

The AlaskaPoll



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Information for Solutions

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

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

March 2005

Prepared for

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





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“How do you personally feel about a Knik Arm crossing project? Are you mostly in favor or opposed?”

(If in Favor) Why is that? Why are you in favor? And what else might there be -- what’s another reason for being in favor?

(If Opposed) Why is that? Why are you opposed? And what else might there be -- what’s another reason for being opposed?

(If Unsure) What’s the main reason you’re unsure about it at the present time? And what else might there be -- what’s another reason you’re unsure?”

Anchorage20 - 37

Mat-Su38 - 50

“And last of all, this survey is sponsored by the Knik Arm Bridge and Toll Authority to help in the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point?”

Anchorage51 - 58

Mat-Su59 - 66

V. Crosstabulations67 - 114



Methodology





Overview

During the period March 18 through March 29, 2005, six hundred seven (n=607) 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 split sample was conducted; approximately half of the interviews (n=302) were completed among Municipality of Anchorage residents, while the others (n=305) were completed among Matanuska-Susitna residents. A random sample design was featured which provided that all households listed in the most current telephone directory for each region had essentially an equal chance of being interviewed.

Sample Selection

Individual respondents were randomly selected from current telephone subscribers listed in the most current directory for each community.

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	94	31%
Anchorage - East	99504, 99505, 99506, 99508	83	28%
Anchorage - South	99507, 99515, 99516, 99587	89	29%
Eagle River, Chugiak	99577, 99567, 99605	36	12%
		302	

Mat-Su Valley

<u>Community</u>	<u>Zip Codes</u>	<u>Sample Size (n=)</u>	<u>% of Sample</u>
Palmer, Sutton, Chickaloon	99645, 99674	94	31%
Wasilla	99629, 99654, 99687	174	57%
West of Wasilla*	99652, 99694, 99688, 99667, 99676, 99683	37	12%
		305	

*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 combined regional totals, Anchorage and Mat-Su respondents were appropriately “weighted” to reflect population distribution throughout the region.

Sample Error

Based on an adult (18+) population of approximately 200,000 in Anchorage and the Mat-Su area, the total sample of n=607 may yield a sample error of +/- 4.0%. On a regional basis, a sample of n=302 drawn from an Anchorage adult population of 161,000 may yield a sample error of 5.6%, while a sample of n=305 drawn from a Mat-Su adult population of 40,000 may also yield a sample error of 5.6%.

Measurement History

Citizen opinion measurements by the Dittman Research Corporation, utilizing the previously described methodology, analytical procedures and data processing systems, have proven to be virtually perfect predictors of political election results in Alaska for the past thirty-five years.

II

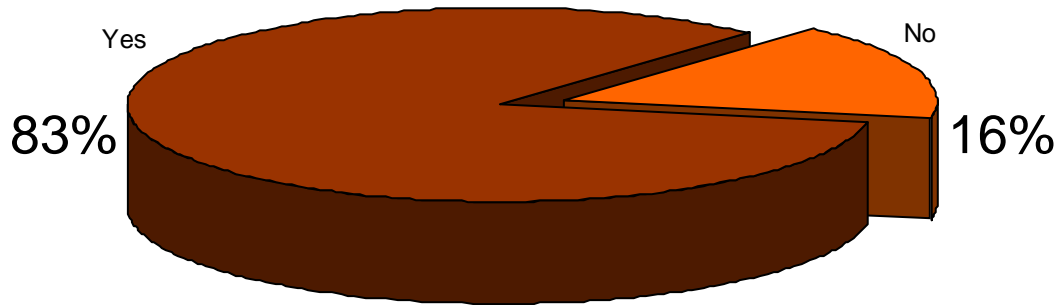
Findings





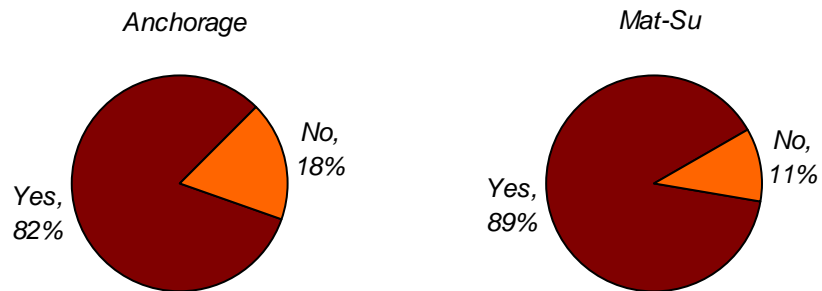
Overall, more than four out of five respondents (83%) in the combined Anchorage/Mat-Su area reported they had "read or heard something lately" about the Knik Arm Crossing...

Question: Have you read or heard anything lately about the Knik Arm Crossing?



...and even though awareness is high throughout the combined area, it's slightly higher among Mat-Su valley residents (89%) compared with 82% in Anchorage.

"heard or read anything lately...?"



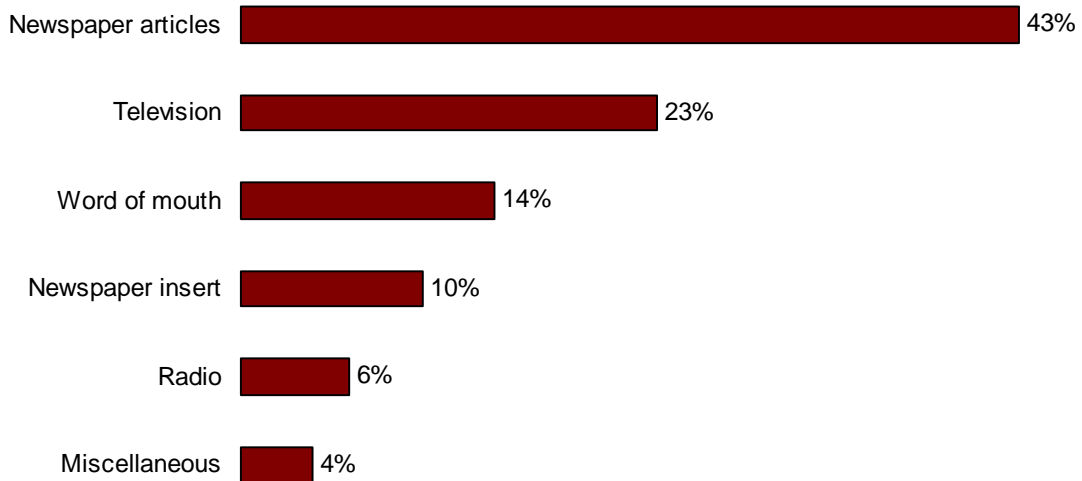


FINDINGS

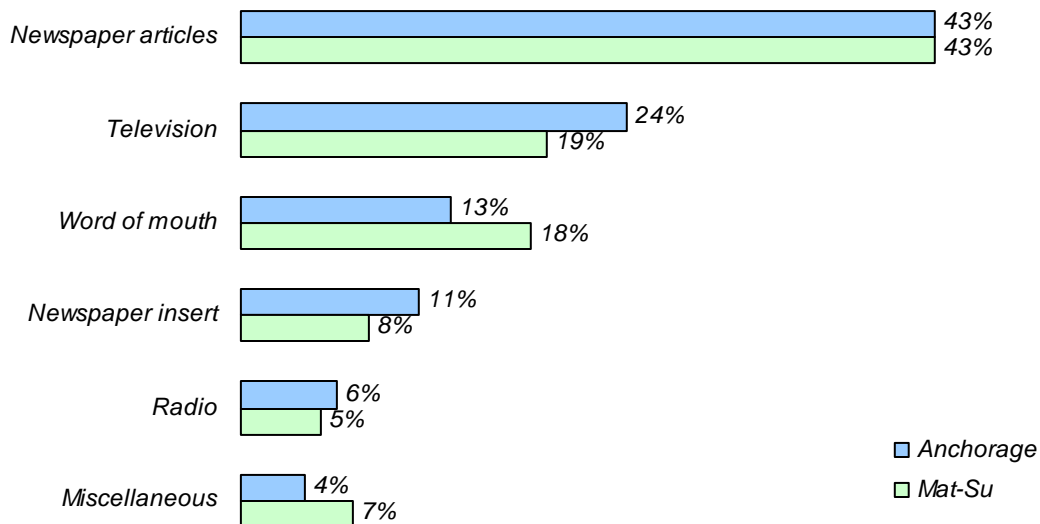
KNIK ARM CROSSING

Approximately two out of five respondents (43%) mentioned “*newspaper articles*” as their primary source of information about a Knik Arm Crossing, while approximately half that number (23%) said they got their information from “*television*”.

Question: What were the sources of information -- where did you read or hear about it?



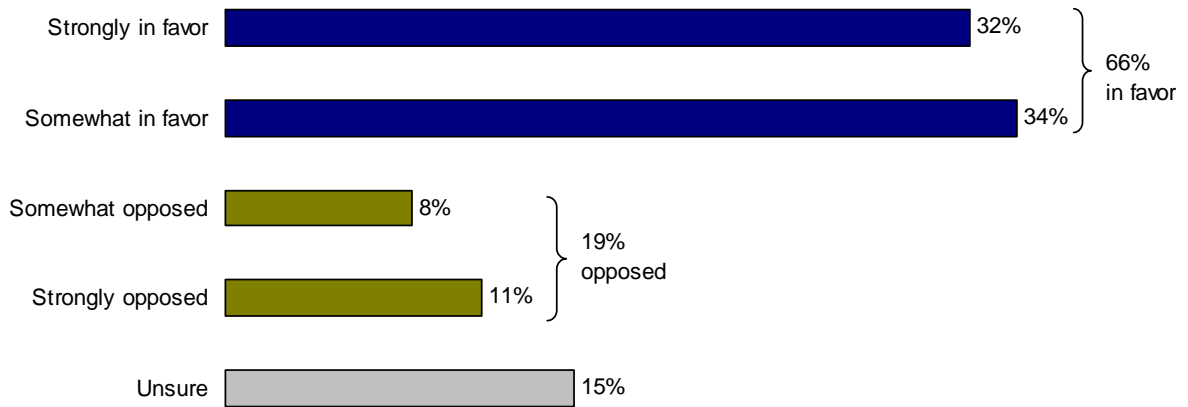
Mat-Su and Anchorage residents cited similar sources of information, with “*newspaper articles*” mentioned most often and “*television*” the second-mention among both groups. However, Anchorage residents were more likely to mention “*television*”, while Mat-Su residents were more likely to mention “*word of mouth*” sources, such as family and friends.





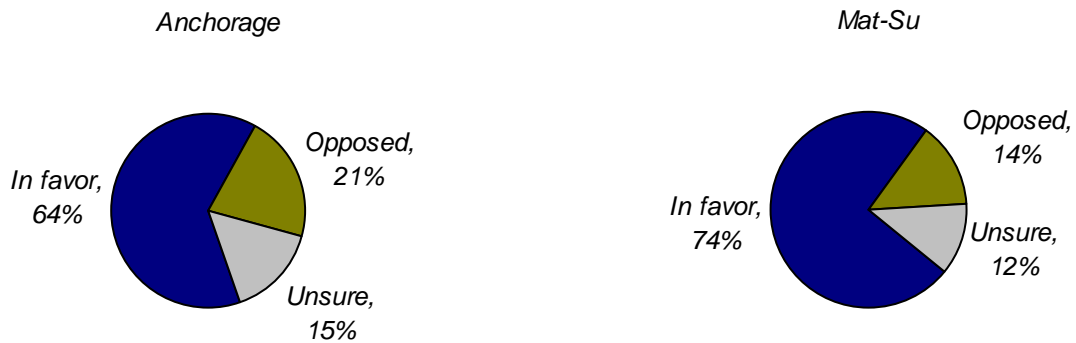
Two-thirds of all respondents (66%) reported they were “in favor” of a Knik Arm Crossing...

Question: How do you personally feel about a Knik Arm Crossing project? Are you mostly in favor or opposed? ...and is that strongly (in favor/opposed) or just somewhat (in favor/opposed)?



...with support highest in the Mat-Su valley.

“How do you personally feel...?”

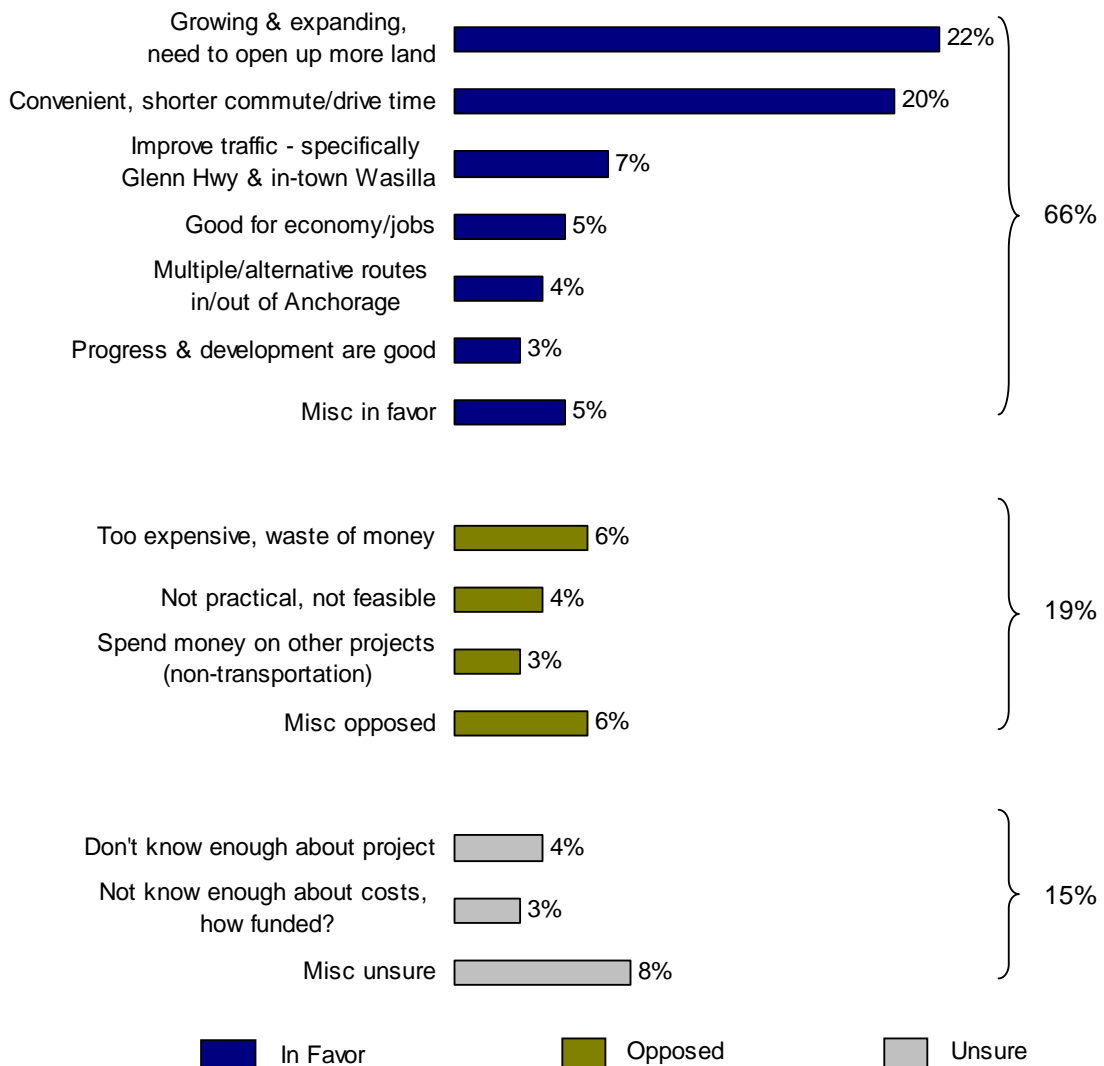




When all respondents as a group were asked “why” they were “in favor”, “opposed” or “unsure” about a Knik Arm Crossing, approximately one out of five (22%) said a crossing would be a good idea because this area of Alaska is “*growing and expanding*” and it would “*open up more land to development*”. Another one out of five respondents (20%) were “in favor” of the bridge because it would be “*convenient*” and allow residents to travel between Anchorage and Mat-Su in “*less time*”. Nine percent (9%) said they were “opposed” for “*financial reasons*”, and “unsure” respondents primarily said they needed more information.

[SEE ‘VERBATIM COMMENTS’ SECTION FOR MORE DETAIL]

Question: *(In favor) Why is that? Why are you (strongly/somewhat) in favor? (Opposed) Why is that? Why are you (strongly/somewhat) opposed? (Unsure) And what’s the main reason you’re unsure about it at the present time?*



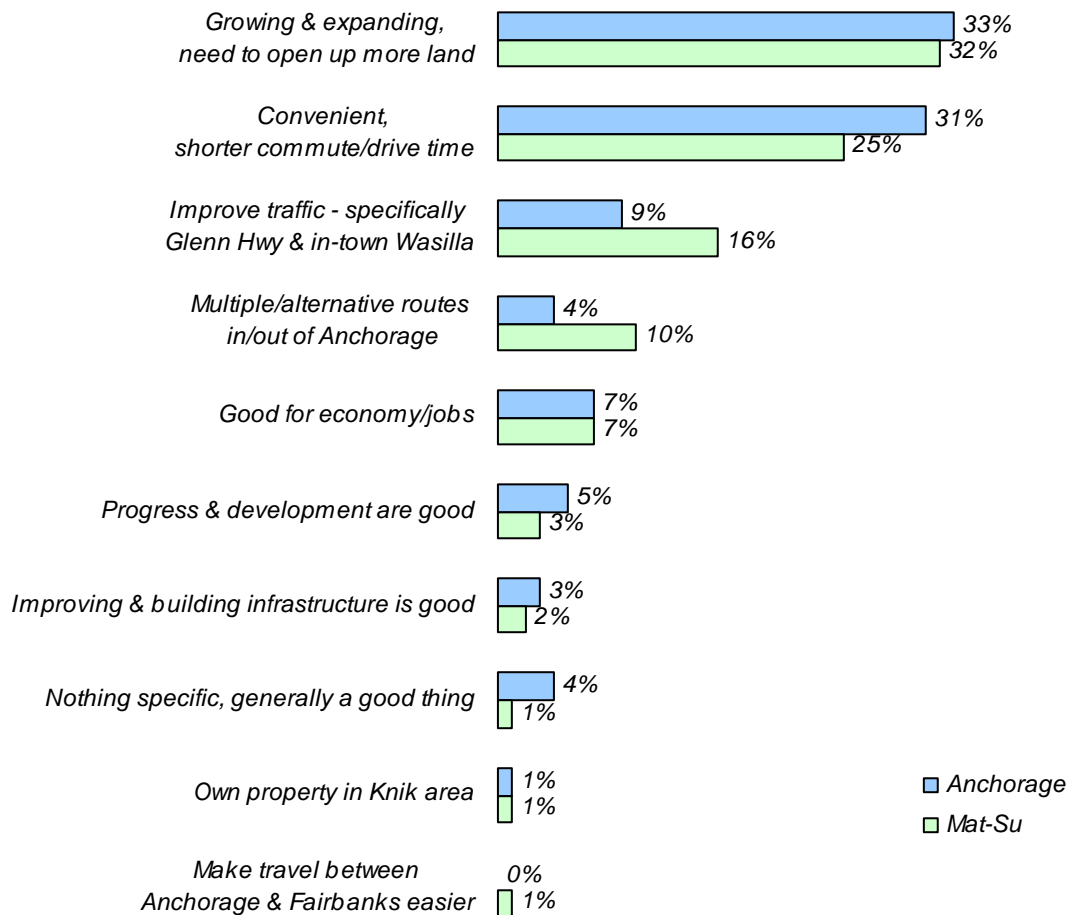


Looking more closely at respondents in favor of a Knik Arm crossing, and examining differences based on geographic area, Anchorage and Mat-Su respondents reported basically similar views regarding the benefits. However, Mat-Su respondents were clearly more likely to mention the benefits of “*improved traffic*” and “*multiple or alternate routes*”.

[SEE ‘VERBATIM COMMENTS’ SECTION FOR MORE DETAIL]

(Asked of respondents in favor of Knik Arm crossing -- 64% Anchorage/74% Mat-Su)

Question: (Favor) Why is that? Why are you (strongly/somewhat) in favor? (cont’d)





FINDINGS

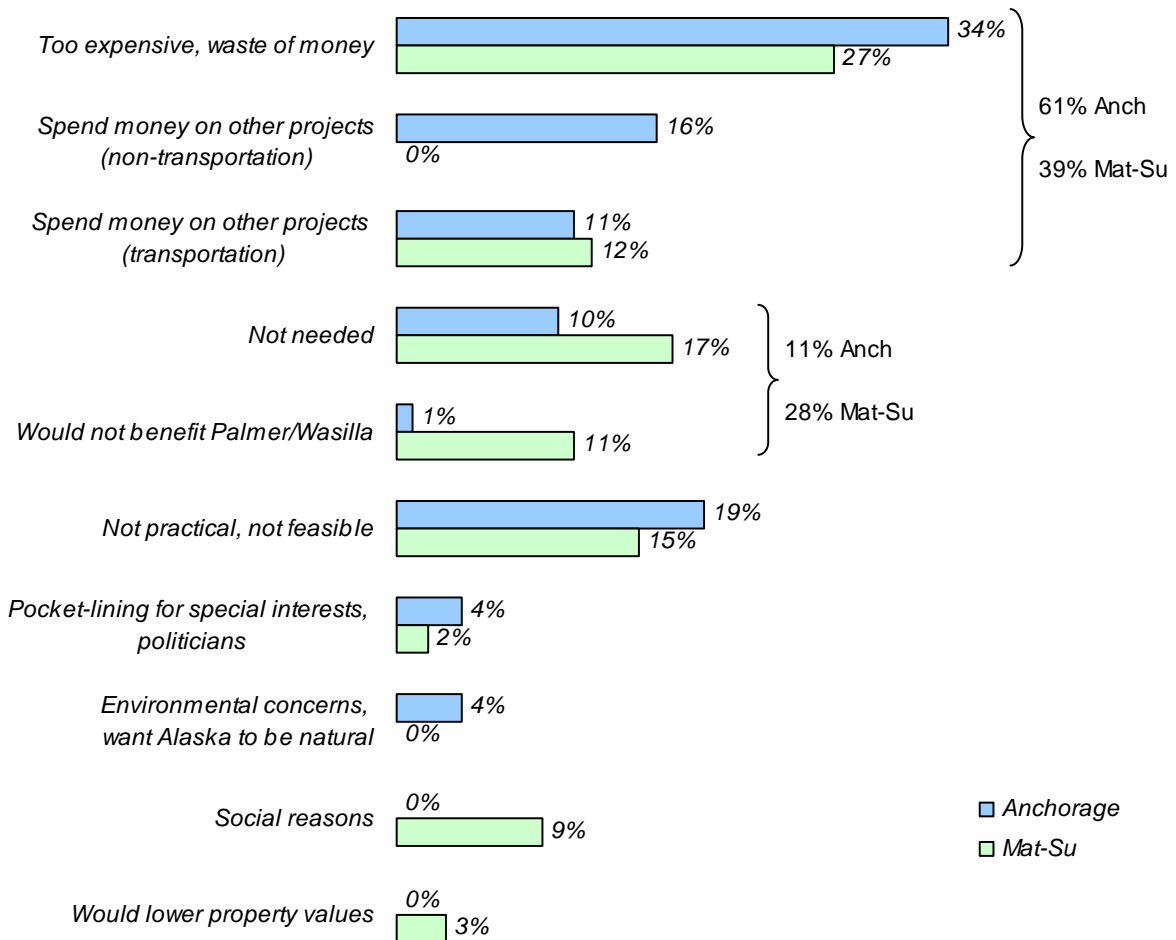
KNIK ARM CROSSING

On the other hand, among respondents who were opposed to a Knik Arm crossing, Anchorage respondents were most likely to mention financial concerns -- “too expensive, waste of money” or “spend money elsewhere” (61% compared to 39% in Mat-Su), while Mat-Su opposition was more often based on lack of “need” or “benefit” (28%) compared to 11% in Anchorage.

[SEE ‘VERBATIM COMMENTS’ SECTION FOR MORE DETAIL]

(Asked of respondents opposed to Knik Arm crossing -- Anchorage 21%/Mat-Su 14%)

Question: *(Opposed) Why is that? Why are you (strongly/somewhat) opposed? (cont’d)*



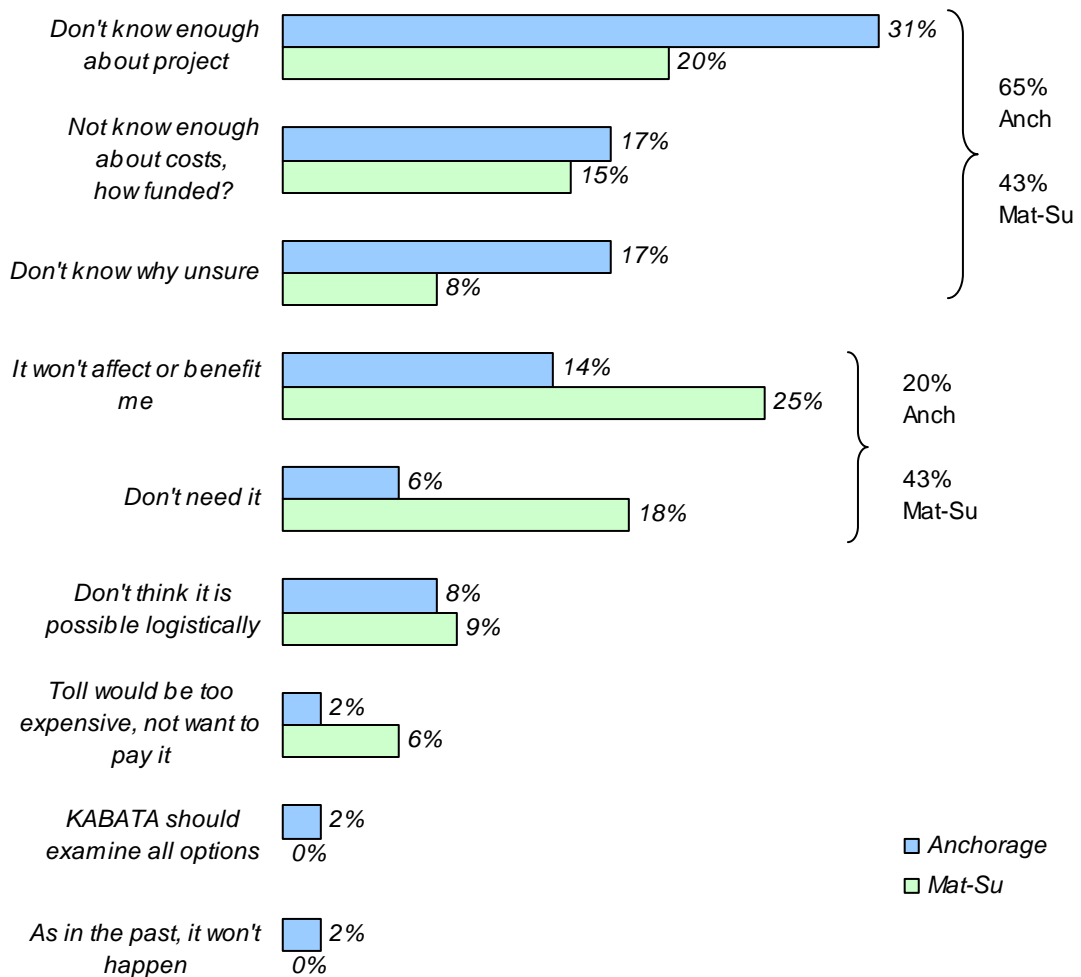


Geographically, there also appears to be some major differences between Anchorage and the Mat-Su regarding reasons for being unsure. For approximately two out of three Anchorage respondents (65%) it's primarily related to "lack of information", while Mat-Su respondents are relatively more likely to "not see the need or benefit" (43%).

[SEE 'VERBATIM COMMENTS' SECTION FOR MORE DETAIL]

(Asked of respondents unsure about a Knik Arm crossing -- Anchorage 15%/Mat-Su 12%)

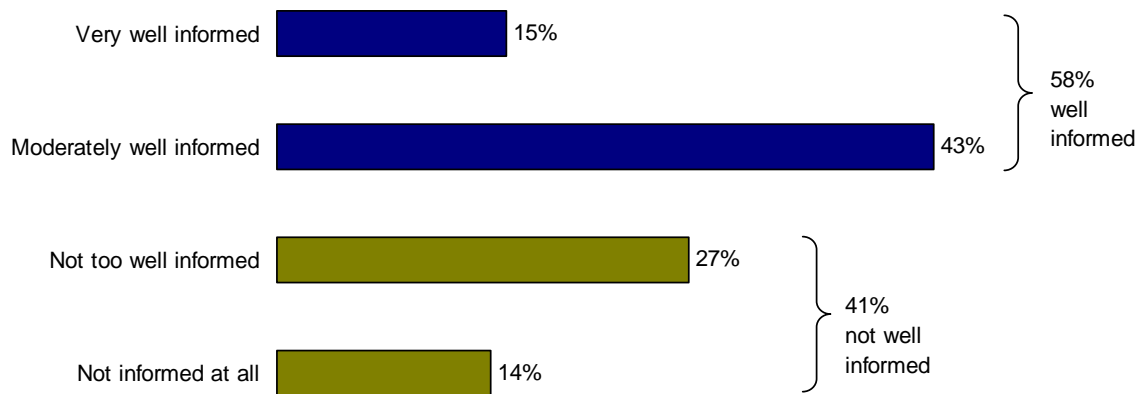
Question: (Unsure) And what's the main reason you're unsure about it at the present time? (cont'd)





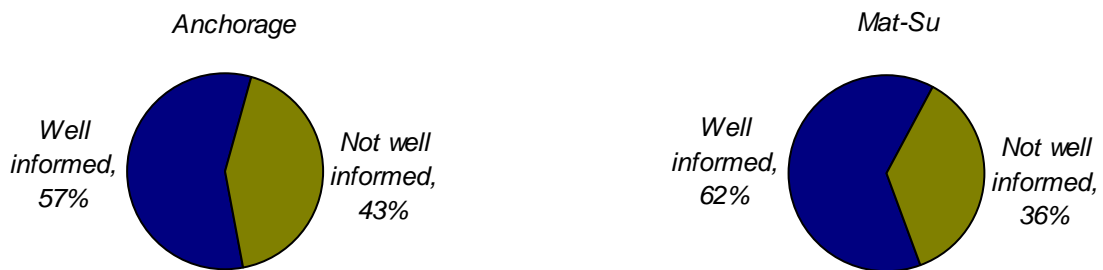
Nevertheless, in the combined Anchorage/Mat-Su area, a majority of respondents (58%) said they feel “moderately” or “very well informed” about the benefits and drawbacks of a Knik Arm crossing...

Question: How informed do you feel you are about the benefits and drawbacks that may be associated with building the Knik Arm Crossing?



...with Mat-Su respondents (62%) more likely to feel “well-informed” compared to respondents in Anchorage (57%).

“How informed do you feel...?”

