

The AlaskaPoll



DITTMAN RESEARCH
& COMMUNICATIONS
CORPORATION

DRC Building
8115 Jewel Lake Road
Anchorage, Alaska 99502

Phone: (907) 243-3345

Fax: (907) 243-7172

Email: dittman@alaska.net

Web: dittmanresearch.com



Information for Solutions

- ❖ Market Research
- ❖ Public Opinion Analysis
- ❖ Political and Government Research
- ❖ Focus Groups

UPDATE:
IN-DEPTH
OPINIONS AND
PERCEPTIONS
IN THE
ANCHORAGE/MAT-SU
REGION
REGARDING
A
KNIK ARM CROSSING
III

February 2007

Prepared for

**Knik Arm Bridge
And Toll Authority
(KABATA)**





I. Methodology 1 - 2

II. Findings 3 - 19

III. Summary 20 - 22

IV. Verbatim Comments..... 23 - 37

*“This survey is sponsored by the Knik Arm Bridge and Toll Authority...
Is there anything you’d like to add or tell them at this point -- do any
other questions come to mind?”*

Anchorage..... 23 - 28

Mat-Su..... 29 - 37

V. Crosstabulations 38 - 67





Methodology





Overview

During the period February 16 through February 28, 2007, five hundred six (n=506) Alaskans over the age of 18, located in the Municipality of Anchorage and the Matanuska-Susitna Valley, were personally contacted via telephone by professional interviewing employees of the Dittman Research Corporation of Alaska. The views and opinions of the Alaska residents were recorded on a strictly confidential basis.

Research Design

A divided sample was conducted; approximately half of the interviews (n=250) were completed among Municipality of Anchorage residents, while the others (n=256) were completed among Matanuska-Susitna residents. A random sample design was featured which provided that all registered voters in each region had essentially an equal chance of being interviewed.

Sample Selection

Individual respondents were randomly selected from current registered voters in each sample region.

Sample Distribution

Anchorage

<u>Community</u>	<u>Zip Codes</u>	<u>Sample Size (n=)</u>	<u>% of Sample</u>
Anchorage - Downtown, West	99501, 99502, 99503, 99517, 99518	61	24%
Anchorage - East	99504, 99505, 99506, 99508	55	22%
Anchorage - South	99507, 99515, 99516, 99587	95	38%
Eagle River, Chugiak	99577, 99567, 99605	39	16%
		250	

Mat-Su Valley

<u>Community</u>	<u>Zip Codes</u>	<u>Sample Size (n=)</u>	<u>% of Sample</u>
Palmer, Sutton, Chickaloon	99645, 99674	81	32%
Wasilla	99629, 99654, 99687	129	50%
West of Wasilla*	99652, 99694, 99688, 99667, 99676, 99683	46	18%
		256	

*West of Wasilla includes Big Lake, Houston, Willow, Skwentna, Talkeetna, Trapper Creek





Processing the Data

Dittman Research employees completed coding, editing, data entry and verification, while data processing was completed through the in-house Dittman Research Corporation computer system featuring the Statistical Package for the Social Sciences (SPSS) program. The SPSS program is one of the most sophisticated research-oriented data processing and analytical systems available, and is designed specifically for the processing and analysis of survey research data.

Weighting Statement

For regional comparison purposes, the Anchorage sample (n=250) and the Mat-Su sample (n=256) were approximately equal. The final results were appropriately “weighted” to reflect population distribution throughout the region, as well as other demographic characteristics.

Sample Error

Based on an adult (18+) population of approximately 200,000 in Anchorage and the Mat-Su area, the total sample of n=506 may yield a sample error of +/- 4.4%. On a regional basis, a sample of n=250 drawn from an Anchorage adult population of 161,000 may yield a sample error of 6.2%, while a sample of n=256 drawn from a Mat-Su adult population of 40,000 may also yield a sample error of 6.1%.

Measurement History

For over thirty years, citizen opinion measurements by the Dittman Research Corporation, utilizing the previously described methodology, analytical procedures and data processing systems, have proven to be perfect predictors of every Primary and General election for governor of Alaska.

Findings





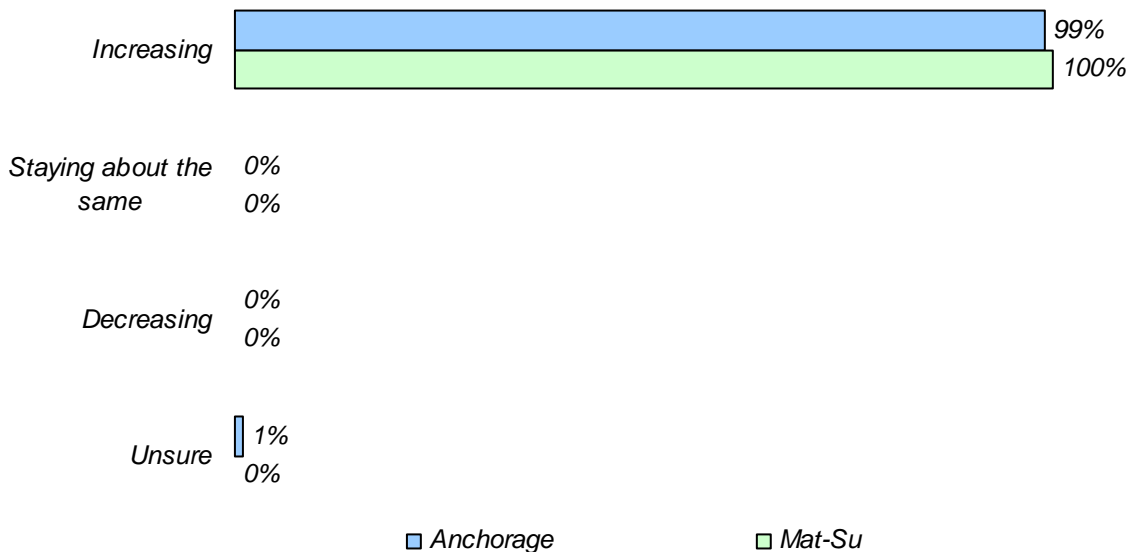
Overall, nearly all Alaskans (99%) in the Anchorage and Mat-Su areas believe the population of the Mat-Su Borough is increasing.

Question: As far as you know, is the population of the Mat-Su Borough increasing, staying about the same or decreasing?



And this includes virtually identical awareness in both Anchorage and the Mat-Su Valley.

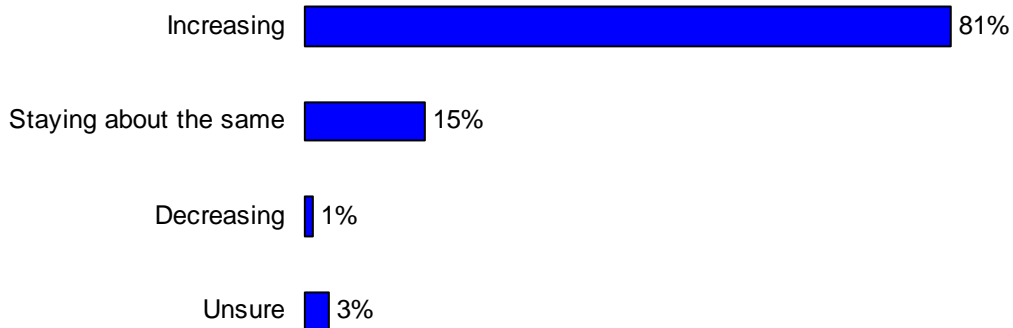
“...population of Mat-Su Borough...?”





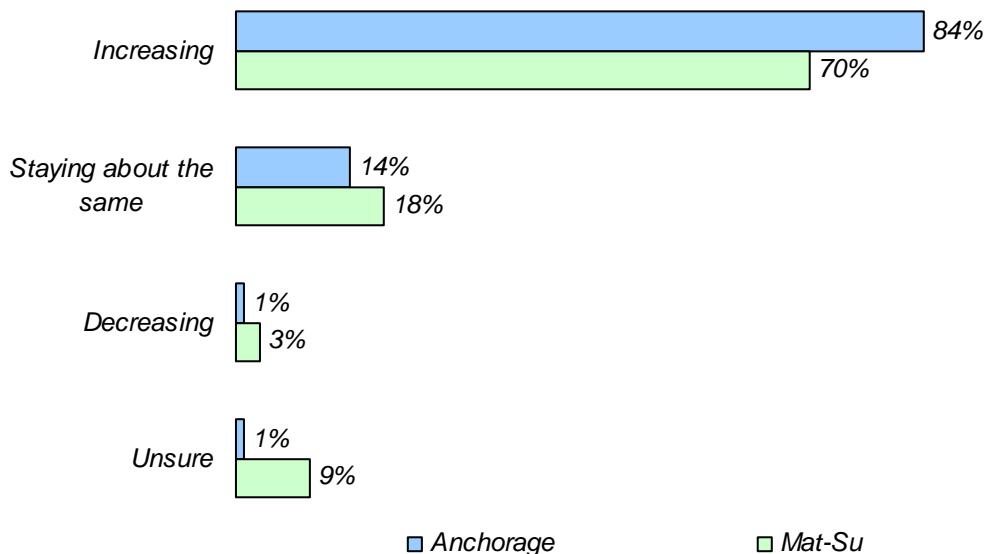
In addition, approximately four out of five Southcentral residents (81%) believe the population of Anchorage is also increasing.

Question: And what about the population of Anchorage -- is it increasing, staying about the same or decreasing?



And in this case, awareness is a little higher in Anchorage (84%) compared to the Mat-Su Valley (70%).

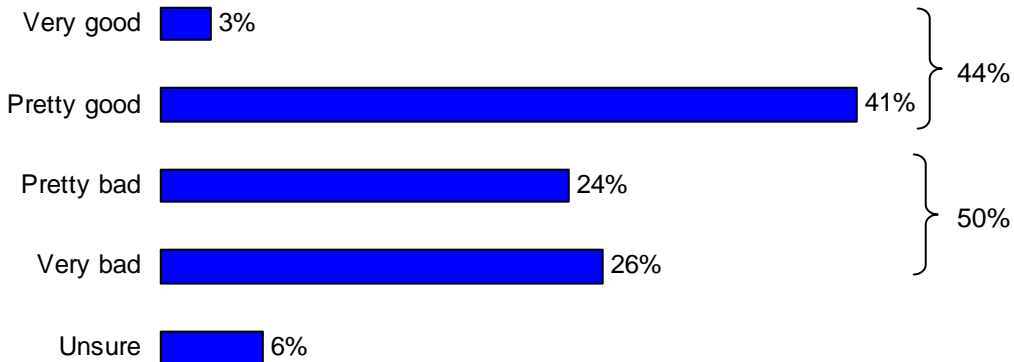
"...population of Anchorage...?"





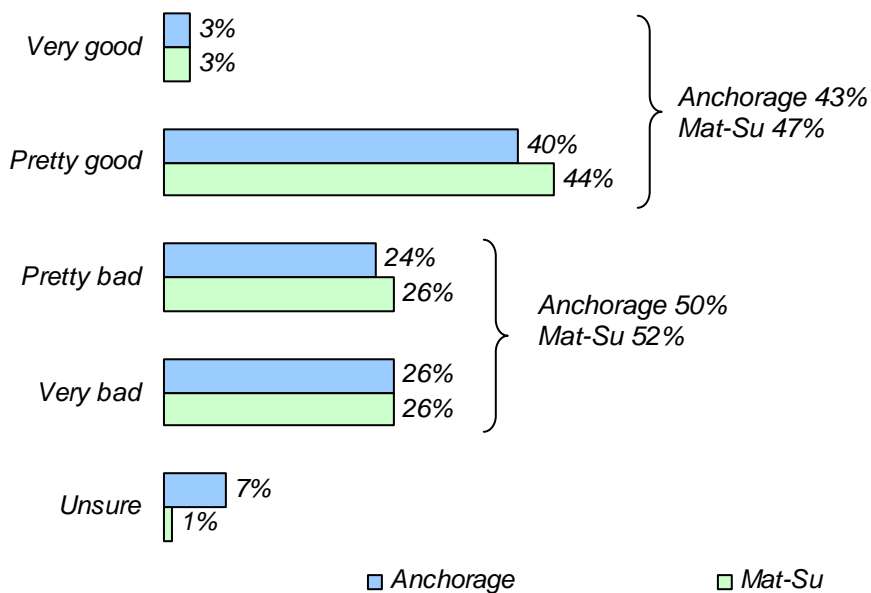
The largest number of Southcentral residents (50%) believe the current traffic situation between Anchorage and the Mat-Su Borough is at the “bad” end of the scale.*

Question: *Based on what you’ve read or heard from others, or your own personal experience, how would you rate the current Glenn Highway traffic between the Mat-Su Borough and Anchorage?*



And public perceptions in the Anchorage and Mat-Su areas are virtually identical.

“...rate Glenn Highway traffic...?”



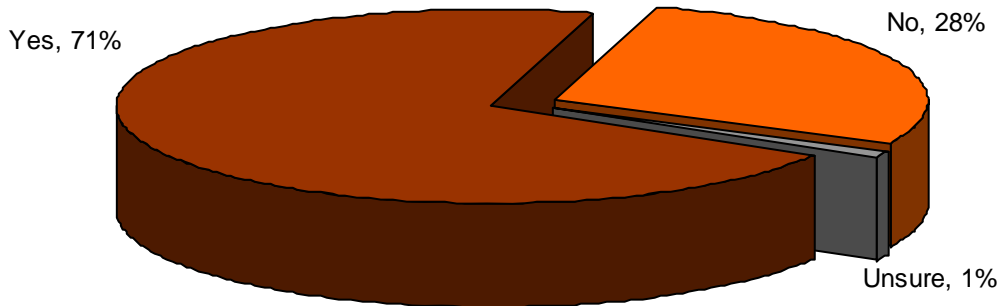
* The response options included: “Very good, with no congestion or delays”, “Pretty good, but occasional congestion and delays”, “Pretty bad, with fairly frequent congestion and delays” and “Very bad, with nearly daily congestion and delays”.





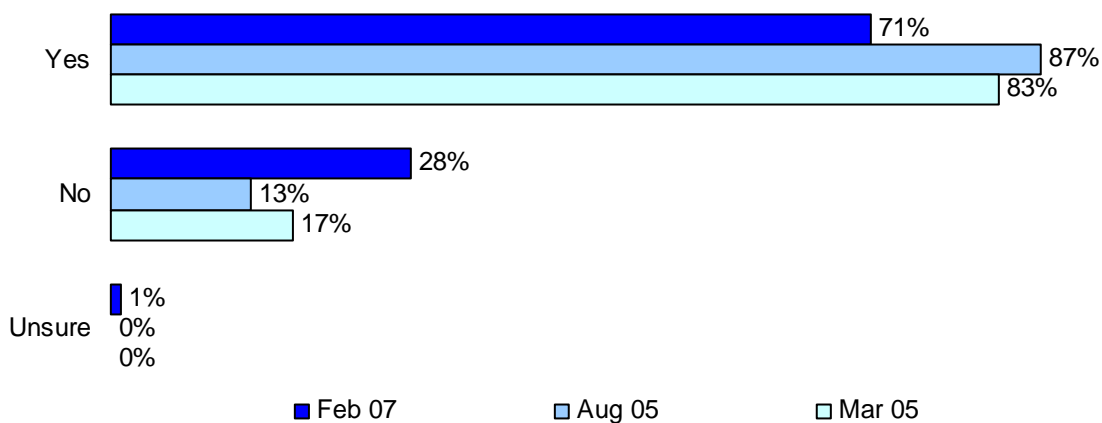
Nearly three out of four residents (71%) report they've read or heard something about the Knik Arm Crossing recently.

