent) of respondents expressing support or strong support for the project. More than one-third (37 percent) said they strongly support the crossing.
- Only 14 percent of respondents are opposed or strongly opposed to development of the project.
- Seven percent did not know if they supported or opposed the crossing.

Subgroup Analysis

- Residents with household incomes of \$50,000 or less are more likely to support construction of a North Douglass crossing (88 percent versus 77 percent for incomes of \$50,001 to \$125,000 and 76 percent for incomes over \$125,000).
- Respondents age 18 to 34 are more likely to support the crossing (85 percent, versus 79 percent of those age 35 to 59, and 67 percent for those age 60 and older).

Do you strongly support, support, oppose, or strongly oppose construction of a North Douglas Crossing of Gastineau Channel?

n=402	% of Total
Strongly support	37
Support	42
Oppose	10
Strongly oppose	4
Don't know	7

- The top responses when asked why they supported a North Douglas crossing are improved access (33 percent), ease congestion over the Douglas bridge (27 percent), and improved access for safety and emergency response (12 percent).

What is the main reason you support a North Douglas Crossing?
(Base: those who support or strongly support a North Douglas Crossing)

n=308	% of Base
Improved access	33
Ease traffic congestion over Douglas Bridge	27
Improve accessibility for safety/emergency response	12
Reduced travel time	6
Improve access to mainland Juneau	5
Stimulate local economy	4
Provide alternative route in case Douglas Bridge is inaccessible	2
Open West Douglas for residential development	2
New job opportunities	2
No particular reason	2
Open West Douglas for recreational development	1
New housing opportunities	1
Positive impact to property values	<1

- The most often mentioned reason for opposition to the crossing is that a second bridge is not needed (35 percent).
- Other mentions included diverting funds from other projects (16 percent), other public projects are more important (10 percent), and concerns with operational and maintenance costs (9 percent).

What is the main reason you oppose the construction of a North Douglas Crossing?
(Base: those who oppose or strongly oppose a North Douglas Crossing)

n=66	% of Base
Second bridge not needed	35
Divert funds from other projects	16
Other public projects more important	10
Operational or maintenance costs	9
Negative impact to environment	7
Do not support proposed location	6
Impacts to Wetlands/habitat	4
Negative impact to wildlife	4
Changes North Douglas community	2
Negative impacts to Refuge	2
Potential West Douglas development	1
No particular reason	4

AMHS Ferry Service

- More than half of respondents (54 percent) think that the current level of AMHS ferry service is adequate or very adequate in meeting the needs of Juneau residents that wish to travel with their vehicles.
- Two out of five (39 percent) think that AHMS ferry service is inadequate or very inadequate in meeting the needs of Juneau residents that wish to travel with their vehicles.

Subgroup Analysis

- Respondents with household incomes of more than \$125,000 were more likely to think that AMHS vehicle service was inadequate in meeting resident’s needs (49 percent, versus 37 percent with incomes between \$50,001 and \$125,000, and 31 percent for those with incomes of \$50,000 or less).
- Men were more likely to think that vehicle service was inadequate (59 percent, versus 49 percent of women).

How adequate do you think current ferry service is in meeting local residents’ need to travel with their own vehicle to and from Juneau? Do you think it is...

n=402	% of Total
Very adequate	7
Adequate	47
Inadequate	28
Very inadequate	11
Don’t know	7

Sawmill Cove Ferry Terminal

- More than half of respondents (53 percent) support or strongly support constructing a ferry terminal at Sawmill Cove. One out of five (18 percent) strongly supports the project.
- One-third of respondents (34 percent) oppose or strongly oppose the project.
- Thirteen percent said that they did not know if they supported or opposed the project.

Subgroup Analysis

- Respondents age 18 to 34 were more likely to support a terminal at Sawmill Cove (66 percent versus 45-49 percent for those age 35 and older).

Do you strongly support, support, oppose, or strongly oppose, constructing a ferry terminal at Sawmill Cove to provide more frequent day boat ferry service between Juneau and Haines and Skagway?

n=402	% of Total
Strongly support	18
Support	35
Oppose	20
Strongly oppose	14
Don't know	13

Day Boat Service

- More than two-thirds of respondents (68 percent) support or strongly support a gradual transition to day-boat service whenever possible.
- One out of five (19 percent) oppose or strongly oppose transitioning to day-boat service.
- Thirteen percent don't know if they support or oppose day-boat service.

Subgroup Analysis

- Respondents age 18 to 34 were more likely to support transition to day-boat service (76 percent versus 68 percent for those age 35 to 59 and 58 percent for those age 60 and older).