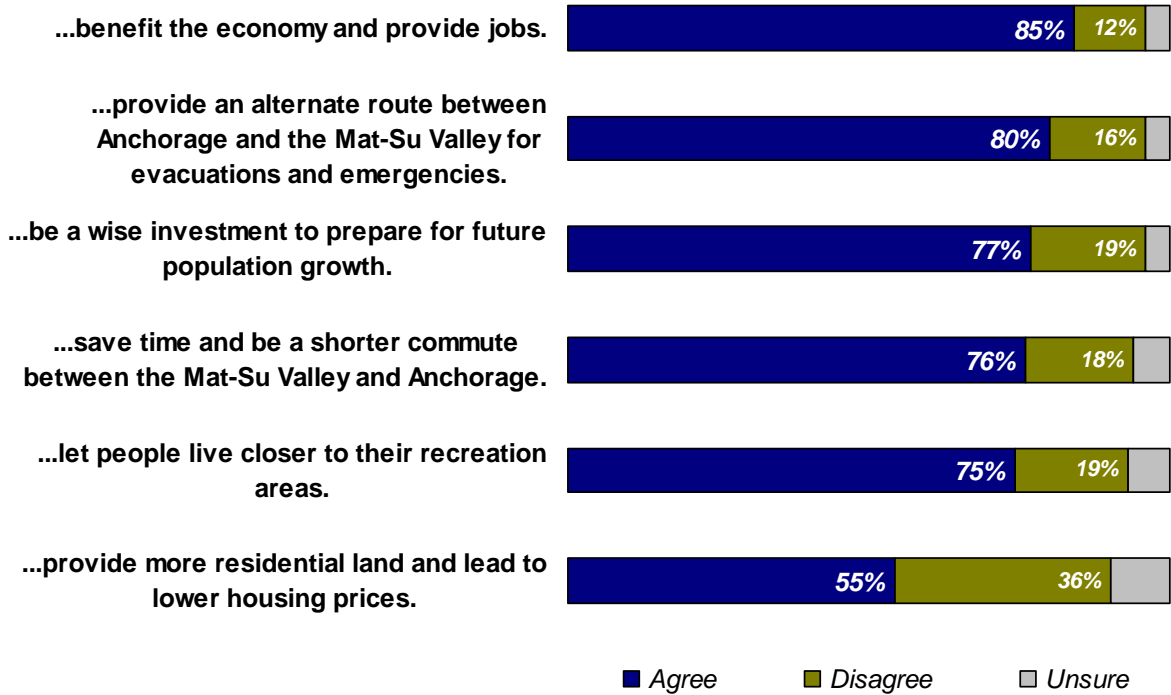




When respondents were asked if they “agreed or disagreed” with statements giving reasons to support a Knik Arm Crossing, at least three out of four respondents (75-85%) agreed with every statement, except that a crossing would “provide more residential land and lead to lower housing prices” (55%).

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.

A Knik Arm Crossing will...

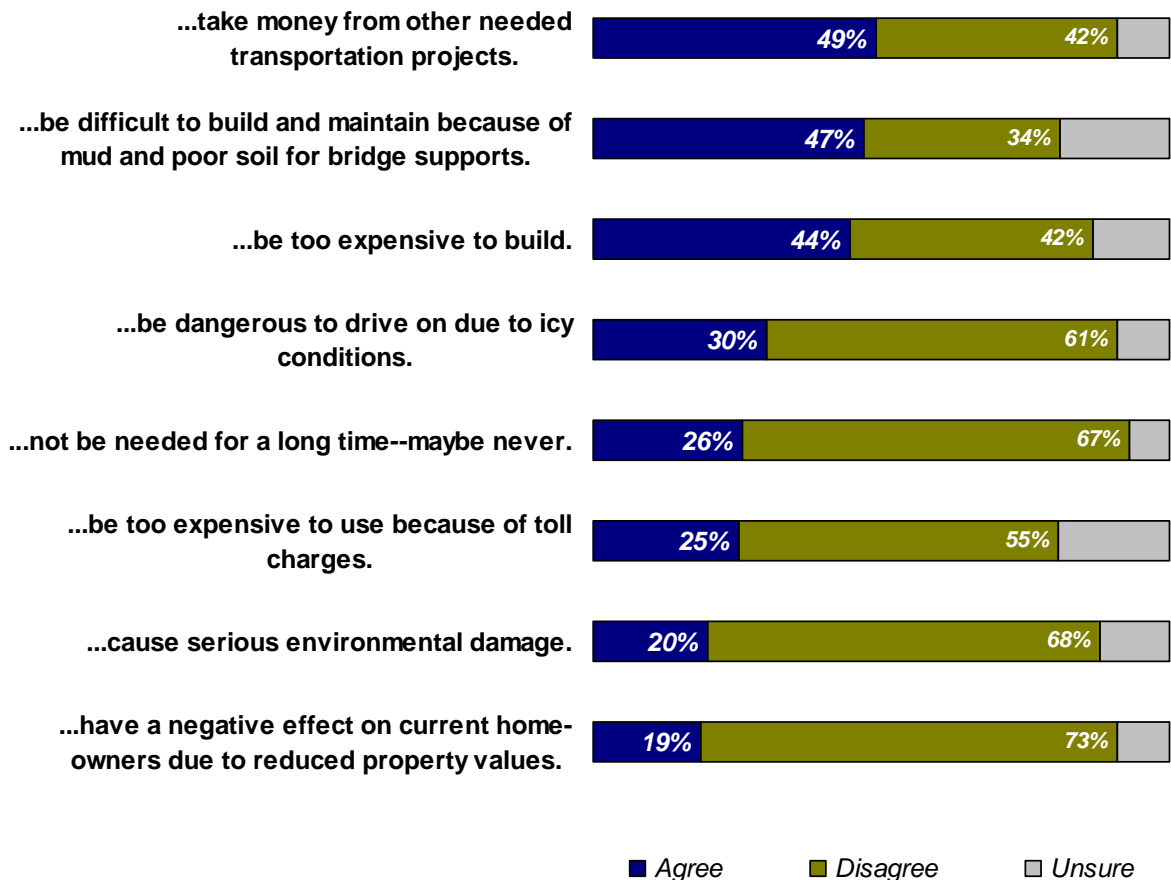




When respondents were asked if they “agreed or disagreed” with statements giving reasons to oppose a Knik Arm Crossing, there was not one statement with which a majority of the respondents agreed; however, cost factors (“*money from other projects*” and “*too expensive*”) and potential construction problems (“*difficult to build and maintain*”) came close (44-49% “agree”).

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

A Knik Arm Crossing will...

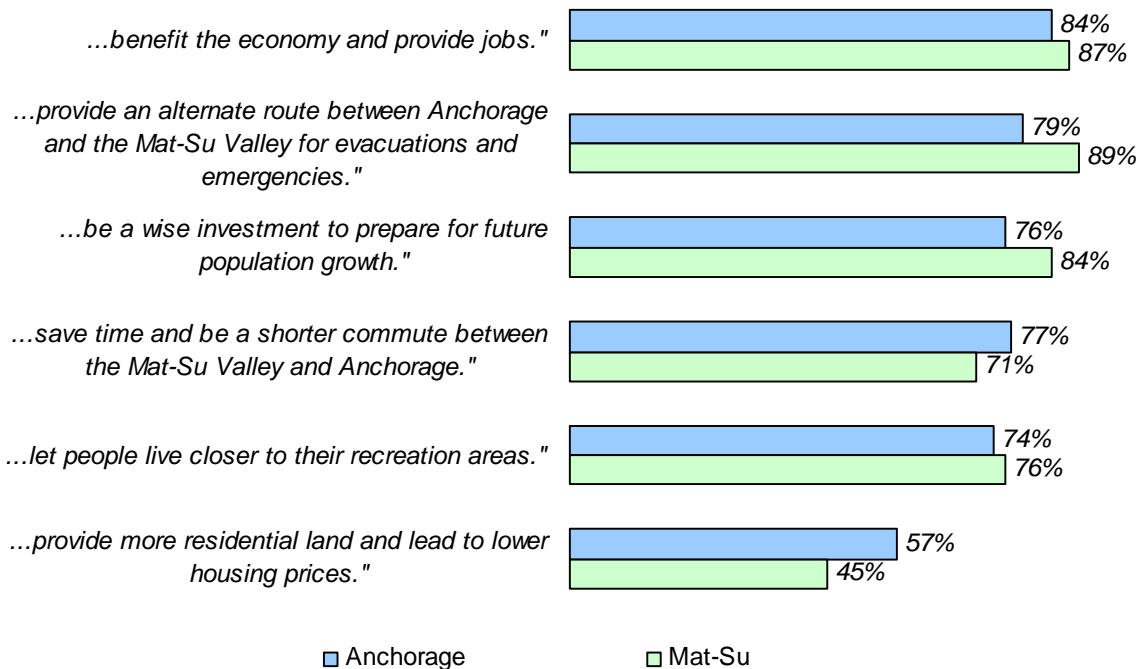




Regionally, Anchorage and Mat-Su residents feel more or less the same about the statements generally in support of a Knik Arm Crossing. However, Mat-Su respondents were more likely than Anchorage respondents to agree that a crossing would “provide an alternate route... for emergencies” (79% Anch, 89% Mat-Su) and that it would be “a wise investment... for future population growth” (76% Anch, 84% Mat-Su). Anchorage residents were more likely to agree that a crossing would “provide more residential land and... lower housing prices” (57% Anch, 45% Mat-Su).

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

**Agree or disagree with these statements...
(% “agree”)**

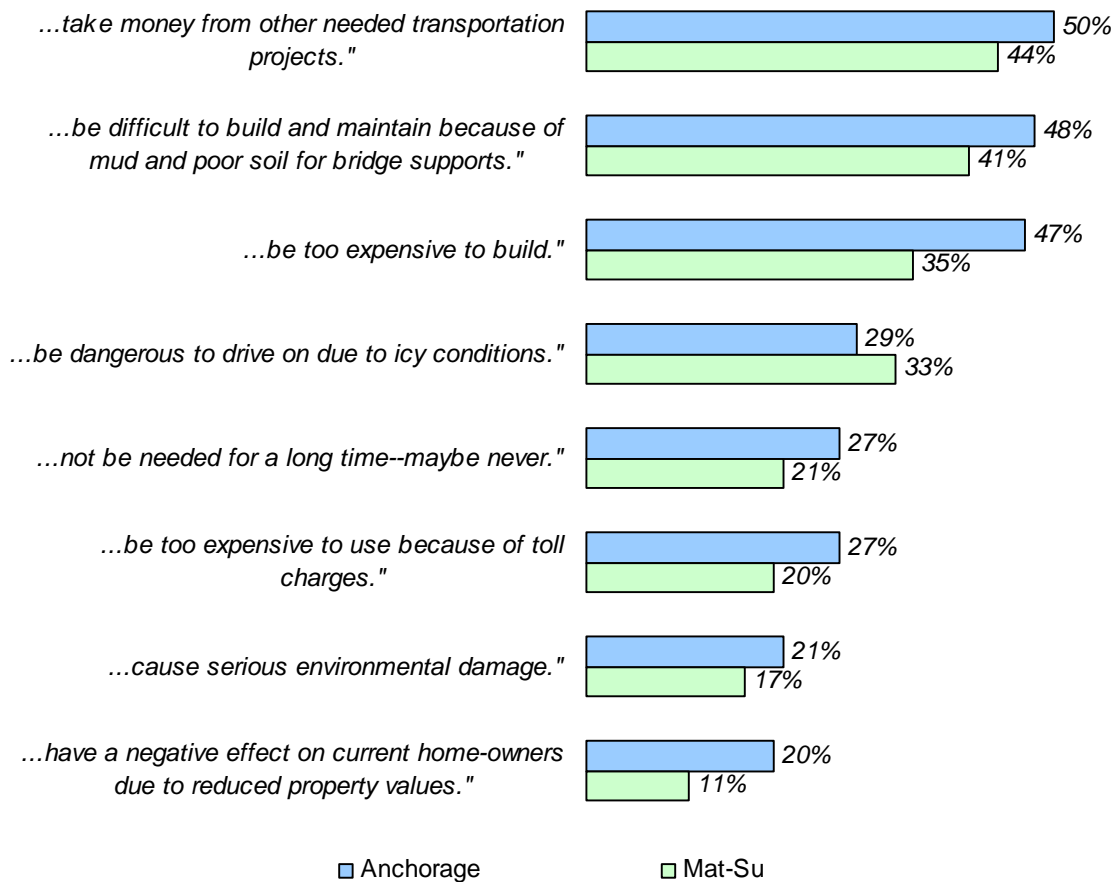




Although Anchorage and Mat-Su respondents give basically similar “agree/disagree” responses on the statements generally opposed to a crossing, there is more disparity than with the statements in favor. For example, nearly half of Anchorage respondents agree that the crossing would “be too expensive to build” (47%), while only about one-third of Mat-Su respondents feel the same way (35%).

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

**Agree or disagree with these statements...
(% “agree”)**



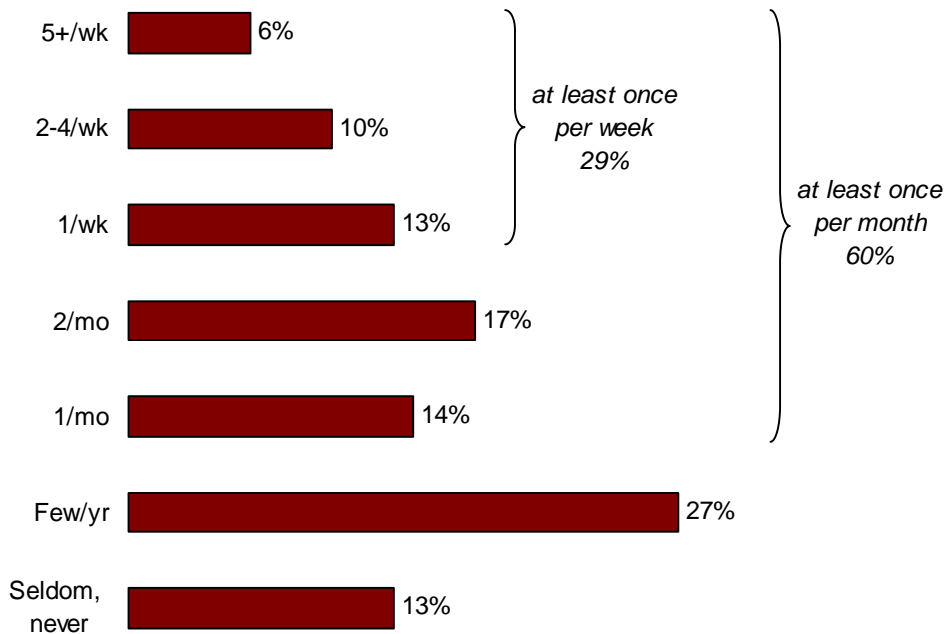


FINDINGS

KNIK ARM CROSSING

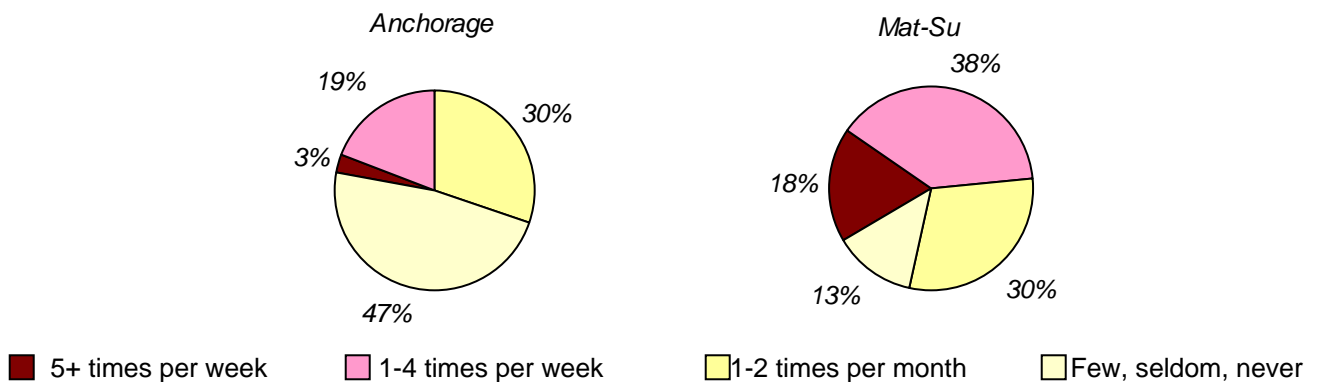
As far as current travel is concerned, over one out of four Anchorage/Mat-Su respondents (29%) report they currently travel between Anchorage and the Mat-Su area at least once a week, and over half (60%) report travel between the two areas at least monthly.

Question: *At the present time, how often do you travel between (Anchorage and the Mat-Su area/the Mat-Su area and Anchorage?)*



But there's a major difference geographically -- more than half (56%) of Mat-Su respondents said they traveled to Anchorage "at least once per week", and nearly nine out of ten (86%) report monthly travel; while Anchorage respondents were much less likely to travel to the Mat-Su area -- nearly half (47%) said they only travel to the Mat-Su area "a few times per year, seldom or never".

"...how often travel between Anchorage/Mat-Su?"



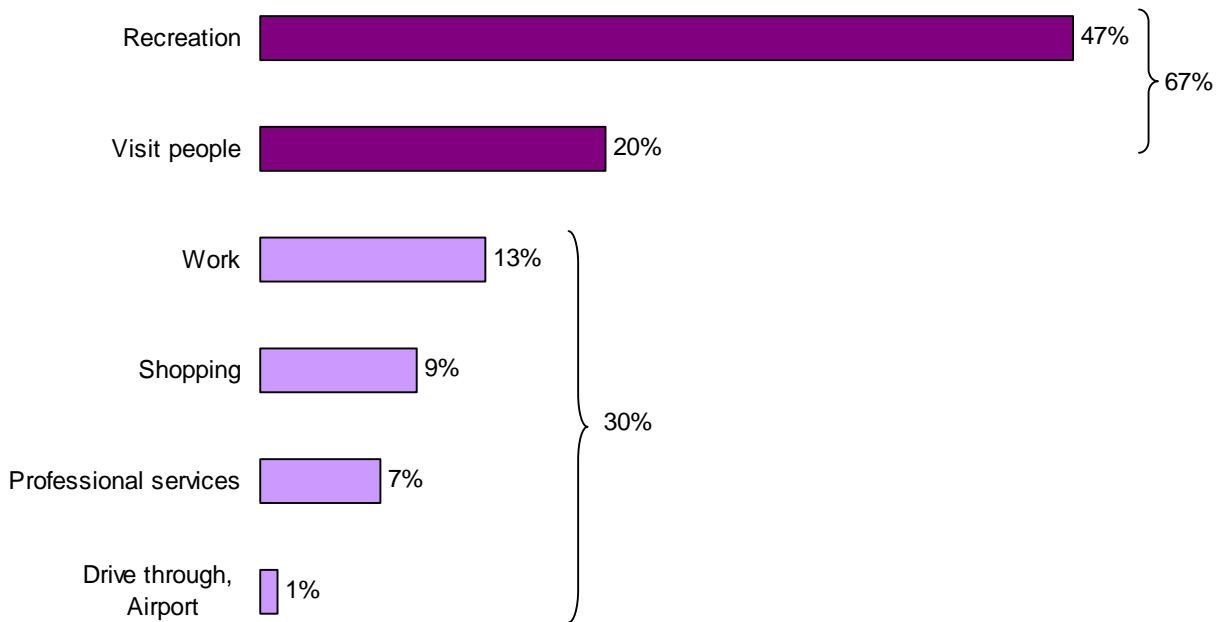


FINDINGS

KNIK ARM CROSSING

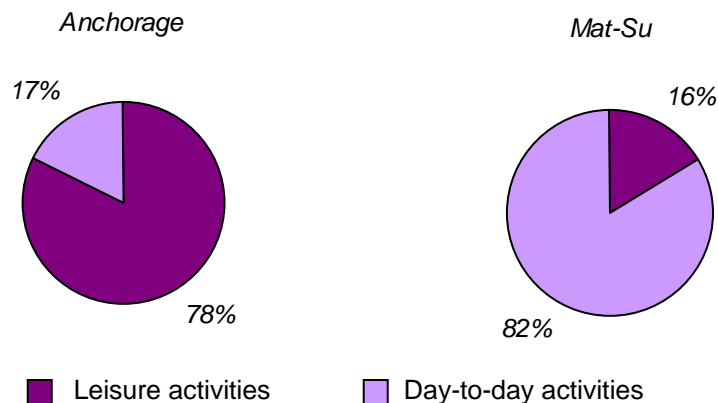
Overall, the largest percentage of travel between Anchorage and the Mat-Su is related to leisure activities (“recreation” 47%, followed by “visiting friends and relatives” 20%). The remainder of travel is to complete day-to-day activities, such as “work” (13%), “shopping” (9%) and “obtain professional services” (7%).

Question: *What is the main purpose of your travel between (Anchorage and the Mat-Su area/the Mat-Su area and Anchorage)?*



Again, however, there is a huge difference geographically -- approximately four out of five Anchorage residents travel to the Mat-Su area for leisure activities (78%), while approximately the same percentage of Mat-Su respondents travel to Anchorage for day-to-day activities (82%).

“...main purpose of travel...?”





And when analyzing purpose of travel in relation to frequency of travel, it's evident that by a wide margin the largest volume of travel (5+ times per week) was related to "work" (79%), while less frequent travel is primarily for "recreational" purposes (70% only a few times a year).

Question: What is the main purpose of your travel between (Anchorage and the Mat-Su area/the Mat-Su area and Anchorage)?

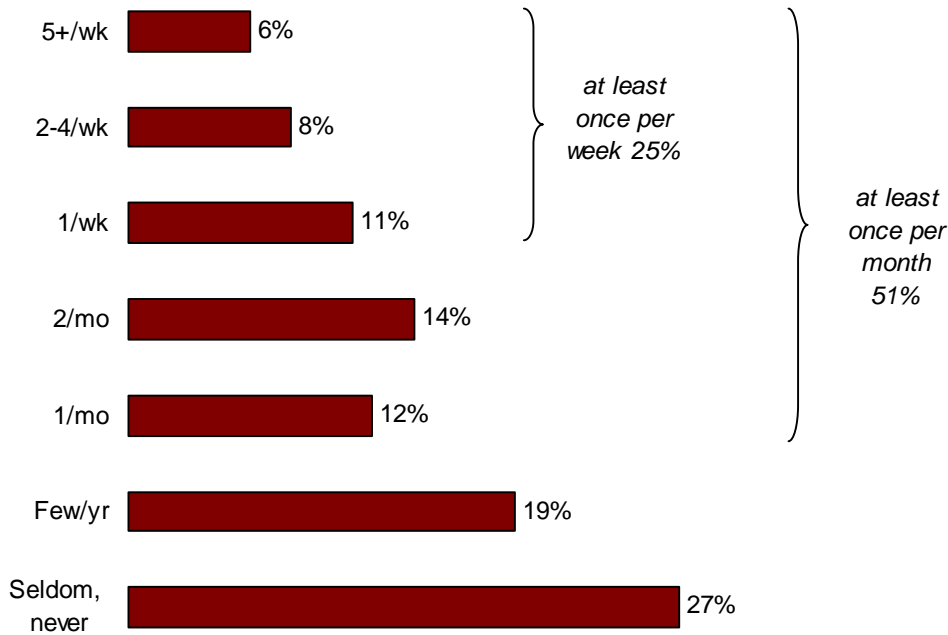
Purpose of Travel						
Frequency of Travel	Recreation	Visit people	Work	Shopping	Professional services	Drive through, Airport
5+/wk	1%	6%	79%	5%	7%	1%
<i>Anchorage</i>	<i>0%</i>	<i>10%</i>	<i>66%</i>	<i>12%</i>	<i>12%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>2%</i>	<i>4%</i>	<i>89%</i>	<i>0%</i>	<i>4%</i>	<i>2%</i>
2-4/wk	20%	16%	32%	11%	20%	0%
<i>Anchorage</i>	<i>28%</i>	<i>19%</i>	<i>34%</i>	<i>8%</i>	<i>12%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>3%</i>	<i>9%</i>	<i>28%</i>	<i>18%</i>	<i>40%</i>	<i>0%</i>
1/wk	36%	22%	13%	16%	12%	1%
<i>Anchorage</i>	<i>49%</i>	<i>27%</i>	<i>15%</i>	<i>5%</i>	<i>3%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>4%</i>	<i>11%</i>	<i>9%</i>	<i>42%</i>	<i>32%</i>	<i>2%</i>
2/mo	35%	38%	12%	8%	5%	1%
<i>Anchorage</i>	<i>39%</i>	<i>44%</i>	<i>12%</i>	<i>2%</i>	<i>2%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>15%</i>	<i>6%</i>	<i>8%</i>	<i>42%</i>	<i>21%</i>	<i>8%</i>
1/mo	62%	13%	5%	14%	5%	1%
<i>Anchorage</i>	<i>75%</i>	<i>13%</i>	<i>6%</i>	<i>4%</i>	<i>2%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>7%</i>	<i>12%</i>	<i>0%</i>	<i>57%</i>	<i>17%</i>	<i>7%</i>
Few/yr	70%	19%	2%	5%	3%	1%
<i>Anchorage</i>	<i>74%</i>	<i>20%</i>	<i>2%</i>	<i>3%</i>	<i>1%</i>	<i>0%</i>
<i>Mat-Su</i>	<i>0%</i>	<i>16%</i>	<i>0%</i>	<i>30%</i>	<i>31%</i>	<i>23%</i>
Seldom, never	51%	12%	2%	5%	2%	3%
<i>Anchorage</i>	<i>53%</i>	<i>13%</i>	<i>2%</i>	<i>4%</i>	<i>2%</i>	<i>2%</i>
<i>Mat-Su</i>	<i>25%</i>	<i>11%</i>	<i>0%</i>	<i>13%</i>	<i>0%</i>	<i>20%</i>





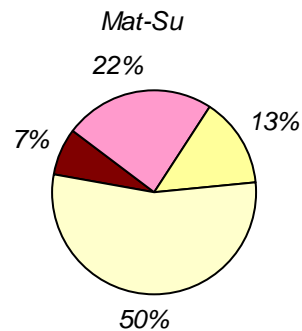
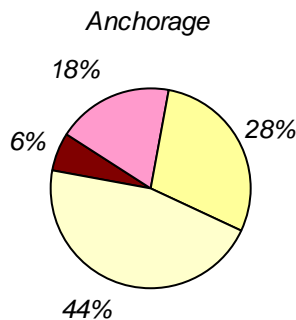
In conclusion, and looking ahead toward anticipated usage of a Knik Arm crossing, one out of four current Anchorage/Mat-Su respondents (25%) believe they might use a future Knik Arm bridge at least once a week, and approximately half (51%) estimate they would use it at least monthly.

Question: *Looking ahead, if a bridge were to be built across the Knik arm, linking Anchorage and the Point MacKenzie area, how often do you think you might use the new bridge?*



And anticipated usage appears to be basically similar for residents of both Anchorage and the Mat-Su regions.

“...how often might you use new bridge...?”



5+ times per week
 1-4 times per week
 1-2 times per month
 Few, seldom, never



III

Summary





OVERVIEW: SUMMARY OF FINDINGS

- ◆ Overall, public awareness in the Anchorage/Mat-Su area of a potential Knik Arm crossing is high (83% “*read or heard something lately*”).
- ◆ And by well over a 3:1 ratio, public opinion is supportive -- 66% “*in favor*” compared to 19% “*opposed*” and 15% “*unsure*”.
- ◆ The source of information is described as predominately “*newspaper articles*” (43%), followed by “*television*” (23%), and most respondents (57% Anchorage, 62% Mat-Su) feel at least “*moderately*” well-informed.
- ◆ Support is most often based on “*area is growing, need to expand*” (22%) and “*convenience*” (20%), while opposition is almost exclusively related to economic issues (6% “*too expensive*” or 3% “*spend money on other non-transportation projects*”). Predictably, unsure respondents reported they “*need more information*” (7%).
- ◆ On a regional basis, there appear to be only relatively minor differences in why they support a Knik Arm crossing: Anchorage respondents were most likely to describe their support in general terms (“*convenience*”), while Mat-Su respondents were more likely to refer to specific needs (“*improve Glenn Highway*”, “*help in-town Wasilla traffic*”, “*provide multiple and alternate routes*”).
- ◆ On the other hand, there appear to be fairly major differences in regional reasons for opposition: Anchorage area respondents were much more likely to mention “*financial*” reasons (61%) compared to 39% in Mat-Su, while Mat-Su respondents were more likely to mention a lack of “*need*” or “*benefit*” (28%) compared to 11% in Anchorage.
- ◆ Nevertheless, there is basically strong and consistent agreement in both Anchorage and the Mat-Su for hypothetical statements in support of a Knik Arm crossing (75-85%).
- ◆ In terms of traffic, current usage of the transportation corridor between the Mat-Su region and Anchorage is high -- approximately one out of five Anchorage respondents (22%) report traveling to the Mat-Su area at least once a week, while well over half (56%) of Mat-Su respondents currently report at least weekly travel to Anchorage.
- ◆ Reported purpose of travel varies widely between regions -- Anchorage respondents primarily travel to the Mat-Su area for “*pleasure*” or “*leisure*” purposes (78%), while Mat-Su travel to Anchorage is closely associated with day-to-day needs -- “*work/shopping/professional services*” (82%).
- ◆ And looking into the future, anticipated usage of a Knik Arm crossing by current residents of the Anchorage/Mat-Su region appears high -- approximately one out of four respondents (24% Anchorage, 29% Mat-Su) feel they may use the crossing on at least a weekly basis, and over half (56%) in Anchorage and two out of five (42%) in the Mat-Su believe they may use it at least monthly.

IV

Verbatim Comments



Verbatim Comments

Question: *“How do you personally feel about a Knik Arm Crossing project? Are you mostly in favor or opposed?”*

(If in Favor) Why is that? Why are you in favor? And what else might there be -- what’s another reason for being in favor?

(If Opposed) Why is that? Why are you opposed? And what else might there be -- what’s another reason for being opposed?

(If Unsure) What’s the main reason you’re unsure about it at the present time? And what else might there be -- what’s another reason you’re unsure?”

ANCHORAGE

IN FAVOR

I'm in favor because it will cut down on our need for gas for people in the Valley traveling on a daily basis to Anchorage. It will result in shorter commute times for people.

I am looking for property in Anchorage and there is no more property suitable for building. We have to expand. It would cut down on pollution from commuters coming in.

It will cut down on the commute. It will lower property taxes in Anchorage.

There needs to be alternate routes out of Anchorage for Homeland Security purposes.

I work construction and it will take a lot of pressure off of the Glenn Highway. I'd like to see it open faster across to the Valley.

It would save the trip of driving half-way around Knik Arm. That's it.

It is an improvement to Alaska. Anything is better than now.

It's better for commuting purposes to Anchorage. Just local access.

I commute to Anchorage every day. Just to get some cars off of Glenn Highway.

Glenn Highway is too crowded. There is ample land for expansion on the Knik side – on Knik Road.

It would expedite travel to the North.

It would be easier for commuters.

It would be a quicker commute. We need expansion room.

It's a good idea.

Unscientific! I like Dave and George. They are good guys. It would provide jobs and gets more white meat called pork!

It would shorten the trip to the Valley.

I would use it.

I'm in favor because of the overcrowding in Anchorage. Also a future capital move to that area and cheap land for housing.

Because it is an out of the way place and I think it should be opened up more with a shorter drive.

Anchorage has run out of room to build. And to get all the Greenies upset.



ANCHORAGE

IN FAVOR

It is about time they build it. It will cut down on the time to drive to Mat Valley. It will open lower priced real estate here.