Question: Have you read or heard anything about the Knik Arm Crossing during the last month or two?



And awareness has remained high since early 2005.

“...heard or read anything...?”



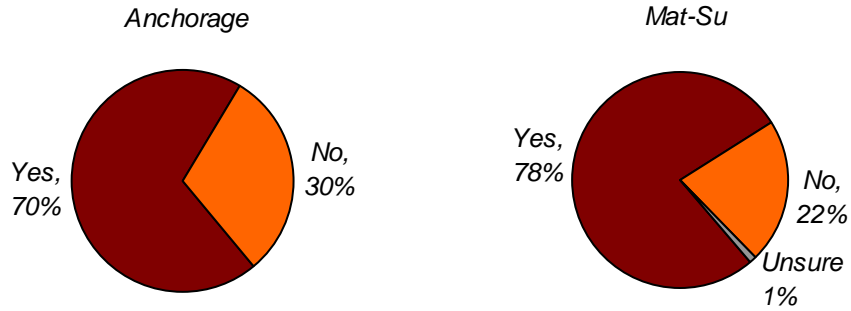
* In 2005 this question was worded “Have you read or heard anything lately about the Knik Arm Crossing?”



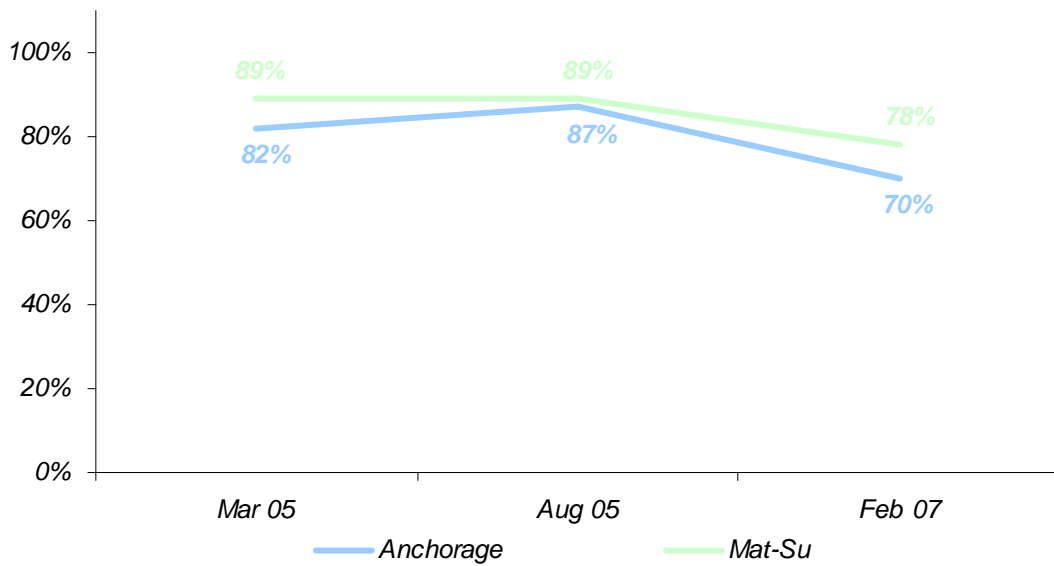


Awareness is high in both Anchorage and the Mat-Su, but a little higher in the Mat-Su area.

“...heard or read anything...?”



(% “have heard”)



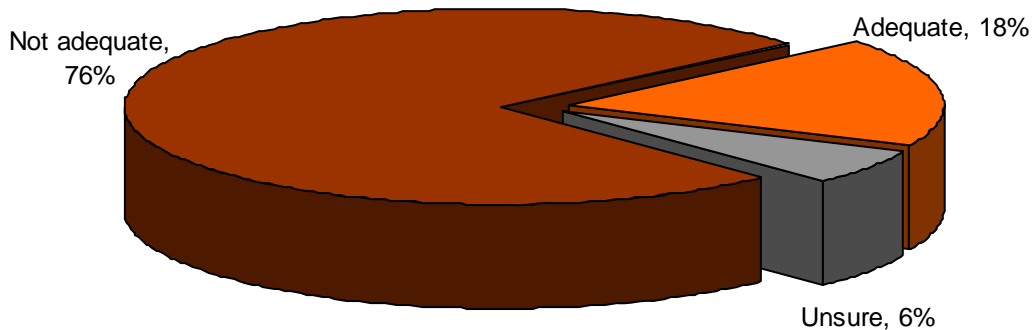
* In 2005 this question was worded “Have you read or heard anything lately about the Knik Arm Crossing?”





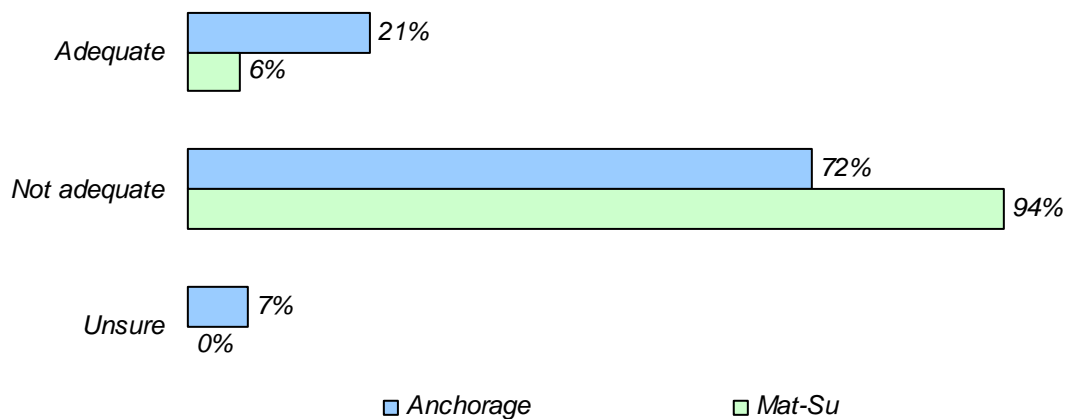
Approximately three out of four respondents (76%) report they believe the current road between Anchorage and the Mat-Su Valley will not be adequate in the future.

Question: *The University of Alaska forecasts that the Anchorage and Mat-Su populations will increase by nearly 200,000 residents over the next 25 years. Do you feel the current road between Anchorage and the Mat-Su Valley will or will not be adequate for transportation and commuting over that period of time?*



And this includes nearly three out of four Anchorage respondents (72%) and over nine out of ten from the Mat-Su Valley (94%).

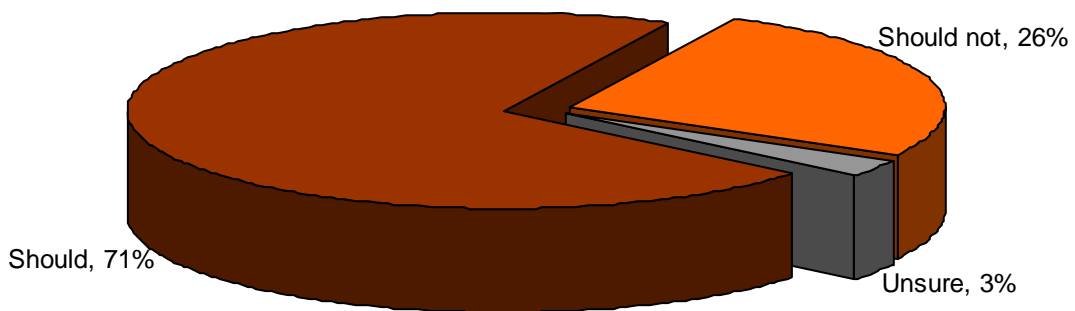
"...current road adequate 25 years...?"





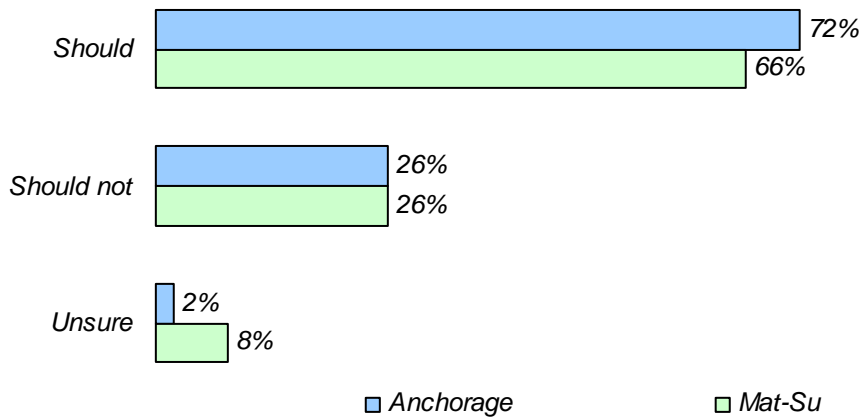
Similar to the number who believe the current connection between Anchorage and the Mat-Su Valley will not be adequate in the future, nearly three out of four (71%) believe the Knik Arm Crossing should be included in long-range transportation planning.

Question: Do you feel planning for a Knik Arm bridge should or should not be included in Southcentral Alaska's long-range transportation planning?



And this includes strong percentages in favor in both Anchorage (72%) and the Mat-Su Valley (66%).

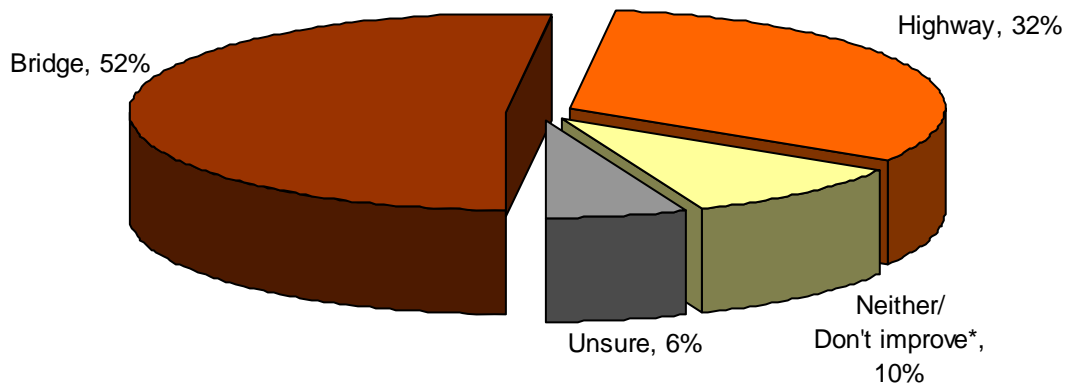
"...included in long-range transportation planning...?"





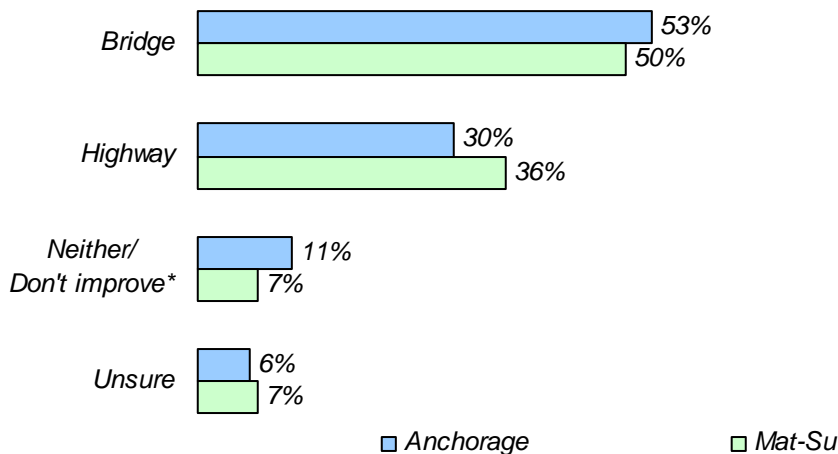
By a wide margin (52% to 32%) residents of the Anchorage and Mat-Su Valley areas support building a bridge to improve transportation between the two areas, rather than expanding the highway.

Question: Anchorage and the western part of the Mat-Su Valley are approximately two miles apart, however the Knik Arm body of water is in-between so it requires 80 miles of highway to go around the Knik Arm to connect the two areas. If the transportation connection between Anchorage and the Mat-Su Borough is to be improved, which do you feel is the best solution: build a bridge or expand the highway?



And support for the bridge option is substantially preferred in both areas.

“...build a bridge or expand the highway...?”



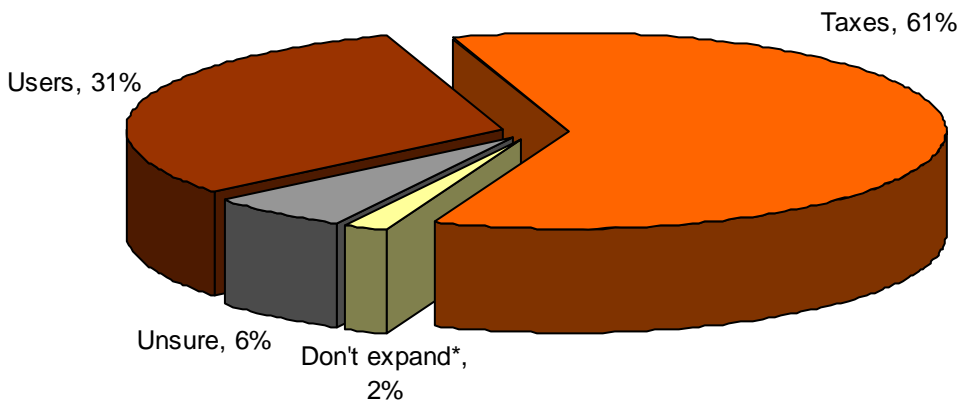
* Volunteered response



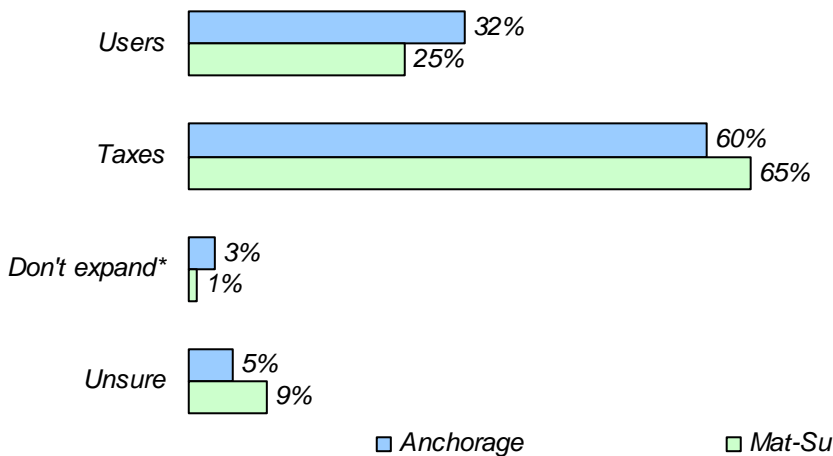


If transportation between Anchorage and the Mat-Su Valley is to be improved by expanding the Glenn Highway rather than building a bridge, most respondents would prefer the highway expansion be paid for by taxes.**

Question: *The budget for a Knik Arm bridge specifies that most of its construction and all of its maintenance would be paid by users of the bridge, not tax money. If the Glenn Highway is to be expanded, do you feel most of its construction and all of its maintenance should be paid for by its users, or by tax money?*



"...paid for by users or tax money...?"



