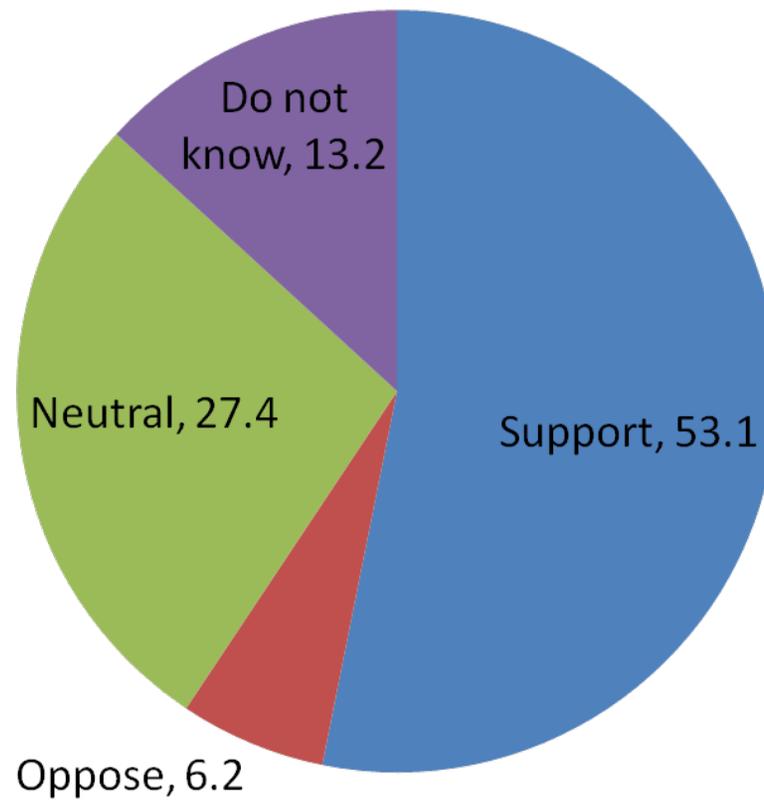


Super 7 Expressway Resident Survey Results

Research conducted by
University of Connecticut
Stamford Campus

Entire Sample



486 respondents

Overall

- Over 9 times the residents support Super 7 expressway than oppose it.
- Even in towns where the proposed Super 7 expressway will run through, the resident support was 9X the resident opposition
- In towns not “touched by proposed Super 7 Expressway,” the resident support is lower, but still 8X the resident opposition.

Range of Support and Opposition

by town

Range : Support From 65% to 37%

- Highest Support
 - Danbury 65%
 - Norwalk 54.3%
 - Westport 53.1%
 - Weston 50%
- Lowest Support
 - Wilton 43.8%
 - Redding 37.5%

Range : From Opposition 18% to 0 %

- Highest Oppose
 - Ridgefield 18.8%
 - Darien 10.5%
- Lowest Oppose
 - Bethel 3.8%
 - Danbury 3.0%

 - Redding 0%
 - Westport 0%
 - Weston 0%

Summary

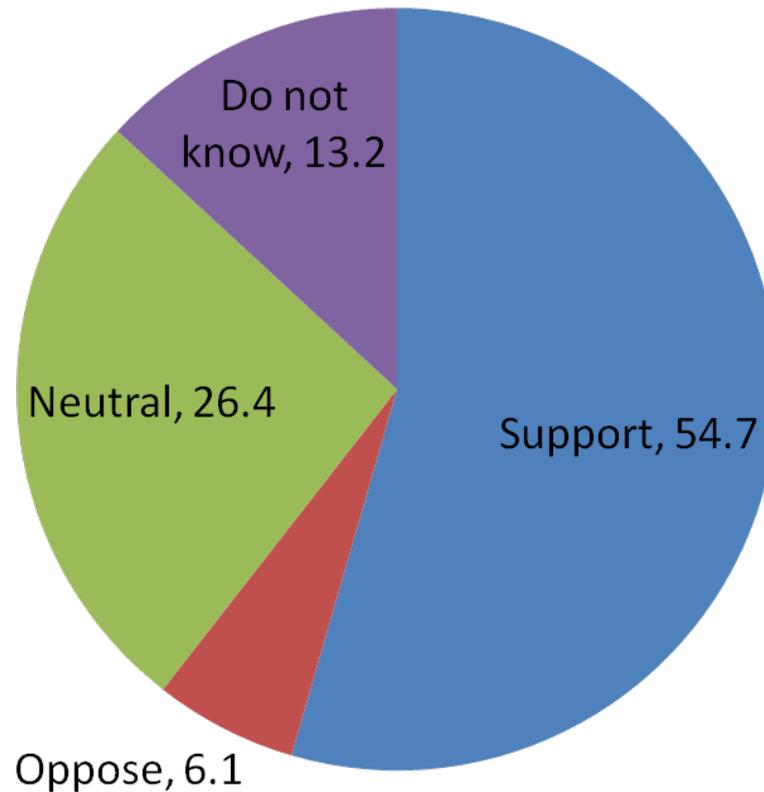
- Among the 485 respondents, when asked about the Super 7 Expressway
 - 53% supported
 - 6% were opposed
 - 28% were neutral
 - 13% did not know their positions