It will cut off mileage. It will help the Valley grow and Anchorage also to grow.

I need to know if it gives benefits to Alaska. Anchorage is running out of property. Is there property over there?

It needs to be built. They have talked about it for years.

We could get over to the Valley faster, in five minutes.

We can go directly to Settler's Bay.

It is something new!

It opens up property development. It relieves traffic congestion.

Because my family is in Palmer and I drive to visit them regularly. It would be more resourceful so it would save on emissions and gas.

I feel that Anchorage is getting too small for the amount of people. They need to expand. It would cut down on the accidents that happen on the highway.

So that there can be transportation to rural Alaska. Maybe there will be jobs available.

I think it comes down to that I am generally optimistic and I don't know why I would be opposed. I am hopeful that a good case can be made for it.

Because I think that Anchorage needs to expand to provide for its people in the city and in the bedroom communities. For my family, I would immediately start looking for land to move out of the city.

I think it opens up land for development. That's all – the development.

For access to the other side. It's basic. The place is growing and it needs more access.

Because I think it'll shorten the commute time for people.

We have needed the access to that end of the Valley for a long time.

For economic development and make it easier to get around. It will create more industry and open the state up.

Better for the economy and the efficiency of the traffic. It would be safer than the road is now.



ANCHORAGE

IN FAVOR

It will shorten the drive.

I am a courier and it would make my life a whole lot easier. It would make it a lot easier for a whole lot of people.

It brings more growth to Alaska. It'll be safer transportation for those commuting to work.

I believe someday we'll be one big metropolitan area. It will cut down on mileage. It will help the environment and economy.

The traffic on the Parks Highway is hideous, too much congestion.

It'll be more convenient, less travel time.

It's good. It cuts travel time to the valley.

It'll cut down the travel time to the Valley.

It will save time to my destinations. It will create jobs.

Anchorage needs more room to grow. Anchorage needs to connect with available land.

I don't have a reason not to be. It will probably be just fine.

We need to use some of that land to have that part of the city. We would have a state of growth for awhile.

We need more than two ways out of town. It would open up more residential land.

It would open more opportunity for Anchorage and the Valley. We may need air cargo and passenger expansion.

It will be quicker to Wasilla. It will be convenient for commuters.

We have no more land in Anchorage and prices are high and prices will skyrocket.

I'm supportive because I own property over there and it would be easier to get to it, not to mention the increase in its value.

It will produce jobs.

I believe we need more access to land in the Mat-Su Valley. Additional roads are needed to the Mat-Su.

It is going to open up more opportunities for growth. It gets me to Wasilla sooner.



ANCHORAGE

IN FAVOR

I think it is the natural direction the city of Anchorage will expand toward. I'd also like to see an International Airport end up on that side.

The Anchorage bowl is filled and the Valley is growing. It will connect a usable land source.

It will be time saving to Valley driving. It will develop the land area.

It will give Anchorage a place to grow. Will it cost a lot of money?

I need more information. I have no clue.

It would shorten transportation for all. It will be safer for animals and people.

The road system needs to be improved. It will provide relief in case of catastrophe.

Anchorage is out of room, forcing people to build on the Hillside. It will open the land and improve trucking.

It will be easier travel for commuters.

People will have access to the city. It is another means of expanding the roadway.

It will help my husband -- it will be made of steel and he does steel work. It will be a much shorter trip.

It will be good for the economy. It will be good for the Valley.

I would use it.

I have a cabin out in the Valley. It would add a lot to Anchorage

It will help Anchorage expand and provide good transportation routes. Housing costs in Anchorage are too high.

I believe in progress, but I know very little about the Knik Arm Crossing.

I've been commuting a lot and it'll bring work for me. I'm an electrician.

I think we need it. There is no more land to build on in Anchorage. It will ease property prices in Anchorage.

It will help with the commute. It will make possible the expansion of land.

It makes sense to be closer and to expand. It will be an economic stimulus.



ANCHORAGE

IN FAVOR

We need it. There will be more growth and it will help our economic situation. It will reduce traffic on the present highway.

We have a shortage of housing space. We need room to grow and new jobs.

It will minimize the risk of traffic if cargo has an express route.

Growth depends upon expansion.

Where are the funds coming from? We need research on the economic impact on both sides of the bridge, how it will affect property taxes.

It is an alternate route to the Valley.

It is important to the future. We need the development of Southcentral Alaska.

Strategically, we need it for our home defense.

I think it's a good idea just to give Anchorage access to more land.

It just makes good sense.

It would help transportation.

We need it to develop a lot of undeveloped land.

It would make it easier and faster to go fishing.

They say that we're running out of land in Anchorage and they need to spread out somewhere and that's the only way to go.

Well because we're running out of space in the Anchorage bowl.

I support it because I am for any kind of federal construction. Sen. Stevens got the money, we ought to do it.

The city needs to grow in some other direction, and that's it.

It would cut down on traffic.

It gives people other than Anchorage an opportunity.

It would be a great opportunity for Anchorage and individuals both.

It just makes it easier to go back and forth.



ANCHORAGE

IN FAVOR

It gives faster access to Wasilla.

We need to expand because we've expanded this area as much as we can and need to grow somewhere.

I like to think of the amount of time it would save.

It would be more work for me – I'm in construction!

It means more expansion for the people of Anchorage. We're out of room now.

I believe that anything that is built new is a good idea – anything to better Anchorage.

It just makes for easier traveling north.

To move traffic better on the highway we need an alternate route.

The bridge would just make it more convenient.

This would open up the Valley.

I'm for progress and this is Progress with a capital "P".

This project would be good for the whole state.

It would be a short cut, that's for sure.

We need to have different routes to keep the flow of traffic spread around a bit more.

I think it's necessary for the growth of the area. It is good for Anchorage and good for Alaska.

It will be great for folks going up to all the lakes in the area.

There is only one way out there now and this will relieve some congestion on the highway.

It would give us more transportation opportunities.

The bridge would open up opportunities in both Anchorage and Knik for housing and recreation.

It would alleviate a lot of congestion on the Glenn Highway.

I see easier access to developable land, and that's a good thing.

It would cut down on a lot of traffic coming into the middle of town.



ANCHORAGE

IN FAVOR

My dad said it will give more opportunity to the next generation to grow and benefit from it.

I like it just to shorten the distance and time on the road.

It opens up better and more housing.

I like it! Especially if it's paid for through Senator Stevens, that makes it free money.

We've run out of room for new building in Anchorage and it's a logical area to go to.

I support it for the convenience of it.

I like it because the other road is too dangerous, especially on the Flats.

It will improve the transportation picture and also help increase the population, both good things.

Build it to provide better transportation to Wasilla.

I can see it would help reduce traffic and its speed things up too.

Sounds to me like it will help with traffic most.

Mostly because it will save on gas and that's expensive now-a-days.

It will ease the congestion on the highway.

Just because the Anchorage bowl is getting filled and we need a balance.

It is a logical step to use the land across the inlet and not drive all the way around. It's just practical.

It is a good project to link Anchorage and the Valley together.

Saving your car from overdriving by shortening the miles to drive and save on gas too.

We need it! The Valley has grown so much; it's pretty congested on the road.

It will open up more land for people in the Anchorage area. It will be less dense for housing over there too.

They'll be able to expand the airport over there, the dairy farmers want that.

More jobs and expanding Alaska – that's the ticket to progress.

It's packed going to Wasilla now.



ANCHORAGE

IN FAVOR

It would be good to relieve the real estate pressure on this side of Knik.

I believe in progress. We need to move forward. Anchorage is running out of land and this might be an economy boost and develop another city. Alaska is ready for that.

I have no intention of paying for it! People on the other side of the Knik Arm can pay for it, that's it!

It would cut down on time to travel out to the Valley.

It might be good to develop land over there, but we'll see.

This is the kind of project that promotes the economy.

It'll lessen the congestion on the highway.

It will make a better community all the way around.

Commuters will be able to travel in and out faster.

I think it allows easier access to the Valley, and will promote less hurried driving.

It's going to happen because Anchorage is going to increase and they'll have to expand outward.

I think it would boom the economy for both the Anchorage area and the Valley.

It makes good sense that it'll cut down on pollution from the commuting.

It will open up more land for development. I came from back east and if you're going to grow, you need more roads.

A Finnish engineer told me we could use tidal waters to make energy, i.e. they do that in Finland.

This project will expand to Wasilla and the areas across the water over there.

That will make the commute a lot faster.

I like to golf at Settlers Bay and it will be a lot closer.

The crossing will alleviate congestion on the Glenn Highway.

I've never been over there. It will be closer than driving all the way around.

It is a needed development for the Anchorage area.



ANCHORAGE

IN FAVOR

I think it'll expand the industrial land too.

It will connect the inner-shoreline that will become a loop.

I think it will save transportation costs for people commuting and driving regularly between Anchorage and the Valley.

You know, they keep saying we're running out of land in Anchorage, so this will help with that need.



ANCHORAGE

OPPOSED

It is a waste of money. We don't have enough money in the state to be wasting it on silly projects like that.

It is a waste of time and money. Roads are needed worse.

Too many police screw people over. It is an avenue for the government to get more dollars.

I'm not sure.

It is a stupid idea!

I don't see how all of that money is going to benefit the people of Alaska. I think that they exaggerate; the mileage they used is exaggerated.

I'm afraid of accidents on bridges.

It is not a good use of funds. Develop the municipality, not outside it. Build more housing in Anchorage.

I am not sure. I heard or read that it would go through the military base. That is bad.

Its benefits will not outweigh its cost.

It is not good economic sense. Its costs will outweigh its benefits.

It is a ridiculous waste of money. Medical or social services are more needed.

We have other road improvements needed, like wider roads by Palmer. Turnagain Arm is dangerous. Improve that. These other improvements are more important.

Because I would rather not see the area developed.

Because I can't see spending that kind of money on a bridge on a seismic active controlled area. It's going to make a handful of people rich.

There is 40 miles of highway or more to commute from Anchorage to the Valley – it'd cut off considerably. It would be more direct.

It is a big waste of tax dollars although Alaskans don't care about that. It won't save people time. They just want to develop housing on the other side of the inlet for Anchorage.

We don't need it. We have enough roads already. We don't need another road going there.

It is a way for development of land, not for commuters or anything else.



ANCHORAGE

OPPOSED

The money could be used more wisely elsewhere. We have a new road already in Wasilla. It is a self-serving thing. A mass transit system is needed. How much will the toll be? How will they connect it?

I would prefer to see some sort of bus service or train to bring people back and forth to work.

It is not economically feasible. The engineering studies are marginal at best.

I just don't know if it is worth the cost. I don't know what it would do to my property value.

Our monies could go to better use at this time. A lot of other projects should be first, including other transportation projects.

Because of the cost involved. The population does not warrant it.

I commuted to the area and it cuts off seven minutes to Wasilla only. It is unfeasible. Earthquakes may cause damage. It would be hard to maintain.

It's not a priority right now.

It seems like a lot of money. I live closer to the Glenn. Education and other things are hurting.

I don't understand why we need it. Other things like helping poor people and building homeless shelters are more needed. They should not have taken the senior dividend away.

We need more funds for education and better roads. Our mill rate is high and on 100th street the roads are falling apart.

It is a waste of Federal money.

I oppose using that much money. If they're going to charge extra property taxes, then I'm opposed.

I'd rather see one south to Kenai before we go north.

We should just offer balloon rides over the Arm that would be more fun and faster.

I just don't see it being feasible.

It is ridiculous to build something brand new when we can't maintain the roads we already have!

Can't overcome the tides and constant movement and dredging will be prohibited.

We already have a nice road to Wasilla. It would cost too much to build.



ANCHORAGE

OPPOSED

There are too many money problems right now with everything else.

Every year it will cost more. Alaska is finally getting hit with unemployment situations and we'll have a money crunch problem for the next 10 years or so.

It's going there for some special interests groups as opposed to the general public's good. The present route from Wasilla is good enough.

We need to focus more on the needs of people who go without. They're cutting back social welfare and school budgets and the infrastructure isn't as important.

It's a political do-gooders thing. I'm certainly concerned regarding the environment too.

It is kind of a waste of money – the cost of a bridge going nowhere is a waste.

The biggest thing is that it doesn't make much sense – we have roads that go out there already.

This is the biggest waste of money – it is not necessary.
 A bunch of people who bought up the land over there are trying to punch it thru to get rich.

The cost is my problem. It's a bridge to nowhere.

I don't feel that the traffic coming into the downtown area is feasible.

My concern would be what are the land proposals for the homes in that area that will be affected by that?

I think with the state that Alaska is in they shouldn't be building roads and bridges right now.

We hear there's no more land in Anchorage, but there is.

I guess because I'd rather it go to Kenai. I have property down there.

I'm concerned with the long term maintenance. How will we pay for that?

I think the road improvements they've done to the existing route are enough and make it not worth it for the 20 minutes or so you would save in time.

They'll build it too small just like the one over the highway to Wasilla.

Well because it's us going to spread out the city even more and we still have plenty of developable land in Anchorage.

I'm concerned that money could be spent elsewhere in the community – like on schools.

I don't know that it's a good thing to do because of the silt on the bottom of the inlet.



ANCHORAGE

OPPOSED

It would do terrible things to Government Hill.

There are other ways to be spending that money.

It's appears to have bad engineering. Also, it is a misallocation of funds.

Cheap housing would be the result – and we don't need any more of that.

I don't know the details. It seems like a highway to nowhere is not the best thing to do. The one we have now is okay. Traffic might not be very busy on the bridge for a long, long time.

We might just widen the highway we have already. Wouldn't that be less expensive?

The fact that Murkowski is supporting it is one reason I oppose it.

I think it's a lot of money. Why would we want to spend it like that?

Our city's streets should be improved and new ones built first.

I think it's a waste of money.

I think there are other things we could do first like education, social services are more important.

It is a big waste of money. It will cost too much to build and maintain.

I haven't figured out a real need to have it.

I don't think it can be built without a lot of failure and the cost of failure.

It is the high expense and where the money could go elsewhere.

I'm opposed because of the money it costs to plan, build and maintain.

It is just a boondoggle! I can't imagine what it will do to the economy. It is a false idea.

I think it's a waster of money – there are too many other things we could spend money on.

We could be spending our money on education and improvements to the current road system. It's a huge boondoggle to nowhere.

Don Young just wants something named after himself!

I'm unconvinced that it's an advantageous expenditure.

I'm just not sure it's a prudent use of resources.



ANCHORAGE

OPPOSED

It's just too much money for it.

We have other community needs.



ANCHORAGE

UNSURE

It probably won't happen. We won't use it because of road conditions.

I don't know anything about it.

I haven't heard of it.

We like the drive now when we go to Wasilla. I am concerned with the cost.

It doesn't affect me. I don't see any benefit. I am concerned about the cost and a possible toll.

I don't know the details.

I don't care one way or the other.

I don't care.

It doesn't make any difference.

We need to know more on the environmental impact.

I am unsure about the cost. The economics are uncertain.

I travel to work and back. That is all I do. I don't travel that way.

It depends on how it hits my pocketbook. It depends on if we get Federal funding or not.

They need a viable plan. They need to know more about the cost.

What is the expense? How will tides and waves in an earthquake affect it? What are the physical challenges?

I don't know enough about it.

I don't understand enough about it yet.

I have been in the dorms and it is pretty much a media vacuum. I don't think it affects me much.

I would like to see the engineering data due to extreme tides and unsuitable soils.

I can see both sides of it. I like opening land up, but yet a lot of people moved out to the Valley to get away from Anchorage.

It would lessen the traffic.

Don't see the harm, but don't know too much. I like rustic Alaska.



ANCHORAGE

UNSURE

It is a shortcut and I like the long way.

I don't know every detail.

I have no information on it.

The environment is important and we need housing. We can't balance it yet. It may not be done anyway.

Depends on who's going to pay for it.

I don't think it will make it any easier to commute.

I'm just neutral. I don't care one way or the other. I'm not unsure, I'm neutral!

I don't know anything regarding it!

It really depends on the need. Have we shown that we really need it yet?

It may be premature.

Is it just a political thing and is it worth the money?

I don't think we really need it, but I don't know enough about it yet. I'll hold my decision for a while.

We need more information. My husband and I talk about it when it's on the news, but we don't really know yet.

From what I've read, it doesn't really cut commute time very much. We think it would help with development.

It would probably cost a lot of money.

It would bring more traffic to areas on the Valley side, but also offer development.

The Palmer people will not benefit since the bridge would make it longer to get there.

I need more information before I say one way or the other.

I'm not aware of the situation.

It is an awfully large expense.

I keep hearing that they will have to put a lot of work into it to get the beams solid so the bridge will be safe.



ANCHORAGE

UNSURE

I don't travel much.

It doesn't affect me.

Who is it going to help? Who is going to pay for it?

I'm just curious as to how they will pay for it?

I'm concerned about the reason for the bridge in the first place. It seems just for politicians who own property up there.

I guess because I don't know anything about it.



MAT-SU

IN FAVOR

Access!

It will make transportation to Anchorage easier.

It would provide multiple ways into the town of Anchorage.

We'd open up the Valley more. They need to do something. Costs are very high here, so maybe they could start a ferry across and cut down on transportation on Glenn Highway.

Makes sense because it will ease the lifestyle of everyone in the Valley and Anchorage. It just makes more sense.

Need more roads in Alaska in general. I live in Valley and it will help as far as transportation flow.

Might be a shorter commute, I don't know, though, it's a long way onto that road. We need more roads in Alaska.

It's needed, but not right now.

We'd help out Borough as far as taxes go and help lower the property taxes. Make my land worth more money.

It's getting pretty congested in Knik and it would be better to have another route.

I own property there.

We live in the Valley, it would be a shorter commute.

We are really close to Knik. The road out of town now is really crowded and this would help lessen that.

Just more access to Anchorage. It would promote more growth in Knik as opposed to Wasilla.

It would ease traffic congestion in Wasilla.

It would save time for people on Knik Road.

It will be more convenient.

Anchorage is getting crowded and expensive. We need more land developed.

I want to see the area grow.

It's the only viable way – a ferry won't work.



MAT-SU

IN FAVOR

I think it will certainly make it more viable to live elsewhere in the Anchorage Bowl and still be able to commute.

It would make getting into the Valley easier.

I work in Anchorage and live in the Valley.

We live in the Valley.

We'd save a lot of time driving to Anchorage.

That gives us two ways to get there. I've had to sit on the Glenn Highway for hours. It would take care of a lot of traffic.

We'd relieve congestion on Glenn Highway.

It would help people when they need to go to Anchorage.

Because it will generate more work.

It would be shorter to Anchorage, and would lessen traffic on the other highway.

We're growing and we need it. It would cut commute times.

I think it will make things easier and improve traffic flow.

I don't know, it would be a little more convenient. It would open up a lot of land.

Can't stop progress and development, and it will help traffic.

It will save fuel and wear and tear on vehicles. I live in the Valley so quicker access to necessities: medical, airport.

There is only one highway between here and Anchorage.

It will give more expansion room for Anchorage and direct semi-trucks through that way down from Fairbanks.

It will alleviate some of the transportation through Wasilla. It will create building jobs, and revenue and Port.

It would open up Mat-Su Valley.

The only connection between the two major population centers is one highway. We need alternate routes. It would open up a lot of land for development.



MAT-SU

IN FAVOR

It will save commute time and fuel. It could make money with tolls. It would cut down on highway accidents.

I'm in favor because I think having an alternative route between the Valley and Anchorage will be good for commerce. It's important to have an emergency exit.

I think it will make the commute shorter.

It just sounds like a good idea. I don't know enough about it to be very helpful to you. I can't think of anything.

I see the need for it. It will open up new land.

Anchorage is running out of land for housing and if they build the crossing it will open up a lot more space. It may bring housing prices down to something reasonable.

I think reduced transit time to Anchorage and the rising cost of gas alone would make it worth while.

It would provide opportunities to open up land in the Valley.

It would open up a lot more country; there would be more land for houses and businesses.

It would open up more land for homes and businesses. I can take my visitors there.

It would be good because Anchorage needs somewhere to go.

It will make it easier for people who have to go to Anchorage for work.

Too much road congestion on Glenn Highway for Anchorage to Valley, need another access. This is long overdue.

There will be less congestion in town (Valley).

It will increase transportation options to Anchorage.

I'm a builder and all for building in the Valley.

I have commuted since 1996 – the end result would split the traffic (I live in Wasilla) on the Glenn Highway. More access to Anchorage. It would augment the growth in Wasilla. We need another access to Anchorage and the Kenai. The Glenn Highway is appalling.

We need it. It will divide the flow of traffic into Anchorage. It makes so much sense.

It's inevitable. Anchorage needs to spread out. And to shorten the distance to Anchorage -- it shortens the ride. It will cause a lot of expansion in Alaska. It is ahead of it's time.



MAT-SU

IN FAVOR

Need to have more ways to get into Anchorage.

It gives the Anchorage Bowl room to expand and it will make land more accessible to more people.

Cut down on commute time to and from Anchorage.

It will make more area open to people. It will make traffic move smoother. It gives people better access to housing and working areas.

Because if they don't, which way is Anchorage going to grow? They need to get across the Arm and develop that area.

It is time to do it! It is drastically needed for progress!

It would help this area become more civilized.

We need more than one way in or out of Anchorage.

It will bring growth to the Valley.

A lot of people could use it. It wouldn't be convenient for me, but I know people who would like it.

It will open up the Valley for development. The housing market in Anchorage is very tight.

It will help with growth in the Valley and in Anchorage. It will give an alternate route.

Because everybody needs to go to Anchorage and we need an optional route.

It will help with development in the Valley.

With the growth in the Valley, there is a need for more ways in and out. It will relieve the congestion on the Glenn Highway.

We inevitably need new roads out here.

It would save me time driving into town. It would take a lot of pressure off of the Glenn Highway.

It would bring business to the Valley. It would shorten the commute to Anchorage.

They need something. The highway is already too busy. Why can't they get a train going?

I think it would allow for growth in the Valley and give a cheaper access to land and still work in Anchorage.



MAT-SU

IN FAVOR

The cost of the project scares me. I am concerned about the engineering. How will they protect cars from winter ice on roadway, crosswinds, and earthquakes?

It is a long way around for us to get to Anchorage. This would be way closer.

I will be able to get to Anchorage faster. It will take half the time to get there.

It is looking off into the future. I have watched growth since 1976 and watched the Glenn Highway barely keep up to the traffic. This would be a viable alternative route. It would give us a shorter railroad spur to Fairbanks and shorten the haul time for truckers and would bypass the population center of the valley (Wasilla).

We need an alternative way to Anchorage.

It is a good thing. If you had to commute to Anchorage, you'd know why.

It will save time and people's lives. The Eagle River Hill is not safe, as are other roads.

They should have done it a long time ago. Anchorage needs the extra space.

Because it will open up lots of property and be financially beneficial to everyone.

I don't travel to Anchorage a lot.

I like to see people make money.

It should have happened long ago. It will save fuel and time, especially if there is a road through Big Lake.

We need the road access to that part of Susitna Valley. It would reduce the load on the traffic infrastructure across the flats and provide direct access. It could lead to a new airport for cargo traffic.

It is a good way to alleviate traffic on the Glenn and open up areas for residences.

I think the Bart System would be better, just need more roads in Alaska.

I live in the Valley and I think it will help the property values.

Well, because traffic is getting so heavy on the Glenn Highway. It is heavy and I hate driving the highway now. I wish they would move the capital out here. And it would be easy access.

We're growing and we need to connect. There is getting to be too much traffic. We are growing too fast.

It is an alternative to get to Anchorage. It will help the economy by providing jobs.



MAT-SU

IN FAVOR

There is a lot of money involved. I like the idea of being able to drive straight across. I don't want my taxes to go up.

It would open up the Goose Bay area and free up land that could be used for residential purposes. I am for a deep water port at Port MacKenzie and it would give the Port of Anchorage competition. We are being held hostage by the shipping union. No one can compete.

It's a great alternative to the Glenn Highway.

It would open up the land and give us more chance for business in that area. It would be a shorter distance to Anchorage.

We need to have more than one route – it will help the traffic flow.

I'm in favor of seeing the land open up here in the Valley. It will help with the Port, a whole new city would be created.

It would open up new land for development. It would cut down travel time to Anchorage.

There is room at Point MacKenzie for more housing.

The transportation for the people working in town on the base, it would work better for traffic and be more efficient. It would cut down on expenses for gas and the environmentalists don't want us to drill up north.

It would just make it easier and better roads, to get into town. And there is a possibility of using the tide as some source of power.

Because there would be more work for me and for my family. There would be less congestion on the Glenn.

For one thing we currently have a road system we've outgrown and it is congested. It would help make the roads safer and alleviate a lot of traffic and open up a whole bunch more of the Valley for business owners and increase opportunity for businesses to grow. And we could move the capital to Point MacKenzie.

It would open shipping of items. It would help in the community.

Because I make the commute too many times into Anchorage and I need to cut down the time.

There are very limited options for transportation. It would provide some relief of the traffic congestion on the primary highway into Anchorage.

It is about 60 years overdue. They have a state up here that is very limited and locked in, open it up and develop some resources and increase the infrastructure. That helps all around. Unless you have an airplane or a boat it is hard to enjoy the beauty of Alaska.



MAT-SU

IN FAVOR

There is land available at Point MacKenzie. Anchorage has no space to build and is building on unstable soil. It is wise to have more avenues.

I never go against progress. It will be a shorter distance to Anchorage for that area. Jobs will be created.

It will create jobs. It will get rid of some of these people.

Alleviate some of the congestion problem. A second way into Anchorage. The highway into Anchorage is not -- will not -- be enough with growth.

I am happy about the crossing. I disagree with the Point MacKenzie route. The road (Knik) is treacherous for more traffic, but it would decrease traffic on the Glenn hopefully.

Open up the Valley for affordable housing and another route to and from the Valley.

I am looking at development. It provides available land.

It is needed to build infrastructure in the state.

I think that the way Wasilla is growing, we are going to need something.

It will bring more money to Wasilla.

Our road system between Wasilla and Anchorage is very bad. It would be a better connection between Fairbanks and Anchorage.

It would be more convenient. We could get to work faster and cut out a lot of miles of driving.

It has been a long time coming. It will open up a lot of opportunities outside of Anchorage.

I have property that I would like to live on full time, but I cannot justify the commute to Anchorage. The congestion on the highway is overwhelming and if something happened there everyone would be stuck. There is no alternative.

Anchorage is swelling up. It has to go somewhere.

It is something new. It would open up more land down there for expansion and building.

It would boost the local economy. Construction will bring a big payroll. It will make our real estate worth more out here.

It would bring industry to the Valley and help expand the economic base.

It might get rid of some of the traffic through Wasilla.



MAT-SU

IN FAVOR

It would create more business between Wasilla and Anchorage. It will build up Wasilla more.

We have one way around and there is a lot of traffic on it. It will shorten the drive or split the traffic up.

It is growing. This is a good way to get back and forth. Because of the ferry system and it would be good for commerce.

It would be good for developing and giving access to resources based in Anchorage.

It will take a lot of traffic away from Palmer and Wasilla. The road to Anchorage is a bear at rush hours.

We need better access throughout the state and this would provide better access to the north and west out of Anchorage. It would improve the development and movement of resources in the state for long-range development.

I just think that with all the people moving up here and Anchorage running out of land it will open up more area for building homes.

We need it for emergency purposes and to spur the economy. But, the location is wrong -- have it further up the Knik Arm.

I live in Wasilla. It would be a lot faster for us.

We could use the improvement -- there aren't enough roads in the area. I'm in favor because it will alleviate traffic on the Glenn and Parks Highways, and help with growth and future growth.

It would make it easier for the people here to get to and from work each day.

It's good for people, being able to use the land up there at Point MacKenzie. My concern is that the area would be incorporated into Anchorage. It would be helping the people in the Valley. A lot of people could build houses and sell them then.

There are so many people moving out here and traffic is so congested.

It would open up the Big Lake area.

Well, traffic congestion going through the rabbit flats between 6 AM and 9 AM is bumper to bumper. It would be a lot closer for me. They were going to put a ferry across, but the tide gets too low and they would have to have a lot of them (ferries) and there is the problem of where to park cars.

It would help the people who have to commute.

It is favorable for the development in that area, residential and industrial.



MAT-SU

IN FAVOR

It will open up the country. We always have poor transportation and we would have another way to get to Anchorage. It will be good for Anchorage. They are running out of land and there is land in the Valley.

I don't like the fact that it costs a lot of money but I think we need it. The people that live in that end, it would be easier to get to work and have less time away from their families. I think it will help that part of Wasilla to grow.

I live in the Valley and commute to Anchorage. It would be quicker and easier.

I'm in favor because it would be shorter for me to drive to Anchorage. I work in the construction business and it would help us have jobs.

Anything to have a good straight highway is fine.

I really don't know enough about it, but it would be faster to Anchorage and less traffic.

I'm concerned about the agricultural parcels at Point MacKenzie and I would like to know if they would be kept as agricultural parcels, so I can't say "strongly in favor". It would be a place for Anchorage to expand.

It would save money for the people who have to drive to Anchorage, save a lot on gas. It's strictly convenience for people who want to travel north or people in the Valley who want to go to Anchorage. Also, there's plenty of land over there and it would be good use for crowded Anchorage. Building could be done to give more room.

I think it would re-route a lot of big heavy traffic going through Wasilla and cut down on the truck traffic. The Valley has always been a quiet place, now it's busy.

It would increase my property value. It would create more jobs out in the Valley.

It would cut a lot of mileage for me. I am a senior and I would stay home.

There would probably be less accidents. It would be faster.

It's about 40 years overdue. Land access would be helped. That is access in a broad sense, which is resources and property. It's a route of transportation.

It will alleviate pressure on the Glenn Highway and there would be more room for housing.

It could save a lot of time and not have to drive across the flats.

It will open a bunch more country if the state doesn't mess it up. It will move more people in that direction, away from Wasilla.

Traffic is too heavy on the Glenn Highway.



MAT-SU

IN FAVOR

The population seems to be accumulating up here in the Valley, so it would be a shorter route and speed things along.

If they do it right there won't be so many moose killings. It will take traffic out of smaller towns.

It would open up a lot of country and employment.

I'm in favor of the development in Knik Arm. It will make a shorter commute for people from Big Lake and north.

I live in Wasilla and it's really far to get to Anchorage.

I'm in favor of more access from Anchorage to the Valley.

We need an alternate route to Anchorage.

It's progress.



MAT-SU**OPPOSED**

Waste of money. I worry about the Valley becoming another Anchorage bedroom community.

Not a practical thing to do. We'd like to stay out of that area where the belugas live.

The roads need so much more work, like straightening.

The cost will be very expensive.

The money could be better spent in so many other ways.

I am concerned that Point MacKenzie will change from a recreation area to a highly populated area.

Waste of money.

All we do is alleviate Anchorage problems and cause more problems for Wasilla. Wasilla is 35 miles away, so only Fairbanks traffic will benefit. Point MacKenzie farm lands are now all owned by the people who are pushing for the bridge.

It will decrease my property value. I don't think they've adequately explained who wins and who loses.

It doesn't do anything for people in the Valley.

We don't think the Valley has the infrastructure to support Anchorage. This would be an incredible waste of money.

I just don't think we need it.

They spent so much money on studies and they haven't done anything. I'm not sure it would be beneficial.

I don't think it's the best way to go. I don't think it's feasible or practical. I wouldn't want to drive on such a long bridge. What if there was an earthquake?

My husband commutes and it won't help from where we live.