* Volunteered response

** It is not known whether area residents would also prefer the Knik Arm bridge to be paid for by taxes. That question may be addressed in future surveys.





Large majorities of Anchorage and Mat-Su Valley residents believe the Knik Arm Crossing will “benefit the economy and provide jobs” (82%), “reduce congestion” (79%), “provide an alternate route for emergencies...” (78%), “benefit non-users by reducing over-crowding and congestion” (73%), and “provide more residential land and lower housing costs” (71%).

Question: *I’m going to read some things different people have said about a bridge across Knik Arm connecting Anchorage and the Point MacKenzie area of the Mat-Su Borough. Please tell me whether you basically agree or disagree with these other points of view.*

(% “strongly/somewhat agree”)

	<u>Feb 07</u>	<u>Aug 05</u>	<u>Mar 05</u>
A Knik Arm crossing will benefit the Southcentral <u>economy and provide jobs</u> *	82%	82%	85%
Building a Knik Arm bridge will <u>reduce congestion</u> on the Glenn Highway	79%	n/a	n/a
A Knik Arm crossing will provide an <u>alternate route</u> between Anchorage and the Mat-Su Valley for evacuations and emergencies	78%	80%	80%
A Knik Arm crossing has been <u>studied for decades</u> and there have been many opportunities for people to express their opinions	74%	n/a	n/a
People who do not personally use the Knik Arm crossing on a regular basis will <u>still benefit</u> because it will spread out the growth, and reduce overcrowding and congestion in any one area	73%	n/a	n/a
Anchorage is rapidly running out of usable land and a Knik Arm crossing will provide <u>more residential land</u> and lower housing costs **	71%	48%	55%
A Knik Arm crossing will be a <u>shorter commute</u> and save fuel and time between much of the Mat-Su Valley and Anchorage ***	70%	76%	76%
Now is a good time to build the Knik Arm crossing because Alaska’s <u>congressional delegation and Governor Palin all support the project</u>	66%	n/a	n/a
The Knik Arm crossing should be built now because it will <u>definitely be needed someday</u> , and it will be more expensive in the future	64%	n/a	n/a

* In 2005: "A Knik Arm Crossing will benefit the economy and provide jobs."

** In 2005 "A Knik Arm Crossing will provide more residential land and lead to lower housing prices."

*** In 2005 "A Knik Arm Crossing will save time and be a shorter commute between the Mat-Su Valley and Anchorage."





On the other hand, much smaller numbers of Anchorage and Mat-Su Valley residents believe “the Knik Arm crossing will not be needed...” (34%) or that “...the size of the Glenn Highway should be increased to at least six lanes” instead (33%). And fewer than one out of three (31%) believe the “...crossing should not be built if it would impact local housing and part of a park on Government Hill”.

Question: *Please tell me whether you basically agree or disagree with these other points of view. (cont'd)*

(% “strongly/somewhat agree”)

	<u>Feb 07</u>	<u>Aug 05</u>	<u>Mar 05</u>
Congestion in downtown Anchorage will be worse with a Knik Arm Bridge	48%	n/a	n/a
The Knik Arm crossing will take money away from more important transportation needs *	44%	50%	49%
A Knik Arm crossing will not be needed for a long time-- maybe never	34%	35%	26%
Rather than build a bridge, we should increase the size of the Glenn Highway to at least six lanes	33%	n/a	n/a
Plans to build a large, new <u>state prison</u> near Point MacKenzie on the Mat-Su side makes the Knik Arm crossing more important	31%	n/a	n/a
The Knik Arm crossing should not be built if it will impact local housing and part of a park on Government Hill	31%	n/a	n/a
A Knik Arm bridge will be dangerous to drive on due to icy conditions, tidal action, high winds, earthquakes, etc.	31%	n/a	n/a
The environmental effects of the Knik Arm crossing are just too high for the inlet's endangered beluga whales and other fish stock **	23%	24%	20%
A Knik Arm crossing will hurt Anchorage businesses, property values may fall and employers will re-locate their business to newly opened land on the Mat-Su side of the inlet.	22%	n/a	n/a

* In 2005: “A Knik Arm crossing will take money from other needed transportation projects.”

** In 2005 “A Knik Arm crossing will cause serious environmental damage.”

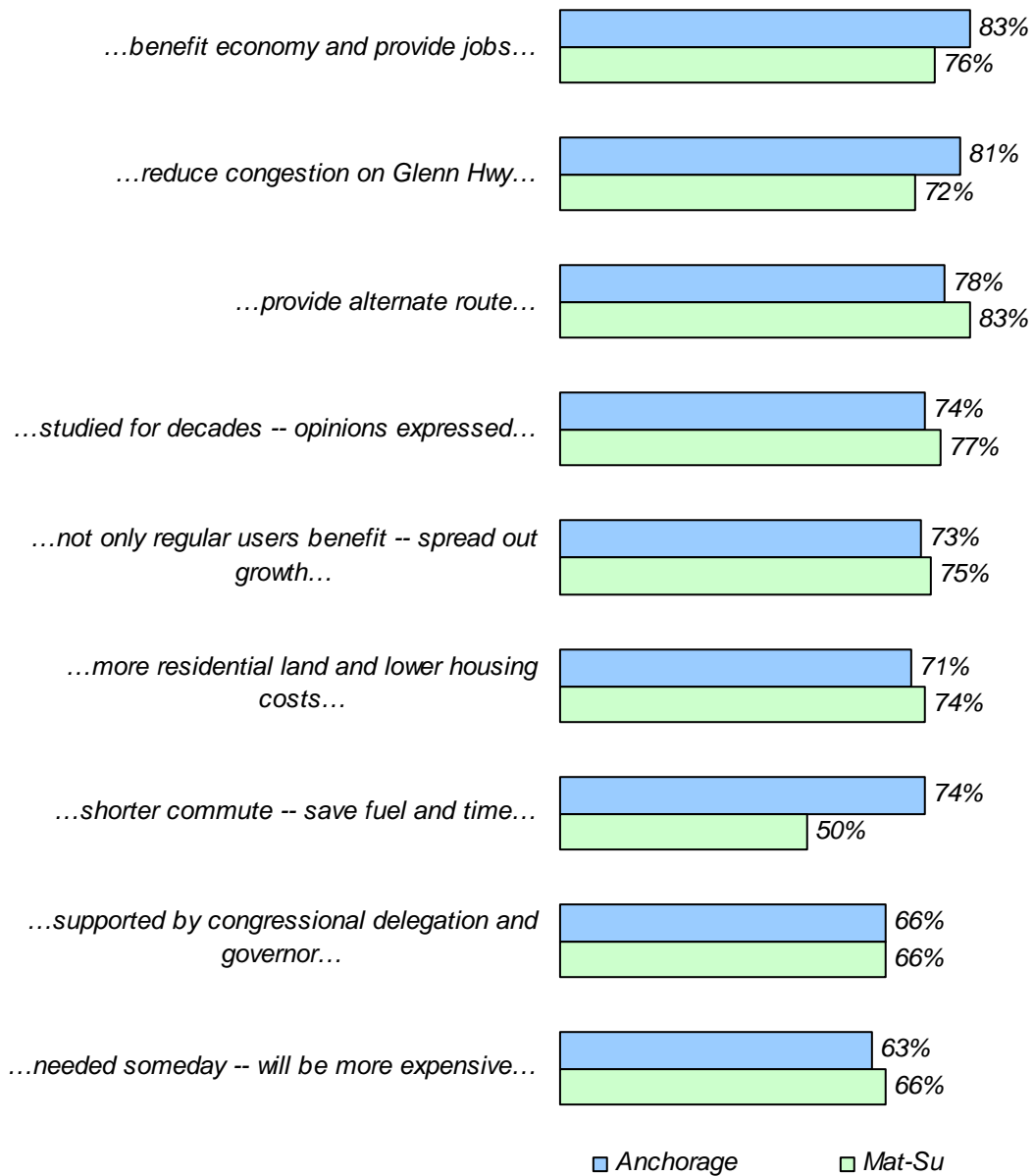




Altogether, public views regarding the Knik Arm crossing in Anchorage and the Mat-Su Valley are very similar and consistent, with the exception of “commute time” and the effect of the “new prison near Point MacKenzie”.

Question: *Please tell me whether you basically agree or disagree with these other points of view. (cont'd)*

(% “strongly/somewhat agree”)

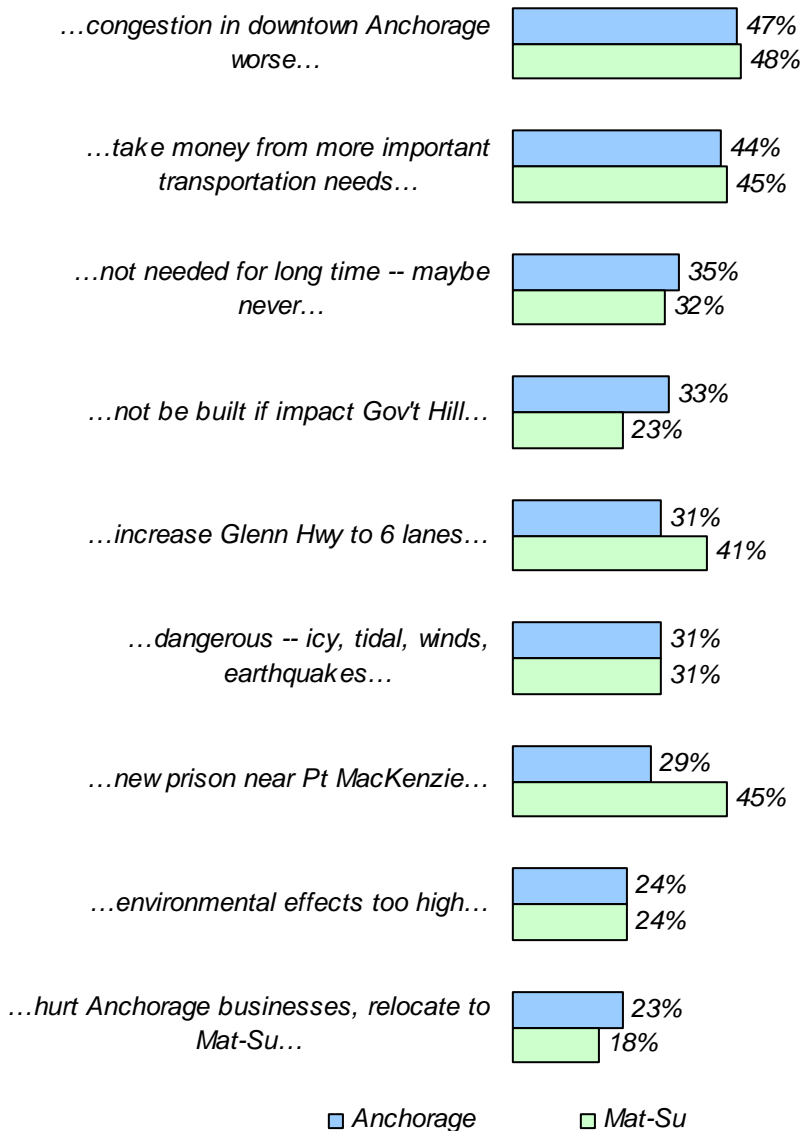




Mat-Su Valley residents are also less likely to be concerned about possible impact on Government Hill, and more likely to support widening the Glenn Highway.

Question: Please tell me whether you basically agree or disagree with these other points of view. (cont'd)

(% "strongly/somewhat agree")





Questions on this page asked only of Mat-Su respondents

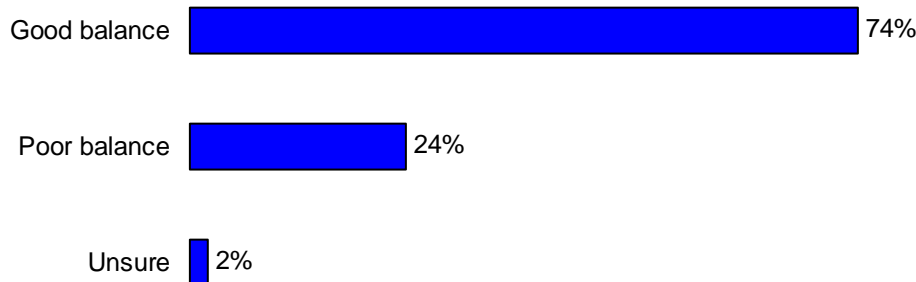
Residents of the Mat-Su Valley are equally split regarding whether a Knik Arm bridge will be more beneficial for some communities than others.

Question: If the proposed Knik Arm crossing is built do you feel it will or will not give some Mat-Su communities a competitive advantage over others?



However, as far as traffic and congestion are concerned, three out of four Mat-Su residents (74%) agree that a Knik Arm crossing will provide a good balance of benefits for both the eastern and western areas of the Borough.

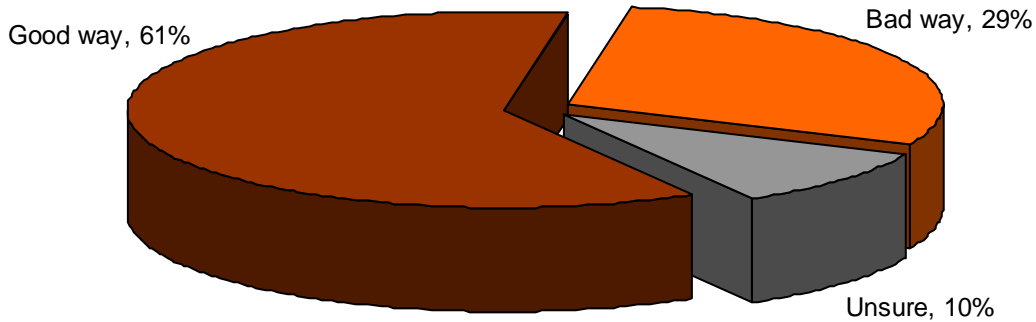
Question: A Knik Arm bridge between Point MacKenzie and Anchorage will attract users from Wasilla, Big Lake, Houston and the western part of the Mat-Su Borough. This will reduce traffic and congestion on the Glenn Highway which is used by the Butte, Palmer, Sutton and eastern part of the Mat-Su Borough. Does this seem like a good balance of benefits, or not?