Do you strongly support, support, oppose or strongly oppose, gradual transition to day-boat service wherever possible?

n=402	% of Total
Strongly support	18
Support	50
Oppose	14
Strongly oppose	5
Don't know/refused	12

- Slightly more than half of respondents (54 percent) support or strongly support the construction of a road along the east side of Lynn Canal to a shuttle ferry terminal at the Katzeihin River, including one-quarter who strongly support road construction.
- Two out of five (39 percent) oppose or strongly oppose construction of the road.

Subgroup Analysis

- Men were more supportive than women of a ferry terminal at Katzeihin (60 percent versus 47 percent).

Do you strongly support, support, oppose or strongly oppose, construction of a road along the east side of Lynn Canal from Juneau to a shuttle ferry terminal at Katzeihin?

n=402	% of Total
Strongly support	24
Support	30
Oppose	19
Strongly oppose	20
Don't know/refused	8

- Among those who support construction of a road to Katzeihin, 40 percent cited improved access to the Alcan highway as the main reason for their support.
- Other responses were relatively dispersed, with roughly one-out-of-ten mentioning improve the Juneau economy, more reliable transportation, first step to a road to Skagway, or easier to get out of Juneau.

What is the main reason you support a road to Katzeihin? (Base: those who strongly support or support a road to Katzeihin)

n=210	% of Base
Improved access to Alcan	40
Improve the Juneau economy	10
Road provides more reliable transportation	8
Road provides more affordable transportation	8
First step to road all the way to Skagway	8
Easier to get out of Juneau	7
Reduced travel cost	6
New job opportunities	5
Ferry is unreliable	3
Increased recreation opportunities	1
No particular reason	2
Don't know	2

Top mentions among respondents that do not support the road include road too expensive (20 percent), not needed (19 percent), operational and maintenance costs (14 percent), and negative environmental impacts (9 percent).

What is the main reason you oppose a road to Katzehin?
(Base: those who strongly oppose or oppose a road to Katzehin)

n=162	% of Base
Road too expensive	20
Not needed	19
Operational or maintenance costs	14
Negative impact to environment	9
Divert funds from other projects	6
Doesn't go all the way to Skagway	5
Negative impacts on other ferry service	3
Avalanche risk	3
Negative impact to wildlife	3
Road safety issues	2
Other public projects more important	2
Favor West Lynn Canal Road	1
No particular reason	8
Don't know	4

Respondents to the previous question *Do you strongly support, support, oppose or strongly oppose, construction of a road along the east side of Lynn Canal from Juneau to a shuttle ferry terminal at Katzehin?* were then asked *If the new road were to go all the way to Skagway, would you be more or less likely to support road construction, or would it not change your opinion?* The following two tables show responses for those who stated they support the road and for those who oppose the road.

- More than half of those who support the road (54 percent) are even more likely to support the road if it were to go all the way to Skagway.
- Forty-one percent of road supporters indicated that their level of support would not change.
- Only 5 percent of supporters said they would be less likely to support the road.

If the new road were to go all the way to Skagway, would you be more or less likely to support road construction, or would it not change your opinion?

(Base: Support Road)

n=206	% of Base
More likely to support	54
Less likely to support	5
No change in opinion	41

- More than half of those opposed to the road (58 percent) indicated that their opposition to road construction would not change if the road were to go all the way to Skagway.
- One-quarter (26 percent) of those opposed to the road would be more likely to support the road if it were to go all the way to Skagway.
- Fifteen percent would be less likely to support the road (meaning increased opposition) if it were to go all the way to Skagway.

If the new road were to go all the way to Skagway, would you be more or less likely to support road construction, or would it not change your opinion?

(Base=Oppose Road)

n=159	% of Total
More likely to support	26
Less likely to support	15
No change in opinion	58

Respondent/Household Characteristics

- Survey respondent gender closely match U.S. Census estimates for Juneau’s adult population (51 percent male and 49 percent female).
- The average respondent household size of 2.7 closely resembles Alaska Department of Labor and Workforce Development’s reported household size of 2.6 in the borough.
- Three out of five households (61 percent) reported having no children 18 years of age or younger.
- The average length of survey respondent residency in Juneau is 23.2 years.

n=402	% of Total
Gender	
Male	50
Female	50
Household size	
1	18
2	34
3	20
4	16
5+	9
Refused	2
Average household size	2.7
Children in household	
Zero	61
1	19
2	12
3+	6
Refused	2
Average # of children in household	0.7
Length of Juneau residency	
10 years or less	29
11 - 24	29
25 - 39	24
40+	18
Average # of years	23.2