As a Valley resident, I would hate to see Anchorage come here.

Because the roads need so much more work, like straightening.

Anchorage is running out of property. You could only commute if you lived at MacKenzie.

I don't think they need it right now. I think they should wait until they can include the railroad.

It's not necessary. It's not really needed. They bring their own work crews on big jobs.



MAT-SU

OPPOSED

Someday Anchorage will have to go across and move the airport, but that is not the real reason it is pushing it. Anchorage is out of land and they have to go across the inlet.

I moved away from Anchorage to get away from the crowds and the crime. I don't want them to make it easier for them to follow me here.

It's too expensive; it costs too much. It would be good if they could build a power generator to relieve the high power costs. The tolls will be too much.

It does not seem feasible with the tides in that area. It will be longer to go from Palmer via Point MacKenzie to Anchorage.

The road to Willow is so unkempt it has no school bus signs. We have no troopers, but we want to build this or that. The road was built for 55, but now it is marked at 65. We can't take care of what we have.

It seems ludicrous to me to mix up the ferry with a bridge idea. I just don't like the idea.



MAT-SU

UNSURE

I am a contented housewife!

I need more information.

I just don't care if they build it or not.

I'm really on the fence. If it gets over here then we would have a small Anchorage over here. We have a lot of moose and wildlife out here that could be affected.

Well, because it would be nice, but I'm not sure we can afford it.

I like living in the Valley and I work here. I only go to Anchorage occasionally.

I believe there are a lot of other places the road can be fixed first. Just fix the roads that are falling apart already. It would be really nice before we get more new roads. They keep postponing it because some of the roads are secondary roads, and yet they house lots of traffic.

The cost -- it seems very expensive.

I'm unsure because it won't make any difference to me one way or the other. I wouldn't travel that direction.

I guess it would be nice, but it would cost a lot of money.

I see our borough working so hard at things I don't think we authorized. They've taken a little leeway and taken a big step. I don't like our local people endorsing it without our approval, whether we need it or not. The borough needs to be up front with it.

I'm both in favor and opposed. It would bring more people into the Valley, but it is needed.

I'm unsure because I don't know anything about it.

I don't know why they're pushing it now with budget in such a flux. Why didn't they build it when we were flush?

Going out to where it would be built seems just as long as going around.

I guess I don't know enough about it to form an opinion. I probably wouldn't use it.

I don't know what kind of tolls they're going to charge. If they get a good architect and use quality materials I'm all for it.

I really don't care because I probably wouldn't use it.



Verbatim Comments

Question: *“And last of all, this survey is sponsored by the Knik Arm Bridge and Toll Authority to help in the Knik Arm Bridge decision-making process. Is there anything you’d like to add or tell them at this point?”*

ANCHORAGE

I would want to see a lot better economic justification, not just free federal money.

It's about time we do this.

Let's get started.

We have to move ahead with future growth of the valley. It's a needed item.

Build the bridge and hurry up!

I thought we were going to build it! Teamsters want more jobs and more job opportunities.

I don't intend to pay for it except by the tolls.

Good-luck!

I hope you build it soon.

I guess the expense vs. the advantages. I just want them to be careful, I hadn't thought about it icing up.

Great idea! It needs to be done -- go for it. They need to look at Seattle and see what they've done.

It's about time! Let's get it going.

I'm pro-bridge. It will open up more areas. We're pretty much built out around here. I've experienced the benefits of a new road out East. It's supply and demand, property owners will take it on the chin probably.

They should definitely go for it. Take some good knowledge from the Norwegians, Finns and Swedes. They use their resources a lot better than we do.

We'd like to see the project go.

Get the U.S. Government to foot as much of the bill as possible. Thank you, Don Young!

Hang in there!

Go for it!

I think they're doing a fairly decent job in presenting why and all the facts.

I hope they can figure out how to put that bridge in the mud.

The majority of Wasilla and Palmer would not benefit for commuting to work.



ANCHORAGE

That bridge will benefit everybody as long as the toll is reasonable.

Build it -- the sooner the better.

I hadn't thought about the toll bridge before, but it might be kind of exciting to have the bridge.

I would be in favor as long as we can spend the money in a reasonable manner.

I don't travel to that area. I know little about the Knik Arm Bridge issue.

It's a good idea for future population growth. It's a better way to spend our money than the way it's spent now.

I think the options are not out to the public right now. There needs to be more information brought to the public with clear statements.

I wish them luck getting it passed.

There must be a lot of reasons the previous administration didn't follow through. I think if there was a more viable population than just land now people would be more likely to use it.

Don't make it fancy, just functional.

Let's get it built, improve the roads to the access.

I need to be better informed.

If you're going to do the job, do it right.

No toll or if need be only a minimal one.

We'd like to see more information on environmental impact.

I'd like to see property tax even out in Anchorage.

I hope it's developed with wise small environmental impact.

Our representatives have worked to get the bridge, it needs to be done.

Just that it would be more useful if more information where out there say on a state website as to just what the bridge would do.

Just don't make it so expensive for sight-seeing and pleasure trips.

If it's favorable to both Anchorage and the Mat-Su Valley it will benefit us if it's not too expensive. It will be a favor instead of a burden.

ANCHORAGE

I think it's a good idea if it is done environmentally correct.

The idea is bad and harmful. The influx of families would be harmful to the habitat. The cheap housing would not be good.

It's not needed. There's way too much we need to be spending on education.

Should not build it at all; use the two roads we have now. They're enough.

They seem to think that people will buy the idea that the bridge will end all the problems but what are they going to do with the roads between Ft. Mackenzie and Wasilla? They can't support the traffic.

These idiots don't know how to use concrete in Alaska.

Hurry up and build it!

The foundation is not sturdy enough to build a bridge, but I think it would be good to have an alternate route.

They should wait until more people move into that area. They should wait for more population in the Mat-Su valley.

Build it for heavy-duty use. Make it capable for a truck route port to Fairbanks. Don't make it a toll bridge.

Hurry up and build it before the price goes up. Don't make the toll high.

Look at the Whittier tunnel for planning fees.

Build it!

Alaska is unique, don't make it like the rest of the United States.

It would be a great idea.

You covered it well.

No, we are running out of land in Anchorage. We continue to grow. I'm in favor of the crossing.

No, I've rattled off enough already.

Print more general small stories in the newspaper to keep us aware of what's going on.

There's nothing at this time.

No, just get more information to the public, about costs and the environmental impact.



ANCHORAGE

It's a waste of time and money. Use money on Anchorage roads, they are damaged. We need a freeway in Anchorage. We need more roads in Anchorage. Lake Otis is a hassle; it needs work. The Bragaw extension needs to be done first.

Good luck, that's all.

I'm all for it. I've been waiting for it for awhile.

I'm concerned about toll charges -- they should be low.

You should get busy and build it!

I think they would need a thorough study on the icing conditions in the winter and the bottom, a thorough engineering study.

No, I'd rather not see it be built. Once it is built, more subdivisions will go in and I'd rather not see it developed.

No, I think you did a good job covering it all with the questions.

They've spent 2 or 3 times more on these surveys. They could have it built already.

Sell the idea. Is there land we can use over there? Promote the positive!

I'm just waiting for you to build it. Norway or Sweden has underwater turbines. We could use the tides of Anchorage to generate electricity.

No, I'm moving to Fairbanks so it won't affect me.

It's a waste of time and taxpayers money. It's a pet project of a few people, who don't live in Anchorage.

You should build it!

No, good luck, I guess.

Give a proposal to the people. We would be better informed. Tell the price to the people of Anchorage and the Mat-Su areas.

I won't use it in winter. It's too dangerous.

The whole idea is political and for Anchorage's benefit and not for the Valley's.

No bridge. I would like to see a train or a BART System.

I would like to see affordable public transportation to cut down on the air polluting and resource-draining commuting. It's absurd to spend that much money to use more oil.



ANCHORAGE

No, I think we've covered it all.

Just keep going for it. We need to expand.

No, I wish them well.

Other than getting this call, I think it's a good idea, but they need to get information out there more because I feel I wasn't informed enough to answer the questions accurately.

I'd like to see the bridge be built. It should be built in the next 5-6 years at least. Start it in 5 years.

It's up to the public if they want to spend the money there. There are enough professionals in the public to decide.

Get competitive bids.

I'd like the Turnagain Arm road made safer and widen roads by Palmer first.

There's a better use of our money. It will not provide an economic engine for Southcentral Alaska.

Go get 'em George!

When it is built it will attract the interest of the tourists.

We don't need it.

I'm not a politician.

It's a stupid idea.

No, this really doesn't concern me. Give the whole story, for the voters. What's the environmental effect?

We fail to meet budget on most road development-most have extensions because the contractor fails.

Don't charge too much for the toll.

They need to do the route. Do studies for it.

They ought to go for it! They should have years ago, I own property in Chugiak so I'd like to see things more opened up. Look at the price of property up there now! This would drive the price down.

Make sure we have the carpenters Local 1281 called!



ANCHORAGE

The bridge can be paid off over many years. We need special rates for the daily commuter. Make the tolls reasonable.

Find useful things, for example helping the Alaskan Native people.

They have covered it.

Dream on! It's not technically feasible.

The sooner the better!

I hope they build it!

How are they going to keep ice off? How safe will it be?

Do more work on the highways up here! We can't maintain what we have half of the time!

The sooner the better if they build it! I might move out there.

It's a great idea! It's been a long time in coming! You can't stop growth. We should be a progressive state. Put people to work. We should use that land.

It would help out. Engineering is a challenge. It could be costly.

It's a great idea. Do it soon. There will be an economic benefit.

We need a cost-benefit analysis. Cheapen the toll fee, it will increase the use.

Think airport expansion and industrial growth.

It's about time -- we've been talking about this for 30 years.

Get going on it.

Keep the toll fee down so people can afford to use it.

Don't make it too high.

I hope it can get done. We need the access.

Hurry up and do it.

Consider the toll. Don't make it too high. If it's reasonable, it will have more use.

The toll needs to be very reasonable, one price for all. It should be a senate bill not part of our taxes.

Don't wait longer. It's needed now. Engineer it now and be ready to build. Build it!



ANCHORAGE

It's a great idea. Do it.

It's a total waste of money.

I think transportation funds can be much better spent on roads statewide rather than on this bridge.

How are you going to plan the development of Point MacKenzie?

Good luck, is the cost worth it?

Don't be greedy -- charge cheap tolls over a long time. Keep it up a longer time, it has better use. Keep up the PR.

Alert citizens on a web site, update it often with information.

We need exhaustive research on engineering. It should be offered up as a referendum vote. Safety of the bridge is foremost.

You should have done it a long time ago. It would have been cheaper.

Go Union! IBEW??

No, but this is a good survey.

I am a supporter.

We don't need it, spread the money around. There are needs for bus service to Haines, Whittier, and the Valley.

Get off their butt and get it built.

The money is better spent in other ways.

If they are going to build it get off the pot. Also, don't hire people from Outside unless they have to.

They know more about it than I do.

No, my only view on the bridge is that it will open up for development and give us emergency access.

Get off the stick, you don't have much time.

If ANWR indeed does go through we'll need it even more because of huge economic growth, like when the pipeline went through.



MAT-SU

I'd like to see them get the geological work done, and get it done.

Not at this time.

I can't think of anything.

No -- watch the tide, it's scary with ice floating through.

Yes, people need more information.

I'm just hoping that it will go ahead.

It is the people with money -- wealth -- on the Authority and they own property, I disagree with them -- starting with the commissioners.

I think it is a necessary project. If they move the capital to the Mat-Su area it will facilitate travel to the capital.

Just hurry up!!!

Stay put. We don't need anymore traffic congestion, big businesses or people. We moved here from Southeast because it was getting crowded there, now we're thinking about moving back.

We need other highways worked on. The Glenn Highway needs work. We need a four-lane highway between Palmer and Wasilla. We needed that about five years ago.

I just think we're jumping the gun. We're afraid ol' Don in Washington is going to die and all the funds will dry up when he does.

I just think it will speed up the destruction of Alaska.

I am concerned about what they are going to do about the traffic on the Anchorage side of the bridge.

Essentially the ferry system would keep more people employed over time, or use a monorail which is a fraction of the cost of a road. Also, a ferry system would allow for safer passage, offer longer-term employment and would operate at a fraction of the cost. The toll they're talking about would be the ferry fare and the ferry system would cost much less than the bridge.

Better do a good job whatever you decide. The exchange is kind of an example, at Glenn and Parks Highways.

Need more information. Should have meetings at, say, Big Lake or Meadows.

No, I guess maybe just keep us posted on costs and progress.

Other than hold off on it for a while until there can be multiple benefits.



MAT-SU

Don't try pushing this bridge as a speedy remedy for commuting to Anchorage from the Valley. Push it as a bedroom community for Anchorage, a place for Anchorage to grow to.

I think it would be nice if they put out more information. I'd like to know what the toll will be, how much it will cost and where the funding will come from.

No, just get it done.

Only that I'm tired of Anchorage having a problem. Why push their problem off on us and ruin our neighborhood? Get the base to let loose of some of their land and go that route.

A lot more research into the engineering phase and the costs should be done.

None at this time.

They could add a power source using the tides as I've seen some places do. Also check to see if the railroad could be sent across on the bridge.

They just need to handle the traffic on the Anchorage side. I don't know where the traffic would go once it is on the Anchorage side.

I hope it goes across. It's probably a good thing for the Mat-Su area.

No there isn't anything.

The toll is not a good thing. They should keep it as low as possible; you may not have anymore going over it.

Who are they??!

Get busy and get it done.

None at this time, but I want to encourage you to go ahead with the project.

About the soil not being stable -- they wouldn't build it until they did have it all figured out, which the engineers would have to do first.

Get it built!!

I guess not. Except maybe a tunnel should be built instead of a bridge.

I would not do a toll. It would be too expensive for the average worker who is just above poverty level and must go to Anchorage to work.

I wouldn't use it much because of distances, but the Wasilla guys would benefit. Build the bridge!



MAT-SU

We need to do it soon, because we can't keep Ted Stevens and Young forever, so we must get on with it. I'm for progress and this is essential to our progress.

It's OK with me, but I won't use it much. Property values will go up for potential building.

I hope they do a lot of figuring before they go on with the project. There are a lot of variables and lots of costs, so be careful. It sure will have a big impact on Point MacKenzie.

It's a good idea to go ahead because we need more than one avenue into Anchorage for evacuation and for progress.

If they get a Costco out here, I wouldn't go to Anchorage ever!

Why can't we get the trains back? Can they revitalize the bus lines in the Valley? Public transportation needs to be reinstated. I would like an aerial view of the area to see where it would actually be. Make Anchorage pay their part.

No, I don't have enough knowledge to tell any of you anything on this subject.

The best way to solve engineering concerns is to throw lots of money at it -- but sometimes money isn't enough. I wish you good luck.

I'm proud that you're staying after this project. It will benefit Anchorage and Mat-Su and land developers, and you can't stop progress. It's a win/win situation for everybody involved.

I don't like toll charges! I'd rather have you tax us in any other way.

I think it's needed.

Get 'er done! The quicker it is started the better off everybody will be!

I'm pretty ambivalent about it. It would be a good think for people in that area, but it won't affect me much.

They need to limit toll fees and have plans to phase them out completely.

Don't short-change the project. If you're going to build this multi-million dollar project look into the future and build it big enough to handle future growth, including at least one rail line and enough lanes to handle traffic volume in years to come on the life-span of the bridge. Now is the time. We have our powerful political people in place to funnel vast sums of money into projects of value to Alaska. The stars are in alignment for this to happen!

I'm not well informed enough to comment.

It would be nice to see it get going.

Good luck and I hope they get it.



MAT-SU

I have to know what effect it will have on the flats that used to be agricultural land. They're selling off parcels already.

Get your thumbs out of your --- and get this built. Our forefathers of this state are a lot wiser than we are, and they thought this would be a really good project.

Hurry up! The longer we delay, the more costly this will be, the more accidents and congestion in the traffic there will be on the Glenn Highway. The population will continue to grow in Anchorage and the Valley, and if there is not a transportation alternative we can only see more deaths and accidents. There would be no moose on the bridge!

No, I just don't have enough knowledge at this point to give any input.

I would hope that they keep public informed of the facts as they progress, as opposed to being bombarded with it all at once.

If you build it, do a good job on it, not like the tunnel in Boston.

I did live in Juneau when the little bridge was built there and the cost just rose because they couldn't find the bottom for all of those steel beams. They had to add pipe after pipe before hitting bottom and the same will happen here.

I would like to throw in the factor that I believe in mass transportation that would benefit more at the "dollar per head" than the Knik Arm Crossing could.

It's a goofy project. Goose Knik Road is way out, and only a few will get any benefit from it.

I think it is needed but I'm not real informed on the pluses and minuses.

Make it happen before I turn 50!

I'm not sure it will benefit the entire population of our area. I hate to see the body of water disturbed, and hate to see Anchorage moving out to the Valley so easily.

Quit wasting money on stupid surveys.

It's really not a feasible thing. We keep voting it down and they won't listen and keep pushing it off on us.

Either do it or forget it. You've spent more money already on trying to decide whether or not to build it than it will cost to build!

They need to build it soon and it is very important to add rails for the railroad.

Give us reports as often as you can, keep us involved in the process. The people are smarter than you think and we can help. Keep us abreast.

Not really, I haven't really thought about it.



MAT-SU

They've had their head in the rocks about this for years. It's about time to get your head out of the rocks and get it done.

No, the state doesn't take care of existing road systems. They are 20-30 years behind accommodating the present traffic.

Throw them and all the politically correct people like anti-moose, anti-smokers, etc, into the river.

Make certain that they know what they're doing at the outset. I don't want to see another boondoggle or cost over-runs.

I'm just waiting for them to build a bridge so I can move to Point MacKenzie.

No, haven't studied it much yet.

Not really, maybe when are they going to start work on it.

Keep the toll down so people can afford it if they're going to use it everyday.

Get publicity out there that we can build a bridge. I would like some sense of reassurance that it will survive a 7.5 earthquake. Also, get the information out there about the toll costs.

Don't do it!!

#1-get a good reputable architect and engineer. #2-keep the toll reasonable. #3-get somebody with experience with Cook Inlet Waters.

If the bridge were to go in, would it raise my taxes? The price of land is going up.

Full steam ahead! It's time.

The biggest issue is how much it will cost and how stable. It's not brought out to the public much.

About all I can say is go ahead and build it.

Just honestly tell the people up front what its going to cost.

No, other that I don't think we need it.

No I guess not, I'd have to think about it.

Just go for it.

Not really, just to keep us informed would be best, on just what is going on.

I hope it gets done.



MAT-SU

NO TOLL!! Please, taxes are high enough now.

Do a good job.

I would prefer a ferry if possible, as opposed to a bridge.

Keep us more informed of the progress as it happens.

Move ahead with it. It would be a benefit to the state, not just to the Valley.

Make sure you find the bottom.

I think it would definitely help the economy. This area is growing too rapidly and I think it would create an improvement for the traffic and help the Point MacKenzie area.

Just don't let them take Point MacKenzie and make it part of Anchorage -- let Point MacKenzie remain part of the Valley.

I just think it is a good idea. We need more routes and it is better than blasting through mountains.

I hope they get it built. I live in Palmer and don't want everyone moving here!

The sooner we get it the better off we'll be. I'll be happy to see it. They've run out of places to build in Anchorage and we have property up here. You bet, push it, let's get it built, quick!

Just that the Valley is the largest growing area around and they need to keep up with it.

We need more information about the exact plans. For example, how would it flow in by the port, etc? What about a ferry?

If they can do it responsibly and safely I think it will be a very good project.

Just to strongly consider the power generator thing and if not now, plan so it can be added later. Also, make it esthetically pleasing.

Look out for those environmentalists!

They need to really look it over and see the pros and cons. It is really getting crowded out here.

Let's hope this one goes in and then build one to Kenai.

If they want to look to the future it is only going to cost more to build it in the future. If they have money from Congress, now is the time to do it.

I have never heard of a toll being applied. What is with that -- I've never heard about it.



MAT-SU

I just think that if they're worried about the maintenance and the construction of it they should consider that other bridges have been built in difficult places and they have done well and lasted a long time without affecting the environment or the whales. So just get the right construction company. I think it will be good.

If we don't build it we are foolish. If there is any way we can move the capital it needs to be done. Juneau was never a good site for the capital. Nome would have been a better choice way back.

There are farms that have been out there for a long time and I'd like to see them protected. I'm concerned the area will grow too quickly and the property prices will soar so that the property taxes will be higher. Right now Wasilla has grown beyond its control.

They should have done it 20 years ago.

They need to make a route closer to Wasilla. I do know it will open up the area for Houston, Big Lake, Willow and Talkeetna, etc., not for Palmer. And do look into the icy conditions for the wintertime. It could be difficult.

Hurry and build the bridge. It will help the economy and it will help Anchorage as much as it will the Valley. Anchorage just doesn't see it yet.

Just do their studies.

Instead of using a bridge concept, you should use a tube concept -- go under the mud instead of over it.

Quit wasting money on studies and build it.

I like it just for the pure fact it would take some ease off the Glenn Highway. It's getting pretty bad and with it there would be a choice for getting to Anchorage. Right now the Valley is hampered in its growth because of all the traffic.

The only thing I would like to add is that there are a lot of good resources for building the bridge right here in the Valley. It would bring jobs to the Valley and help build up the Point MacKenzie area, all good things.

It just makes me feel I should dig in to find out what is going on, what information that can be sent.

They should look into the idea of generating electric power with the tides, in conjunction with the bridge.

I guess I would like to see more information on how the toll would be structured and see what the upgrades are for corridors on the Wasilla side and the Anchorage side. Also, I am concerned about the bridge only being two lanes like I heard about. If there was an accident it could be blocked. And also, if there were more than two lanes, like four or six, it would ease any problems with icing and allow traffic to get through.



MAT-SU

Yeah, open it up and develop some resources. Don't worry about the environmental things because that won't be destroyed.

As a long-term resident of Alaska they've talked about the bridge even when I was a kid. And now I think it's a necessary evil. I think we then need to think about moving the capital closer to the area. I think it's important for our future to do both.

Not really except I hope it doesn't raise our property taxes.

If we build it now it will cost a whole lot less than if we build it 10 years from now. The population is just going to rise and we need it.

Include the railroad with it.

I'd like to see how much of a difference from Wasilla to Anchorage, Knik Arm to Anchorage -- is it worth it? -- and an environmental survey to see how safe it is for wildlife.

It's just a good all-around thing for everyone.

I think it would help with the busloads of tourists.

I'd like to see more information on how it will affect homeowners. I live on Haymaker Flats.

A commuter train in the meantime would be nice.

I think it should be a one-way toll and not too big at first so people will use it, like \$1.00 or \$1.50 one way.

Crosstabulations

Have you heard or read anything lately about the Knik Arm Crossing?

		UNSURE	YES	NO	BASE
TOTAL		0%	83%	16%	100.0%
Region	ANCHORAGE	0%	82%	18%	82.0%
	MAT-SU	1%	89%	11%	18.0%
Community	ANCHORAGE - DT/WEST	0%	85%	15%	25.5%
	ANCHORAGE - EAST	1%	76%	23%	22.2%
	ANCHORAGE - SOUTH	0%	85%	15%	25.0%
	EAGLE	0%	80%	20%	9.3%
	PALMER	0%	86%	14%	5.5%
	WASILLA	1%	90%	9%	10.3%
	WEST OF WASILLA	0%	89%	11%	2.2%
Time in Alaska	0-9 YRS	0%	75%	25%	20.0%
	10-20 YRS	0%	81%	19%	17.4%
	20+ YRS	1%	86%	13%	62.6%
Own or rent	OWN	0%	86%	14%	81.4%
	RENT	0%	73%	27%	18.6%
Income	REFUSED/UNSURE	0%	84%	15%	11.0%
	< \$40K	0%	72%	28%	19.7%
	\$40-60K	0%	79%	21%	21.9%
	\$60-80K	2%	89%	9%	16.5%
	\$80K +	0%	90%	10%	30.9%
Age	18-29	0%	52%	48%	10.5%
	30-44	0%	84%	16%	27.1%
	45-59	1%	87%	12%	41.0%
	60+	0%	91%	9%	21.3%
Gender	MALE	1%	86%	14%	50.9%
	FEMALE	0%	81%	19%	49.1%

Have you heard or read anything lately about the Knik Arm Crossing?

		UNSURE	YES	NO	BASE
TOTAL		0%	83%	16%	100.0%
Opinion of Knik Arm Crossing	UNSURE	0%	65%	35%	14.6%
	STRONGLY IN FAVOR	1%	90%	9%	32.0%
	SOMEWHAT IN FAVOR	0%	80%	20%	34.1%
	SOMEWHAT OPPOSED	0%	91%	9%	8.4%
	STRONGLY OPPOSED	1%	92%	7%	10.9%
Source of Information	TV	0%	98%	2%	22.9%
	RADIO	0%	100%	0%	6.0%
	NEWSPAPER - ARTICLES	0%	100%	0%	43.2%
	NEWSPAPER - INSERT	0%	100%	0%	10.0%
	WORD OF MOUTH	0%	100%	0%	13.7%
	MISC	0%	100%	0%	4.1%
How well informed	UNSURE	0%	50%	50%	.5%
	VERY WELL INFORMED	2%	92%	6%	15.1%
	MODERATELY WELL INFORMED	0%	92%	8%	43.0%
	NOT TOO WELL INFORMED	0%	80%	20%	27.4%
	NOT INFORMED AT ALL	0%	53%	47%	14.0%
Trip frequency	5+/WK	0%	84%	16%	5.8%
	2-4/WK	0%	90%	10%	9.8%
	1/WK	0%	88%	11%	13.2%
	TWICE/MO	0%	87%	13%	17.2%
	ONCE/MO	0%	87%	13%	13.6%
	FEW TIMES/YR	1%	80%	18%	27.4%
	SELDOM/ NEVER	0%	71%	29%	13.1%
Trip purpose	UNSURE	0%	61%	39%	1.4%
	WORK	0%	84%	16%	12.9%
	SHOPPING	1%	88%	11%	8.7%
	VISIT PEOPLE	2%	75%	24%	20.1%
	RECREATION	0%	86%	14%	47.1%
	SERVICES	0%	95%	5%	6.5%
	DRIVE THRU/AIRPORT	0%	91%	9%	1.3%
	DON'T GO THERE	0%	43%	57%	1.9%
Future trip frequency	UNSURE	0%	98%	2%	4.5%
	5+/WK	0%	85%	15%	5.9%
	2-4/WK	0%	86%	14%	7.8%
	1/WK	0%	85%	15%	10.9%
	TWICE/MO	0%	88%	12%	13.7%
	ONCE/MO	0%	78%	21%	11.7%
	FEW TIMES/YR	2%	82%	17%	18.8%
	SELDOM/ NEVER	0%	80%	20%	26.6%

What were the sources of information -- where did you read or hear about it?

		TV	RADIO	NEWSPAPER - ARTICLES	NEWSPAPER - INSERT	WORD OF MOUTH	MISC	BASE
TOTAL		23%	6%	43%	10%	14%	4%	100.0%
Region	ANCHORAGE	24%	6%	43%	11%	13%	4%	80.9%
	MAT-SU	19%	5%	43%	8%	18%	7%	19.1%
Community	ANCHORAGE - DT/WEST	21%	1%	43%	12%	20%	3%	26.1%
	ANCHORAGE - EAST	20%	3%	52%	14%	9%	1%	20.2%
	ANCHORAGE - SOUTH	29%	9%	38%	9%	9%	6%	25.7%
	EAGLE RIVER/CHUGIAK	24%	20%	41%	3%	7%	4%	8.9%
	PALMER	13%	8%	51%	5%	11%	12%	5.7%
	WASILLA	24%	4%	37%	9%	20%	5%	11.1%
	WEST OF WASILLA	14%	5%	49%	7%	25%	0%	2.3%
Time in Alaska	0-9 YRS	15%	6%	57%	8%	14%	1%	18.4%
	10-20 YRS	13%	7%	32%	12%	27%	9%	16.9%
	20+ YRS	28%	6%	42%	10%	10%	4%	64.7%
Own or rent	OWN	24%	6%	44%	10%	12%	4%	83.7%
	RENT	20%	6%	39%	8%	25%	2%	16.3%
Income	REFUSED/UNSURE	21%	4%	47%	7%	10%	11%	11.1%
	< \$40K	32%	3%	34%	11%	18%	2%	16.9%
	\$40-60K	20%	7%	48%	6%	14%	6%	20.7%
	\$60-80K	22%	6%	41%	15%	12%	3%	17.6%
	\$80K +	21%	8%	45%	10%	13%	2%	33.7%
Age	18-29	6%	0%	18%	21%	48%	7%	6.5%
	30-44	20%	10%	43%	7%	17%	3%	27.3%
	45-59	24%	5%	45%	11%	11%	4%	42.9%
	60+	29%	5%	48%	8%	5%	5%	23.3%
Gender	MALE	23%	4%	44%	10%	16%	3%	52.5%
	FEMALE	23%	8%	43%	10%	12%	5%	47.5%

What were the sources of information -- where did you read or hear about it?

		TV	RADIO	NEWSPAPER - ARTICLES	NEWSPAPER - INSERT	WORD OF MOUTH	MISC	BASE
TOTAL		23%	6%	43%	10%	14%	4%	100.0%
Opinion of Knik Arm Crossing	UNSURE	23%	5%	55%	1%	12%	4%	11.3%
	STRONGLY IN FAVOR	25%	7%	33%	14%	17%	5%	34.5%
	SOMEWHAT IN FAVOR	23%	6%	46%	8%	14%	3%	33.1%
	SOMEWHAT OPPOSED	14%	4%	53%	7%	16%	6%	9.1%
	STRONGLY OPPOSED	24%	7%	46%	14%	4%	3%	12.0%
Heard about Knik Arm Crossing	YES	23%	6%	43%	10%	14%	4%	99.6%
	NO	100%	0%	0%	0%	0%	0%	.4%
How well informed	UNSURE	21%	0%	79%	0%	0%	0%	.3%
	VERY WELL INFORMED	9%	7%	52%	9%	14%	9%	16.6%
	MODERATELY WELL INFORMED	25%	6%	43%	13%	9%	3%	47.6%
	NOT TOO WELL INFORMED	24%	5%	44%	6%	19%	3%	26.6%
	NOT INFORMED AT ALL	35%	8%	27%	6%	20%	4%	8.9%
Trip frequency	5+/WK	23%	10%	27%	8%	29%	3%	5.9%
	2-4/WK	24%	10%	39%	1%	19%	6%	10.5%
	1/WK	18%	10%	47%	9%	15%	1%	13.9%
	TWICE/MO	22%	2%	39%	14%	18%	5%	17.8%
	ONCE/MO	24%	6%	53%	9%	8%	0%	14.5%
	FEW TIMES/YR	25%	6%	43%	10%	8%	8%	26.3%
	SELDOM/ NEVER	23%	3%	47%	14%	13%	1%	11.1%
Trip purpose	UNSURE	0%	0%	72%	28%	0%	0%	1.0%
	WORK	15%	7%	37%	8%	25%	7%	13.0%
	SHOPPING	22%	3%	51%	8%	10%	5%	9.2%
	VISIT PEOPLE	25%	6%	42%	5%	20%	2%	17.9%
	RECREATION	25%	6%	41%	14%	10%	4%	49.0%
	SERVICES	20%	4%	61%	3%	9%	3%	7.4%
	DRIVE THRU/AIRPORT	14%	26%	38%	0%	10%	11%	1.4%
	DON'T GO THERE	43%	0%	51%	6%	0%	0%	1.0%
Future trip frequency	UNSURE	23%	9%	53%	3%	4%	8%	5.3%
	5+/WK	39%	6%	20%	1%	26%	7%	6.0%
	2-4/WK	20%	5%	36%	6%	21%	11%	8.0%
	1/WK	21%	7%	39%	16%	17%	1%	11.0%
	TWICE/MO	27%	8%	33%	19%	13%	0%	14.5%
	ONCE/MO	19%	6%	55%	7%	11%	3%	11.3%
	FEW TIMES/YR	25%	5%	40%	10%	14%	5%	18.4%
	SELDOM/ NEVER	19%	6%	53%	8%	10%	4%	25.4%

How do you personally feel about a Knik Arm Crossing project?