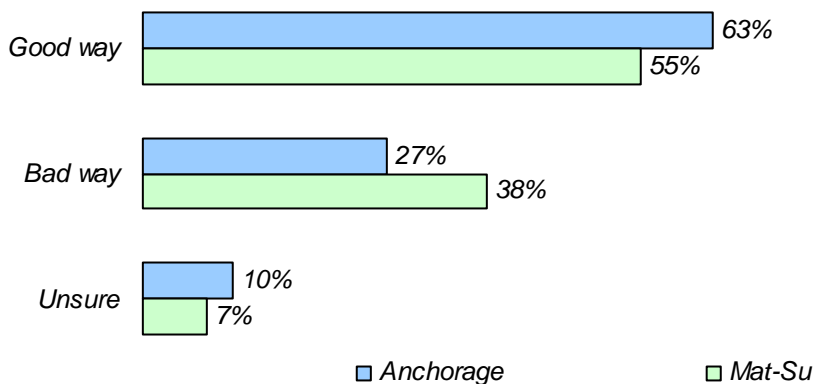
By approximately a 2:1 ratio (61% to 29%), Anchorage and Mat-Su Valley residents support a public-private partnership arrangement to build and pay for the Knik Arm bridge.

Question: The Knik Arm crossing would be a public-private partnership. The bridge is estimated to cost approximately 400 to 600 million dollars, with a federal gasoline tax paying for about one-fourth and a private company paying the other three-fourths. The private company will get its money back by charging a 3 to 4 dollar toll to use this bridge. Does this public-private partnership sound like a good way or bad way to build and pay for a Knik Arm bridge, in your opinion?



The public-private partnership approach has strong support in both the Anchorage and Mat-Su areas.

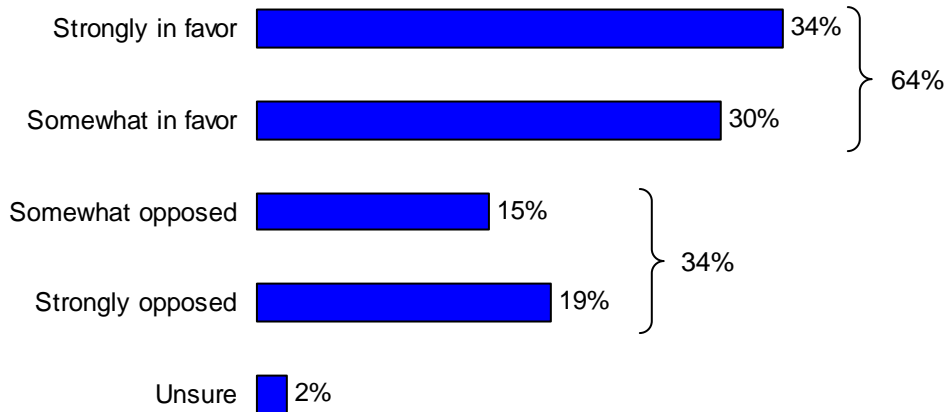
"...public private partnership good or bad way...?"





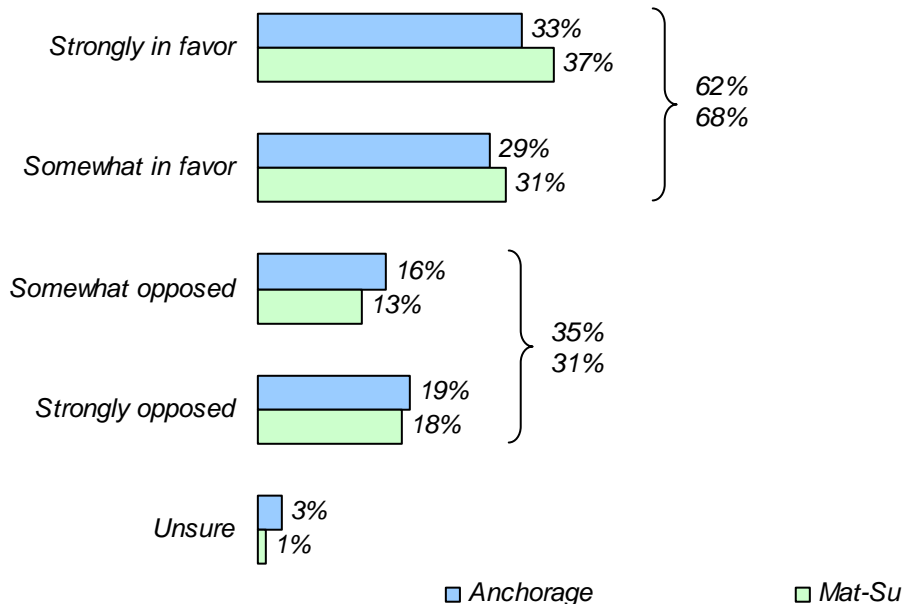
Nearly two out of three respondents in the Anchorage and Mat-Su Valley areas (64%) report they are either “somewhat” or “strongly” in favor of the Knik Arm crossing project...

Question: And now that we’ve had a chance to talk about some considerations and different points of view, what’s your personal opinion about the Knik Arm crossing project -- are you mostly in favor, or opposed?



...with support slightly higher in the Mat-Su Valley.

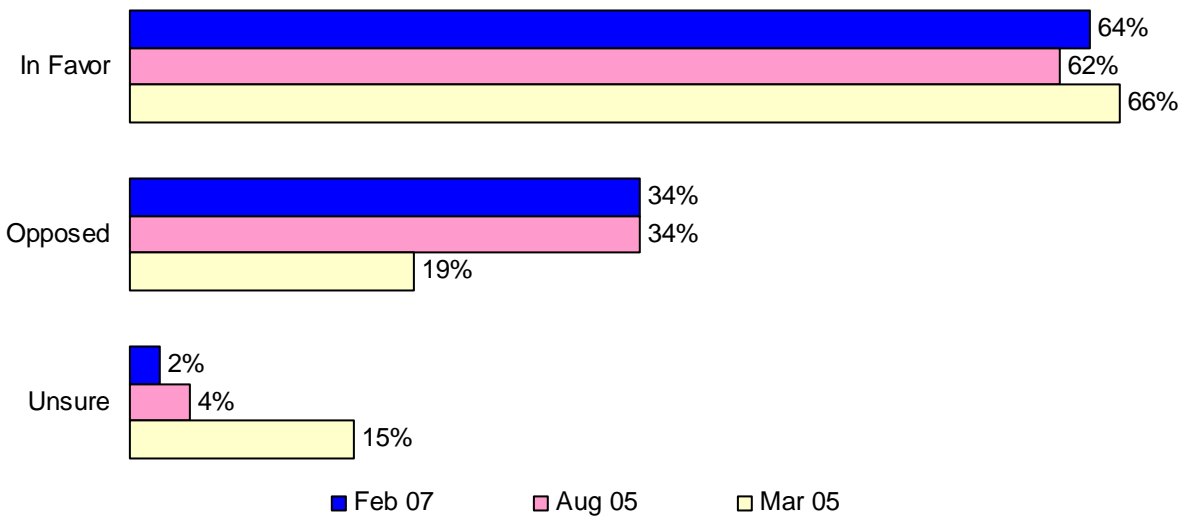
“...after considerations...mostly in favor or opposed...?”





And on an overall basis, support for the Knik Arm Crossing has remained high and basically consistent over the past three years.

“...after considerations...mostly in favor or opposed...?”



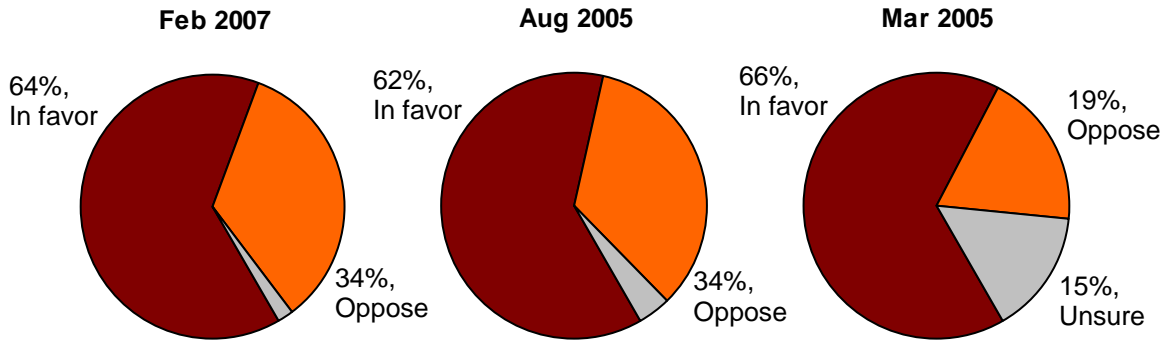
III Summary





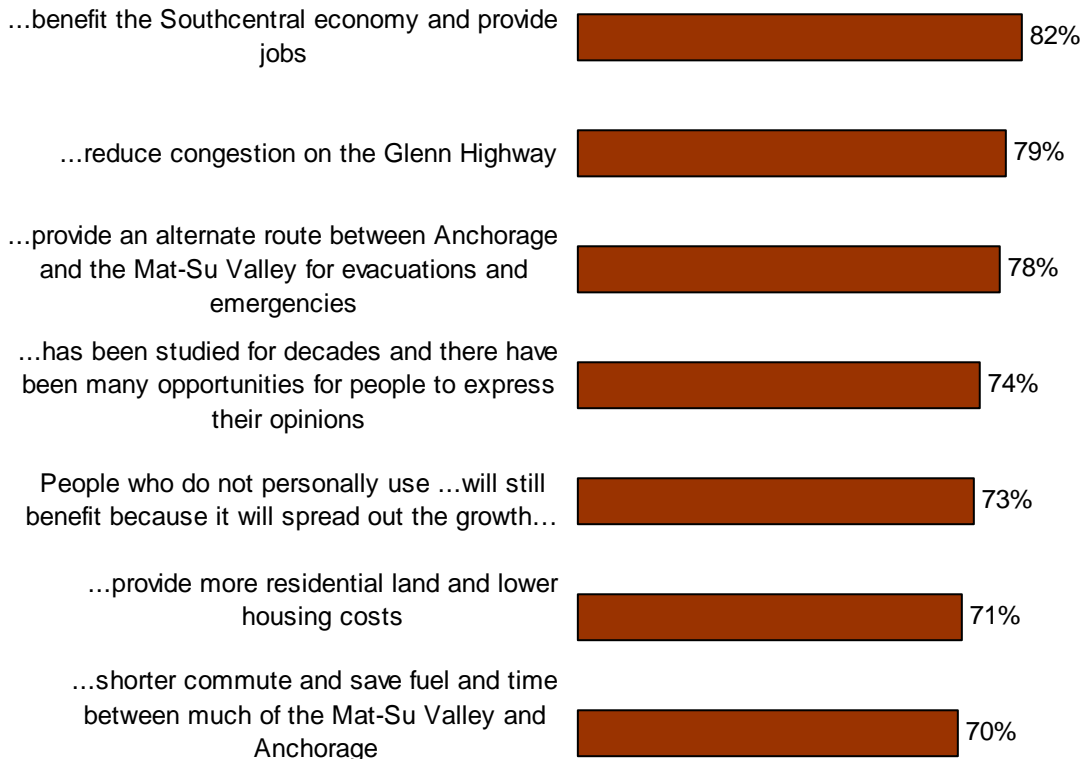
OVERVIEW: SUMMARY OF FINDINGS

- ◆ In summary, favorable public perceptions in Anchorage and the Mat-Su Valley regarding the Knik Arm Crossing have remained basically unchanged, and consistently high and supportive over the past three years.



- ◆ And by substantial margins, support is primarily based on “economic benefit and jobs”, “reducing congestion”, “providing an alternate route for emergencies”, “non-user benefit”, “lower housing costs” and “saving fuel and time”.

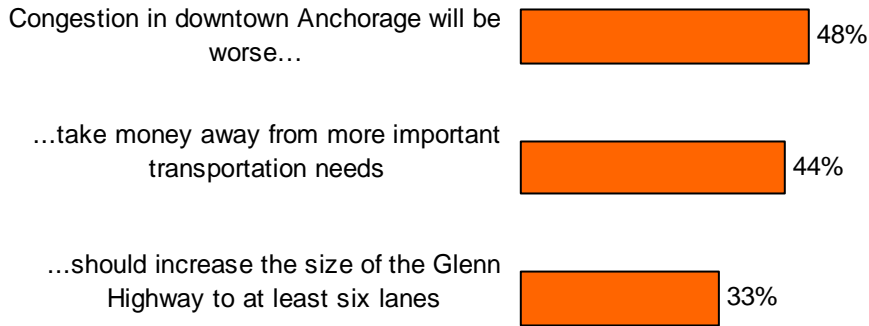
(% “strongly/somewhat agree”)



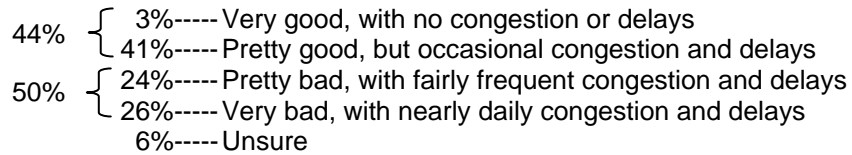


OVERVIEW: SUMMARY OF FINDINGS (CONT'D)

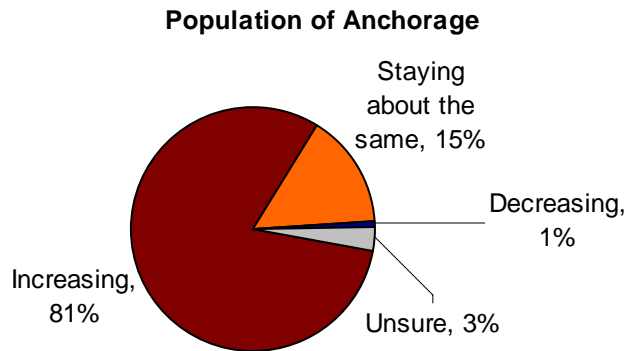
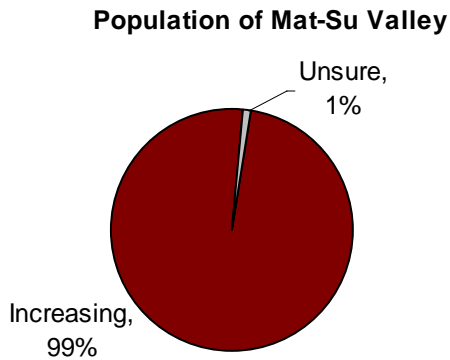
- ◆ Opposition to the Knik Arm bridge is primarily based on “congestion in downtown Anchorage”, “taking money from more important projects” and “increase the Glenn Highway to at least six lanes instead”.