- Sixty percent of respondents are employed full-time, year-round; 16 percent are retired.
- Average reported household income is \$86,100.
- Ethnicity breakdowns closely matched U.S. Census estimates for the City and Borough of Juneau.

n=402	% of Total
Employment	
Employed full-time year-round	60
Employed part-time year-round	5
Employed full-time seasonally	3
Employed part-time seasonally	2
Unemployed, looking for work	3
Unemployed, not looking for work	<1
Student	3
Retired	16
Disabled	2
Homemaker	2
Don't know/refused	3
Income	
Less than \$15,000	4
\$15,001 – \$25,000	6
\$25,001 – \$50,000	13
\$50,001 – \$75,000	16
\$75,001 – \$100,000	15
\$100,001 – \$125,000	10
\$125,001 – \$150,000	6
Over \$150,000	13
Refused	17
Average household income	\$86,100
Ethnicity	
White	70
Alaska Native	11
Asian	4
Black or African American	2
Native Hawaiian or Pacific Islander	2
Hispanic or Latino	2
American Indian	2
Don't know/refused	9

Appendix: Survey Instrument

Juneau Transportation Household Survey

PHONE # _____

DATE _____

INTERVIEWER NAME _____

Cell/landline

SURVEY # _____

Hi, this is _____ with the McDowell Group, we are conducting a study to better understand the opinions and priorities of Juneau residents about a variety of transportation issues. I'd like to ask you a few questions.

1. In what year were you born? 19_____ (If 2000 or after, request someone 18 or older. (If none available thank and end survey. If refused, thank and end survey.)

2. How many years have you lived in Juneau? _____ Years 02 Less than one year 02 Refused

3. Do you live in Juneau at least six months of the year?

01 Yes

02 No (Thank and end survey)

03 Don't know/refused (Thank and end survey)

4. Please tell me which of the following areas best describes where you live? (Read)

01 Downtown or Thane

02 Douglas or West Juneau

03 North Douglas

04 Salmon Creek/Lemon Creek/Switzer Creek areas

05 Airport area south of Egan Drive from Sunny Point to the Mendenhall River

06 Montana Creek area

07 Mendenhall Valley

08 Auke Bay and Auke Lake areas, Engineers Cutoff, Mendenhall Peninsula, and Fritz Cove road.

09 Out the road past the ferry terminal)

10 Other _____

11 Refused

[READ] Next, I am going to ask you a few questions about transportation within Juneau. The CBJ identified the North Douglas Crossing of Gastineau Channel as a top transportation priority. The purpose of the second crossing to Douglas Island would be to reduce traffic congestion around Juneau Douglas Bridge, improve emergency response, and provide better access to West Douglas Island for residential, commercial, industrial, port, and recreational uses. The second crossing would be built somewhere between the Western Auto intersection and the Fred Meyer intersection.

5. Do you strongly support, support, oppose, or strongly oppose, construction of a North Douglas Crossing of Gastineau Channel?

1 Strongly support

3 Oppose (Skip to Q5b)

5 Don't know (Skip to Read before Q6)

2 Support

4 Strongly oppose (Skip to Q5b)

6 Refused (Skip to Read before Q6)

5a. What is the main reason you support a North Douglas Crossing?

(Do not read list, check first response only)

- | | |
|---|--|
| 01 <input type="checkbox"/> Improved access | 10 <input type="checkbox"/> Positive impact to property values |
| 02 <input type="checkbox"/> Ease traffic congestion over Douglas Bridge | 11 <input type="checkbox"/> Provide alternative route in case Douglas Bridge is inaccessible |
| 03 <input type="checkbox"/> Improve access to mainland Juneau | 12 <input type="checkbox"/> New job opportunities |
| 04 <input type="checkbox"/> Open West Douglas for residential development | 13 <input type="checkbox"/> No particular reason |
| 05 <input type="checkbox"/> Open West Douglas for recreational development | 14 <input type="checkbox"/> Reduced travel time |
| 06 <input type="checkbox"/> Open West Douglas for commercial development | 15 <input type="checkbox"/> Don't know |
| 07 <input type="checkbox"/> New housing opportunities | 16 <input type="checkbox"/> Refused |
| 08 <input type="checkbox"/> Improve accessibility for safety/emergency response teams | 17 <input type="checkbox"/> Other _____ |
| 09 <input type="checkbox"/> Stimulate local economy | |

5b. What is the main reason you oppose the construction of a North Douglas Crossing?