		UNSURE	STRONGLY IN FAVOR	SOMEWHAT IN FAVOR	SOMEWHAT OPPOSED	STRONGLY OPPOSED	BASE
TOTAL		15%	32%	34%	8%	11%	100.0%
Region	ANCHORAGE	15%	30%	34%	9%	12%	82.0%
	MAT-SU	12%	41%	33%	7%	7%	18.0%
Community	ANCHORAGE - DT/WEST	13%	33%	37%	6%	11%	25.5%
	ANCHORAGE - EAST	21%	18%	39%	8%	14%	22.2%
	ANCHORAGE - SOUTH	12%	32%	30%	15%	11%	25.0%
	EAGLE RIVER/CHUGIAK	14%	46%	31%	0%	8%	9.3%
	PALMER	14%	39%	30%	11%	6%	5.5%
	WASILLA	11%	43%	34%	6%	6%	10.3%
	WEST OF WASILLA	12%	40%	34%	2%	12%	2.2%
Time in Alaska	0-9 YRS	22%	35%	29%	5%	8%	20.0%
	10-20 YRS	18%	29%	38%	7%	9%	17.4%
	20+ YRS	11%	32%	35%	10%	12%	62.6%
Own or rent	OWN	14%	32%	34%	8%	12%	81.4%
	RENT	16%	33%	36%	8%	7%	18.6%
Income	REFUSED/UNSURE	21%	34%	28%	4%	13%	11.0%
	< \$40K	16%	26%	34%	13%	10%	19.7%
	\$40-60K	18%	27%	34%	8%	13%	21.9%
	\$60-80K	13%	42%	30%	8%	7%	16.5%
	\$80K +	10%	34%	38%	7%	11%	30.9%
Age	18-29	23%	29%	39%	5%	3%	10.5%
	30-44	15%	41%	25%	8%	10%	27.1%
	45-59	13%	30%	37%	9%	11%	41.0%
	60+	12%	25%	38%	8%	16%	21.3%
Gender	MALE	12%	37%	33%	8%	10%	50.9%
	FEMALE	18%	27%	35%	8%	12%	49.1%

How do you personally feel about a Knik Arm Crossing project?

		UNSURE	STRONGLY IN FAVOR	SOMEWHAT IN FAVOR	SOMEWHAT OPPOSED	STRONGLY OPPOSED	BASE
TOTAL		15%	32%	34%	8%	11%	100.0%
Heard about Knik Arm Crossing	UNSURE	0%	75%	0%	0%	25%	.4%
	YES	11%	35%	33%	9%	12%	83.3%
	NO	31%	17%	42%	5%	5%	16.3%
Source of Information	TV	11%	37%	33%	5%	13%	22.9%
	RADIO	10%	38%	31%	6%	15%	6.0%
	NEWSPAPER - ARTICLES	14%	27%	35%	11%	13%	43.2%
	NEWSPAPER - INSERT	1%	47%	28%	7%	17%	10.0%
	WORD OF MOUTH	10%	42%	33%	11%	4%	13.7%
	MISC	10%	40%	26%	14%	10%	4.1%
How well informed	UNSURE	75%	0%	11%	0%	14%	.5%
	VERY WELL INFORMED	3%	44%	18%	14%	22%	15.1%
	MODERATELY WELL INFORMED	10%	38%	30%	7%	15%	43.0%
	NOT TOO WELL INFORMED	12%	25%	50%	10%	3%	27.4%
	NOT INFORMED AT ALL	44%	14%	35%	5%	2%	14.0%
Trip frequency	5+/WK	7%	59%	27%	4%	3%	5.8%
	2-4/WK	2%	50%	28%	11%	9%	9.8%
	1/WK	9%	46%	26%	6%	13%	13.2%
	TWICE/MO	17%	33%	31%	12%	7%	17.2%
	ONCE/MO	19%	18%	38%	12%	13%	13.6%
	FEW TIMES/YR	14%	24%	44%	4%	13%	27.4%
	SELDOM/ NEVER	25%	22%	30%	10%	13%	13.1%
Trip purpose	UNSURE	0%	39%	61%	0%	0%	1.4%
	WORK	8%	46%	30%	13%	4%	12.9%
	SHOPPING	24%	30%	29%	6%	11%	8.7%
	VISIT PEOPLE	15%	33%	31%	12%	8%	20.1%
	RECREATION	13%	29%	37%	7%	14%	47.1%
	SERVICES	12%	31%	41%	2%	14%	6.5%
	DRIVE THRU/AIRPORT	14%	47%	13%	22%	4%	1.3%
	DON'T GO THERE	57%	6%	9%	12%	16%	1.9%
Future trip frequency	UNSURE	25%	26%	26%	22%	1%	4.5%
	5+/WK	4%	71%	20%	5%	0%	5.9%
	2-4/WK	3%	66%	31%	0%	0%	7.8%
	1/WK	9%	50%	31%	8%	3%	10.9%
	TWICE/MO	9%	45%	42%	2%	2%	13.7%
	ONCE/MO	12%	15%	57%	10%	6%	11.7%
	FEW TIMES/YR	17%	23%	35%	8%	16%	18.8%
	SELDOM/ NEVER	22%	14%	26%	12%	25%	26.6%

Why is that? Why are you in favor?

		DON'T KNOW	ACCESS TO LAND	PROGRESS	CONVENIENT/ SHORT COMMUTE	IMPROVE TRAFFIC	OWN KNIK PROPERTY	ANCH-FBX	INFRASTRUCTURE GOOD	MULTIPLE ROUTES	GOOD FOR ECON	LOWER PROPERTY COSTS	GENERAL GOOD	BASE
TOTAL		2%	33%	5%	30%	10%	1%	0%	3%	5%	7%	0%	3%	100.0%
Region	ANCHORAGE	3%	33%	5%	31%	9%	1%	0%	3%	4%	7%	0%	4%	79.9%
	MAT-SU	2%	32%	3%	25%	16%	1%	1%	10%	7%	0%	1%	20.1%	
Community	ANCHORAGE - DT/WEST	3%	27%	7%	29%	6%	3%	0%	1%	7%	12%	0%	5%	26.9%
	ANCHORAGE - EAST	2%	28%	8%	40%	6%	0%	0%	5%	2%	6%	0%	2%	18.9%
	ANCHORAGE - SOUTH	4%	35%	2%	26%	11%	2%	0%	2%	6%	6%	0%	7%	23.2%
	EAGLE RIVER/CHUGIAK	0%	49%	3%	28%	16%	0%	0%	3%	0%	0%	0%	0%	10.9%
	PALMER	1%	35%	3%	21%	23%	0%	0%	2%	8%	7%	0%	0%	5.8%
	WASILLA	2%	33%	4%	26%	12%	1%	0%	2%	11%	7%	1%	1%	11.9%
	WEST OF WASILLA	0%	21%	0%	32%	18%	3%	4%	3%	6%	12%	0%	0%	2.4%
Time in Alaska	0-9 YRS	4%	31%	2%	27%	10%	0%	0%	3%	7%	11%	0%	5%	19.5%
	10-20 YRS	4%	24%	9%	30%	12%	0%	0%	4%	3%	8%	0%	4%	17.6%
	20+ YRS	1%	35%	4%	30%	10%	2%	0%	2%	6%	6%	0%	3%	62.9%
Own or rent	OWN	3%	33%	4%	29%	10%	2%	0%	2%	6%	6%	0%	4%	80.6%
	RENT	0%	30%	6%	33%	10%	0%	0%	7%	2%	10%	0%	2%	19.4%
Income	REFUSED/UNSURE	1%	27%	11%	25%	16%	0%	0%	0%	7%	2%	0%	12%	10.4%
	< \$40K	0%	22%	5%	41%	9%	0%	0%	8%	8%	7%	0%	0%	17.9%
	\$40-60K	1%	34%	0%	36%	16%	2%	0%	1%	4%	5%	0%	2%	20.1%
	\$60-80K	1%	37%	3%	30%	8%	0%	0%	6%	5%	11%	0%	0%	17.9%
	\$80K +	6%	37%	7%	21%	8%	3%	0%	0%	4%	8%	0%	5%	33.6%
Age	18-29	0%	21%	3%	47%	2%	0%	0%	4%	0%	18%	0%	4%	10.9%
	30-44	0%	32%	4%	33%	11%	0%	0%	2%	6%	10%	0%	1%	27.3%
	45-59	3%	34%	6%	23%	11%	2%	0%	3%	6%	6%	0%	6%	41.3%
	60+	5%	37%	4%	29%	13%	2%	0%	1%	5%	1%	0%	2%	20.5%
Gender	MALE	3%	37%	5%	25%	9%	1%	0%	3%	6%	7%	0%	3%	54.0%
	FEMALE	2%	27%	5%	34%	12%	2%	0%	2%	4%	8%	0%	4%	46.0%

Why is that? Why are you in favor?

		DON'T KNOW	ACCESS TO LAND	PROGRESS	CONVENIENT/ SHORT COMMUTE	IMPROVE TRAFFIC	OWN KNIK PROPERTY	ANCH-FBX	INFRASTRUCTURE GOOD	MULTIPLE ROUTES	GOOD FOR ECON	LOWER PROPERTY COSTS	GENERAL GOOD	BASE
TOTAL		2%	33%	5%	30%	10%	1%	0%	3%	5%	7%	0%	3%	100.0%
Heard about Knik Arm Crossing	UNSURE	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	.5%
	YES	3%	36%	4%	25%	11%	1%	0%	3%	6%	8%	0%	3%	85.0%
	NO	0%	15%	8%	54%	6%	3%	0%	0%	4%	1%	0%	8%	14.6%
Source of Information	TV	1%	30%	3%	28%	12%	0%	0%	3%	9%	11%	0%	4%	24.1%
	RADIO	0%	30%	0%	36%	26%	0%	0%	7%	1%	0%	0%	0%	6.1%
	NEWSPAPER - ARTICLES	4%	42%	4%	22%	10%	2%	0%	3%	5%	6%	0%	2%	39.4%
	NEWSPAPER - INSERT	7%	42%	13%	28%	1%	0%	1%	0%	1%	7%	0%	0%	11.1%
	WORD OF MOUTH	4%	27%	0%	23%	9%	1%	0%	5%	9%	16%	0%	8%	15.3%
	MISC	0%	32%	0%	27%	27%	0%	0%	0%	0%	2%	0%	11%	4.0%
How well informed	UNSURE	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	.1%
	VERY WELL INFORMED	3%	46%	12%	10%	9%	0%	0%	7%	8%	5%	0%	0%	14.0%
	MODERATELY WELL INFORMED	4%	39%	3%	25%	10%	0%	0%	2%	5%	9%	0%	3%	44.2%
	NOT TOO WELL INFORMED	0%	25%	3%	38%	11%	4%	0%	0%	6%	7%	0%	5%	31.3%
	NOT INFORMED AT ALL	4%	11%	7%	51%	13%	0%	1%	4%	0%	4%	0%	5%	10.4%
Trip frequency	5+/WK	3%	40%	1%	17%	20%	0%	0%	1%	9%	9%	0%	0%	7.5%
	2-4/WK	0%	23%	2%	30%	8%	1%	1%	10%	6%	16%	0%	3%	11.5%
	1/WK	0%	34%	8%	37%	6%	0%	0%	6%	3%	5%	0%	3%	14.3%
	TWICE/MO	3%	24%	8%	35%	12%	2%	0%	0%	4%	8%	0%	3%	16.7%
	ONCE/MO	3%	37%	0%	23%	15%	0%	0%	5%	8%	2%	0%	7%	11.5%
	FEW TIMES/YR	3%	39%	5%	28%	10%	3%	0%	0%	2%	6%	0%	5%	28.1%
	SELDOM/ NEVER	5%	29%	8%	32%	5%	0%	0%	0%	13%	7%	0%	1%	10.3%
	UNSURE	0%	39%	17%	44%	0%	0%	0%	0%	0%	0%	0%	0%	2.1%
Trip purpose	WORK	5%	27%	7%	20%	8%	1%	1%	4%	8%	14%	1%	6%	14.8%
	SHOPPING	1%	27%	8%	30%	12%	0%	0%	11%	4%	6%	0%	1%	7.8%
	VISIT PEOPLE	0%	18%	7%	38%	19%	0%	0%	3%	3%	9%	0%	2%	19.5%
	RECREATION	3%	39%	3%	30%	7%	3%	0%	1%	6%	5%	0%	5%	47.0%
	SERVICES	5%	47%	3%	21%	10%	0%	0%	4%	8%	3%	0%	0%	7.1%
	DRIVE THRU/AIRPORT	0%	30%	0%	28%	26%	0%	0%	0%	0%	15%	0%	0%	1.2%
	DON'T GO THERE	17%	41%	0%	17%	24%	0%	0%	0%	0%	0%	0%	0%	.4%
	UNSURE	10%	31%	2%	33%	4%	0%	0%	15%	4%	0%	0%	0%	3.6%
Future trip frequency	5+/WK	0%	31%	6%	23%	9%	1%	0%	1%	9%	20%	0%	0%	8.1%
	2-4/WK	1%	21%	5%	35%	10%	1%	1%	9%	4%	10%	0%	3%	11.4%
	1/WK	0%	28%	5%	45%	9%	0%	0%	4%	3%	3%	0%	3%	13.2%
	TWICE/MO	3%	31%	3%	35%	7%	2%	0%	2%	6%	11%	0%	0%	18.0%
	ONCE/MO	0%	28%	3%	26%	12%	4%	0%	0%	4%	9%	0%	14%	12.8%
	FEW TIMES/YR	3%	42%	8%	19%	14%	2%	0%	0%	6%	1%	0%	5%	16.6%
	SELDOM/ NEVER	7%	41%	6%	22%	12%	0%	0%	1%	6%	5%	0%	0%	16.3%

Why is that? Why are you opposed?

		DON'T KNOW	TOO EXPENSIVE	OTHER TRANS PROJECTS	OTHER NON-TRANS PROJECTS	NOT PRACTICAL	NOT BENEFIT PALMER/WASILLA	NOT NEEDED	POCKET LINING	ENVI/NATURAL AK	SOCIAL REASONS	LOWER PROPERTY VALUES	BASE
TOTAL		2%	33%	11%	14%	18%	3%	11%	3%	3%	1%	0%	100.0%
Region	ANCHORAGE	1%	34%	11%	16%	19%	1%	10%	4%	4%	0%	0%	87.1%
	MAT-SU	4%	27%	12%	0%	15%	11%	17%	2%	0%	9%	3%	12.9%
Community	ANCHORAGE - DT/WEST	0%	52%	6%	13%	11%	0%	11%	0%	7%	0%	0%	22.5%
	ANCHORAGE - EAST	0%	23%	15%	15%	21%	5%	16%	6%	0%	0%	0%	25.9%
	ANCHORAGE - SOUTH	4%	29%	9%	20%	21%	0%	7%	5%	5%	0%	0%	34.6%
	EAGLE RIVER/CHUGIAK	0%	39%	31%	0%	31%	0%	0%	0%	0%	0%	0%	4.1%
	PALMER	0%	23%	16%	0%	18%	11%	20%	0%	0%	5%	7%	4.9%
	WASILLA	8%	38%	0%	0%	17%	14%	15%	4%	0%	4%	0%	6.4%
	WEST OF WASILLA	0%	0%	45%	0%	0%	0%	16%	0%	0%	39%	0%	1.6%
Time in Alaska	0-9 YRS	0%	37%	12%	0%	4%	0%	22%	12%	12%	2%	0%	13.9%
	10-20 YRS	11%	60%	3%	0%	0%	4%	9%	0%	11%	0%	3%	14.1%
	20+ YRS	0%	27%	13%	19%	25%	3%	10%	3%	0%	1%	0%	72.1%
Own or rent	OWN	1%	35%	11%	14%	19%	3%	9%	4%	2%	1%	0%	85.4%
	RENT	9%	22%	9%	9%	13%	2%	26%	0%	11%	0%	0%	14.6%
Income	REFUSED/UNSURE	0%	6%	33%	0%	25%	0%	32%	0%	0%	4%	0%	9.7%
	< \$40K	6%	26%	11%	17%	12%	11%	7%	8%	0%	1%	0%	23.8%
	\$40-60K	1%	34%	14%	5%	16%	0%	22%	0%	7%	1%	0%	24.3%
	\$60-80K	0%	29%	0%	22%	34%	0%	3%	0%	12%	0%	0%	12.9%
	\$80K +	0%	49%	6%	18%	17%	0%	2%	5%	0%	1%	1%	29.3%
Age	18-29	27%	0%	0%	0%	6%	0%	0%	34%	34%	0%	0%	4.7%
	30-44	0%	36%	8%	23%	17%	2%	11%	0%	0%	2%	0%	25.2%
	45-59	0%	40%	15%	7%	24%	1%	5%	4%	4%	1%	0%	43.6%
	60+	2%	25%	9%	19%	12%	6%	23%	1%	0%	1%	1%	26.5%
Gender	MALE	0%	46%	8%	10%	14%	1%	6%	7%	7%	1%	1%	48.1%
	FEMALE	3%	21%	14%	17%	22%	4%	16%	1%	0%	2%	0%	51.9%

Why is that? Why are you opposed?

		DON'T KNOW	TOO EXPENSIVE	OTHER TRANS PROJECTS	OTHER NON-TRANS PROJECTS	NOT PRACTICAL	NOT BENEFIT PALMER/WASILLA	NOT NEEDED	POCKET LINING	ENVI/ NATURAL AK	SOCIAL REASONS	LOWER PROPERTY VALUES	BASE
TOTAL		2%	33%	11%	14%	18%	3%	11%	3%	3%	1%	0%	100.0%
Heard about Knik Arm Crossing	UNSURE	50%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	.5%
	YES	0%	33%	11%	14%	20%	3%	12%	2%	3%	1%	0%	91.3%
	NO	15%	31%	15%	15%	0%	3%	0%	20%	0%	0%	0%	8.1%
Source of Information	TV	0%	19%	0%	23%	34%	3%	16%	1%	0%	3%	0%	19.5%
	RADIO	0%	30%	23%	47%	0%	0%	0%	0%	0%	0%	0%	5.9%
	NEWSPAPER - ARTICLES	0%	42%	8%	7%	20%	3%	14%	4%	0%	1%	0%	49.1%
	NEWSPAPER - INSERT	0%	27%	12%	12%	15%	0%	3%	0%	31%	0%	0%	11.3%
	WORD OF MOUTH	0%	44%	19%	0%	15%	0%	23%	0%	0%	0%	0%	9.5%
	MISC	6%	0%	44%	30%	6%	6%	0%	0%	0%	0%	0%	8%
How well informed	UNSURE	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	.4%
	VERY WELL INFORMED	1%	22%	12%	16%	29%	2%	12%	0%	6%	1%	0%	28.1%
	MODERATELY WELL INFORMED	0%	43%	10%	14%	15%	1%	9%	3%	3%	1%	1%	48.5%
	NOT TOO WELL INFORMED	0%	27%	14%	7%	18%	9%	14%	10%	0%	1%	0%	17.8%
	NOT INFORMED AT ALL	29%	24%	0%	24%	0%	0%	24%	0%	0%	0%	0%	5.3%
Trip frequency	5+/WK	0%	17%	25%	0%	12%	12%	34%	0%	0%	0%	0%	2.1%
	2-4/WK	0%	24%	0%	28%	15%	3%	15%	16%	0%	0%	0%	10.2%
	1/WK	0%	16%	21%	0%	30%	0%	15%	0%	12%	3%	3%	13.1%
	TWICE/MO	0%	32%	12%	19%	9%	7%	16%	2%	0%	3%	0%	17.0%
	ONCE/MO	0%	40%	19%	7%	31%	2%	0%	0%	0%	2%	0%	17.3%
	FEW TIMES/YR	2%	47%	5%	25%	11%	2%	6%	0%	0%	0%	0%	24.9%
	SELDOM/ NEVER	8%	27%	8%	0%	19%	0%	18%	10%	10%	0%	0%	15.5%
Trip purpose	WORK	0%	53%	19%	14%	5%	2%	7%	0%	0%	0%	0%	11.0%
	SHOPPING	3%	15%	8%	0%	24%	12%	30%	0%	0%	3%	5%	7.6%
	VISIT PEOPLE	1%	37%	6%	12%	18%	6%	12%	8%	0%	0%	0%	21.1%
	RECREATION	0%	29%	13%	19%	18%	0%	11%	3%	6%	1%	0%	50.3%
	SERVICES	0%	10%	7%	0%	62%	5%	5%	5%	0%	7%	0%	5.4%
	DRIVE THRU/AIRPORT	0%	85%	0%	0%	0%	0%	0%	0%	0%	15%	0%	1.8%
Future trip frequency	DON'T GO THERE	44%	56%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2.9%
	UNSURE	0%	7%	29%	29%	23%	0%	7%	0%	0%	5%	0%	5.4%
	5+/WK	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	1.6%
	1/WK	0%	31%	21%	0%	21%	0%	0%	0%	27%	0%	0%	6.0%
	TWICE/MO	0%	0%	0%	56%	0%	0%	44%	0%	0%	0%	0%	2.9%
	ONCE/MO	3%	63%	17%	0%	4%	13%	0%	0%	0%	0%	0%	9.5%
	FEW TIMES/YR	0%	26%	2%	21%	33%	1%	11%	0%	7%	0%	0%	23.6%
SELDOM/ NEVER	3%	37%	12%	11%	15%	2%	14%	4%	0%	2%	1%	51.0%	

And what's the main reason you're unsure about it at the present time?

		DON'T KNOW	NOT AFFECT ME	AS IN PAST IT WON'T HAPPEN	COSTS	NOT THINK POSSIBLE LOGISTICALLY	KABATA EXAMINE OPTIONS	NOT NEED	TOLL COST	NOT KNOW ENOUGH	BASE
TOTAL		15%	16%	2%	17%	8%	2%	8%	2%	29%	100.0%
Region	ANCHORAGE	17%	14%	2%	17%	8%	2%	6%	2%	31%	85.1%
	MAT-SU	8%	25%	0%	15%	9%	0%	18%	6%	20%	14.9%
Community	ANCHORAGE - DT/WEST	7%	7%	0%	16%	7%	0%	0%	7%	55%	23.5%
	ANCHORAGE - EAST	17%	17%	0%	16%	10%	7%	5%	0%	29%	32.2%
	ANCHORAGE - SOUTH	35%	8%	8%	29%	0%	0%	8%	0%	11%	20.1%
	EAGLE RIVER/CHUGIAK	0%	36%	0%	0%	23%	0%	18%	0%	23%	9.2%
	PALMER	7%	25%	0%	13%	7%	0%	18%	7%	25%	5.3%
	WASILLA	6%	25%	0%	19%	6%	0%	22%	6%	15%	7.9%
	WEST OF WASILLA	20%	27%	0%	0%	27%	0%	0%	0%	27%	1.8%
Time in Alaska	0-9 YRS	23%	7%	6%	12%	2%	0%	2%	2%	48%	30.2%
	10-20 YRS	10%	36%	0%	20%	10%	0%	5%	8%	12%	21.0%
	20+ YRS	13%	13%	0%	19%	12%	4%	13%	1%	26%	48.8%
Own or rent	OWN	11%	18%	0%	19%	11%	3%	9%	3%	26%	79.4%
	RENT	32%	8%	8%	8%	0%	0%	2%	0%	41%	20.6%
Income	REFUSED/UNSURE	11%	17%	0%	14%	13%	14%	14%	5%	13%	15.6%
	< \$40K	41%	9%	7%	0%	2%	0%	2%	0%	38%	22.3%
	\$40-60K	0%	10%	0%	21%	6%	0%	10%	0%	53%	27.0%
	\$60-80K	6%	41%	0%	19%	15%	0%	14%	0%	6%	14.6%
	\$80K +	18%	13%	0%	30%	10%	0%	2%	8%	18%	20.6%
Age	18-29	32%	10%	10%	0%	0%	0%	0%	0%	48%	16.8%
	30-44	12%	11%	0%	8%	9%	0%	0%	7%	53%	28.8%
	45-59	10%	29%	0%	29%	11%	6%	7%	1%	7%	36.2%
	60+	16%	3%	0%	23%	9%	0%	28%	0%	21%	18.1%
Gender	MALE	12%	11%	0%	17%	8%	5%	6%	1%	41%	40.7%
	FEMALE	18%	19%	3%	17%	9%	0%	9%	3%	21%	59.3%

And what's the main reason you're unsure about it at the present time?

		DON'T KNOW	NOT AFFECT ME	AS IN PAST IT WON'T HAPPEN	COSTS	NOT THINK POSSIBLE LOGISTICALLY	KABATA EXAMINE OPTIONS	NOT NEED	TOLL COST	NOT KNOW ENOUGH	BASE
TOTAL		15%	16%	2%	17%	8%	2%	8%	2%	29%	100.0%
Heard about Knik Arm Crossing	YES	13%	17%	0%	25%	7%	0%	11%	4%	23%	64.9%
	NO	20%	14%	5%	2%	11%	6%	1%	0%	41%	35.1%
Source of Information	TV	28%	23%	0%	18%	15%	0%	3%	11%	2%	22.6%
	RADIO	14%	0%	0%	48%	0%	0%	10%	0%	28%	5.3%
	NEWSPAPER - ARTICLES	9%	19%	0%	26%	2%	0%	17%	1%	26%	55.4%
	NEWSPAPER - INSERT	0%	50%	0%	0%	0%	0%	0%	0%	50%	1.1%
	WORD OF MOUTH	5%	6%	0%	28%	22%	0%	6%	6%	28%	11.8%
	MISC	0%	0%	0%	14%	0%	0%	0%	0%	86%	3.8%
How well informed	UNSURE	14%	86%	0%	0%	0%	0%	0%	0%	0%	2.5%
	VERY WELL INFORMED	18%	0%	0%	64%	0%	0%	18%	0%	0%	2.6%
	MODERATELY WELL INFORMED	6%	8%	6%	22%	19%	7%	6%	7%	20%	30.2%
	NOT TOO WELL INFORMED	7%	22%	0%	39%	12%	0%	17%	0%	2%	22.3%
	NOT INFORMED AT ALL	26%	15%	0%	0%	0%	0%	4%	1%	54%	42.4%
Trip frequency	5+/WK	0%	16%	0%	0%	12%	0%	0%	0%	72%	2.9%
	2-4/WK	30%	40%	0%	0%	0%	0%	0%	0%	30%	1.2%
	1/WK	6%	30%	0%	32%	0%	0%	32%	0%	0%	8.2%
	TWICE/MO	8%	13%	0%	14%	19%	0%	5%	8%	32%	19.6%
	ONCE/MO	20%	23%	0%	13%	3%	0%	11%	2%	28%	18.1%
	FEW TIMES/YR	14%	9%	0%	20%	14%	8%	6%	0%	29%	27.2%
	SELDOM/ NEVER	24%	15%	7%	17%	0%	0%	2%	2%	33%	22.8%
Trip purpose	WORK	31%	38%	0%	7%	0%	0%	0%	0%	24%	6.9%
	SHOPPING	3%	17%	0%	24%	3%	0%	22%	12%	20%	14.3%
	VISIT PEOPLE	24%	8%	8%	18%	12%	10%	0%	2%	18%	21.0%
	RECREATION	12%	14%	0%	21%	11%	0%	9%	0%	33%	43.7%
	SERVICES	13%	25%	0%	0%	7%	0%	7%	0%	49%	5.3%
	DRIVE THRU/AIRPORT	0%	27%	0%	0%	0%	0%	0%	37%	37%	1.3%
	DON'T GO THERE	22%	22%	0%	0%	0%	0%	6%	0%	50%	7.6%
Future trip frequency	UNSURE	0%	21%	0%	32%	0%	0%	11%	4%	32%	7.8%
	5+/WK	100%	0%	0%	0%	0%	0%	0%	0%	0%	1.7%
	2-4/WK	0%	0%	0%	0%	100%	0%	0%	0%	0%	1.7%
	1/WK	0%	0%	0%	7%	0%	0%	7%	24%	62%	6.8%
	TWICE/MO	20%	25%	0%	4%	6%	0%	0%	0%	45%	8.4%
	ONCE/MO	34%	17%	0%	4%	0%	0%	22%	0%	25%	10.0%
	FEW TIMES/YR	17%	11%	0%	24%	7%	9%	0%	0%	31%	22.6%
SELDOM/ NEVER	12%	19%	4%	19%	11%	0%	10%	1%	23%	41.1%	

How informed do you feel you are about the benefits and drawbacks that may be associated with building the Knik Arm Crossing?

		UNSURE	VERY WELL INFORMED	MODERATELY WELL INFORMED	NOT TOO WELL INFORMED	NOT INFORMED AT ALL	BASE
TOTAL		0%	15%	43%	27%	14%	100.0%
Region	ANCHORAGE	0%	14%	43%	27%	16%	82.0%
	MAT-SU	1%	20%	42%	29%	7%	18.0%
Community	ANCHORAGE - DT/WEST	0%	10%	48%	29%	13%	25.5%
	ANCHORAGE - EAST	0%	14%	38%	25%	23%	22.2%
	ANCHORAGE - SOUTH	0%	19%	43%	26%	12%	25.0%
	EAGLE RIVER/CHUGIAK	3%	10%	42%	29%	16%	9.3%
	PALMER	1%	16%	48%	29%	6%	5.5%
	WASILLA	1%	23%	40%	29%	7%	10.3%
	WEST OF WASILLA	3%	14%	41%	30%	12%	2.2%
Time in Alaska	0-9 YRS	1%	12%	45%	20%	22%	20.0%
	10-20 YRS	1%	13%	35%	34%	16%	17.4%
	20+ YRS	0%	16%	45%	28%	11%	62.6%
Own or rent	OWN	1%	16%	45%	28%	10%	81.4%
	RENT	0%	11%	33%	26%	30%	18.6%
Income	REFUSED/UNSURE	1%	16%	36%	31%	16%	11.0%
	< \$40K	0%	11%	30%	32%	27%	19.7%
	\$40-60K	2%	12%	44%	28%	15%	21.9%
	\$60-80K	0%	16%	46%	29%	9%	16.5%
	\$80K +	0%	19%	52%	22%	8%	30.9%
Age	18-29	0%	4%	35%	28%	33%	10.5%
	30-44	0%	20%	38%	24%	18%	27.1%
	45-59	1%	14%	45%	34%	7%	41.0%
	60+	1%	17%	50%	19%	14%	21.3%
Gender	MALE	0%	21%	46%	21%	12%	50.9%
	FEMALE	1%	9%	40%	34%	17%	49.1%

How informed do you feel you are about the benefits and drawbacks that may be associated with building the Knik Arm Crossing?