- ◆ The largest percentage of Anchorage and Mat-Su Valley respondents believe the current Glenn Highway situation is not good, with “fairly frequent or nearly daily congestion and delays.”



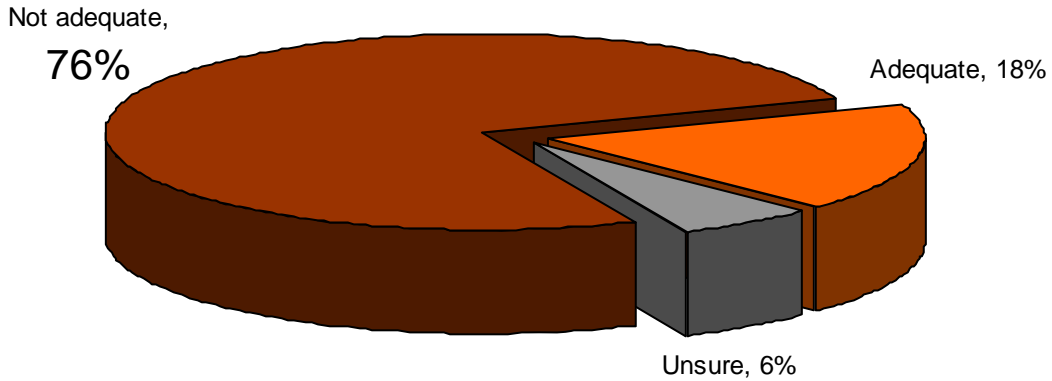
- ◆ And there is high awareness of extensive population growth in both Anchorage and the Mat-Su Valley.



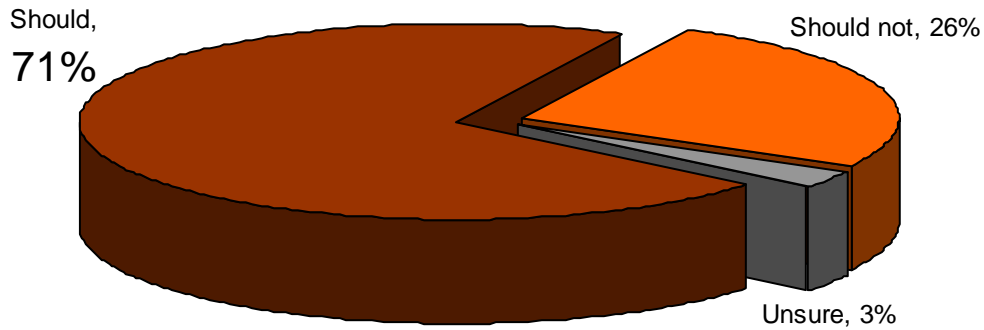


OVERVIEW: SUMMARY OF FINDINGS (CONT'D)

- ◆ By over a 4:1 margin (76% to 18%), Anchorage and Mat-Su respondents do not feel the current road between Anchorage and the Mat-Su Valley will be adequate for the next 25 years.



- ◆ And by a similar margin (71% to 26%), respondents believe planning for a Knik Arm bridge should be included in Southcentral Alaska's long-range transportation plan.



Verbatim Comments





Verbatim Comments

Question: *“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”*



ANCHORAGE

"This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you'd like to add or tell them at this point – do any other questions come to mind?"

Environmentalists don't need a "seat at the table" with all the powers that be, i.e. our government and engineering officials. They tried to stop the renewal of the gas pipeline leases. What do they expect -- that the pipeline will be cut out where the leases won't be renewed?

They should use the money to improve public transit in Alaska.

I am surprised at the \$3-4 toll. We heard it would be more. This all depends on what they do with the land out there. A prison may deter residences. I think it will hurt businesses in Wasilla.

They need to expand the rail service because it could accommodate the commuting service more efficiently and is a less costly way. Rail is a much more efficient method of transport.

I don't know that our engineering firms are good enough to build this bridge safely due to silt and ice in the winter. It's an engineering challenge. We don't fully comprehend the earth where we live. A rail system would be a better solution. People could come in faster and safer. Do the people in the Mat-Su Borough really want this?

Don't give up the ship! Get the bridge built!

Eventually, this will be needed. If you could find a different route other than through Government Hill so they don't disrupt families and neighborhoods. That would be a better plan and more acceptable to the city's residents.

I don't think we need the bridge and the public money would be better spent on education.

I don't think it should go through Government Hill. I would rather have them build it in the corridor between Fort Rich and Elmendorf.

Keep it open and honest. So many things that have happened in Alaska have been tainted in some way, so how about keeping this project above board and continue communicating with the people so they can make the right decisions.

I'm not fond of the toll idea. It's a public-use facility and it might be more appropriate that it be funded by public funds -- tax money.

It needs to be built. Make sure access in Anchorage has minimum effects in town.

I think the toll is a good idea. I'd go around instead of paying the toll.

The entry in Government Hill needs to be changed.





ANCHORAGE -- CONTINUED

"This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you'd like to add or tell them at this point – do any other questions come to mind?"

I would like to be informed on an open discussion and forum. Who is the private party and beneficiary of the tolls? Will taxpayers recoup their cost?

I would move to the Mat-Su if they build it.

Will it truly address the congestion problem as it is now? Please let us know the results of the environmental impact statements.

It's not for transportation as much as to develop land over there for money.

It is quicker to go on the Glenn Highway than take the bridge because of where Point MacKenzie is.

Build the bridge! We need it for emergency situations and evacuation.

We should make it a rail link.

It won't affect me in Peters Creek. It's the only logical way to go.

I would move out there to retire. I think the cost would be higher than it is projected out to the end.

I find it hard to believe that a private company would do this.

It really has to be carefully considered. Not just because the delegation has the influence, but the environmental implications and engineering challenges. Learn a lesson from the Whittier tunnel.

I think that their analysis needs to include planning for smart growth on the other side and environmental planning and community plans that are sensitive to the regions environmental resources.

As long as it's properly designed, it's a great option. The engineering is critical, though.

I think the distance into Wasilla, the mileage needs to be taken into consideration. The Knik-Goose Bay Road needs to be upgraded. The whole infrastructure needs to be done to make it work with the bridge. If it's not done, then the bridge won't be all that helpful. I would be more for the bridge if the infrastructure on the road was completed. I do like opening the area for recreational and even residential purposes. I think it would help our city.



ANCHORAGE -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

Give it up. It’s a boondoggle. There’s nothing they can do to convince me this is a worthwhile project.

I wish they could find a route not going through Government Hill and on the other side we may be building an airport so we need to make it work with that.

I think the bridge is needed just like the Golden Gate Bridge was needed when it was built.

I think they should just try the ferry and make it work.

I’m very much in favor of opening the commute between Anchorage, Palmer, and Wasilla by trains and bus transportation.

Just keep plugging. It’s sort of like hearing about statehood for years and thinking it would never happen and then, eventually it did happen.

I’d really like them to think hard and strong and do it the best way for all of us. A private investor is not the best way to go. We, the state, should do it ourselves so the toll comes back to the state. Already too much money goes to “outsiders”.

There are some very good people on the Port Authority. What is the effect on the Anchorage Port? The Anchorage port is at its limit and the only way to expand is to go to the Mat-Su side. The best justification would be the best justification for the bridge. Our docks are full. This part can’t handle all the expansion Alaska is considering.

There are other alternatives other than a bridge or expanding the highway that should be explored. I don’t think it will be a shorter access to Wasilla or Palmer. It would not help me one iota.

I think that the small portion of the population that would actually use that bridge could warrant the cost of building that bridge. It will only benefit the people in the western Mat-Su area. For the bulk of the population of the Mat-Su Borough, extending and expanding the highway would be more beneficial.

The cost of gas is going up and I think this would help.

We need to bond this bridge instead of toll it. Toll roads built in the last 60 years have proven that the toll goes up and you just keep paying for it. Bonds and taxes should be used to pay for any highway. There has not been a highway built in this state since 1972. It’s time to do something else.





ANCHORAGE -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

One of the biggest issues is that where the bridge will land on the Mat-Su side is not near the current business growth so the people in the Valley who wish to decrease their commute would still have to drive half an hour to get to the bridge. If they had a light rail system, it would decrease the need for a bridge.

We should plan for Anchorage and we could build a better community for people to live and not flee to the Valley. That is who we would lose out tax base to.

I think it would benefit if there were more roads and paths to get around Alaska. We’re limited by accessibility.

Go with the ferry and not the bridge.

I’d like to see more pamphlets with information about this in the mail or newspaper.

The paper makes it seem like the directors are grossly overpaid – more than \$100,000 per year.

I think we should wait this out a while and see if this is worth it. It seems like it’s mainly a big money making deal for the people over there involved with the bridge area and big-wheelers trying to get it going.

If you need someone to help sponsor it and get it going, call me! My business and I will help with it. Let’s get it going! I’m a Shriner.

I would like to tell them that I am very concerned about the environment and the affects that will happen. I think we need to consider using the rail for a commuter train. It could leave every 10 minutes and provide good service and cost only \$50 million to put into effect. It’s time we walk and use other forms of transportation. I’m concerned about all the congestion from more cars that we will have. We need to think about other options.

People talk about building bridges to nowhere, but even those bridges do go somewhere, if only to limited Alaskans. If the government is going to give us the money to do this, we should take the money and run.

All I can think of is all the impact studies – be done with them. They’re done to death. Also, build hydrogen electric turbines at the same time for use in lighting the bridge.

I think they need to do it. Like I said, I’m a “Greenie” but the people are going to keep coming up here.





ANCHORAGE -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

I will say one thing, it’s too bad something wasn’t done with the public money, when we had the money, to build a mass transit system.

I would tell them to take a serious look at hover craft as transportation across the inlet.

I’m not against a bridge, but it’s being built on an earthquake fault, and I don’t like the route through Government Hill. Put it through anywhere else and I wouldn’t care. Also, if you’re going to do it, put in turbines and get the free power!

I think it’s time has come. The mentality now is “we can’t”. Let’s grab the bull by the horns and do it. Why can’t we do a better job of publishing the other side of our story? People Outside seem to think we want a bridge to nowhere, only they don’t live here and don’t see the benefit. The Golden Gate Bridge never would have been built with that kind of mentality, yet it was done.

The landing point in Anchorage is the most controversial thing. If they could bring the bridge into an unpopulated area, that would be the best route. Even between Anchorage and Eagle River somewhere. A \$3-4 toll fee is pretty steep.

This is a critical project for Alaska’s continued growth and diversity of economic engines, like military, oil, fish, etc. There’s land and opportunity out in the Valley and they need to get started. Anchorage is landlocked.

I wonder if mass transit has been investigated and fully looked into instead of the bridge, like a high speed train between here and the Valley, buses that are efficient.

I think a ferry is more practical than a bridge is.

The growth in Eagle River, where I live. There’s so much congestion from just these people, it is just terrible between 7-8:30am and it’s very taxing on the road. I now go to work after 8:30 and it takes 20 minutes. Otherwise it takes an hour!

I don’t think the bridge is going to be practical at this time. It will go longer and cost more than \$600 million. There’s no way the population can support it at this time.

The capital investment is too expensive for us as of now. Development in the Mat-Su should be allowed to continue and as it develops, the need for commutes will be less. Now entities will be developing out there, like the new medical center and the prison. I think the development of a deep water port needs to be considered in any capital improvement plan. The solution is to move more of Anchorage to Mat-Su, not more of Mat-Su into Anchorage



Verbatim Comments

Question: *“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”*



MAT-SU VALLEY

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

Please serve the Settler’s Bay area; in other words, they need to fix the Knik-Goose Bay Road all the way to the port, otherwise we won’t use it.

I just think they are wasting their money.

Roads on this end really need to be improved from Cat through Knik, lot of roads. Knik needs to be widened, it is banked wrong and needs shoulders. Burma Road needs improvements and also Pt. Mackenzie Road. They both need to be widened and have shoulder improvements. We need more and better roads between Kink and Parks Highway. I hate to see a few people make a lot of money on this bridge project. I don’t think it will ease congestion.

They need to open a route via highway, bridge, or bridges and rail. Rail could be included on the same bridge. Where feasible, link to the Parks Highway to make an adequate corridor between Anchorage and Fairbanks for tracks, hauling, and to open the other side of the Valley. It would shorten the trip between Fairbanks and Anchorage.

At this time, the Kink Bridge Crossing has become a political liability on a national level, along with the “bridge to nowhere”. Alaska will suffer because it has been talked about forever with nothing being done. As far as the Glenn Highway, from Peters Creek to Eagle River hill, it is badly congested, especially in winter, you can count on that. At a minimum, add one more lane or a by-pass around Eagle River (headed South). I think there will come a time for the bridge, but it is not now.

Governor Palin rocks! She should get it going!

If it gets done earlier the cost will be less.

It’s really important to build the bridge. I’d like the bridge to do more than one thing, like generate power, rather than just to move traffic across. I have seen Sydney Bridge and Brooklyn Bridge. They were built for art, too.

It’s been studied and studied and given more money to study, but nothing has been done!

This project and Ketchikan’s road out of Juneau take money away from other projects, especially four-lanes in the road out of Wasilla. Money should go to other, more practical projects. I’m concerned with the infrastructure impact on the Borough. It just hasn’t been identified.

I can tell you I’m for it, but not for selling it. It should be an investment and we should own in and make the profit.





MAT-SU VALLEY -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

I think it’s a bad idea. It wouldn’t save that much time. There is enough development going on. Congestion will stay that way. The environment is not good because of the hazards of a bridge of that length and that topography -- ice fog, climate, earthquakes, etc.

They are spending too much money on this, as far as I’m concerned.

I’m an iron worker. Maybe I could hire on with them.

There are bigger bridges than this all over. There are so many accidents on the Glenn. An alternate route would be available when there is a high wind warning.

I’m against it.

I would like to see a tidal power generator built under the bridge. We have some of the fastest tides in the world.

Keep trying to get it built.

My big concern is the large amount of money that will be taken away from other projects. Also, it has been stated that the toll cost will be expanded after the first two years. How much will it go up then? When Don Young goes out of office, we will be stuck with a bridge in his honor. I suggest a toll express lane restricted to the number of people in a car. There needs to be Federal and State money provided to have a commuter rail service between the Valley and Anchorage. The railroad has already been improved and you can make the trip in less than an hour. If they put a commuter rail system, as Colorado Rail did, it could even be faster.

The questions were sufficient to allow me to express my opinion.

