Appendix A: Stakeholder Surveys
Appendix B: Stakeholder Meeting Summary
Appendix C: Data Collected from Stakeholder Agencies
Appendix D: Stakeholder Meeting Summaries
Appendix E: Community Council Meeting Summaries
Appendix F: AMATS Meeting Summaries
Appendix G: Transportation Fair Comments
Appendix H: MetroQuest Survey

Figure H-1: MetroQuest Survey Home Screen

Figure H-2: Survey (Part 1) Frequency of Your Travel
Figure H-3: Survey (Part 1) Direction You Travel

Figure H-4: Survey (Part 1) Time of Day You Travel
Figure H-5: Survey (Part 1) Southbound Access/ Exit Points

Figure H-6: Survey (Part 1) Northbound Access/ Exit Points
Figure H-7: MetroQuest Survey Map (Screen 3)

Figure H-8: Survey (Part 2) Traffic Reports
Figure H-9: Survey (Part 2) Flexibility

Figure H-10: Survey (Part 2) Transportation Modes
Figure H-11: Survey (Part 2) Ideas

Figure H-12: Survey (Part 2) Expand Mode of Travel
Figure H-13: Survey Wrap Up Screen
Appendix I: MetroQuest KMZ File

See Attached KMZ File
Appendix J: Effects of Bridge Incident on Online Survey Data

The majority of participants completed the survey after the crash event on March 21\textsuperscript{st}, 2018. The crash caused delay and lane closures along the Glenn Highway for a few days. In order to assure that the crash did not result in biased data, survey responses before the event and after the event were compared. Table J-1 demonstrates the number of icon markers that were generated from the public in “hot spot” locations along the Glenn Highway before and after the incident. As shown in this table, the “hot spots” have approximately the same percentage at each location before and after the crash.

**Table J-1: Hot Spot Locations along the Glenn Highway**

<table>
<thead>
<tr>
<th>Locations</th>
<th>Before March 21\textsuperscript{st}</th>
<th>After March 21\textsuperscript{st}</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Markers</td>
<td>Percentage</td>
</tr>
<tr>
<td>Downtown Anchorage</td>
<td>69</td>
<td>2%</td>
</tr>
<tr>
<td>Bragaw/ Boniface/ Airport Heights</td>
<td>300</td>
<td>8%</td>
</tr>
<tr>
<td>Muldoon</td>
<td>297</td>
<td>8%</td>
</tr>
<tr>
<td>JBER/ Arctic Valley/ S Curves</td>
<td>306</td>
<td>8%</td>
</tr>
<tr>
<td>Eagle River</td>
<td>1142</td>
<td>30%</td>
</tr>
<tr>
<td>N. Eagle River</td>
<td>477</td>
<td>12%</td>
</tr>
<tr>
<td>Peters Creek/ Birchwood</td>
<td>359</td>
<td>9%</td>
</tr>
<tr>
<td>Eklutna/ Thunderbird</td>
<td>338</td>
<td>9%</td>
</tr>
<tr>
<td>Old Glenn Interchange and Eklutna Flats</td>
<td>270</td>
<td>7%</td>
</tr>
<tr>
<td>North of the Knik River Bridge</td>
<td>126</td>
<td>3%</td>
</tr>
</tbody>
</table>

There were five icon markers available to place on the map part of the survey. Figure J-1 shows the frequency for each type of map marker that was placed before and after the crash incident on March 21.
Before the crash, 41% of the map markers placed were about congestion, after the crash 44% of icons placed were the congestion icon. Similarly, 9% of icons were suggestions before the crash and 7% were suggestions after the crash. The distribution between the categories stayed relatively the same before and after the incident.

Additionally, the flexibility of users in the morning before and after the crash were compared, as shown in Figure J-2 and Figure J-3, no change in the distribution was observed.
Figure J-2: Flexibility in the Morning Before and After the Crash on March 21st

Figure J-3: Flexibility in the Evening Before and After the Crash on March 21st
Finally, KE compared respondent’s comments about what would encourage them to choose a difference mode for travel. This also had no change in the distribution, comparing before and after the incident, as shown in Figure J-4.

![Figure J-4: Public Comments about Changing Mode Choice](image)

**What Would Encourage a Different Mode Choice**

- **Before March 21st**
- **After March 21st**

- "train" (35%)
- "bus" (25%)
- "nothing/none" (20%)
- "time" (15%)
- "schedule" (10%)
- "rail" (5%)
- "flexibility/flexible" (2.5%)
- "availability/available" (2.5%)
- "parking" (1.5%)
- "reliable" (1%)

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