(Do not read list, check first response only)

- | | |
|--|--|
| 01 <input type="checkbox"/> Second bridge not needed | 09 <input type="checkbox"/> Operational or maintenance costs |
| 02 <input type="checkbox"/> Other public projects more important | 10 <input type="checkbox"/> Potential West Douglas development |
| 03 <input type="checkbox"/> Divert funds from other projects | 11 <input type="checkbox"/> Changes North Douglas community |
| 04 <input type="checkbox"/> Impacts to Wetlands/habitat | 12 <input type="checkbox"/> No particular reason |
| 05 <input type="checkbox"/> Negative impact to environment | 13 <input type="checkbox"/> Don't know |
| 06 <input type="checkbox"/> Negative impact to wildlife | 14 <input type="checkbox"/> Refused |
| 07 <input type="checkbox"/> Negative impacts to Refuge | 15 <input type="checkbox"/> Other _____ |
| 08 <input type="checkbox"/> Impacts on hunting | |

READ: Now I'd like to ask a few questions about ferry service.

6. How adequate do you think current ferry service is in meeting local residents' need to travel with their own vehicle to and from Juneau? Do you think it is...(Read 1-4)

- | | | |
|--|--|---------------------------------------|
| 1 <input type="checkbox"/> Very adequate | 3 <input type="checkbox"/> Inadequate | 5 <input type="checkbox"/> Don't know |
| 2 <input type="checkbox"/> Adequate | 4 <input type="checkbox"/> Very inadequate | 6 <input type="checkbox"/> Refused |

READ: One option for increasing the frequency of ferry service in northern Lynn Canal is to build a terminal at Sawmill Cove, near Berners Bay, about 30 miles from the existing ferry terminal. That would allow twice as much day-boat service between Juneau and northern Lynn Canal than is possible from the Auke Bay terminal.

7. Do you strongly support, support, oppose, or strongly oppose, constructing a ferry terminal at Sawmill Cove to provide more frequent day boat ferry service between Juneau and Haines and Skagway?

- | | | |
|---|--|---------------------------------------|
| 1 <input type="checkbox"/> Strongly support | 3 <input type="checkbox"/> Oppose | 7 <input type="checkbox"/> Don't know |
| 2 <input type="checkbox"/> Support | 4 <input type="checkbox"/> Strongly oppose | 9 <input type="checkbox"/> Refused |

READ: The Legislature has cut ferry funding by about 30 percent over the past five years. One strategy to make the ferry system more sustainable is to transition to day boat service wherever existing roads or new road extensions would reduce the length of ferry routes. Some mainline service would continue, to connect Southeast with Bellingham.

8. Do you strongly support, support, oppose or strongly oppose, gradual transition to day-boat service wherever possible?

- 1 Strongly support 3 Oppose 7 Don't know
 2 Support 4 Strongly oppose 9 Refused

READ: The Alaska Department of Transportation is currently completing the Juneau Access environmental impact study. The study considered a range of alternatives to improve transportation in Lynn Canal and Juneau's connection to the continental road system. DOT's preferred alternative is a road along the east side of Lynn Canal to a ferry terminal near the mouth of Katzeihin River, where shuttle ferries would provide service to Haines and Skagway. The Governor recently selected the No Build option due to the State budget crisis. However, the project could be re-started, if directed by the Governor.

9. Do you strongly support, support, oppose, or strongly oppose, construction of a road along the east side of Lynn Canal from Juneau to a shuttle ferry terminal at Katzeihin?

- 1 Strongly support 3 Oppose (skip to 9b) 5 Don't know (Skip to Q10)
 2 support 4 Strongly oppose (Skip to 9b) 6 Refused (Skip to Q10)

9a. What is the main reason you support a road to Katzeihin?

(Do not read list, check first response only)

01 <input type="checkbox"/>	Improved access to Alcan	10 <input type="checkbox"/>	First step to road all the way to Skagway
02 <input type="checkbox"/>	Improve the Juneau economy	11 <input type="checkbox"/>	
03 <input type="checkbox"/>	Reduced travel cost	12 <input type="checkbox"/>	
04 <input type="checkbox"/>	New job opportunities	13 <input type="checkbox"/>	
05 <input type="checkbox"/>	Ferry is unreliable	14 <input type="checkbox"/>	No particular reason
06 <input type="checkbox"/>	Road provides more affordable transportation	15 <input type="checkbox"/>	Don't know
07 <input type="checkbox"/>	Road provides more reliable transportation	16 <input type="checkbox"/>	Refused
08 <input type="checkbox"/>		17 <input type="checkbox"/>	Other _____
09 <input type="checkbox"/>			

9b. What is the main reason you oppose a road to Katzeihin?