They should flatten the Eagle River Bridge and smooth the gully out and give us three more lanes of traffic. Valley residents out here have conflict with paying for transportation into town. A train is not the answer, and I won’t pay a toll. Do something about the highway.

It sounds like everybody is doing a good job promoting it.

I would just like to know clearly the safety for the crossing. Will it affect the whales? Are they going to, from the beginning, figure out how to relieve the congestion it will cause in Anchorage?

I just want it to be honest and fair.





MAT-SU VALLEY -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

No one has said what will happen to Knik Bay Road/KGB. It is a major concern. Do they plan to widen it or leave it like it is? They need to widen it if they are going to build the bridge and install traffic lights. The only other thing is before the bridge is built, Mat-Su would need a Sheriff’s Department to help out with the increase in population that will happen if the bridge is built.

It should happen, but build it without the hefty tolls. Bring in a separate agency to build it. A private company is not the way to go. Taxpayers should pay more to keep the toll down! It needs to move forward and be built.

I hear a lot about the Government Hill part of the project and I feel that they are going to lose a couple of houses and even if they take out more, the eminent domain for the good of most people, should outweigh everything. It’s not for the private business or condos, or something like that. Maybe Lisa Murkowski will be able to sell her house there.

They should have built it back when Mike Gravel was talking about it.

We all decided years ago that we did not want the bridge. It was put up for a vote and voted down. We all said no. Now, it’s back and they are spending millions of dollars again of the taxpayer’s money. They should review the old notes -- minds haven’t changed.

On the Anchorage end of the bridge, the bridge from Moose Point, is it part of this project?

Let’s go for it!

It would be an absolute boom to the travel industry because it would cut a couple of hours of driving time.

My main thing is cost. I don’t mind paying the toll, but would there be a monthly pass? Is it the more you used it, the less you’d pay?

What about the ice build up on the Knik River? How much quicksand is there out there? Who ever dreamed up the bridge, it can not be done without the Federal Government stepping in. I’m not going to use the bridge and neither are a lot of other people I know.

I know this has been thought about for years and studies have been done ,and they said that it’s not do-able because of the bottom, there’s no foundation for it. We ought to use the money for schools.

Hurry! Let’s get the thing built!





MAT-SU VALLEY -- CONTINUED

"This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you'd like to add or tell them at this point – do any other questions come to mind?"

I'm trying to figure out their timeline and is there consideration for one? Also, the time period -- how long will it take?

I think the crossing would benefit people in Knik, mostly land investors, and for the rest of us it would be the same and cost us money.

They need to have more meetings. This bridge needs to be able to carry trains. I've been helping in New Orleans and they keep building the same bridges. They need to be built to withstand a tsunami. We need to be steel grading so the water will go through. It'll be a stronger bridge to haul cars on top and a train on the bottom. I'd love for them to call me so I know when the next meeting is and I could make a presentation.

I think the general idea of the bridge is a good idea, but I also think they need to look into reinstating a commuter rail to relieve the congestion on the highway.

I think the ferry should be researched more and I think with the technology we have we could harness the flow of the tide in conjunction with the bridge.

It sounds like a pretty good idea.

Let the people talk. I went to a meeting and they would only give us 2 minutes to speak. If they are going to have open discussion with the public, give them time to say what they think.

I would like to know all of the options. The toll charge sounds excessive.

The whole thing, project, is based on greed and avarice on the part of the landowners and real estate agents attempting to push a project the public has expressed no interest in or desire for.

Do it. It will be better than the traffic that's on the Glenn Highway now!

Living on the Palmer side, it really won't impact me. Pt. Mackenzie is a 40 mile drive for me. I currently live 42 miles from work.

They should either build it or quit talking about it. I've heard about it for 20 years!

This has been needed at least from 1970 and before that, the 1950's. It's time it was built!

I would like them to campaign this project to truckers and commercial drivers. This bridge would save millions of dollars in fuel costs alone. Do it.





MAT-SU VALLEY -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

It’s going to benefit both Anchorage and the Mat-Su. Don’t drop it because of special interest groups. Wildlife will adapt to the bridge, like it does on the Slope. The Glenn Highway is crazy, it takes two hours to get home. If you don’t drive the Glenn everyday, you don’t know what you’re talking about.

They need a good route to the new prison.

Anchorage needs that bridge real bad. They’re going to need the room and the port down there. I talked to a lot of people and the biggest thing they said is they heard the toll was \$5-6 and you said \$3-4! The people in the Big Lake area will probably use it. It will be closer to the southern part of Big Lake.

I’d love to see the bridge put in because it would open up roads up here in Alaska. If they don’t, it will just squeeze off Alaska! People won’t be able to go hunting and fishing and stuff like that! I’ve lived here all my life.

We need another option in case there’s a disaster in order to evacuate. If the bridge is not going to work, why not a ferry?

I think it’s a good idea to do this, it’s excellent.

My only comment is that a bridge would be a wonderful thing, but it’s way too much money for private industry to build. Nobody is going to pay, they will never come close to paying for the bridge that way.

I think they made a bonehead mistake when they gave themselves a raise, and I guess I would like to see different designs other than all these into the inlet. I know they cannot use a suspension bridge because of the military base and the jets. Would a cable stage design be appropriate?

I would like to know what the bridge crosses, and what are they planning on doing to eliminate congestion on Knik Road. How are they going to solve the congestion that will be developed with the bridge crossing? It is a nightmare out there now. It will open up lots more homes and traffic will be like a two-lane Glenn Highway, that’s my biggest concern. I wouldn’t drive the bridge in the winter. However, I would still have to drive Knik Road, there is no escape from that. They should do Knik Road before they build the bridge and add traffic of the construction, hauling trucks, etc. My objection is to the congestion on Knik Road which will worsen with the bridge and prison.





MAT-SU VALLEY -- CONTINUED

"This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you'd like to add or tell them at this point – do any other questions come to mind?"

Hurry up! I'm in complete agreement with it as long as a private party takes care of it.

We need to make people more aware of the time it takes to travel here. It takes 45 minutes to an hour to get from Carrs to Pt. MacKenzie. Most people in Anchorage think it's 15-20 minutes. Also, I can see Anchorage's non-desire for have a bridge or ferry because of two things – first, it's going to take population away from Anchorage, and second, they will lose a tax base.

We are opposed to the bridge. We live in the Upper Valley and don't want Anchorage any closer to us. We don't mind the drive.

Definitely we don't need a bridge down south, that Ketchikan bridge to nowhere, But I think that should be definitely disregarded. Population is where we are at. We are running out of room in Anchorage -- was that 200,000 more in 25 years? We have to make an emergency exit out of that city, Anchorage, all I think about is a disaster. Maybe the bridge won't hold up, maybe it will fall. Truthfully, we need a different exit.

If they don't get off the pot, it's going to cost ten times more. They really need to get it done.

They don't need to be in a hurry to build it, there are lots of other roads to be repaired first. The toll thing is not good, it'll continue to go up.

If it was built, how long would it take? Are they going to hire locals? If it's a union job, which union?

The reason I feel so strong about it is I grew up where they built the bridge across the Columbia River and if they can do that, they can do this.

Get their butts in gear and don't listen to the squeaky wheels; pay attention to the silent majority. It's about 20 years too late. It needs to have a corridor for bicycles, snowmachines, and walking. It needs to have a railroad, a restaurant, and a hotel. It should be a landmark!

I think \$3-4 is way too high and I would strongly urge a commuter train. I'd do that first before anything. They did try buses years ago between Talkeetna, Willow, and Anchorage and that didn't work very well and they all complained about the traffic.

Don't just build the bridge, get some power on that bridge to help pay for the cost of it. Make it expandable by at least two lanes each way with a walkway. I know it's going to be lighted, that's about it. Just build with power generation to operate it and then sell power to the utility company and they can use the tidal action for power.





MAT-SU VALLEY -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

Tell those guys and the seated commission I need part of their salary because I didn’t get a raise like they gave themselves. They have to perform now and get this thing done. They have to get it built and make it work.

We want train/commuter service to Wasilla. Also, there is the Castle Mountain fault in back of Wasilla and with a 7.5 earthquake predicted in the near future, we would be absolutely without a road to get out without a bridge. It is really necessary, but puts design constraints on building the bridge.

I want to know what happened to all the money to buy ferries to use until the bridge is built. If it hasn’t been stolen by someone in DC, they need to put it to good use for the bridge. Build it without a toll and without an Outside company, and build it now.

We need to build it right away., It just gets more expensive to wait. The area is going to grow now, so what’s the hold up? If we can put a man on the moon, I’m sure we can get around the engineering to cross that inlet.

There’s been very little talk about a commuter rail system. I think that’s conspicuously absent. It’s for moving large amounts of people to and from here to Anchorage.

There’s only two ways in and out of Anchorage, one north and one south. There should be another one. I think they should take Ingra and Gambell and run them across the railroad yards to the edge of Elmendorf to connect to the bridge.

Has a light rail study been done to compare to a bridge? Actually, an elevated rail would be best. That way we would not hit moose.

Well, I often wonder how New York City or Washington, D.C. would function with one road in and out. Anchorage has managed to get along with one road only up until now, but it’s time to join the 21st century.

I just commuted for 13 years and saw my number coming up and quit. I now enjoy my three extra hours a day.

I commute everyday in that mess and they need to add two more lanes now! It’s gotten so much worse over the last 3-4 years.

Study hard. Study all the mitigating options. Government Hill is not the best route. Not enough people would benefit over the shortest time. It should be built straight down the Seward Meridian.





MAT-SU VALLEY -- CONTINUED

“This survey is sponsored by the Knik Arm Bridge and Toll Authority, which – in conjunction with public scoping meetings – is part of their continuing effort to maintain open communication with the public during the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point – do any other questions come to mind?”

I would like to say it’s not the only solution. It should be part of the solution, not the end all. How come they haven’t considered running the railroad across the inlet along with the bridge?

My main concern is the detriment to the Mat-Su economy. It will only benefit Anchorage people.

Not enough people live in that area -- there is not enough population there.

I was growing up in Spokane when a toll bridge was built. There was no toll after it was paid for. It is a good idea to do this.

A railroad train and buses might be better.

Get off your duffs and do it now. You said you would 25 years ago.

I feel it is necessary to open the northern portion of the Valley first. I’m 40 miles from Anchorage and 45 from the bridge. Do it later when the population increases.

Quit wasting your money on this survey and do it. Bridges are built all over the world. Look at the Upper Peninsula in Michigan. The bureaucrats should be fired. You can consult me at any time.

I had a meeting with the former director of the International Airport and he said they will be moving the airport to the Valley in 30 years!

I’m not paying and it won’t save me any time. Let’s use light rail.

The bridge is way out financially. Use a ferry. It’s a more economic way to go.

Would they improve the road to get to Pt. MacKenzie and would they make it four lanes? Would the bridge be two lanes or four lanes?

Just make the decision to go ahead and stop talking about it. It’s like the capital. We’ve voted to move it and it’s not happening. Just make the decision.

I don’t think all avenues for coming into Anchorage have been explored. Maybe the military bases need to give some time to work with the entry way. Also, I don’t like the special interest groups buying up lots of land because of speculation, and I don’t like a lot of the political plans based on the speculation, either. The current plan still has a lot of miles to it and the road on the Mat-Su side hasn’t been addressed. It has need of much upgrade and infrastructure.





Crosstabulations



**As far as you know, is the population of the
Mat-Su Borough increasing, staying about the
same or decreasing?**

		Unsure	Increasing
TOTAL		1%	99%
Location	Anchorage	1%	99%
	Mat-Su Valley	0%	100%
Age	18-29	0%	100%
	30-44	0%	100%
	45-59	2%	98%
	60+	1%	99%
Gender	Male	1%	99%
	Female	1%	99%
Own or Rent	Own	2%	98%
	Rent	0%	100%
Assembly District	1	0%	100%
	2	4%	96%
	3	1%	99%
	4	0%	100%
	5	2%	98%
	6	1%	99%
Mat-Su Area	Palmer	0%	100%
	Wasilla	0%	100%
	West of Wasilla	0%	100%

And what about the population of Anchorage -- is it increasing, staying about the same or decreasing?

		Unsure	Increasing	Staying same	Decreasing
TOTAL		3%	81%	15%	1%
Location	Anchorage	1%	84%	14%	1%
	Mat-Su Valley	9%	70%	18%	3%
Age	18-29	0%	90%	10%	0%
	30-44	3%	78%	20%	0%
	45-59	1%	80%	17%	2%
	60+	6%	83%	9%	1%
Gender	Male	2%	81%	17%	1%
	Female	4%	82%	13%	2%
Own or Rent	Own	3%	77%	19%	2%
	Rent	2%	90%	7%	0%
Assembly District	1	0%	82%	18%	0%
	2	3%	72%	21%	4%
	3	4%	91%	5%	0%
	4	0%	82%	18%	0%
	5	0%	88%	12%	0%
	6	0%	82%	17%	1%
Mat-Su Area	Palmer	12%	69%	17%	2%
	Wasilla	7%	73%	15%	5%
	West of Wasilla	4%	68%	28%	0%

Based on what you've read or heard from others, or your own personal experience, how would you rate the current Glenn Highway traffic between the Mat-Su Borough and Anchorage?

		Unsure	Very good	Pretty good	Pretty bad	Very bad
TOTAL		6%	3%	41%	24%	26%
Location	Anchorage	7%	3%	40%	24%	26%
	Mat-Su Valley	1%	3%	44%	26%	26%
Age	18-29	0%	2%	84%	10%	4%
	30-44	9%	7%	34%	17%	33%
	45-59	4%	0%	35%	33%	27%
	60+	8%	3%	44%	20%	25%
Gender	Male	6%	4%	44%	24%	22%
	Female	7%	1%	38%	24%	31%
Own or Rent	Own	5%	2%	37%	28%	28%
	Rent	9%	4%	47%	16%	24%
Assembly District	1	0%	0%	50%	38%	11%
	2	4%	3%	33%	33%	28%
	3	9%	0%	47%	23%	21%
	4	1%	0%	36%	22%	41%
	5	22%	0%	59%	11%	8%
	6	5%	11%	21%	23%	40%
Mat-Su Area	Palmer	0%	3%	46%	29%	22%
	Wasilla	2%	3%	44%	21%	30%
	West of Wasilla	2%	2%	40%	21%	34%

Have you read or heard anything about the Knik Arm Crossing during the last month or two?

		Unsure	Yes	No
TOTAL		0%	71%	28%
Location	Anchorage	0%	70%	30%
	Mat-Su Valley	1%	78%	22%
Age	18-29	0%	90%	10%
	30-44	0%	44%	56%
	45-59	0%	75%	25%
	60+	0%	83%	17%
Gender	Male	0%	79%	21%
	Female	0%	64%	36%
Own or Rent	Own	0%	75%	25%
	Rent	0%	66%	34%
Assembly District	1	0%	72%	28%
	2	0%	71%	29%
	3	0%	89%	11%
	4	0%	48%	52%
	5	0%	75%	25%
	6	0%	59%	41%
Mat-Su Area	Palmer	0%	79%	21%
	Wasilla	2%	77%	21%
	West of Wasilla	0%	75%	25%

The University of Alaska forecasts that the Anchorage and Mat-Su populations will increase by nearly 200,000 residents over the next 25 years.