		UNSURE	VERY WELL INFORMED	MODERATELY WELL INFORMED	NOT TOO WELL INFORMED	NOT INFORMED AT ALL	BASE
TOTAL		0%	15%	43%	27%	14%	100.0%
Opinion of Knik Arm Crossing	UNSURE	2%	3%	30%	22%	42%	14.6%
	STRONGLY IN FAVOR	0%	21%	52%	22%	6%	32.0%
	SOMEWHAT IN FAVOR	0%	8%	37%	40%	14%	34.1%
	SOMEWHAT OPPOSED	0%	26%	33%	32%	9%	8.4%
	STRONGLY OPPOSED	1%	30%	60%	7%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	88%	0%	0%	12%	.4%
	YES	0%	17%	48%	26%	9%	83.3%
	NO	1%	5%	20%	33%	40%	16.3%
Source of Information	TV	0%	6%	53%	27%	14%	22.9%
	RADIO	0%	19%	48%	21%	12%	6.0%
	NEWSPAPER - ARTICLES	1%	20%	47%	27%	5%	43.2%
	NEWSPAPER - INSERT	0%	15%	64%	16%	5%	10.0%
	WORD OF MOUTH	0%	17%	32%	37%	13%	13.7%
	MISC	0%	36%	34%	21%	9%	4.1%
Trip frequency	5+/WK	0%	20%	44%	23%	12%	5.8%
	2-4/WK	0%	25%	47%	20%	8%	9.8%
	1/WK	1%	22%	35%	37%	5%	13.2%
	TWICE/MO	0%	13%	43%	32%	12%	17.2%
	ONCE/MO	1%	9%	52%	23%	15%	13.6%
	FEW TIMES/YR	0%	13%	47%	26%	13%	27.4%
	SELDOM/ NEVER	2%	12%	29%	26%	31%	13.1%
Trip purpose	UNSURE	0%	22%	39%	0%	39%	1.4%
	WORK	2%	18%	43%	25%	12%	12.9%
	SHOPPING	1%	18%	44%	28%	9%	8.7%
	VISIT PEOPLE	0%	8%	43%	35%	13%	20.1%
	RECREATION	0%	15%	44%	27%	13%	47.1%
	SERVICES	3%	26%	41%	22%	8%	6.5%
	DRIVE THRU/AIRPORT	0%	14%	36%	26%	24%	1.3%
	DON'T GO THERE	0%	0%	22%	10%	68%	1.9%
Future trip frequency	UNSURE	0%	22%	34%	32%	12%	4.5%
	5+/WK	0%	22%	39%	34%	5%	5.9%
	2-4/WK	0%	22%	45%	27%	6%	7.8%
	1/WK	0%	17%	47%	28%	9%	10.9%
	TWICE/MO	0%	9%	47%	30%	14%	13.7%
	ONCE/MO	0%	3%	49%	32%	15%	11.7%
	FEW TIMES/YR	0%	13%	44%	28%	16%	18.8%
	SELDOM/ NEVER	2%	19%	38%	21%	19%	26.6%

Agree or Disagree: A Knik Arm Crossing will provide more residential land and lead to lower housing prices.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		10%	22%	33%	23%	13%	100.0%
Region	ANCHORAGE	10%	24%	33%	20%	13%	82.0%
	MAT-SU	8%	11%	34%	32%	15%	18.0%
Community	ANCHORAGE - DT/WEST	11%	25%	38%	15%	11%	25.5%
	ANCHORAGE - EAST	15%	21%	34%	20%	10%	22.2%
	ANCHORAGE - SOUTH	4%	25%	28%	25%	19%	25.0%
	EAGLE RIVER/CHUGIAK	8%	26%	29%	28%	8%	9.3%
	PALMER	7%	14%	35%	27%	17%	5.5%
	WASILLA	8%	10%	33%	34%	15%	10.3%
	WEST OF WASILLA	13%	8%	38%	32%	9%	2.2%
Time in Alaska	0-9 YRS	12%	22%	33%	24%	9%	20.0%
	10-20 YRS	12%	22%	23%	26%	17%	17.4%
	20+ YRS	8%	21%	35%	21%	14%	62.6%
Own or rent	OWN	9%	21%	33%	24%	13%	81.4%
	RENT	12%	25%	34%	15%	15%	18.6%
Income	REFUSED/UNSURE	10%	22%	27%	17%	25%	11.0%
	< \$40K	12%	20%	32%	23%	13%	19.7%
	\$40-60K	11%	15%	37%	25%	12%	21.9%
	\$60-80K	10%	25%	36%	17%	12%	16.5%
	\$80K +	7%	26%	31%	25%	11%	30.9%
Age	18-29	10%	23%	36%	21%	10%	10.5%
	30-44	11%	25%	27%	26%	11%	27.1%
	45-59	8%	21%	33%	23%	14%	41.0%
	60+	9%	19%	39%	18%	15%	21.3%
Gender	MALE	7%	28%	32%	22%	11%	50.9%
	FEMALE	12%	15%	34%	23%	16%	49.1%

Agree or Disagree: A Knik Arm Crossing will provide more residential land and lead to lower housing prices.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		10%	22%	33%	23%	13%	100.0%
Opinion of Knik Arm Crossing	UNSURE	13%	8%	37%	33%	9%	14.6%
	STRONGLY IN FAVOR	7%	38%	33%	14%	8%	32.0%
	SOMEWHAT IN FAVOR	10%	17%	39%	23%	11%	34.1%
	SOMEWHAT OPPOSED	20%	8%	21%	27%	24%	8.4%
	STRONGLY OPPOSED	3%	16%	18%	28%	36%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	75%	12%	12%	.4%
	YES	9%	24%	31%	22%	15%	83.3%
	NO	14%	9%	44%	28%	4%	16.3%
Source of Information	TV	5%	21%	35%	25%	14%	22.9%
	RADIO	6%	25%	28%	23%	19%	6.0%
	NEWSPAPER - ARTICLES	10%	22%	33%	21%	13%	43.2%
	NEWSPAPER - INSERT	4%	45%	25%	8%	18%	10.0%
	WORD OF MOUTH	13%	19%	27%	25%	16%	13.7%
	MISC	10%	29%	15%	23%	23%	4.1%
How well informed	UNSURE	0%	0%	25%	65%	11%	.5%
	VERY WELL INFORMED	7%	37%	21%	22%	14%	15.1%
	MODERATELY WELL INFORMED	6%	27%	30%	24%	14%	43.0%
	NOT TOO WELL INFORMED	13%	13%	43%	18%	14%	27.4%
	NOT INFORMED AT ALL	17%	8%	36%	27%	11%	14.0%
Trip frequency	5+/WK	6%	32%	21%	34%	7%	5.8%
	2-4/WK	7%	16%	41%	25%	10%	9.8%
	1/WK	13%	30%	27%	17%	13%	13.2%
	TWICE/MO	9%	22%	32%	20%	17%	17.2%
	ONCE/MO	9%	22%	36%	23%	10%	13.6%
	FEW TIMES/YR	10%	21%	34%	23%	12%	27.4%
	SELDOM/ NEVER	9%	14%	34%	22%	21%	13.1%
Trip purpose	UNSURE	17%	39%	22%	0%	22%	1.4%
	WORK	6%	26%	25%	32%	10%	12.9%
	SHOPPING	12%	15%	29%	27%	18%	8.7%
	VISIT PEOPLE	11%	16%	45%	16%	13%	20.1%
	RECREATION	9%	25%	31%	21%	14%	47.1%
	SERVICES	10%	18%	31%	28%	14%	6.5%
	DRIVE THRU/AIRPORT	9%	16%	48%	22%	5%	1.3%
	DON'T GO THERE	3%	3%	35%	57%	3%	1.9%
Future trip frequency	UNSURE	24%	14%	22%	35%	5%	4.5%
	5+/WK	1%	35%	45%	13%	6%	5.9%
	2-4/WK	8%	35%	36%	21%	1%	7.8%
	1/WK	9%	29%	36%	12%	15%	10.9%
	TWICE/MO	4%	31%	31%	23%	11%	13.7%
	ONCE/MO	11%	23%	36%	18%	12%	11.7%
	FEW TIMES/YR	11%	15%	37%	24%	13%	18.8%
	SELDOM/ NEVER	11%	13%	27%	28%	21%	26.6%

Agree or Disagree: A Knik Arm Crossing will be dangerous to drive on due to icy conditions.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	7%	23%	31%	30%	100.0%
Region	ANCHORAGE	10%	7%	22%	31%	30%	82.0%
	MAT-SU	4%	7%	26%	34%	29%	18.0%
Community	ANCHORAGE - DT/WEST	16%	7%	17%	32%	29%	25.5%
	ANCHORAGE - EAST	12%	8%	30%	24%	26%	22.2%
	ANCHORAGE - SOUTH	6%	6%	22%	35%	31%	25.0%
	EAGLE RIVER/CHUGIAK	3%	6%	21%	31%	39%	9.3%
	PALMER	3%	6%	27%	36%	28%	5.5%
	WASILLA	5%	7%	27%	34%	27%	10.3%
	WEST OF WASILLA	2%	6%	19%	27%	46%	2.2%
Time in Alaska	0-9 YRS	8%	7%	24%	34%	27%	20.0%
	10-20 YRS	8%	9%	24%	24%	34%	17.4%
	20+ YRS	10%	6%	23%	32%	29%	62.6%
Own or rent	OWN	10%	6%	23%	31%	31%	81.4%
	RENT	8%	9%	24%	32%	26%	18.6%
Income	REFUSED/UNSURE	15%	6%	20%	25%	34%	11.0%
	< \$40K	12%	14%	25%	19%	29%	19.7%
	\$40-60K	7%	7%	26%	38%	21%	21.9%
	\$60-80K	7%	6%	15%	43%	29%	16.5%
	\$80K +	8%	3%	25%	30%	35%	30.9%
Age	18-29	4%	8%	28%	31%	30%	10.5%
	30-44	7%	7%	21%	28%	38%	27.1%
	45-59	9%	4%	25%	35%	27%	41.0%
	60+	16%	11%	20%	28%	25%	21.3%
Gender	MALE	6%	5%	20%	32%	38%	50.9%
	FEMALE	13%	8%	26%	31%	21%	49.1%

Agree or Disagree: A Knik Arm Crossing will be dangerous to drive on due to icy conditions.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	7%	23%	31%	30%	100.0%
Opinion of Knik Arm Crossing	UNSURE	18%	9%	27%	28%	19%	14.6%
	STRONGLY IN FAVOR	5%	2%	18%	32%	43%	32.0%
	SOMEWHAT IN FAVOR	7%	4%	21%	39%	28%	34.1%
	SOMEWHAT OPPOSED	6%	10%	34%	24%	27%	8.4%
	STRONGLY OPPOSED	20%	23%	31%	15%	11%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	12%	0%	12%	75%	.4%
	YES	10%	6%	21%	30%	33%	83.3%
	NO	7%	10%	34%	39%	10%	16.3%
Source of Information	TV	7%	5%	20%	35%	32%	22.9%
	RADIO	11%	5%	19%	21%	44%	6.0%
	NEWSPAPER - ARTICLES	10%	5%	25%	31%	28%	43.2%
	NEWSPAPER - INSERT	5%	5%	17%	16%	57%	10.0%
	WORD OF MOUTH	16%	9%	19%	25%	31%	13.7%
	MISC	9%	10%	6%	51%	24%	4.1%
How well informed	UNSURE	0%	11%	14%	11%	65%	.5%
	VERY WELL INFORMED	6%	5%	19%	24%	46%	15.1%
	MODERATELY WELL INFORMED	9%	7%	23%	30%	31%	43.0%
	NOT TOO WELL INFORMED	9%	6%	25%	35%	24%	27.4%
	NOT INFORMED AT ALL	14%	7%	25%	37%	18%	14.0%
Trip frequency	5+/WK	2%	3%	21%	28%	47%	5.8%
	2-4/WK	1%	5%	22%	40%	32%	9.8%
	1/WK	6%	5%	19%	28%	42%	13.2%
	TWICE/MO	6%	9%	18%	33%	34%	17.2%
	ONCE/MO	11%	2%	26%	35%	25%	13.6%
	FEW TIMES/YR	14%	7%	24%	32%	25%	27.4%
	SELDOM/ NEVER	16%	14%	32%	21%	17%	13.1%
Trip purpose	UNSURE	0%	22%	39%	0%	39%	1.4%
	WORK	6%	2%	22%	27%	42%	12.9%
	SHOPPING	6%	5%	27%	23%	38%	8.7%
	VISIT PEOPLE	11%	11%	21%	34%	25%	20.1%
	RECREATION	12%	6%	21%	33%	27%	47.1%
	SERVICES	2%	2%	25%	36%	35%	6.5%
	DRIVE THRU/AIRPORT	0%	4%	46%	31%	20%	1.3%
	DON'T GO THERE	12%	19%	44%	25%	0%	1.9%
Future trip frequency	UNSURE	5%	11%	18%	42%	25%	4.5%
	5+/WK	0%	0%	26%	38%	36%	5.9%
	2-4/WK	0%	2%	14%	42%	43%	7.8%
	1/WK	12%	3%	21%	27%	38%	10.9%
	TWICE/MO	4%	4%	14%	35%	43%	13.7%
	ONCE/MO	11%	1%	21%	42%	26%	11.7%
	FEW TIMES/YR	16%	5%	23%	28%	28%	18.8%
	SELDOM/ NEVER	12%	16%	33%	22%	18%	26.6%

Agree or Disagree: A Knik Arm Crossing will save time and be a shorter commute between Mat-Su Valley & Anchorage.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		6%	47%	29%	9%	9%	100.0%
Region	ANCHORAGE	6%	49%	28%	8%	9%	82.0%
	MAT-SU	6%	37%	34%	15%	8%	18.0%
Community	ANCHORAGE - DT/WEST	5%	49%	33%	7%	7%	25.5%
	ANCHORAGE - EAST	6%	50%	25%	10%	8%	22.2%
	ANCHORAGE - SOUTH	5%	49%	30%	6%	10%	25.0%
	EAGLE RIVER/CHUGIAK	8%	51%	16%	8%	16%	9.3%
	PALMER	3%	38%	40%	15%	4%	5.5%
	WASILLA	7%	32%	33%	16%	11%	10.3%
	WEST OF WASILLA	3%	53%	24%	13%	6%	2.2%
Time in Alaska	0-9 YRS	6%	49%	36%	4%	6%	20.0%
	10-20 YRS	4%	42%	35%	9%	11%	17.4%
	20+ YRS	6%	48%	25%	11%	10%	62.6%
Own or rent	OWN	6%	47%	28%	10%	10%	81.4%
	RENT	4%	47%	36%	6%	6%	18.6%
Income	REFUSED/UNSURE	5%	47%	26%	11%	10%	11.0%
	< \$40K	9%	45%	31%	6%	9%	19.7%
	\$40-60K	6%	41%	31%	10%	12%	21.9%
	\$60-80K	6%	47%	29%	11%	7%	16.5%
	\$80K +	3%	53%	28%	8%	8%	30.9%
Age	18-29	5%	60%	29%	0%	6%	10.5%
	30-44	5%	48%	29%	10%	10%	27.1%
	45-59	6%	45%	31%	12%	7%	41.0%
	60+	7%	45%	27%	8%	14%	21.3%
Gender	MALE	4%	49%	26%	10%	11%	50.9%
	FEMALE	7%	45%	32%	8%	7%	49.1%

Agree or Disagree: A Knik Arm Crossing will save time and be a shorter commute between Mat-Su Valley & Anchorage.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		6%	47%	29%	9%	9%	100.0%
Opinion of Knik Arm Crossing	UNSURE	10%	28%	49%	5%	8%	14.6%
	STRONGLY IN FAVOR	5%	63%	24%	5%	3%	32.0%
	SOMEWHAT IN FAVOR	3%	54%	27%	11%	5%	34.1%
	SOMEWHAT OPPOSED	6%	25%	35%	17%	17%	8.4%
	STRONGLY OPPOSED	10%	20%	21%	14%	35%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	12%	75%	0%	12%	.4%
	YES	5%	46%	29%	10%	10%	83.3%
	NO	9%	55%	28%	4%	4%	16.3%
Source of Information	TV	6%	54%	29%	7%	4%	22.9%
	RADIO	6%	58%	22%	6%	7%	6.0%
	NEWSPAPER - ARTICLES	5%	37%	31%	14%	13%	43.2%
	NEWSPAPER - INSERT	4%	62%	18%	14%	2%	10.0%
	WORD OF MOUTH	5%	46%	30%	5%	14%	13.7%
	MISC	0%	31%	47%	3%	19%	4.1%
How well informed	UNSURE	14%	50%	35%	0%	0%	.5%
	VERY WELL INFORMED	5%	40%	26%	15%	13%	15.1%
	MODERATELY WELL INFORMED	4%	51%	24%	9%	13%	43.0%
	NOT TOO WELL INFORMED	5%	48%	34%	10%	3%	27.4%
	NOT INFORMED AT ALL	14%	39%	40%	2%	5%	14.0%
Trip frequency	5+/WK	5%	57%	18%	13%	7%	5.8%
	2-4/WK	1%	43%	36%	10%	11%	9.8%
	1/WK	7%	49%	31%	6%	6%	13.2%
	TWICE/MO	6%	49%	23%	12%	10%	17.2%
	ONCE/MO	5%	42%	34%	11%	8%	13.6%
	FEW TIMES/YR	5%	51%	28%	8%	8%	27.4%
	SELDOM/ NEVER	10%	38%	32%	6%	13%	13.1%
Trip purpose	UNSURE	17%	83%	0%	0%	0%	1.4%
	WORK	5%	41%	25%	17%	13%	12.9%
	SHOPPING	7%	41%	27%	13%	12%	8.7%
	VISIT PEOPLE	7%	48%	27%	8%	9%	20.1%
	RECREATION	5%	51%	30%	7%	8%	47.1%
	SERVICES	8%	38%	37%	9%	9%	6.5%
	DRIVE THRU/AIRPORT	9%	51%	20%	21%	0%	1.3%
	DON'T GO THERE	0%	15%	69%	0%	16%	1.9%
Future trip frequency	UNSURE	9%	32%	44%	7%	8%	4.5%
	5+/WK	0%	66%	34%	0%	0%	5.9%
	2-4/WK	1%	58%	32%	9%	1%	7.8%
	1/WK	1%	62%	27%	6%	4%	10.9%
	TWICE/MO	5%	67%	20%	8%	1%	13.7%
	ONCE/MO	1%	46%	40%	8%	5%	11.7%
	FEW TIMES/YR	7%	46%	25%	13%	9%	18.8%
	SELDOM/ NEVER	11%	27%	29%	11%	22%	26.6%

Agree or Disagree: A Knik Arm Crossing will be too expensive to build.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		13%	18%	26%	27%	15%	100.0%
Region	ANCHORAGE	12%	19%	28%	25%	15%	82.0%
	MAT-SU	16%	14%	21%	35%	14%	18.0%
Community	ANCHORAGE - DT/WEST	9%	18%	27%	28%	18%	25.5%
	ANCHORAGE - EAST	13%	17%	34%	24%	12%	22.2%
	ANCHORAGE - SOUTH	14%	19%	27%	28%	12%	25.0%
	EAGLE RIVER/CHUGIAK	16%	29%	17%	13%	24%	9.3%
	PALMER	13%	12%	25%	40%	10%	5.5%
	WASILLA	17%	15%	21%	35%	14%	10.3%
	WEST OF WASILLA	21%	17%	11%	23%	28%	2.2%
Time in Alaska	0-9 YRS	18%	9%	28%	33%	12%	20.0%
	10-20 YRS	17%	19%	24%	31%	9%	17.4%
	20+ YRS	11%	21%	27%	24%	18%	62.6%
Own or rent	OWN	14%	21%	25%	26%	14%	81.4%
	RENT	10%	9%	31%	30%	20%	18.6%
Income	REFUSED/UNSURE	23%	16%	21%	23%	16%	11.0%
	< \$40K	12%	21%	23%	25%	18%	19.7%
	\$40-60K	9%	20%	32%	28%	11%	21.9%
	\$60-80K	16%	14%	26%	29%	15%	16.5%
	\$80K +	11%	19%	26%	28%	16%	30.9%
Age	18-29	21%	5%	32%	31%	12%	10.5%
	30-44	13%	17%	26%	29%	15%	27.1%
	45-59	13%	21%	27%	27%	12%	41.0%
	60+	10%	22%	22%	22%	24%	21.3%
Gender	MALE	10%	17%	25%	28%	20%	50.9%
	FEMALE	16%	20%	28%	25%	10%	49.1%

Agree or Disagree: A Knik Arm Crossing will be too expensive to build.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		13%	18%	26%	27%	15%	100.0%
Opinion of Knik Arm Crossing	UNSURE	29%	22%	32%	14%	4%	14.6%
	STRONGLY IN FAVOR	16%	3%	15%	37%	30%	32.0%
	SOMEWHAT IN FAVOR	10%	6%	35%	36%	13%	34.1%
	SOMEWHAT OPPOSED	5%	42%	47%	6%	0%	8.4%
	STRONGLY OPPOSED	0%	81%	12%	3%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	88%	12%	0%	0%	.4%
	YES	13%	19%	27%	25%	16%	83.3%
	NO	16%	14%	25%	37%	8%	16.3%
Source of Information	TV	10%	17%	27%	26%	19%	22.9%
	RADIO	10%	22%	20%	34%	13%	6.0%
	NEWSPAPER - ARTICLES	15%	22%	32%	19%	12%	43.2%
	NEWSPAPER - INSERT	6%	15%	11%	42%	26%	10.0%
	WORD OF MOUTH	11%	15%	29%	29%	15%	13.7%
	MISC	21%	11%	15%	23%	29%	4.1%
How well informed	UNSURE	0%	75%	11%	14%	0%	.5%
	VERY WELL INFORMED	5%	21%	22%	19%	33%	15.1%
	MODERATELY WELL INFORMED	9%	22%	26%	27%	16%	43.0%
	NOT TOO WELL INFORMED	18%	14%	28%	30%	10%	27.4%
	NOT INFORMED AT ALL	25%	10%	31%	31%	2%	14.0%
Trip frequency	5+/WK	7%	9%	31%	27%	26%	5.8%
	2-4/WK	12%	10%	20%	37%	21%	9.8%
	1/WK	11%	17%	24%	30%	17%	13.2%
	TWICE/MO	16%	22%	21%	23%	17%	17.2%
	ONCE/MO	18%	22%	29%	28%	3%	13.6%
	FEW TIMES/YR	11%	20%	30%	25%	13%	27.4%
	SELDOM/ NEVER	13%	19%	27%	24%	17%	13.1%
Trip purpose	UNSURE	17%	22%	39%	0%	22%	1.4%
	WORK	14%	10%	28%	26%	22%	12.9%
	SHOPPING	12%	26%	23%	24%	16%	8.7%
	VISIT PEOPLE	14%	26%	24%	24%	11%	20.1%
	RECREATION	12%	17%	28%	30%	14%	47.1%
	SERVICES	22%	16%	12%	30%	20%	6.5%
	DRIVE THRU/AIRPORT	16%	8%	37%	17%	23%	1.3%
	DON'T GO THERE	7%	16%	44%	34%	0%	1.9%
Future trip frequency	UNSURE	25%	20%	37%	9%	9%	4.5%
	5+/WK	8%	0%	21%	25%	46%	5.9%
	2-4/WK	10%	1%	20%	40%	29%	7.8%
	1/WK	11%	14%	10%	41%	25%	10.9%
	TWICE/MO	14%	6%	24%	42%	14%	13.7%
	ONCE/MO	11%	11%	42%	30%	5%	11.7%
	FEW TIMES/YR	13%	21%	31%	24%	10%	18.8%
	SELDOM/ NEVER	15%	37%	25%	14%	9%	26.6%

Agree or Disagree: A Knik Arm Crossing will let people live closer to their recreation areas.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		7%	28%	47%	12%	7%	100.0%
Region	ANCHORAGE	7%	29%	45%	11%	7%	82.0%
	MAT-SU	6%	22%	54%	14%	4%	18.0%
Community	ANCHORAGE - DT/WEST	5%	26%	52%	11%	6%	25.5%
	ANCHORAGE - EAST	9%	30%	41%	12%	9%	22.2%
	ANCHORAGE - SOUTH	7%	26%	47%	12%	8%	25.0%
	EAGLE RIVER/CHUGIAK	8%	42%	31%	9%	8%	9.3%
	PALMER	6%	18%	59%	13%	4%	5.5%
	WASILLA	7%	21%	54%	14%	4%	10.3%
	WEST OF WASILLA	2%	32%	43%	14%	8%	2.2%
Time in Alaska	0-9 YRS	8%	28%	48%	10%	5%	20.0%
	10-20 YRS	5%	27%	43%	13%	11%	17.4%
	20+ YRS	7%	28%	47%	12%	6%	62.6%
Own or rent	OWN	6%	28%	46%	13%	7%	81.4%
	RENT	9%	28%	49%	7%	7%	18.6%
Income	REFUSED/UNSURE	18%	20%	37%	20%	4%	11.0%
	< \$40K	9%	24%	49%	9%	8%	19.7%
	\$40-60K	1%	29%	48%	11%	10%	21.9%
	\$60-80K	7%	26%	48%	13%	6%	16.5%
	\$80K +	6%	32%	47%	10%	5%	30.9%
Age	18-29	3%	33%	54%	6%	5%	10.5%
	30-44	4%	33%	41%	14%	8%	27.1%
	45-59	9%	23%	49%	13%	6%	41.0%
	60+	8%	28%	45%	11%	8%	21.3%
Gender	MALE	5%	29%	46%	12%	8%	50.9%
	FEMALE	9%	26%	48%	12%	6%	49.1%

Agree or Disagree: A Knik Arm Crossing will let people live closer to their recreation areas.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		7%	28%	47%	12%	7%	100.0%
Opinion of Knik Arm Crossing	UNSURE	16%	14%	50%	14%	6%	14.6%
	STRONGLY IN FAVOR	6%	44%	41%	5%	4%	32.0%
	SOMEWHAT IN FAVOR	2%	29%	56%	8%	5%	34.1%
	SOMEWHAT OPPOSED	6%	15%	27%	35%	16%	8.4%
	STRONGLY OPPOSED	12%	5%	43%	23%	17%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	25%	0%	75%	.4%
	YES	6%	29%	45%	13%	7%	83.3%
	NO	10%	22%	58%	6%	4%	16.3%
Source of Information	TV	6%	27%	53%	7%	7%	22.9%
	RADIO	14%	47%	27%	6%	6%	6.0%
	NEWSPAPER - ARTICLES	5%	26%	47%	16%	6%	43.2%
	NEWSPAPER - INSERT	10%	52%	30%	7%	1%	10.0%
	WORD OF MOUTH	4%	23%	41%	18%	13%	13.7%
	MISC	3%	10%	54%	16%	17%	4.1%
How well informed	UNSURE	0%	50%	35%	14%	0%	.5%
	VERY WELL INFORMED	4%	32%	37%	12%	15%	15.1%
	MODERATELY WELL INFORMED	7%	30%	44%	13%	6%	43.0%
	NOT TOO WELL INFORMED	6%	23%	52%	14%	6%	27.4%
	NOT INFORMED AT ALL	11%	26%	56%	5%	2%	14.0%
Trip frequency	5+/WK	3%	41%	44%	11%	1%	5.8%
	2-4/WK	2%	31%	41%	11%	15%	9.8%
	1/WK	7%	34%	44%	11%	5%	13.2%
	TWICE/MO	9%	30%	39%	14%	9%	17.2%
	ONCE/MO	7%	22%	49%	20%	3%	13.6%
	FEW TIMES/YR	7%	25%	51%	10%	8%	27.4%
	SELDOM/ NEVER	10%	23%	55%	7%	5%	13.1%
Trip purpose	UNSURE	0%	39%	61%	0%	0%	1.4%
	WORK	7%	40%	30%	13%	9%	12.9%
	SHOPPING	8%	17%	53%	13%	8%	8.7%
	VISIT PEOPLE	13%	21%	46%	12%	8%	20.1%
	RECREATION	5%	29%	47%	13%	6%	47.1%
	SERVICES	2%	27%	58%	6%	6%	6.5%
	DRIVE THRU/AIRPORT	8%	43%	42%	8%	0%	1.3%
DON'T GO THERE	0%	3%	97%	0%	0%	1.9%	
Future trip frequency	UNSURE	10%	15%	57%	9%	9%	4.5%
	5+/WK	2%	47%	47%	0%	4%	5.9%
	2-4/WK	4%	48%	33%	8%	7%	7.8%
	1/WK	3%	47%	37%	6%	6%	10.9%
	TWICE/MO	6%	37%	45%	12%	1%	13.7%
	ONCE/MO	7%	29%	50%	14%	0%	11.7%
	FEW TIMES/YR	9%	15%	56%	13%	6%	18.8%
	SELDOM/ NEVER	9%	15%	46%	16%	14%	26.6%

Agree or Disagree: A Knik Arm Crossing will cause serious environmental damage.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		12%	5%	15%	33%	35%	100.0%
Region	ANCHORAGE	13%	5%	16%	32%	34%	82.0%
	MAT-SU	9%	4%	13%	35%	39%	18.0%
Community	ANCHORAGE - DT/WEST	12%	3%	17%	36%	31%	25.5%
	ANCHORAGE - EAST	21%	7%	13%	30%	29%	22.2%
	ANCHORAGE - SOUTH	7%	4%	19%	31%	40%	25.0%
	EAGLE RIVER/CHUGIAK	14%	8%	8%	31%	38%	9.3%
	PALMER	8%	3%	14%	39%	37%	5.5%
	WASILLA	9%	4%	13%	37%	37%	10.3%
	WEST OF WASILLA	13%	3%	10%	19%	55%	2.2%
Time in Alaska	0-9 YRS	16%	3%	16%	29%	35%	20.0%
	10-20 YRS	5%	6%	23%	37%	30%	17.4%
	20+ YRS	14%	5%	13%	33%	36%	62.6%
Own or rent	OWN	13%	6%	13%	33%	36%	81.4%
	RENT	12%	0%	26%	33%	29%	18.6%
Income	REFUSED/UNSURE	23%	4%	16%	29%	29%	11.0%
	< \$40K	11%	4%	24%	28%	33%	19.7%
	\$40-60K	14%	9%	14%	35%	28%	21.9%
	\$60-80K	14%	3%	12%	26%	45%	16.5%
	\$80K +	8%	3%	11%	40%	37%	30.9%
Age	18-29	16%	2%	22%	36%	24%	10.5%
	30-44	11%	6%	14%	31%	38%	27.1%
	45-59	15%	4%	14%	37%	31%	41.0%
	60+	9%	6%	16%	26%	44%	21.3%
Gender	MALE	9%	4%	10%	33%	44%	50.9%
	FEMALE	16%	6%	20%	33%	25%	49.1%