(Do not read list, check first response only)

01 <input type="checkbox"/>	Not needed	09 <input type="checkbox"/>	Operational or maintenance costs
02 <input type="checkbox"/>	Other public projects more important	10 <input type="checkbox"/>	Doesn't go all the way to Skagway
03 <input type="checkbox"/>	Divert funds from other projects	11 <input type="checkbox"/>	Favor West Lynn Canal Road
04 <input type="checkbox"/>	Avalanche risk	12 <input type="checkbox"/>	No particular reason
05 <input type="checkbox"/>	Negative impact to environment	13 <input type="checkbox"/>	Don't know
06 <input type="checkbox"/>	Negative impact to wildlife	14 <input type="checkbox"/>	Refused
07 <input type="checkbox"/>	Road too expensive	15 <input type="checkbox"/>	Other _____
08 <input type="checkbox"/>			

10. Previous Juneau Access studies have considered an East Lynn Canal Highway to Skagway, providing a complete, uninterrupted road connection between Juneau and the continental highway system. If the new road were to go all the way to Skagway, would you be more or less likely to support road construction, or would it not change your opinion?

- 1 More likely to support 3 No change in opinion 4 Don't know
 2 Less likely to support 5 Refused

[READ] My last few questions are for demographic purposes only.

11. Which statement best describes your employment status? (Read 1-10, check only one)

- | | |
|--|--|
| 01 <input type="checkbox"/> Employed full-time year-round | 07 <input type="checkbox"/> Student |
| 02 <input type="checkbox"/> Employed <i>part-time</i> year-round | 08 <input type="checkbox"/> Retired |
| 03 <input type="checkbox"/> Employed full-time seasonally | 09 <input type="checkbox"/> Disabled |
| 04 <input type="checkbox"/> Employed <i>part-time</i> seasonally | 10 <input type="checkbox"/> Homemaker |
| 05 <input type="checkbox"/> Unemployed, looking for work | 11 <input type="checkbox"/> Don't know |
| 06 <input type="checkbox"/> Unemployed, not looking for work | 12 <input type="checkbox"/> Refused |

12. How many people, including yourself, live in your household for at least nine months of the year?

_____ # people 01 Refused

13. How many children 18 years of age and under live in your household for at least nine months of the year?

_____ # of children 01 Refused

14. Did you vote in the last local election, which was in October 2017?

- | | |
|--|---------------------------------------|
| 1 <input type="checkbox"/> Yes, voted in last local election | 3 <input type="checkbox"/> Don't know |
| 2 <input type="checkbox"/> No, did not vote in last local election | 4 <input type="checkbox"/> Refused |

15. Did you vote in the last statewide election, which was in November 2016?

- | | |
|--|---------------------------------------|
| 1 <input type="checkbox"/> Yes, voted in last statewide election | 3 <input type="checkbox"/> Don't know |
| 2 <input type="checkbox"/> No, did not vote in last statewide election | 4 <input type="checkbox"/> Refused |

16. Which racial or ethnic group do you most closely identify yourself with?

(Do not read, check all that apply)

- | | | |
|--|--|--|
| 1 <input type="checkbox"/> White | 4 <input type="checkbox"/> Black or African-American | 7 <input type="checkbox"/> Native Hawaiian or Pacific Islander |
| 2 <input type="checkbox"/> Alaska Native | 5 <input type="checkbox"/> Hispanic or Latino | 8 <input type="checkbox"/> Don't know/refused |
| 3 <input type="checkbox"/> American Indian | 6 <input type="checkbox"/> Asian | 9 <input type="checkbox"/> Other _____ |

17. Please stop me at the category that best describes your total combined household income before taxes for 2017. (Read 1-8)

- | | | |
|--|--|--|
| 01 <input type="checkbox"/> Less than \$15,000 | 04 <input type="checkbox"/> \$50,001 to \$75,000 | 07 <input type="checkbox"/> \$125,001 to \$150,000 |
| 02 <input type="checkbox"/> \$15,001 to \$25,000 | 05 <input type="checkbox"/> \$75,001 to \$100,000 | 08 <input type="checkbox"/> Over \$150,000 |
| 03 <input type="checkbox"/> \$25,001 to \$50,000 | 06 <input type="checkbox"/> \$100,001 to \$125,000 | 09 <input type="checkbox"/> Refused |

18. Has anyone else in your household completed a Juneau transportation survey recently?

- 01 Yes
02 No
03 Don't know
04 Refused

Thank and end survey

19. Gender (Don't ask) 01 Male 02 Female 03 Don't know