Do you feel the current road between Anchorage and the Mat-Su Valley will or will not be adequate for transportation and commuting over that period of time?

		Unsure	Adequate	Not adequate
TOTAL		6%	18%	76%
Location	Anchorage	7%	21%	72%
	Mat-Su Valley	0%	6%	94%
Age	18-29	0%	81%	19%
	30-44	9%	20%	72%
	45-59	5%	10%	85%
	60+	7%	15%	78%
Gender	Male	4%	18%	79%
	Female	8%	19%	73%
Own or Rent	Own	2%	12%	86%
	Rent	14%	29%	57%
Assembly District	1	18%	32%	50%
	2	0%	8%	92%
	3	0%	32%	68%
	4	4%	27%	70%
	5	30%	10%	61%
	6	2%	14%	83%
Mat-Su Area	Palmer	0%	7%	93%
	Wasilla	1%	2%	97%
	West of Wasilla	2%	6%	92%

Do you feel planning for a Knik Arm bridge should or should not be included in Southcentral Alaska's long-range transportation planning?

		Unsure	Should	Should not
TOTAL		3%	71%	26%
Location	Anchorage	2%	72%	26%
	Mat-Su Valley	8%	66%	26%
Age	18-29	3%	79%	18%
	30-44	3%	64%	32%
	45-59	3%	77%	21%
	60+	5%	66%	30%
Gender	Male	2%	74%	23%
	Female	4%	67%	28%
Own or Rent	Own	4%	67%	29%
	Rent	2%	78%	20%
Assembly District	1	2%	67%	31%
	2	2%	80%	19%
	3	0%	89%	11%
	4	4%	65%	32%
	5	3%	46%	51%
	6	4%	73%	23%
Mat-Su Area	Palmer	11%	63%	26%
	Wasilla	3%	69%	27%
	West of Wasilla	5%	76%	20%

Anchorage and the western part of the Mat-Su valley are approximately 2 miles apart, however the Knik Arm body of water is in-between so it requires 80 miles of highway to go around the Knik Arm to connect the two areas. If the transportation connection between Anchorage and the Mat-Su Borough is to be improved, which do you feel is the best solution: build a bridge or expand the highway?

		Unsure	Bridge	Highway	Neither/ Don't improve
TOTAL		6%	52%	32%	10%
Location	Anchorage	5%	53%	30%	11%
	Mat-Su Valley	7%	50%	36%	7%
Age	18-29	7%	9%	76%	8%
	30-44	9%	59%	22%	10%
	45-59	3%	57%	32%	8%
	60+	7%	51%	29%	13%
Gender	Male	4%	56%	29%	11%
	Female	8%	49%	34%	9%
Own or Rent	Own	6%	52%	31%	11%
	Rent	6%	54%	32%	8%
Assembly District	1	0%	45%	39%	16%
	2	3%	65%	25%	6%
	3	4%	45%	45%	6%
	4	13%	42%	28%	17%
	5	5%	55%	21%	19%
	6	6%	65%	21%	8%
Mat-Su Area	Palmer	8%	42%	44%	6%
	Wasilla	7%	58%	27%	8%
	West of Wasilla	4%	63%	26%	6%

The budget for a Knik Arm bridge specifies that most of its construction and all of its maintenance would be paid by users of the bridge, not tax money.

If the Glenn Highway is to be expanded, do you feel most of its construction and all of its maintenance should be paid for by its users, or by tax money?

		Unsure	Users	Taxes	Don't expand
TOTAL		6%	31%	61%	2%
Location	Anchorage	6%	32%	60%	3%
	Mat-Su Valley	9%	25%	65%	1%
Age	18-29	5%	74%	21%	0%
	30-44	9%	31%	53%	7%
	45-59	6%	29%	64%	1%
	60+	4%	25%	70%	2%
Gender	Male	8%	26%	65%	1%
	Female	4%	36%	56%	3%
Own or Rent	Own	6%	31%	62%	2%
	Rent	7%	32%	58%	4%
Assembly District	1	0%	38%	46%	16%
	2	3%	32%	63%	2%
	3	2%	42%	56%	1%
	4	12%	21%	66%	1%
	5	6%	28%	63%	3%
	6	9%	29%	62%	0%
Mat-Su Area	Palmer	11%	28%	60%	1%
	Wasilla	5%	25%	69%	2%
	West of Wasilla	8%	14%	76%	2%

AGREE OR DISAGREE:

A Knik Arm crossing will benefit the Southcentral economy and provide jobs.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		3%	38%	44%	12%	4%
Location	Anchorage	2%	35%	48%	11%	4%
	Mat-Su Valley	3%	49%	27%	16%	5%
Age	18-29	0%	6%	85%	9%	0%
	30-44	3%	43%	37%	9%	7%
	45-59	3%	39%	40%	14%	4%
	60+	3%	38%	46%	10%	3%
Gender	Male	2%	48%	36%	10%	3%
	Female	3%	27%	52%	13%	5%
Own or Rent	Own	4%	36%	45%	11%	4%
	Rent	0%	41%	42%	13%	4%
Assembly District	1	3%	25%	25%	25%	21%
	2	2%	37%	50%	11%	0%
	3	2%	42%	50%	3%	2%
	4	7%	26%	42%	20%	5%
	5	0%	17%	77%	4%	2%
	6	1%	48%	38%	10%	2%
Mat-Su Area	Palmer	3%	48%	23%	21%	4%
	Wasilla	3%	49%	32%	10%	7%
	West of Wasilla	4%	50%	33%	7%	6%

**AGREE OR DISAGREE:
Building a Knik Arm bridge will reduce congestion on the Glenn Highway.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		3%	41%	38%	10%	8%
Location	Anchorage	3%	42%	39%	9%	7%
	Mat-Su Valley	1%	39%	33%	16%	10%
Age	18-29	0%	78%	11%	9%	2%
	30-44	0%	37%	46%	7%	9%
	45-59	2%	43%	37%	13%	5%
	60+	6%	34%	39%	9%	11%
Gender	Male	5%	41%	38%	9%	7%
	Female	1%	42%	37%	12%	8%
Own or Rent	Own	2%	38%	40%	13%	7%
	Rent	4%	48%	33%	5%	9%
Assembly District	1	0%	25%	29%	25%	21%
	2	3%	39%	39%	11%	9%
	3	7%	64%	24%	1%	4%
	4	1%	35%	52%	5%	7%
	5	2%	16%	62%	7%	14%
	6	3%	48%	36%	13%	0%
Mat-Su Area	Palmer	2%	34%	31%	19%	13%
	Wasilla	1%	45%	35%	12%	7%
	West of Wasilla	0%	48%	37%	12%	3%

**AGREE OR DISAGREE:
A Knik Arm crossing will provide an alternate route between Anchorage and the
Mat-Su Valley for evacuations and emergencies.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		3%	41%	37%	12%	6%
Location	Anchorage	4%	40%	38%	13%	5%
	Mat-Su Valley	1%	48%	35%	8%	8%
Age	18-29	4%	8%	83%	1%	4%
	30-44	1%	47%	23%	21%	8%
	45-59	6%	41%	36%	13%	5%
	60+	1%	45%	40%	7%	7%
Gender	Male	6%	49%	32%	9%	5%
	Female	1%	34%	43%	16%	6%
Own or Rent	Own	3%	43%	37%	11%	6%
	Rent	4%	39%	37%	15%	5%
Assembly District	1	0%	28%	26%	24%	23%
	2	3%	52%	35%	10%	0%
	3	7%	44%	41%	2%	6%
	4	7%	36%	37%	19%	2%
	5	2%	18%	52%	22%	6%
	6	3%	51%	31%	13%	2%
Mat-Su Area	Palmer	0%	46%	39%	4%	10%
	Wasilla	1%	51%	33%	9%	6%
	West of Wasilla	2%	50%	24%	19%	4%

AGREE OR DISAGREE:

A Knik Arm crossing has been studied for decades and there have been many opportunities for people to express their opinions.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		5%	32%	42%	14%	6%
Location	Anchorage	5%	30%	44%	15%	7%
	Mat-Su Valley	5%	40%	37%	13%	5%
Age	18-29	13%	6%	81%	0%	0%
	30-44	3%	22%	51%	9%	14%
	45-59	3%	37%	36%	20%	4%
	60+	6%	38%	37%	13%	6%
Gender	Male	4%	43%	34%	12%	7%
	Female	6%	21%	50%	17%	6%
Own or Rent	Own	7%	36%	37%	14%	6%
	Rent	1%	25%	52%	15%	8%
Assembly District	1	2%	31%	23%	22%	21%
	2	5%	26%	43%	22%	3%
	3	0%	33%	54%	4%	9%
	4	10%	22%	56%	7%	5%
	5	4%	27%	37%	32%	0%
	6	8%	36%	37%	14%	6%
Mat-Su Area	Palmer	4%	40%	36%	13%	6%
	Wasilla	8%	43%	34%	14%	1%
	West of Wasilla	2%	35%	45%	12%	6%

AGREE OR DISAGREE:

People who do not personally use the Knik Arm crossing on a regular basis will still benefit because it will spread out the growth, and reduce overcrowding and congestion in any one area.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		5%	34%	39%	15%	6%
Location	Anchorage	6%	33%	40%	16%	6%
	Mat-Su Valley	5%	40%	35%	12%	8%
Age	18-29	0%	72%	19%	9%	0%
	30-44	11%	30%	38%	12%	9%
	45-59	2%	32%	47%	15%	4%
	60+	7%	32%	34%	18%	9%
Gender	Male	4%	41%	34%	16%	6%
	Female	7%	28%	44%	14%	7%
Own or Rent	Own	5%	29%	47%	13%	7%
	Rent	7%	44%	26%	18%	5%
Assembly District	1	0%	36%	11%	28%	25%
	2	2%	29%	65%	4%	0%
	3	1%	56%	25%	10%	8%
	4	4%	22%	46%	26%	1%
	5	19%	13%	48%	19%	2%
	6	7%	27%	49%	13%	4%
Mat-Su Area	Palmer	8%	38%	34%	11%	9%
	Wasilla	1%	43%	37%	11%	8%
	West of Wasilla	0%	44%	35%	15%	6%

AGREE OR DISAGREE:

Anchorage is rapidly running out of usable land and a Knik Arm crossing will provide more residential land and lower housing costs.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		5%	34%	37%	15%	9%
Location	Anchorage	5%	34%	37%	15%	8%
	Mat-Su Valley	4%	35%	39%	13%	10%
Age	18-29	0%	77%	7%	10%	6%
	30-44	8%	26%	43%	10%	13%
	45-59	1%	36%	39%	19%	5%
	60+	9%	28%	38%	14%	11%
Gender	Male	4%	32%	42%	13%	9%
	Female	6%	37%	33%	17%	8%
Own or Rent	Own	3%	29%	42%	18%	8%
	Rent	9%	44%	28%	9%	9%
Assembly District	1	0%	25%	18%	31%	25%
	2	2%	15%	57%	20%	7%
	3	8%	48%	25%	13%	6%
	4	1%	28%	45%	10%	15%
	5	16%	36%	32%	13%	4%
	6	2%	34%	46%	14%	3%
Mat-Su Area	Palmer	4%	30%	42%	11%	12%
	Wasilla	4%	43%	34%	12%	6%
	West of Wasilla	0%	34%	37%	20%	9%

AGREE OR DISAGREE:

A Knik Arm crossing will be a shorter commute and save fuel and time between much of the Mat-Su Valley and Anchorage.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		2%	32%	38%	13%	16%
Location	Anchorage	2%	33%	41%	9%	14%
	Mat-Su Valley	2%	25%	25%	26%	21%
Age	18-29	0%	7%	79%	9%	6%
	30-44	1%	39%	31%	10%	19%
	45-59	3%	31%	36%	15%	15%
	60+	3%	33%	36%	12%	17%
Gender	Male	2%	34%	34%	13%	17%
	Female	2%	30%	42%	13%	14%
Own or Rent	Own	3%	33%	31%	18%	15%
	Rent	0%	30%	50%	3%	17%
Assembly District	1	0%	24%	21%	12%	43%
	2	4%	38%	30%	16%	12%
	3	1%	27%	61%	4%	7%
	4	4%	30%	37%	7%	23%
	5	2%	14%	60%	6%	19%
	6	2%	56%	23%	15%	4%
Mat-Su Area	Palmer	1%	26%	20%	29%	24%
	Wasilla	3%	21%	34%	25%	17%
	West of Wasilla	6%	31%	24%	19%	20%

AGREE OR DISAGREE:

Now is a good time to build the Knik Arm crossing because Alaska’s congressional delegation and Governor Palin all support the project.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		4%	26%	40%	16%	14%
Location	Anchorage	4%	24%	42%	16%	14%
	Mat-Su Valley	3%	32%	34%	18%	13%
Age	18-29	2%	2%	79%	9%	9%
	30-44	2%	23%	39%	18%	17%
	45-59	5%	25%	41%	17%	12%
	60+	3%	32%	32%	16%	16%
Gender	Male	3%	34%	34%	12%	16%
	Female	4%	17%	46%	21%	12%
Own or Rent	Own	6%	27%	35%	18%	15%
	Rent	0%	23%	51%	13%	13%
Assembly District	1	2%	25%	19%	28%	25%
	2	0%	25%	47%	24%	4%
	3	2%	24%	56%	6%	12%
	4	3%	22%	38%	16%	22%
	5	8%	13%	32%	27%	20%
	6	6%	31%	42%	11%	10%
Mat-Su Area	Palmer	3%	23%	41%	23%	10%
	Wasilla	3%	42%	27%	10%	17%
	West of Wasilla	2%	45%	23%	17%	12%

AGREE OR DISAGREE:

The Knik Arm crossing should be built now because it will definitely be needed someday, and it will be more expensive in the future.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		1%	36%	28%	17%	18%
Location	Anchorage	2%	36%	27%	17%	18%
	Mat-Su Valley	1%	37%	29%	17%	15%
Age	18-29	2%	70%	7%	12%	9%
	30-44	3%	19%	40%	16%	22%
	45-59	1%	42%	25%	18%	14%
	60+	1%	33%	27%	17%	22%
Gender	Male	2%	42%	22%	15%	19%
	Female	1%	30%	34%	19%	16%
Own or Rent	Own	2%	33%	29%	17%	19%
	Rent	0%	42%	26%	17%	14%
Assembly District	1	0%	18%	30%	22%	31%
	2	0%	42%	29%	7%	22%
	3	0%	62%	14%	14%	10%
	4	4%	18%	37%	14%	27%
	5	1%	18%	30%	24%	27%
	6	3%	35%	33%	20%	8%
Mat-Su Area	Palmer	1%	28%	35%	18%	17%
	Wasilla	1%	48%	22%	16%	14%
	West of Wasilla	0%	53%	19%	17%	10%