Agree or Disagree: A Knik Arm Crossing will cause serious environmental damage.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		12%	5%	15%	33%	35%	100.0%
Opinion of Knik Arm Crossing	UNSURE	29%	3%	16%	34%	18%	14.6%
	STRONGLY IN FAVOR	5%	2%	6%	35%	53%	32.0%
	SOMEWHAT IN FAVOR	12%	1%	15%	39%	33%	34.1%
	SOMEWHAT OPPOSED	11%	5%	27%	23%	34%	8.4%
	STRONGLY OPPOSED	17%	27%	35%	12%	9%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	25%	75%	0%	.4%
	YES	12%	6%	14%	32%	37%	83.3%
	NO	17%	2%	21%	35%	25%	16.3%
Source of Information	TV	11%	3%	13%	38%	34%	22.9%
	RADIO	16%	10%	19%	4%	52%	6.0%
	NEWSPAPER - ARTICLES	13%	7%	16%	30%	33%	43.2%
	NEWSPAPER - INSERT	11%	4%	14%	24%	46%	10.0%
	WORD OF MOUTH	11%	3%	4%	40%	41%	13.7%
	MISC	2%	7%	16%	44%	31%	4.1%
How well informed	UNSURE	0%	11%	50%	14%	25%	.5%
	VERY WELL INFORMED	5%	10%	5%	20%	59%	15.1%
	MODERATELY WELL INFORMED	9%	6%	15%	31%	39%	43.0%
	NOT TOO WELL INFORMED	14%	2%	21%	42%	22%	27.4%
	NOT INFORMED AT ALL	29%	1%	15%	34%	21%	14.0%
Trip frequency	5+/WK	7%	3%	3%	38%	49%	5.8%
	2-4/WK	3%	9%	8%	30%	49%	9.8%
	1/WK	18%	3%	11%	28%	39%	13.2%
	TWICE/MO	13%	3%	12%	37%	35%	17.2%
	ONCE/MO	14%	3%	15%	31%	37%	13.6%
	FEW TIMES/YR	14%	7%	15%	35%	28%	27.4%
	SELDOM/ NEVER	12%	4%	33%	29%	23%	13.1%
Trip purpose	UNSURE	0%	0%	44%	34%	22%	1.4%
	WORK	13%	5%	7%	31%	45%	12.9%
	SHOPPING	14%	3%	15%	31%	38%	8.7%
	VISIT PEOPLE	15%	4%	17%	36%	27%	20.1%
	RECREATION	12%	6%	15%	33%	34%	47.1%
	SERVICES	13%	5%	16%	21%	45%	6.5%
	DRIVE THRU/AIRPORT	8%	8%	14%	18%	52%	1.3%
	DON'T GO THERE	12%	0%	15%	47%	26%	1.9%
Future trip frequency	UNSURE	23%	0%	8%	33%	36%	4.5%
	5+/WK	1%	4%	0%	45%	50%	5.9%
	2-4/WK	0%	1%	9%	41%	49%	7.8%
	1/WK	12%	1%	7%	29%	52%	10.9%
	TWICE/MO	11%	0%	11%	36%	42%	13.7%
	ONCE/MO	20%	0%	19%	27%	34%	11.7%
	FEW TIMES/YR	16%	4%	18%	36%	26%	18.8%
	SELDOM/ NEVER	12%	14%	23%	28%	23%	26.6%

Agree or Disagree: A Knik Arm Crossing will benefit the economy and provide jobs.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	47%	38%	7%	5%	100.0%
Region	ANCHORAGE	4%	47%	37%	7%	5%	82.0%
	MAT-SU	3%	46%	41%	7%	3%	18.0%
Community	ANCHORAGE - DT/WEST	6%	47%	38%	4%	5%	25.5%
	ANCHORAGE - EAST	5%	39%	42%	9%	6%	22.2%
	ANCHORAGE - SOUTH	3%	50%	38%	6%	3%	25.0%
	EAGLE RIVER/CHUGIAK	0%	56%	20%	17%	7%	9.3%
	PALMER	3%	44%	41%	9%	3%	5.5%
	WASILLA	3%	45%	42%	7%	3%	10.3%
	WEST OF WASILLA	2%	54%	35%	5%	3%	2.2%
Time in Alaska	0-9 YRS	5%	58%	27%	7%	3%	20.0%
	10-20 YRS	3%	49%	36%	5%	7%	17.4%
	20+ YRS	4%	42%	42%	8%	5%	62.6%
Own or rent	OWN	5%	45%	38%	8%	5%	81.4%
	RENT	1%	56%	37%	3%	3%	18.6%
Income	REFUSED/UNSURE	7%	47%	35%	5%	6%	11.0%
	< \$40K	5%	45%	40%	7%	3%	19.7%
	\$40-60K	4%	43%	38%	8%	7%	21.9%
	\$60-80K	7%	44%	41%	8%	0%	16.5%
	\$80K +	1%	52%	35%	6%	6%	30.9%
Age	18-29	0%	54%	38%	7%	0%	10.5%
	30-44	6%	59%	21%	10%	5%	27.1%
	45-59	3%	39%	48%	5%	4%	41.0%
	60+	5%	42%	39%	8%	6%	21.3%
Gender	MALE	3%	51%	36%	5%	4%	50.9%
	FEMALE	5%	42%	39%	9%	5%	49.1%

Agree or Disagree: A Knik Arm Crossing will benefit the economy and provide jobs.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	47%	38%	7%	5%	100.0%
Opinion of Knik Arm Crossing	UNSURE	11%	23%	50%	13%	3%	14.6%
	STRONGLY IN FAVOR	0%	76%	23%	1%	0%	32.0%
	SOMEWHAT IN FAVOR	2%	51%	42%	3%	1%	34.1%
	SOMEWHAT OPPOSED	9%	14%	59%	13%	5%	8.4%
	STRONGLY OPPOSED	8%	3%	33%	26%	30%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	88%	12%	0%	.4%
	YES	4%	49%	35%	7%	5%	83.3%
	NO	4%	37%	51%	7%	1%	16.3%
Source of Information	TV	3%	47%	38%	4%	8%	22.9%
	RADIO	1%	61%	25%	12%	0%	6.0%
	NEWSPAPER - ARTICLES	5%	44%	35%	10%	6%	43.2%
	NEWSPAPER - INSERT	4%	51%	35%	8%	3%	10.0%
	WORD OF MOUTH	5%	63%	26%	3%	4%	13.7%
	MISC	1%	31%	66%	1%	0%	4.1%
How well informed	UNSURE	0%	0%	89%	0%	11%	.5%
	VERY WELL INFORMED	2%	55%	21%	15%	7%	15.1%
	MODERATELY WELL INFORMED	2%	53%	34%	5%	6%	43.0%
	NOT TOO WELL INFORMED	7%	41%	44%	5%	2%	27.4%
	NOT INFORMED AT ALL	6%	32%	52%	8%	2%	14.0%
Trip frequency	5+/WK	2%	68%	20%	8%	1%	5.8%
	2-4/WK	1%	58%	26%	11%	5%	9.8%
	1/WK	2%	47%	40%	10%	1%	13.2%
	TWICE/MO	4%	50%	35%	3%	8%	17.2%
	ONCE/MO	4%	43%	42%	5%	6%	13.6%
	FEW TIMES/YR	5%	44%	38%	8%	5%	27.4%
	SELDOM/ NEVER	7%	34%	51%	6%	2%	13.1%
Trip purpose	UNSURE	0%	78%	22%	0%	0%	1.4%
	WORK	1%	58%	32%	5%	3%	12.9%
	SHOPPING	3%	40%	35%	15%	8%	8.7%
	VISIT PEOPLE	6%	45%	42%	4%	3%	20.1%
	RECREATION	3%	46%	37%	7%	6%	47.1%
	SERVICES	6%	43%	36%	13%	2%	6.5%
	DRIVE THRU/AIRPORT	5%	56%	39%	0%	0%	1.3%
	DON'T GO THERE	16%	10%	72%	0%	3%	1.9%
Future trip frequency	UNSURE	13%	44%	39%	4%	0%	4.5%
	5+/WK	1%	69%	29%	0%	1%	5.9%
	2-4/WK	0%	80%	20%	0%	1%	7.8%
	1/WK	2%	63%	31%	0%	3%	10.9%
	TWICE/MO	0%	64%	29%	4%	2%	13.7%
	ONCE/MO	5%	48%	46%	1%	0%	11.7%
	FEW TIMES/YR	4%	35%	47%	9%	5%	18.8%
	SELDOM/ NEVER	6%	25%	41%	17%	11%	26.6%

Agree or Disagree: A Knik Arm Crossing will have a negative effect on current homeowners due to reduced property values.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	6%	13%	40%	33%	100.0%
Region	ANCHORAGE	8%	6%	14%	40%	31%	82.0%
	MAT-SU	9%	2%	9%	38%	41%	18.0%
Community	ANCHORAGE - DT/WEST	10%	3%	14%	44%	28%	25.5%
	ANCHORAGE - EAST	13%	9%	14%	39%	25%	22.2%
	ANCHORAGE - SOUTH	4%	7%	15%	42%	31%	25.0%
	EAGLE RIVER/CHUGIAK	3%	8%	13%	23%	53%	9.3%
	PALMER	4%	2%	6%	42%	46%	5.5%
	WASILLA	10%	2%	10%	39%	38%	10.3%
	WEST OF WASILLA	18%	3%	11%	25%	43%	2.2%
Time in Alaska	0-9 YRS	13%	6%	9%	36%	35%	20.0%
	10-20 YRS	13%	6%	17%	33%	31%	17.4%
	20+ YRS	6%	5%	13%	43%	33%	62.6%
Own or rent	OWN	8%	6%	14%	40%	32%	81.4%
	RENT	12%	5%	12%	36%	35%	18.6%
Income	REFUSED/UNSURE	12%	3%	9%	41%	34%	11.0%
	< \$40K	15%	3%	18%	28%	36%	19.7%
	\$40-60K	8%	10%	17%	39%	26%	21.9%
	\$60-80K	9%	2%	7%	51%	31%	16.5%
	\$80K +	3%	8%	12%	41%	37%	30.9%
Age	18-29	11%	0%	16%	47%	26%	10.5%
	30-44	8%	8%	10%	31%	43%	27.1%
	45-59	4%	6%	16%	46%	28%	41.0%
	60+	16%	5%	11%	36%	32%	21.3%
Gender	MALE	6%	7%	14%	38%	35%	50.9%
	FEMALE	11%	4%	13%	42%	30%	49.1%

Agree or Disagree: A Knik Arm Crossing will have a negative effect on current homeowners due to reduced property values.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	6%	13%	40%	33%	100.0%
Opinion of Knik Arm Crossing	UNSURE	17%	2%	14%	48%	19%	14.6%
	STRONGLY IN FAVOR	4%	3%	9%	35%	50%	32.0%
	SOMEWHAT IN FAVOR	5%	3%	15%	44%	32%	34.1%
	SOMEWHAT OPPOSED	14%	18%	7%	38%	22%	8.4%
	STRONGLY OPPOSED	17%	17%	22%	31%	12%	10.9%
Heard about Knik Arm Crossing	UNSURE	12%	0%	12%	75%	0%	.4%
	YES	8%	6%	12%	38%	35%	83.3%
	NO	9%	2%	19%	49%	21%	16.3%
Source of Information	TV	9%	5%	16%	41%	29%	22.9%
	RADIO	3%	0%	28%	15%	53%	6.0%
	NEWSPAPER - ARTICLES	9%	9%	10%	36%	36%	43.2%
	NEWSPAPER - INSERT	8%	3%	10%	46%	33%	10.0%
	WORD OF MOUTH	7%	4%	8%	42%	38%	13.7%
	MISC	10%	11%	3%	42%	35%	4.1%
How well informed	UNSURE	14%	0%	50%	21%	14%	.5%
	VERY WELL INFORMED	6%	14%	14%	28%	38%	15.1%
	MODERATELY WELL INFORMED	6%	4%	11%	38%	41%	43.0%
	NOT TOO WELL INFORMED	7%	6%	17%	46%	24%	27.4%
	NOT INFORMED AT ALL	21%	2%	12%	46%	19%	14.0%
Trip frequency	5+/WK	4%	3%	5%	26%	60%	5.8%
	2-4/WK	3%	5%	11%	38%	43%	9.8%
	1/WK	9%	7%	11%	35%	38%	13.2%
	TWICE/MO	9%	5%	12%	42%	32%	17.2%
	ONCE/MO	7%	5%	13%	46%	29%	13.6%
	FEW TIMES/YR	6%	7%	16%	44%	28%	27.4%
	SELDOM/ NEVER	21%	6%	19%	32%	22%	13.1%
	UNSURE	0%	0%	22%	56%	22%	1.4%
Trip purpose	WORK	4%	8%	14%	32%	41%	12.9%
	SHOPPING	12%	7%	12%	32%	37%	8.7%
	VISIT PEOPLE	12%	5%	12%	40%	29%	20.1%
	RECREATION	7%	6%	14%	42%	31%	47.1%
	SERVICES	11%	0%	8%	36%	44%	6.5%
	DRIVE THRU/AIRPORT	8%	4%	34%	15%	39%	1.3%
	DON'T GO THERE	3%	0%	15%	66%	16%	1.9%
	UNSURE	0%	0%	22%	56%	22%	1.4%
Future trip frequency	UNSURE	20%	7%	5%	38%	30%	4.5%
	5+/WK	2%	7%	4%	47%	40%	5.9%
	2-4/WK	0%	5%	16%	25%	55%	7.8%
	1/WK	4%	6%	14%	35%	41%	10.9%
	TWICE/MO	6%	2%	11%	41%	41%	13.7%
	ONCE/MO	11%	3%	13%	36%	38%	11.7%
	FEW TIMES/YR	6%	5%	14%	49%	25%	18.8%
	SELDOM/ NEVER	14%	9%	16%	39%	21%	26.6%

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	BASE
TOTAL		7%	9%	17%	29%	38%	100.0%
Region	ANCHORAGE	7%	10%	17%	28%	37%	82.0%
	MAT-SU	4%	7%	14%	33%	42%	18.0%
Community	ANCHORAGE - DT/WEST	7%	11%	17%	27%	38%	25.5%
	ANCHORAGE - EAST	11%	9%	12%	38%	31%	22.2%
	ANCHORAGE - SOUTH	5%	10%	22%	23%	39%	25.0%
	EAGLE RIVER/CHUGIAK	3%	9%	17%	23%	48%	9.3%
	PALMER	3%	7%	11%	44%	35%	5.5%
	WASILLA	6%	6%	16%	27%	44%	10.3%
	WEST OF WASILLA	0%	12%	10%	28%	50%	2.2%
Time in Alaska	0-9 YRS	9%	6%	13%	34%	38%	20.0%
	10-20 YRS	4%	10%	20%	34%	31%	17.4%
	20+ YRS	6%	10%	17%	26%	40%	62.6%
Own or rent	OWN	7%	10%	17%	28%	38%	81.4%
	RENT	5%	6%	16%	32%	41%	18.6%
Income	REFUSED/UNSURE	4%	8%	24%	27%	38%	11.0%
	< \$40K	8%	11%	11%	32%	37%	19.7%
	\$40-60K	7%	11%	19%	30%	33%	21.9%
	\$60-80K	5%	3%	16%	30%	46%	16.5%
	\$80K +	7%	10%	17%	27%	39%	30.9%
Age	18-29	8%	0%	10%	43%	39%	10.5%
	30-44	8%	11%	12%	29%	40%	27.1%
	45-59	5%	11%	22%	28%	34%	41.0%
	60+	7%	8%	17%	23%	44%	21.3%
Gender	MALE	7%	10%	18%	24%	41%	50.9%
	FEMALE	6%	8%	15%	35%	35%	49.1%

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	BASE
TOTAL		7%	9%	17%	29%	38%	100.0%
Opinion of Knik Arm Crossing	UNSURE	27%	3%	19%	39%	12%	14.6%
	STRONGLY IN FAVOR	0%	3%	4%	18%	74%	32.0%
	SOMEWHAT IN FAVOR	4%	2%	15%	44%	35%	34.1%
	SOMEWHAT OPPOSED	7%	27%	39%	19%	7%	8.4%
	STRONGLY OPPOSED	4%	44%	39%	9%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	0%	12%	88%	.4%
	YES	6%	10%	17%	26%	41%	83.3%
	NO	8%	5%	17%	44%	26%	16.3%
Source of Information	TV	3%	8%	18%	24%	46%	22.9%
	RADIO	5%	6%	17%	7%	65%	6.0%
	NEWSPAPER - ARTICLES	7%	15%	17%	32%	29%	43.2%
	NEWSPAPER - INSERT	2%	7%	20%	12%	58%	10.0%
	WORD OF MOUTH	9%	5%	14%	30%	42%	13.7%
	MISC	19%	0%	15%	29%	37%	4.1%
How well informed	UNSURE	0%	11%	0%	65%	25%	.5%
	VERY WELL INFORMED	4%	20%	8%	13%	55%	15.1%
	MODERATELY WELL INFORMED	4%	9%	18%	23%	46%	43.0%
	NOT TOO WELL INFORMED	4%	6%	17%	41%	31%	27.4%
	NOT INFORMED AT ALL	21%	3%	23%	41%	12%	14.0%
Trip frequency	5+/WK	2%	1%	11%	30%	56%	5.8%
	2-4/WK	0%	13%	8%	25%	54%	9.8%
	1/WK	5%	9%	14%	29%	43%	13.2%
	TWICE/MO	5%	13%	12%	29%	40%	17.2%
	ONCE/MO	8%	8%	26%	32%	26%	13.6%
	FEW TIMES/YR	9%	8%	18%	27%	38%	27.4%
	SELDOM/ NEVER	10%	10%	22%	33%	25%	13.1%
Trip purpose	UNSURE	39%	0%	22%	0%	39%	1.4%
	WORK	7%	5%	9%	28%	52%	12.9%
	SHOPPING	9%	6%	22%	23%	40%	8.7%
	VISIT PEOPLE	2%	8%	15%	38%	36%	20.1%
	RECREATION	7%	12%	18%	26%	36%	47.1%
	SERVICES	6%	11%	12%	29%	41%	6.5%
	DRIVE THRU/AIRPORT	4%	4%	27%	22%	43%	1.3%
	DON'T GO THERE	0%	0%	31%	64%	5%	1.9%
Future trip frequency	UNSURE	15%	7%	10%	28%	41%	4.5%
	5+/WK	0%	6%	1%	23%	69%	5.9%
	2-4/WK	0%	1%	1%	27%	71%	7.8%
	1/WK	3%	8%	7%	28%	54%	10.9%
	TWICE/MO	7%	6%	8%	30%	49%	13.7%
	ONCE/MO	3%	5%	30%	31%	30%	11.7%
	FEW TIMES/YR	10%	3%	22%	34%	31%	18.8%
	SELDOM/ NEVER	9%	21%	25%	26%	18%	26.6%

Agree or Disagree: A Knik Arm Crossing will provide an alternate route between Anch & Mat-Su for evacuations & emergencies.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	46%	34%	8%	8%	100.0%
Region	ANCHORAGE	4%	44%	35%	8%	9%	82.0%
	MAT-SU	3%	56%	33%	6%	3%	18.0%
Community	ANCHORAGE - DT/WEST	2%	42%	40%	6%	11%	25.5%
	ANCHORAGE - EAST	6%	41%	39%	8%	6%	22.2%
	ANCHORAGE - SOUTH	3%	45%	35%	9%	8%	25.0%
	EAGLE RIVER/CHUGIAK	5%	58%	10%	11%	16%	9.3%
	PALMER	3%	56%	32%	5%	4%	5.5%
	WASILLA	2%	56%	33%	6%	2%	10.3%
	WEST OF WASILLA	6%	50%	33%	10%	0%	2.2%
Time in Alaska	0-9 YRS	5%	51%	34%	5%	6%	20.0%
	10-20 YRS	6%	48%	33%	8%	6%	17.4%
	20+ YRS	3%	45%	35%	8%	9%	62.6%
Own or rent	OWN	4%	47%	32%	8%	9%	81.4%
	RENT	3%	43%	45%	5%	5%	18.6%
Income	REFUSED/UNSURE	6%	43%	30%	15%	6%	11.0%
	< \$40K	2%	51%	31%	8%	8%	19.7%
	\$40-60K	7%	39%	37%	8%	8%	21.9%
	\$60-80K	2%	52%	31%	4%	11%	16.5%
	\$80K +	3%	47%	37%	6%	7%	30.9%
Age	18-29	0%	47%	44%	0%	8%	10.5%
	30-44	4%	55%	30%	6%	6%	27.1%
	45-59	4%	41%	38%	10%	9%	41.0%
	60+	7%	46%	29%	9%	9%	21.3%
Gender	MALE	4%	44%	36%	7%	9%	50.9%
	FEMALE	3%	49%	33%	8%	7%	49.1%

Agree or Disagree: A Knik Arm Crossing will provide an alternate route between Anch & Mat-Su for evacuations & emergencies.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	46%	34%	8%	8%	100.0%
Opinion of Knik Arm Crossing	UNSURE	10%	26%	49%	9%	6%	14.6%
	STRONGLY IN FAVOR	0%	71%	24%	2%	3%	32.0%
	SOMEWHAT IN FAVOR	3%	48%	36%	8%	5%	34.1%
	SOMEWHAT OPPOSED	7%	28%	44%	7%	14%	8.4%
	STRONGLY OPPOSED	6%	10%	33%	22%	30%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	12%	0%	12%	75%	.4%
	YES	4%	47%	33%	8%	8%	83.3%
	NO	3%	43%	42%	6%	5%	16.3%
Source of Information	TV	3%	48%	33%	9%	7%	22.9%
	RADIO	6%	53%	25%	6%	10%	6.0%
	NEWSPAPER - ARTICLES	4%	43%	35%	8%	10%	43.2%
	NEWSPAPER - INSERT	0%	53%	33%	4%	10%	10.0%
	WORD OF MOUTH	5%	54%	31%	4%	5%	13.7%
	MISC	9%	40%	32%	19%	0%	4.1%
How well informed	UNSURE	25%	50%	14%	0%	11%	.5%
	VERY WELL INFORMED	4%	49%	25%	12%	9%	15.1%
	MODERATELY WELL INFORMED	3%	46%	33%	7%	10%	43.0%
	NOT TOO WELL INFORMED	4%	50%	38%	5%	4%	27.4%
	NOT INFORMED AT ALL	6%	38%	41%	9%	6%	14.0%
Trip frequency	5+/WK	0%	76%	12%	3%	9%	5.8%
	2-4/WK	0%	62%	26%	4%	9%	9.8%
	1/WK	7%	46%	31%	9%	7%	13.2%
	TWICE/MO	5%	46%	30%	9%	11%	17.2%
	ONCE/MO	1%	44%	43%	8%	4%	13.6%
	FEW TIMES/YR	3%	39%	41%	9%	8%	27.4%
	SELDOM/ NEVER	7%	41%	37%	7%	8%	13.1%
Trip purpose	UNSURE	17%	61%	0%	22%	0%	1.4%
	WORK	2%	61%	24%	4%	8%	12.9%
	SHOPPING	9%	48%	28%	6%	9%	8.7%
	VISIT PEOPLE	2%	48%	29%	7%	14%	20.1%
	RECREATION	4%	43%	39%	8%	6%	47.1%
	SERVICES	7%	41%	43%	7%	2%	6.5%
	DRIVE THRU/AIRPORT	5%	55%	32%	8%	0%	1.3%
	DON'T GO THERE	4%	24%	57%	16%	0%	1.9%
Future trip frequency	UNSURE	14%	43%	35%	1%	7%	4.5%
	5+/WK	1%	66%	21%	6%	5%	5.9%
	2-4/WK	0%	72%	28%	0%	0%	7.8%
	1/WK	3%	60%	23%	3%	11%	10.9%
	TWICE/MO	3%	55%	33%	5%	4%	13.7%
	ONCE/MO	0%	44%	51%	5%	1%	11.7%
	FEW TIMES/YR	3%	37%	43%	9%	8%	18.8%
	SELDOM/ NEVER	7%	33%	31%	15%	15%	26.6%

Agree or Disagree: A Knik Arm Crossing will take money from other needed transportation projects.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	22%	27%	27%	15%	100.0%
Region	ANCHORAGE	9%	23%	27%	25%	16%	82.0%
	MAT-SU	9%	16%	28%	33%	13%	18.0%
Community	ANCHORAGE - DT/WEST	12%	21%	32%	17%	18%	25.5%
	ANCHORAGE - EAST	5%	23%	31%	28%	12%	22.2%
	ANCHORAGE - SOUTH	9%	25%	22%	28%	17%	25.0%
	EAGLE RIVER/CHUGIAK	10%	27%	17%	31%	14%	9.3%
	PALMER	4%	20%	35%	37%	4%	5.5%
	WASILLA	11%	16%	26%	33%	14%	10.3%
	WEST OF WASILLA	16%	9%	19%	25%	32%	2.2%
Time in Alaska	0-9 YRS	18%	13%	29%	28%	11%	20.0%
	10-20 YRS	2%	19%	31%	31%	16%	17.4%
	20+ YRS	8%	26%	25%	25%	16%	62.6%
Own or rent	OWN	8%	23%	28%	25%	16%	81.4%
	RENT	11%	17%	25%	33%	14%	18.6%
Income	REFUSED/UNSURE	11%	25%	19%	20%	26%	11.0%
	< \$40K	17%	21%	27%	18%	17%	19.7%
	\$40-60K	6%	24%	32%	30%	8%	21.9%
	\$60-80K	6%	25%	23%	28%	18%	16.5%
	\$80K +	6%	19%	29%	31%	15%	30.9%
Age	18-29	9%	8%	40%	39%	4%	10.5%
	30-44	7%	19%	27%	27%	21%	27.1%
	45-59	9%	24%	29%	26%	12%	41.0%
	60+	12%	29%	18%	21%	20%	21.3%
Gender	MALE	6%	22%	27%	27%	17%	50.9%
	FEMALE	12%	22%	27%	26%	13%	49.1%

Agree or Disagree: A Knik Arm Crossing will take money from other needed transportation projects.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		9%	22%	27%	27%	15%	100.0%
Opinion of Knik Arm Crossing	UNSURE	11%	21%	41%	25%	2%	14.6%
	STRONGLY IN FAVOR	10%	4%	23%	34%	28%	32.0%
	SOMEWHAT IN FAVOR	11%	13%	28%	32%	17%	34.1%
	SOMEWHAT OPPOSED	1%	54%	35%	10%	0%	8.4%
	STRONGLY OPPOSED	2%	79%	12%	3%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	75%	12%	12%	0%	.4%
	YES	9%	23%	25%	26%	17%	83.3%
	NO	10%	15%	39%	30%	7%	16.3%
Source of Information	TV	11%	20%	21%	28%	20%	22.9%
	RADIO	6%	17%	19%	35%	22%	6.0%
	NEWSPAPER - ARTICLES	7%	30%	28%	22%	14%	43.2%
	NEWSPAPER - INSERT	11%	15%	23%	27%	24%	10.0%
	WORD OF MOUTH	10%	17%	28%	31%	14%	13.7%
	MISC	7%	22%	17%	35%	18%	4.1%
How well informed	UNSURE	0%	14%	35%	0%	50%	.5%
	VERY WELL INFORMED	1%	34%	20%	15%	29%	15.1%
	MODERATELY WELL INFORMED	8%	24%	22%	30%	16%	43.0%
	NOT TOO WELL INFORMED	9%	18%	36%	26%	12%	27.4%
	NOT INFORMED AT ALL	22%	13%	32%	30%	2%	14.0%
Trip frequency	5+/WK	3%	15%	24%	41%	17%	5.8%
	2-4/WK	8%	19%	24%	23%	26%	9.8%
	1/WK	6%	21%	25%	30%	17%	13.2%
	TWICE/MO	12%	20%	33%	20%	14%	17.2%
	ONCE/MO	11%	23%	21%	35%	11%	13.6%
	FEW TIMES/YR	6%	24%	27%	27%	16%	27.4%
	SELDOM/ NEVER	16%	26%	31%	18%	9%	13.1%
Trip purpose	UNSURE	39%	22%	17%	0%	22%	1.4%
	WORK	8%	16%	26%	26%	23%	12.9%
	SHOPPING	10%	24%	25%	29%	11%	8.7%
	VISIT PEOPLE	11%	26%	31%	19%	13%	20.1%
	RECREATION	7%	22%	27%	30%	14%	47.1%
	SERVICES	4%	26%	27%	23%	19%	6.5%
	DRIVE THRU/AIRPORT	9%	9%	35%	31%	16%	1.3%
	DON'T GO THERE	19%	6%	12%	47%	16%	1.9%
Future trip frequency	UNSURE	6%	30%	26%	30%	8%	4.5%
	5+/WK	2%	0%	24%	44%	30%	5.9%
	2-4/WK	7%	3%	26%	31%	34%	7.8%
	1/WK	8%	14%	13%	37%	27%	10.9%
	TWICE/MO	14%	4%	38%	24%	19%	13.7%
	ONCE/MO	5%	17%	27%	36%	15%	11.7%
	FEW TIMES/YR	7%	26%	34%	25%	8%	18.8%
	SELDOM/ NEVER	12%	43%	23%	15%	7%	26.6%

Agree or Disagree: A Knik Arm Crossing will be difficult to build & maintain because of mud & poor soil for bridge supports.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		19%	19%	28%	19%	15%	100.0%
Region	ANCHORAGE	18%	20%	28%	19%	15%	82.0%
	MAT-SU	24%	16%	25%	21%	14%	18.0%
Community	ANCHORAGE - DT/WEST	21%	15%	32%	18%	13%	25.5%
	ANCHORAGE - EAST	18%	27%	25%	22%	9%	22.2%
	ANCHORAGE - SOUTH	15%	16%	30%	20%	19%	25.0%
	EAGLE RIVER/CHUGIAK	20%	30%	20%	11%	20%	9.3%
	PALMER	25%	19%	22%	24%	11%	5.5%
	WASILLA	21%	16%	28%	20%	15%	10.3%
	WEST OF WASILLA	32%	12%	16%	18%	22%	2.2%
Time in Alaska	0-9 YRS	22%	12%	33%	23%	10%	20.0%
	10-20 YRS	14%	19%	32%	24%	12%	17.4%
	20+ YRS	20%	22%	25%	17%	17%	62.6%
Own or rent	OWN	19%	20%	27%	19%	16%	81.4%
	RENT	18%	17%	32%	22%	10%	18.6%
Income	REFUSED/UNSURE	20%	26%	23%	17%	13%	11.0%
	< \$40K	23%	23%	27%	14%	14%	19.7%
	\$40-60K	19%	17%	31%	22%	9%	21.9%
	\$60-80K	23%	20%	25%	16%	16%	16.5%
	\$80K +	14%	16%	28%	24%	18%	30.9%
Age	18-29	31%	11%	38%	16%	4%	10.5%
	30-44	14%	13%	35%	22%	16%	27.1%
	45-59	17%	21%	25%	22%	15%	41.0%
	60+	22%	28%	19%	13%	18%	21.3%
Gender	MALE	13%	16%	30%	21%	21%	50.9%
	FEMALE	26%	23%	25%	18%	8%	49.1%