Summary (continued)

- Residents in Danbury (65%) and Norwalk (54.3%) had the strongest support
- Residents in Ridgefield (18.8%) and Wilton (15.6%) had the strongest opposition
- Although Redding had the lowest level of support (37.5%), no one (0 %) held opposition and 50% held neutral positions.

Affected Towns

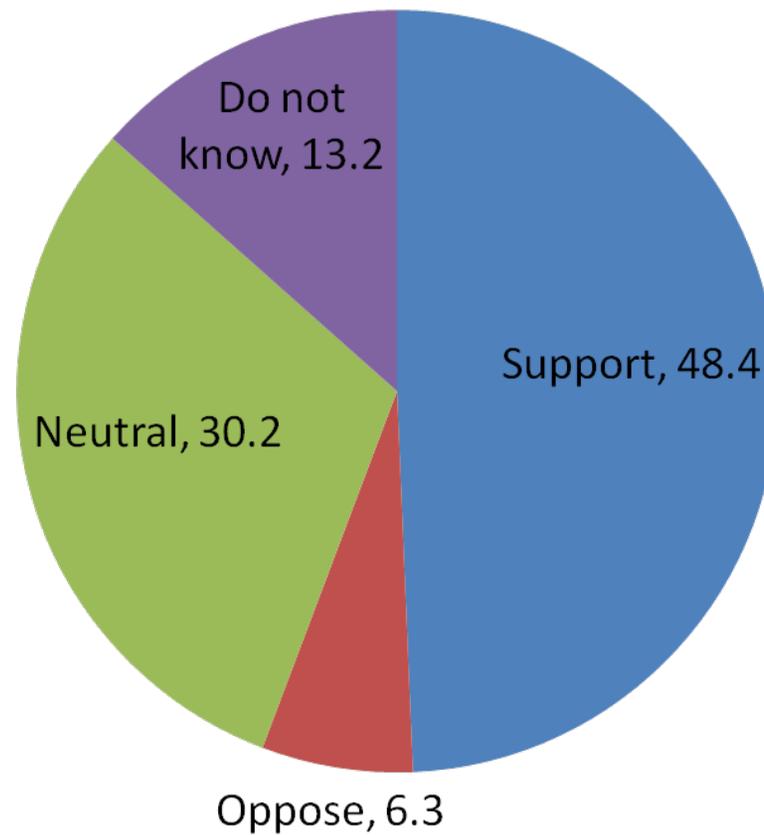
Danbury, Norwalk, Redding, Ridgefield, Weston and Wilton



Proposed Super 7 Expressway will be in these towns

Unaffected Towns

Bethel, Darien, New Canaan and Westport



Proposed Super 7 Expressway will NOT be in these towns

Demographically Entire Sample

- **Income**

	support	oppose
– Less than \$25K	39%	6%
– \$25-\$49.9K	61%	7%
– \$50K to 75K	63%	3%
– Over \$75K	75%	7.5%

- **Gender**

	support	oppose
– Male	60%	6 %
– Female	48%	6.2%

Demographically Affected Towns

- **Income**

	support	oppose
– Less Than \$25K	39%	5.6%
– \$25-\$49.9K	67%	6.2
– \$50K to 75K	65%	4.7%
– Over \$75K	79%	8.8%
- **Gender**

	support	oppose
– Male	59%	6.4%
– Female	52%	5.9%

Demographically Unaffected Towns

- **Income**

	support	oppose
– Less than \$25K	40%	7.5%
– \$25-\$49.9K	43%	10.7%
– \$50K to 75K	59%	0 %
– Over \$75K	65%	4.3%
- **Gender**

	support	oppose
– Male	62%	5.4%
– Female	37%	7.1%

Demographically

- INCOME

- The *more income* the residents earned, the *more they supported* the Super 7 Expressway
- However, the income effect disappeared when responses from resident towns were examined separately

- GENDER

- *Male residents (62%) supported* the Super 7 Expressway more than female residents (48%)
- However, the gender effect disappeared when responses from resident towns were examined separately.

Overall

- Over 9 times the residents support (53%) Super 7 expressway than oppose(6%) it.
- Even in towns where the Super 7 expressway will run through, the support was 9X(55%) the opposition (6%)
- In towns not “touched by Super 7 expressway,” the support(48%) is lower but still 8X the opposition.(6%)