**AGREE OR DISAGREE:
Congestion in downtown Anchorage will be worse with a Knik Arm Bridge.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		7%	14%	34%	30%	15%
Location	Anchorage	7%	14%	33%	31%	14%
	Mat-Su Valley	4%	10%	38%	25%	22%
Age	18-29	4%	5%	76%	6%	8%
	30-44	4%	12%	44%	26%	13%
	45-59	6%	14%	32%	32%	16%
	60+	10%	16%	22%	35%	17%
Gender	Male	9%	14%	29%	29%	19%
	Female	4%	13%	40%	31%	12%
Own or Rent	Own	7%	18%	31%	27%	17%
	Rent	6%	5%	41%	36%	12%
Assembly District	1	0%	31%	21%	44%	4%
	2	5%	6%	36%	32%	20%
	3	13%	13%	37%	26%	12%
	4	3%	16%	44%	22%	15%
	5	7%	11%	32%	37%	11%
	6	8%	14%	28%	33%	17%
Mat-Su Area	Palmer	4%	7%	45%	24%	19%
	Wasilla	3%	14%	30%	25%	29%
	West of Wasilla	8%	15%	29%	27%	20%

**AGREE OR DISAGREE:
The Knik Arm crossing will take money away from more important
transportation needs.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		5%	23%	21%	30%	20%
Location	Anchorage	6%	24%	20%	30%	20%
	Mat-Su Valley	4%	21%	24%	31%	21%
Age	18-29	0%	4%	21%	73%	1%
	30-44	1%	19%	21%	45%	14%
	45-59	4%	27%	19%	22%	28%
	60+	11%	25%	25%	23%	17%
Gender	Male	7%	24%	20%	22%	27%
	Female	4%	22%	22%	39%	13%
Own or Rent	Own	6%	24%	22%	29%	19%
	Rent	4%	21%	20%	33%	22%
Assembly District	1	0%	55%	24%	18%	4%
	2	6%	13%	14%	36%	32%
	3	8%	14%	12%	37%	28%
	4	5%	26%	18%	37%	14%
	5	2%	25%	48%	12%	14%
	6	8%	24%	15%	33%	19%
Mat-Su Area	Palmer	4%	24%	24%	32%	15%
	Wasilla	3%	16%	24%	28%	29%
	West of Wasilla	2%	15%	20%	36%	26%

**AGREE OR DISAGREE:
A Knik Arm crossing will not be needed for a long time -- maybe never.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		1%	15%	19%	35%	30%
Location	Anchorage	2%	16%	19%	37%	28%
	Mat-Su Valley	0%	13%	19%	27%	41%
Age	18-29	0%	9%	11%	75%	5%
	30-44	1%	16%	21%	37%	26%
	45-59	2%	15%	17%	33%	34%
	60+	2%	16%	21%	27%	34%
Gender	Male	2%	15%	17%	29%	37%
	Female	1%	15%	20%	41%	23%
Own or Rent	Own	2%	13%	23%	29%	32%
	Rent	0%	19%	10%	46%	26%
Assembly District	1	0%	47%	10%	37%	7%
	2	0%	0%	24%	40%	36%
	3	2%	11%	16%	39%	32%
	4	5%	24%	29%	23%	18%
	5	0%	21%	17%	42%	20%
	6	1%	6%	17%	38%	38%
Mat-Su Area	Palmer	0%	14%	24%	27%	34%
	Wasilla	1%	11%	10%	26%	52%
	West of Wasilla	0%	9%	14%	28%	48%

AGREE OR DISAGREE:
Rather than build a bridge, we should increase the size of the Glenn Highway to at least six lanes.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		9%	12%	21%	23%	35%
Location	Anchorage	10%	10%	21%	22%	37%
	Mat-Su Valley	3%	19%	22%	26%	30%
Age	18-29	0%	6%	1%	15%	78%
	30-44	13%	4%	22%	22%	39%
	45-59	7%	11%	27%	27%	29%
	60+	10%	21%	16%	19%	33%
Gender	Male	8%	14%	17%	24%	38%
	Female	9%	10%	25%	22%	33%
Own or Rent	Own	10%	12%	24%	24%	30%
	Rent	6%	12%	15%	22%	46%
Assembly District	1	16%	25%	32%	9%	18%
	2	4%	8%	28%	24%	36%
	3	13%	12%	5%	21%	48%
	4	10%	8%	13%	14%	55%
	5	5%	6%	44%	11%	35%
	6	10%	8%	20%	41%	21%
Mat-Su Area	Palmer	4%	19%	25%	28%	23%
	Wasilla	1%	21%	17%	23%	38%
	West of Wasilla	0%	15%	18%	24%	43%

AGREE OR DISAGREE:
Plans to build a large, new state prison near Point MacKenzie on the Mat-Su side
makes the Knik Arm crossing more important.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		7%	11%	20%	36%	25%
Location	Anchorage	9%	10%	19%	37%	26%
	Mat-Su Valley	0%	17%	28%	33%	22%
Age	18-29	67%	1%	5%	13%	15%
	30-44	2%	6%	19%	46%	27%
	45-59	4%	12%	21%	36%	26%
	60+	3%	15%	23%	33%	25%
Gender	Male	3%	14%	19%	33%	31%
	Female	11%	8%	22%	39%	20%
Own or Rent	Own	3%	14%	24%	36%	22%
	Rent	15%	5%	13%	36%	31%
Assembly District	1	0%	4%	22%	7%	68%
	2	0%	19%	32%	35%	14%
	3	23%	12%	18%	29%	18%
	4	4%	5%	19%	43%	28%
	5	7%	7%	13%	67%	6%
	6	6%	9%	15%	35%	36%
Mat-Su Area	Palmer	0%	13%	30%	36%	20%
	Wasilla	1%	20%	28%	26%	26%
	West of Wasilla	0%	23%	20%	37%	20%

**AGREE OR DISAGREE:
The Knik Arm crossing should not be built if it will impact local housing and part
of a park on Government Hill.**

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		6%	12%	19%	30%	33%
Location	Anchorage	6%	12%	21%	30%	31%
	Mat-Su Valley	6%	12%	11%	29%	41%
Age	18-29	0%	5%	71%	16%	8%
	30-44	2%	9%	17%	40%	33%
	45-59	10%	12%	15%	27%	35%
	60+	6%	15%	15%	28%	35%
Gender	Male	6%	10%	13%	26%	45%
	Female	7%	14%	26%	33%	20%
Own or Rent	Own	6%	11%	18%	33%	31%
	Rent	8%	13%	21%	24%	35%
Assembly District	1	2%	47%	3%	31%	17%
	2	9%	3%	22%	33%	33%
	3	2%	11%	27%	21%	38%
	4	1%	8%	24%	47%	20%
	5	14%	6%	30%	34%	16%
	6	10%	9%	14%	23%	44%
Mat-Su Area	Palmer	7%	13%	12%	30%	38%
	Wasilla	5%	11%	9%	30%	46%
	West of Wasilla	8%	8%	13%	26%	45%

AGREE OR DISAGREE:
A Knik Arm bridge will be dangerous to drive on due to icy conditions, tidal action, high winds, earthquakes, etc.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		5%	10%	21%	34%	30%
Location	Anchorage	5%	10%	21%	35%	29%
	Mat-Su Valley	5%	11%	20%	28%	36%
Age	18-29	0%	1%	14%	78%	7%
	30-44	5%	10%	26%	32%	27%
	45-59	5%	12%	22%	30%	31%
	60+	7%	9%	17%	30%	37%
Gender	Male	5%	6%	17%	29%	42%
	Female	6%	14%	24%	38%	18%
Own or Rent	Own	8%	11%	25%	28%	28%
	Rent	0%	9%	12%	45%	33%
Assembly District	1	0%	44%	30%	4%	22%
	2	11%	3%	21%	36%	29%
	3	3%	3%	13%	55%	25%
	4	3%	16%	33%	31%	17%
	5	10%	2%	16%	46%	26%
	6	6%	8%	20%	22%	45%
Mat-Su Area	Palmer	7%	9%	19%	32%	32%
	Wasilla	2%	12%	26%	20%	40%
	West of Wasilla	3%	13%	9%	28%	46%

AGREE OR DISAGREE:

The environmental effects of the Knik Arm crossing are just too high for the inlet's endangered beluga whales and other fish stock.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		11%	9%	14%	30%	35%
Location	Anchorage	13%	10%	14%	30%	34%
	Mat-Su Valley	5%	6%	18%	33%	37%
Age	18-29	76%	4%	7%	1%	12%
	30-44	9%	10%	15%	27%	40%
	45-59	6%	11%	17%	36%	30%
	60+	6%	8%	13%	32%	42%
Gender	Male	6%	5%	9%	27%	53%
	Female	16%	14%	20%	34%	16%
Own or Rent	Own	9%	9%	15%	32%	36%
	Rent	16%	9%	14%	27%	33%
Assembly District	1	0%	52%	16%	25%	7%
	2	12%	6%	10%	43%	30%
	3	25%	4%	4%	23%	43%
	4	19%	7%	22%	17%	35%
	5	6%	3%	26%	48%	17%
	6	5%	8%	11%	29%	47%
Mat-Su Area	Palmer	5%	5%	20%	38%	31%
	Wasilla	3%	10%	15%	26%	46%
	West of Wasilla	7%	2%	18%	30%	44%

AGREE OR DISAGREE:

A Knik Arm crossing will hurt Anchorage businesses, property values may fall and employers will re-locate their business to newly opened land on the Mat-Su side of the inlet.

		Unsure	Strongly agree	Somewhat agree	Somewhat disagree	Strongly disagree
TOTAL		4%	7%	15%	42%	31%
Location	Anchorage	4%	8%	15%	43%	29%
	Mat-Su Valley	4%	5%	13%	36%	42%
Age	18-29	0%	0%	18%	73%	9%
	30-44	1%	7%	19%	51%	22%
	45-59	5%	11%	11%	41%	32%
	60+	7%	4%	16%	31%	42%
Gender	Male	4%	6%	18%	32%	40%
	Female	4%	9%	12%	52%	23%
Own or Rent	Own	2%	6%	20%	41%	30%
	Rent	9%	9%	5%	44%	33%
Assembly District	1	18%	48%	7%	9%	18%
	2	0%	5%	16%	49%	31%
	3	1%	5%	8%	50%	36%
	4	2%	5%	19%	43%	30%
	5	14%	1%	19%	52%	13%
	6	0%	2%	21%	42%	34%
Mat-Su Area	Palmer	4%	2%	13%	38%	42%
	Wasilla	4%	9%	15%	31%	41%
	West of Wasilla	2%	10%	6%	39%	43%

[Asked only of respondents in the Mat-Su Valley]
If the proposed Knik Arm crossing is built do you feel it will or will not give some Mat-Su communities a competitive advantage over others?

		Unsure	Will	Will not
TOTAL		2%	49%	49%
Location	Mat-Su Valley	2%	49%	49%
Age	18-29	13%	30%	57%
	30-44	0%	53%	47%
	45-59	2%	49%	49%
	60+	3%	48%	49%
Gender	Male	3%	42%	56%
	Female	2%	56%	42%
Own or Rent	Own	3%	50%	47%
	Rent	0%	46%	54%
Assembly District	.	0%	0%	0%
Mat-Su Area	Palmer	1%	51%	48%
	Wasilla	3%	51%	47%
	West of Wasilla	8%	37%	55%

[Asked only of respondents in the Mat-Su Valley]
A Knik Arm bridge between Point MacKenzie and Anchorage will attract users from Wasilla, Big Lake, Houston and the western part of the Mat-Su Borough.

This will reduce traffic and congestion on the Glenn Highway which is used by the Butte, Palmer, Sutton and eastern part of the Mat-Su Borough.

Does this seem like a good balance of benefits, or not?

		Unsure	Good balance	Poor balance
TOTAL		2%	74%	24%
Location	Mat-Su Valley	2%	74%	24%
Age	18-29	0%	56%	44%
	30-44	3%	87%	10%
	45-59	3%	76%	21%
	60+	1%	65%	33%
Gender	Male	2%	72%	26%
	Female	2%	76%	22%
Own or Rent	Own	3%	73%	24%
	Rent	0%	76%	24%
Assembly District	.	0%	0%	0%
Mat-Su Area	Palmer	2%	74%	24%
	Wasilla	3%	76%	21%
	West of Wasilla	0%	70%	30%

The Knik Arm crossing would be a public-private partnership. The bridge is estimated to cost approximately 400 to 600 million dollars, with a federal gasoline tax paying for about one-fourth and a private company paying the other three-fourths. The private company will get its money back by charging a 3 to 4 dollar toll to use this bridge.

Does this public-private partnership sound like a good way or bad way to build and pay for a Knik Arm bridge, in your opinion?

		Unsure	Good way	Bad way
TOTAL		9%	61%	29%
Location	Anchorage	10%	63%	27%
	Mat-Su Valley	7%	55%	38%
Age	18-29	5%	73%	21%
	30-44	18%	50%	32%
	45-59	8%	62%	30%
	60+	6%	66%	28%
Gender	Male	7%	63%	30%
	Female	11%	60%	29%
Own or Rent	Own	8%	58%	33%
	Rent	11%	67%	22%
Assembly District	1	7%	39%	54%
	2	4%	58%	38%
	3	5%	74%	20%
	4	9%	60%	31%
	5	22%	57%	22%
	6	11%	68%	21%
Mat-Su Area	Palmer	8%	54%	38%
	Wasilla	6%	57%	37%
	West of Wasilla	8%	55%	37%

And now that we've had a chance to talk about some considerations and different points of view, what's your personal opinion about the Knik Arm crossing project -- are you mostly in favor, or opposed?

		Unsure	Strongly in favor	Somewhat in favor	Somewhat opposed	Strongly opposed
TOTAL		2%	34%	30%	16%	19%
Location	Anchorage	2%	33%	29%	16%	19%
	Mat-Su Valley	0%	37%	31%	13%	18%
Age	18-29	0%	6%	79%	2%	13%
	30-44	3%	33%	23%	23%	19%
	45-59	3%	40%	26%	15%	16%
	60+	1%	33%	29%	14%	23%
Gender	Male	2%	45%	23%	10%	20%
	Female	2%	24%	37%	21%	18%
Own or Rent	Own	3%	35%	27%	13%	21%
	Rent	0%	32%	34%	20%	14%
Assembly District	1	0%	21%	24%	24%	31%
	2	0%	44%	27%	15%	13%
	3	3%	39%	38%	10%	10%
	4	2%	12%	35%	20%	30%
	5	3%	21%	27%	25%	23%
	6	4%	49%	20%	12%	16%
Mat-Su Area	Palmer	0%	33%	33%	14%	19%
	Wasilla	1%	45%	24%	12%	17%
	West of Wasilla	0%	37%	39%	8%	16%