Agree or Disagree: A Knik Arm Crossing will be difficult to build & maintain because of mud & poor soil for bridge supports.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		19%	19%	28%	19%	15%	100.0%
Opinion of Knik Arm Crossing	UNSURE	25%	26%	24%	17%	8%	14.6%
	STRONGLY IN FAVOR	20%	6%	23%	24%	27%	32.0%
	SOMEWHAT IN FAVOR	21%	12%	32%	21%	14%	34.1%
	SOMEWHAT OPPOSED	11%	35%	32%	18%	4%	8.4%
	STRONGLY OPPOSED	6%	61%	30%	3%	0%	10.9%
Heard about Knik Arm Crossing	UNSURE	12%	75%	12%	0%	0%	.4%
	YES	17%	20%	27%	19%	16%	83.3%
	NO	30%	13%	31%	20%	6%	16.3%
Source of Information	TV	18%	18%	32%	18%	14%	22.9%
	RADIO	12%	23%	16%	25%	23%	6.0%
	NEWSPAPER - ARTICLES	16%	23%	27%	21%	12%	43.2%
	NEWSPAPER - INSERT	18%	17%	16%	18%	31%	10.0%
	WORD OF MOUTH	18%	16%	30%	19%	16%	13.7%
	MISC	16%	17%	24%	16%	26%	4.1%
How well informed	UNSURE	14%	25%	0%	11%	50%	.5%
	VERY WELL INFORMED	3%	25%	15%	21%	37%	15.1%
	MODERATELY WELL INFORMED	15%	21%	30%	20%	14%	43.0%
	NOT TOO WELL INFORMED	29%	15%	29%	18%	9%	27.4%
	NOT INFORMED AT ALL	29%	17%	32%	20%	2%	14.0%
Trip frequency	5+/WK	20%	13%	19%	20%	28%	5.8%
	2-4/WK	18%	18%	23%	21%	20%	9.8%
	1/WK	13%	22%	22%	23%	20%	13.2%
	TWICE/MO	22%	22%	27%	23%	7%	17.2%
	ONCE/MO	11%	17%	30%	27%	15%	13.6%
	FEW TIMES/YR	20%	21%	32%	15%	12%	27.4%
	SELDOM/ NEVER	29%	16%	29%	12%	14%	13.1%
	UNSURE	56%	22%	0%	0%	22%	1.4%
Trip purpose	WORK	18%	12%	19%	26%	25%	12.9%
	SHOPPING	33%	23%	13%	14%	17%	8.7%
	VISIT PEOPLE	22%	28%	30%	13%	7%	20.1%
	RECREATION	13%	18%	33%	21%	15%	47.1%
	SERVICES	21%	18%	25%	16%	20%	6.5%
	DRIVE THRU/AIRPORT	27%	9%	23%	31%	9%	1.3%
	DON'T GO THERE	28%	16%	15%	41%	0%	1.9%
	UNSURE	21%	19%	27%	13%	20%	4.5%
Future trip frequency	5+/WK	10%	13%	21%	33%	24%	5.9%
	2-4/WK	19%	2%	18%	22%	38%	7.8%
	1/WK	11%	17%	18%	29%	25%	10.9%
	TWICE/MO	24%	9%	31%	22%	14%	13.7%
	ONCE/MO	19%	7%	42%	26%	6%	11.7%
	FEW TIMES/YR	19%	19%	33%	18%	11%	18.8%
	SELDOM/ NEVER	22%	38%	24%	9%	7%	26.6%

Agree or Disagree: A Knik Arm Crossing will be a wise investment to prepare for future population growth.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	45%	32%	11%	8%	100.0%
Region	ANCHORAGE	4%	44%	32%	11%	9%	82.0%
	MAT-SU	4%	54%	30%	8%	4%	18.0%
Community	ANCHORAGE - DT/WEST	3%	42%	34%	12%	8%	25.5%
	ANCHORAGE - EAST	1%	37%	40%	10%	12%	22.2%
	ANCHORAGE - SOUTH	4%	42%	34%	13%	8%	25.0%
	EAGLE RIVER/CHUGIAK	9%	68%	3%	12%	8%	9.3%
	PALMER	3%	45%	36%	8%	8%	5.5%
	WASILLA	4%	56%	30%	7%	3%	10.3%
	WEST OF WASILLA	2%	63%	18%	13%	3%	2.2%
Time in Alaska	0-9 YRS	7%	47%	32%	11%	3%	20.0%
	10-20 YRS	2%	46%	34%	9%	9%	17.4%
	20+ YRS	3%	45%	31%	11%	10%	62.6%
Own or rent	OWN	3%	45%	31%	12%	9%	81.4%
	RENT	5%	49%	35%	7%	4%	18.6%
Income	REFUSED/UNSURE	5%	34%	37%	15%	9%	11.0%
	< \$40K	6%	45%	30%	9%	10%	19.7%
	\$40-60K	2%	37%	38%	15%	8%	21.9%
	\$60-80K	6%	52%	25%	11%	6%	16.5%
	\$80K +	2%	53%	30%	7%	9%	30.9%
Age	18-29	0%	47%	45%	8%	0%	10.5%
	30-44	4%	51%	27%	8%	10%	27.1%
	45-59	5%	39%	36%	12%	8%	41.0%
	60+	3%	49%	24%	13%	11%	21.3%
Gender	MALE	4%	49%	28%	12%	7%	50.9%
	FEMALE	4%	42%	35%	10%	9%	49.1%

Agree or Disagree: A Knik Arm Crossing will be a wise investment to prepare for future population growth.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		4%	45%	32%	11%	8%	100.0%
Opinion of Knik Arm Crossing	UNSURE	12%	20%	51%	10%	7%	14.6%
	STRONGLY IN FAVOR	0%	80%	19%	0%	1%	32.0%
	SOMEWHAT IN FAVOR	3%	48%	41%	6%	2%	34.1%
	SOMEWHAT OPPOSED	7%	1%	34%	46%	13%	8.4%
	STRONGLY OPPOSED	1%	6%	13%	33%	48%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	12%	0%	12%	75%	.4%
	YES	4%	48%	28%	10%	9%	83.3%
	NO	3%	32%	49%	14%	3%	16.3%
Source of Information	TV	4%	53%	28%	9%	6%	22.9%
	RADIO	1%	62%	15%	11%	11%	6.0%
	NEWSPAPER - ARTICLES	4%	40%	32%	12%	12%	43.2%
	NEWSPAPER - INSERT	1%	58%	19%	16%	6%	10.0%
	WORD OF MOUTH	4%	54%	32%	3%	6%	13.7%
	MISC	9%	47%	30%	5%	9%	4.1%
How well informed	UNSURE	0%	65%	25%	0%	11%	.5%
	VERY WELL INFORMED	2%	55%	14%	11%	18%	15.1%
	MODERATELY WELL INFORMED	4%	48%	27%	12%	10%	43.0%
	NOT TOO WELL INFORMED	4%	43%	40%	10%	4%	27.4%
	NOT INFORMED AT ALL	6%	32%	52%	8%	2%	14.0%
Trip frequency	5+/WK	2%	71%	17%	7%	2%	5.8%
	2-4/WK	1%	63%	15%	8%	14%	9.8%
	1/WK	3%	51%	31%	5%	10%	13.2%
	TWICE/MO	7%	45%	28%	13%	7%	17.2%
	ONCE/MO	6%	34%	36%	17%	6%	13.6%
	FEW TIMES/YR	1%	42%	37%	12%	9%	27.4%
	SELDOM/ NEVER	6%	36%	40%	10%	8%	13.1%
Trip purpose	UNSURE	22%	56%	22%	0%	0%	1.4%
	WORK	5%	66%	18%	6%	5%	12.9%
	SHOPPING	5%	41%	29%	16%	9%	8.7%
	VISIT PEOPLE	6%	40%	33%	14%	8%	20.1%
	RECREATION	2%	43%	34%	11%	9%	47.1%
	SERVICES	1%	52%	35%	4%	9%	6.5%
	DRIVE THRU/AIRPORT	9%	48%	39%	4%	0%	1.3%
	DON'T GO THERE	0%	11%	57%	16%	16%	1.9%
Future trip frequency	UNSURE	8%	41%	38%	8%	5%	4.5%
	5+/WK	1%	75%	18%	5%	1%	5.9%
	2-4/WK	1%	93%	6%	0%	0%	7.8%
	1/WK	3%	50%	34%	7%	6%	10.9%
	TWICE/MO	0%	58%	34%	4%	4%	13.7%
	ONCE/MO	7%	37%	43%	11%	3%	11.7%
	FEW TIMES/YR	1%	43%	37%	14%	6%	18.8%
	SELDOM/ NEVER	8%	23%	30%	19%	21%	26.6%

Agree or Disagree: A Knik Arm Crossing will be too expensive to use because of toll charges.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		19%	8%	17%	34%	21%	100.0%
Region	ANCHORAGE	16%	9%	18%	35%	22%	82.0%
	MAT-SU	29%	5%	15%	33%	18%	18.0%
Community	ANCHORAGE - DT/WEST	16%	2%	16%	35%	30%	25.5%
	ANCHORAGE - EAST	14%	15%	19%	34%	17%	22.2%
	ANCHORAGE - SOUTH	14%	9%	22%	38%	17%	25.0%
	EAGLE RIVER/CHUGIAK	26%	12%	8%	27%	25%	9.3%
	PALMER	32%	5%	20%	27%	17%	5.5%
	WASILLA	29%	5%	14%	34%	18%	10.3%
	WEST OF WASILLA	26%	6%	6%	38%	24%	2.2%
Time in Alaska	0-9 YRS	18%	3%	20%	42%	17%	20.0%
	10-20 YRS	16%	8%	21%	31%	24%	17.4%
	20+ YRS	20%	10%	15%	33%	22%	62.6%
Own or rent	OWN	20%	10%	16%	34%	20%	81.4%
	RENT	13%	1%	22%	35%	29%	18.6%
Income	REFUSED/UNSURE	21%	7%	13%	38%	22%	11.0%
	< \$40K	19%	10%	20%	31%	20%	19.7%
	\$40-60K	13%	8%	19%	41%	19%	21.9%
	\$60-80K	24%	8%	19%	27%	23%	16.5%
	\$80K +	19%	8%	14%	35%	24%	30.9%
Age	18-29	11%	3%	21%	51%	13%	10.5%
	30-44	21%	4%	21%	28%	27%	27.1%
	45-59	20%	11%	17%	34%	19%	41.0%
	60+	18%	12%	11%	34%	24%	21.3%
Gender	MALE	18%	10%	16%	32%	24%	50.9%
	FEMALE	20%	6%	18%	37%	18%	49.1%

Agree or Disagree: A Knik Arm Crossing will be too expensive to use because of toll charges.

		UNSURE	STRONGLY AGREE	SOMEWHAT AGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	BASE
TOTAL		19%	8%	17%	34%	21%	100.0%
Opinion of Knik Arm Crossing	UNSURE	21%	6%	21%	38%	13%	14.6%
	STRONGLY IN FAVOR	17%	2%	10%	33%	38%	32.0%
	SOMEWHAT IN FAVOR	19%	4%	16%	42%	19%	34.1%
	SOMEWHAT OPPOSED	28%	19%	20%	26%	7%	8.4%
	STRONGLY OPPOSED	12%	33%	37%	15%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	12%	75%	12%	0%	0%	.4%
	YES	18%	8%	18%	32%	24%	83.3%
	NO	23%	6%	15%	46%	10%	16.3%
Source of Information	TV	16%	12%	15%	29%	28%	22.9%
	RADIO	16%	6%	22%	25%	31%	6.0%
	NEWSPAPER - ARTICLES	16%	9%	20%	36%	19%	43.2%
	NEWSPAPER - INSERT	15%	6%	8%	47%	24%	10.0%
	WORD OF MOUTH	28%	5%	19%	21%	27%	13.7%
	MISC	18%	0%	19%	32%	31%	4.1%
How well informed	UNSURE	25%	11%	0%	14%	50%	.5%
	VERY WELL INFORMED	15%	10%	15%	27%	33%	15.1%
	MODERATELY WELL INFORMED	12%	11%	18%	37%	23%	43.0%
	NOT TOO WELL INFORMED	25%	6%	15%	34%	19%	27.4%
	NOT INFORMED AT ALL	31%	4%	21%	36%	8%	14.0%
Trip frequency	5+/WK	19%	5%	18%	33%	26%	5.8%
	2-4/WK	18%	4%	21%	25%	32%	9.8%
	1/WK	22%	5%	15%	28%	29%	13.2%
	TWICE/MO	21%	6%	19%	37%	18%	17.2%
	ONCE/MO	27%	14%	15%	31%	13%	13.6%
	FEW TIMES/YR	12%	12%	16%	39%	21%	27.4%
	SELDOM/ NEVER	18%	6%	19%	39%	18%	13.1%
Trip purpose	UNSURE	39%	0%	0%	39%	22%	1.4%
	WORK	25%	5%	17%	29%	23%	12.9%
	SHOPPING	20%	8%	17%	31%	25%	8.7%
	VISIT PEOPLE	19%	10%	23%	27%	20%	20.1%
	RECREATION	14%	9%	16%	39%	23%	47.1%
	SERVICES	32%	6%	11%	35%	16%	6.5%
	DRIVE THRU/AIRPORT	23%	8%	5%	43%	21%	1.3%
	DON'T GO THERE	12%	16%	32%	37%	3%	1.9%
Future trip frequency	UNSURE	26%	6%	10%	32%	27%	4.5%
	5+/WK	6%	5%	10%	47%	32%	5.9%
	2-4/WK	13%	5%	5%	31%	46%	7.8%
	1/WK	21%	3%	19%	27%	30%	10.9%
	TWICE/MO	21%	6%	15%	41%	17%	13.7%
	ONCE/MO	17%	6%	14%	47%	16%	11.7%
	FEW TIMES/YR	18%	6%	17%	36%	23%	18.8%
	SELDOM/ NEVER	21%	16%	26%	26%	11%	26.6%

At the present time, how often do you travel between Anchorage & the Mat-Su area?

		5+/WK	2-4/WK	1/WK	TWICE/ MO	ONCE/MO	FEW TIMES/YR	SELDOM/ NEVER	BASE
TOTAL		6%	10%	13%	17%	14%	27%	13%	100.0%
Region	ANCHORAGE	3%	8%	11%	17%	13%	32%	15%	82.0%
	MAT-SU	18%	16%	22%	16%	14%	8%	5%	18.0%
Community	ANCHORAGE - DT/WEST	1%	6%	10%	22%	7%	37%	17%	25.5%
	ANCHORAGE - EAST	1%	7%	15%	16%	14%	35%	11%	22.2%
	ANCHORAGE - SOUTH	2%	9%	7%	14%	21%	29%	17%	25.0%
	EAGLE RIVER/CHUGIAK	15%	17%	17%	14%	11%	14%	11%	9.3%
	PALMER	24%	17%	18%	12%	14%	10%	6%	5.5%
	WASILLA	19%	15%	24%	17%	12%	7%	6%	10.3%
	WEST OF WASILLA	3%	21%	20%	22%	21%	10%	2%	2.2%
Time in Alaska	0-9 YRS	7%	14%	6%	22%	20%	18%	13%	20.0%
	10-20 YRS	7%	9%	16%	15%	11%	29%	14%	17.4%
	20+ YRS	5%	9%	15%	17%	12%	30%	13%	62.6%
Own or rent	OWN	7%	10%	14%	17%	14%	28%	10%	81.4%
	RENT	1%	10%	9%	18%	11%	26%	26%	18.6%
Income	REFUSED/UNSURE	5%	7%	14%	29%	11%	29%	6%	11.0%
	< \$40K	3%	7%	9%	13%	12%	26%	31%	19.7%
	\$40-60K	7%	10%	12%	21%	15%	21%	14%	21.9%
	\$60-80K	11%	9%	15%	18%	15%	31%	2%	16.5%
	\$80K +	5%	13%	16%	13%	14%	30%	10%	30.9%
Age	18-29	5%	12%	12%	25%	6%	22%	18%	10.5%
	30-44	11%	17%	11%	19%	12%	23%	6%	27.1%
	45-59	5%	5%	15%	16%	19%	27%	12%	41.0%
	60+	1%	9%	12%	13%	9%	36%	20%	21.3%
Gender	MALE	8%	10%	16%	16%	14%	25%	10%	50.9%
	FEMALE	4%	10%	10%	18%	13%	29%	16%	49.1%

At the present time, how often do you travel between Anchorage & the Mat-Su area?

		5+/WK	2-4/WK	1/WK	TWICE/ MO	ONCE/MO	FEW TIMES/YR	SELDOM/ NEVER	BASE
TOTAL		6%	10%	13%	17%	14%	27%	13%	100.0%
Opinion of Knik Arm Crossing	UNSURE	3%	1%	8%	20%	18%	27%	23%	14.6%
	STRONGLY IN FAVOR	11%	15%	19%	18%	8%	21%	9%	32.0%
	SOMEWHAT IN FAVOR	5%	8%	10%	16%	15%	35%	11%	34.1%
	SOMEWHAT OPPOSED	3%	13%	9%	25%	19%	14%	16%	8.4%
	STRONGLY OPPOSED	1%	8%	16%	11%	16%	33%	15%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	12%	0%	0%	88%	0%	.4%
	YES	6%	11%	14%	18%	14%	26%	11%	83.3%
	NO	6%	6%	9%	14%	11%	31%	23%	16.3%
Source of Information	TV	6%	11%	11%	17%	15%	29%	11%	22.9%
	RADIO	10%	17%	22%	7%	13%	26%	5%	6.0%
	NEWSPAPER - ARTICLES	4%	9%	15%	16%	18%	26%	12%	43.2%
	NEWSPAPER - INSERT	5%	1%	13%	24%	13%	27%	16%	10.0%
	WORD OF MOUTH	12%	15%	15%	23%	9%	15%	10%	13.7%
	MISC	5%	16%	5%	23%	0%	49%	1%	4.1%
How well informed	UNSURE	0%	0%	29%	0%	21%	0%	50%	.5%
	VERY WELL INFORMED	8%	16%	19%	14%	8%	24%	10%	15.1%
	MODERATELY WELL INFORMED	6%	11%	11%	17%	16%	30%	9%	43.0%
	NOT TOO WELL INFORMED	5%	7%	18%	20%	11%	26%	13%	27.4%
	NOT INFORMED AT ALL	5%	6%	4%	15%	15%	26%	29%	14.0%
Trip purpose	UNSURE	0%	0%	0%	0%	0%	0%	100%	1.4%
	WORK	36%	24%	14%	16%	5%	4%	2%	12.9%
	SHOPPING	4%	12%	24%	17%	22%	14%	7%	8.7%
	VISIT PEOPLE	2%	8%	15%	32%	9%	26%	8%	20.1%
	RECREATION	0%	4%	10%	13%	18%	41%	14%	47.1%
	SERVICES	7%	30%	24%	14%	10%	12%	4%	6.5%
	DRIVE THRU/AIRPORT	5%	0%	5%	18%	13%	26%	33%	1.3%
	DON'T GO THERE	0%	3%	0%	0%	0%	0%	97%	1.9%
Future trip frequency	UNSURE	6%	5%	12%	31%	11%	25%	11%	4.5%
	5+/WK	38%	25%	12%	15%	0%	5%	6%	5.9%
	2-4/WK	6%	54%	23%	7%	5%	6%	0%	7.8%
	1/WK	1%	7%	51%	21%	9%	8%	3%	10.9%
	TWICE/MO	0%	2%	4%	53%	23%	16%	2%	13.7%
	ONCE/MO	3%	0%	3%	6%	47%	32%	8%	11.7%
	FEW TIMES/YR	2%	4%	5%	7%	3%	68%	10%	18.8%
	SELDOM/ NEVER	7%	8%	10%	10%	9%	22%	33%	26.6%

What is the main purpose of your travel between Anchorage & the Mat-Su area?

		UNSURE	WORK	SHOPPING	VISIT PEOPLE	RECREATION	SERVICES	DRIVE THRU/AIRPORT	DON'T GO THERE	BASE
TOTAL		1%	13%	9%	20%	47%	7%	1%	2%	100.0%
Region	ANCHORAGE	2%	10%	4%	22%	56%	3%	0%	2%	82.0%
	MAT-SU	0%	24%	30%	9%	7%	22%	6%	2%	18.0%
Community	ANCHORAGE - DT/WEST	1%	12%	3%	28%	53%	1%	0%	2%	25.5%
	ANCHORAGE - EAST	2%	6%	4%	19%	63%	4%	0%	2%	22.2%
	ANCHORAGE - SOUTH	2%	9%	2%	23%	57%	4%	1%	2%	25.0%
	EAGLE RIVER/CHUGIAK	0%	21%	14%	15%	48%	3%	0%	0%	9.3%
	PALMER	0%	27%	28%	8%	10%	19%	7%	2%	5.5%
	WASILLA	0%	25%	33%	9%	4%	22%	5%	2%	10.3%
	WEST OF WASILLA	0%	13%	22%	13%	9%	35%	9%	0%	2.2%
Time in Alaska	0-9 YRS	3%	11%	10%	21%	44%	7%	1%	2%	20.0%
	10-20 YRS	1%	18%	9%	12%	46%	6%	2%	5%	17.4%
	20+ YRS	1%	12%	8%	22%	48%	7%	1%	1%	62.6%
Own or rent	OWN	1%	14%	9%	19%	47%	7%	2%	1%	81.4%
	RENT	5%	9%	7%	23%	49%	3%	0%	4%	18.6%
Income	REFUSED/UNSURE	0%	10%	15%	19%	44%	8%	1%	3%	11.0%
	< \$40K	3%	7%	9%	26%	43%	5%	1%	6%	19.7%
	\$40-60K	0%	13%	9%	22%	47%	6%	1%	1%	21.9%
	\$60-80K	0%	19%	9%	27%	36%	8%	1%	0%	16.5%
	\$80K +	3%	14%	6%	12%	57%	7%	2%	0%	30.9%
Age	18-29	2%	16%	3%	26%	49%	1%	0%	3%	10.5%
	30-44	0%	15%	9%	19%	47%	7%	2%	2%	27.1%
	45-59	1%	15%	7%	18%	48%	8%	1%	1%	41.0%
	60+	4%	5%	13%	22%	46%	6%	1%	3%	21.3%
Gender	MALE	2%	18%	6%	15%	50%	7%	1%	2%	50.9%
	FEMALE	1%	8%	11%	25%	45%	6%	1%	2%	49.1%

What is the main purpose of your travel between Anchorage & the Mat-Su area?

		UNSURE	WORK	SHOPPING	VISIT PEOPLE	RECREATION	SERVICES	DRIVE THRU/ AIRPORT	DON'T GO THERE	BASE
TOTAL		1%	13%	9%	20%	47%	7%	1%	2%	100.0%
Opinion of Knik Arm Crossing	UNSURE	0%	7%	14%	21%	44%	5%	1%	8%	14.6%
	STRONGLY IN FAVOR	2%	19%	8%	21%	42%	6%	2%	0%	32.0%
	SOMEWHAT IN FAVOR	3%	11%	7%	18%	52%	8%	0%	0%	34.1%
	SOMEWHAT OPPOSED	0%	20%	6%	29%	37%	2%	4%	3%	8.4%
	STRONGLY OPPOSED	0%	4%	9%	15%	60%	8%	0%	3%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	25%	75%	0%	0%	0%	0%	.4%
	YES	1%	13%	9%	18%	49%	7%	1%	1%	83.3%
	NO	3%	13%	6%	29%	40%	2%	1%	7%	16.3%
Source of Information	TV	0%	9%	9%	20%	54%	7%	1%	2%	22.9%
	RADIO	0%	16%	5%	17%	51%	5%	6%	0%	6.0%
	NEWSPAPER - ARTICLES	2%	11%	11%	17%	46%	11%	1%	1%	43.2%
	NEWSPAPER - INSERT	3%	10%	7%	9%	67%	2%	0%	1%	10.0%
	WORD OF MOUTH	0%	24%	7%	26%	37%	5%	1%	0%	13.7%
	MISC	0%	23%	11%	9%	48%	5%	4%	0%	4.1%
How well informed	UNSURE	0%	50%	11%	0%	0%	39%	0%	0%	.5%
	VERY WELL INFORMED	2%	16%	11%	11%	48%	11%	1%	0%	15.1%
	MODERATELY WELL INFORMED	1%	13%	9%	20%	49%	6%	1%	1%	43.0%
	NOT TOO WELL INFORMED	0%	12%	9%	26%	46%	5%	1%	1%	27.4%
	NOT INFORMED AT ALL	4%	11%	6%	19%	44%	4%	2%	9%	14.0%
Trip frequency	5+/WK	0%	79%	5%	6%	1%	7%	1%	0%	5.8%
	2-4/WK	0%	32%	11%	16%	20%	20%	0%	1%	9.8%
	1/WK	0%	13%	16%	22%	36%	12%	1%	0%	13.2%
	TWICE/MO	0%	12%	8%	38%	35%	5%	1%	0%	17.2%
	ONCE/MO	0%	5%	14%	13%	62%	5%	1%	0%	13.6%
	FEW TIMES/YR	0%	2%	5%	19%	70%	3%	1%	0%	27.4%
	SELDOM/ NEVER	11%	2%	5%	12%	51%	2%	3%	14%	13.1%
Future trip frequency	UNSURE	0%	14%	8%	19%	39%	18%	2%	0%	4.5%
	5+/WK	0%	37%	3%	23%	23%	8%	1%	4%	5.9%
	2-4/WK	0%	34%	6%	17%	33%	10%	0%	0%	7.8%
	1/WK	0%	13%	9%	31%	35%	6%	2%	3%	10.9%
	TWICE/MO	0%	7%	6%	24%	61%	2%	0%	0%	13.7%
	ONCE/MO	0%	8%	10%	11%	69%	1%	0%	0%	11.7%
	FEW TIMES/YR	0%	8%	8%	20%	57%	5%	1%	1%	18.8%
SELDOM/ NEVER	5%	10%	12%	18%	39%	9%	3%	4%	26.6%	

Looking ahead, if a bridge were to be built across the Knik Arm... how often do you think you might use the new bridge?

		UNSURE	5+/WK	2-4/WK	1/WK	TWICE/ MO	ONCE/MO	FEW TIMES/YR	SELDOM/ NEVER	BASE
TOTAL		5%	6%	8%	11%	14%	12%	19%	27%	100.0%
Region	ANCHORAGE	4%	6%	8%	10%	15%	13%	21%	23%	82.0%
	MAT-SU	7%	7%	9%	13%	6%	7%	8%	42%	18.0%
Community	ANCHORAGE - DT/WEST	3%	6%	7%	14%	16%	8%	28%	18%	25.5%
	ANCHORAGE - EAST	5%	5%	6%	10%	15%	13%	25%	21%	22.2%
	ANCHORAGE - SOUTH	4%	6%	7%	9%	15%	18%	14%	27%	25.0%
	EAGLE RIVER/CHUGIAK	3%	7%	12%	6%	16%	8%	14%	35%	9.3%
	PALMER	6%	6%	3%	3%	3%	6%	8%	65%	5.5%
	WASILLA	7%	9%	10%	17%	8%	6%	8%	34%	10.3%
	WEST OF WASILLA	7%	6%	19%	20%	6%	15%	9%	20%	2.2%
Time in Alaska	0-9 YRS	4%	12%	12%	8%	16%	15%	11%	22%	20.0%
	10-20 YRS	1%	7%	10%	16%	10%	11%	17%	30%	17.4%
	20+ YRS	6%	4%	6%	10%	14%	11%	22%	27%	62.6%
Own or rent	OWN	4%	6%	7%	10%	15%	10%	20%	27%	81.4%
	RENT	6%	4%	10%	16%	9%	19%	13%	23%	18.6%
Income	REFUSED/UNSURE	8%	7%	8%	11%	13%	9%	16%	29%	11.0%
	< \$40K	5%	4%	5%	11%	9%	18%	16%	33%	19.7%
	\$40-60K	5%	7%	5%	11%	11%	12%	18%	30%	21.9%
	\$60-80K	6%	9%	6%	11%	19%	12%	18%	18%	16.5%
	\$80K +	2%	5%	13%	10%	16%	8%	23%	23%	30.9%
Age	18-29	0%	13%	5%	16%	18%	14%	17%	16%	10.5%
	30-44	5%	8%	13%	14%	15%	10%	14%	20%	27.1%
	45-59	6%	4%	5%	10%	16%	12%	21%	28%	41.0%
	60+	4%	4%	7%	6%	6%	12%	22%	39%	21.3%
Gender	MALE	4%	8%	10%	12%	14%	12%	17%	23%	50.9%
	FEMALE	5%	4%	6%	10%	13%	12%	21%	30%	49.1%

Looking ahead, if a bridge were to be built across the Knik Arm... how often do you think you might use the new bridge?

		UNSURE	5+/WK	2-4/WK	1/WK	TWICE/ MO	ONCE/MO	FEW TIMES/YR	SELDOM/ NEVER	BASE
TOTAL		5%	6%	8%	11%	14%	12%	19%	27%	100.0%
Opinion of Knik Arm Crossing	UNSURE	8%	2%	2%	7%	8%	10%	23%	41%	14.6%
	STRONGLY IN FAVOR	4%	13%	16%	17%	19%	6%	14%	12%	32.0%
	SOMEWHAT IN FAVOR	3%	3%	7%	10%	17%	19%	19%	20%	34.1%
	SOMEWHAT OPPOSED	12%	4%	0%	10%	4%	14%	18%	39%	8.4%
	STRONGLY OPPOSED	0%	0%	0%	3%	2%	6%	28%	60%	10.9%
Heard about Knik Arm Crossing	UNSURE	0%	0%	0%	0%	0%	12%	75%	12%	.4%
	YES	5%	6%	8%	11%	15%	11%	18%	25%	83.3%
	NO	1%	5%	7%	10%	10%	15%	19%	33%	16.3%
Source of Information	TV	5%	10%	7%	10%	17%	9%	20%	21%	22.9%
	RADIO	8%	6%	6%	12%	19%	11%	15%	24%	6.0%
	NEWSPAPER - ARTICLES	7%	3%	7%	10%	11%	14%	17%	31%	43.2%
	NEWSPAPER - INSERT	1%	1%	5%	18%	28%	8%	18%	20%	10.0%
	WORD OF MOUTH	1%	12%	12%	13%	14%	9%	19%	19%	13.7%
	MISC	10%	11%	22%	1%	0%	7%	25%	24%	4.1%
How well informed	UNSURE	0%	0%	0%	0%	0%	11%	0%	89%	.5%
	VERY WELL INFORMED	7%	9%	11%	12%	9%	2%	16%	34%	15.1%
	MODERATELY WELL INFORMED	4%	5%	8%	12%	15%	13%	19%	24%	43.0%
	NOT TOO WELL INFORMED	5%	7%	8%	11%	15%	14%	19%	21%	27.4%
	NOT INFORMED AT ALL	4%	2%	3%	7%	13%	13%	21%	36%	14.0%
Trip frequency	5+/WK	4%	38%	8%	2%	1%	6%	8%	32%	5.8%
	2-4/WK	2%	15%	43%	8%	2%	0%	7%	22%	9.8%
	1/WK	4%	5%	14%	42%	4%	3%	8%	21%	13.2%
	TWICE/MO	8%	5%	3%	13%	42%	4%	8%	16%	17.2%
	ONCE/MO	4%	0%	3%	7%	23%	41%	5%	18%	13.6%
	FEW TIMES/YR	4%	1%	2%	3%	8%	14%	47%	21%	27.4%
	SELDOM/ NEVER	4%	3%	0%	3%	2%	7%	14%	68%	13.1%
Trip purpose	UNSURE	0%	0%	0%	0%	0%	0%	0%	100%	1.4%
	WORK	5%	17%	21%	11%	7%	7%	11%	21%	12.9%
	SHOPPING	4%	2%	5%	12%	9%	13%	17%	37%	8.7%
	VISIT PEOPLE	4%	7%	7%	17%	16%	7%	19%	24%	20.1%
	RECREATION	4%	3%	5%	8%	18%	17%	23%	22%	47.1%
	SERVICES	12%	8%	12%	11%	4%	3%	15%	36%	6.5%
	DRIVE THRU/AIRPORT	8%	5%	0%	14%	4%	4%	9%	56%	1.3%
	DON'T GO THERE	0%	12%	0%	18%	0%	0%	12%	57%	1.9%