

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

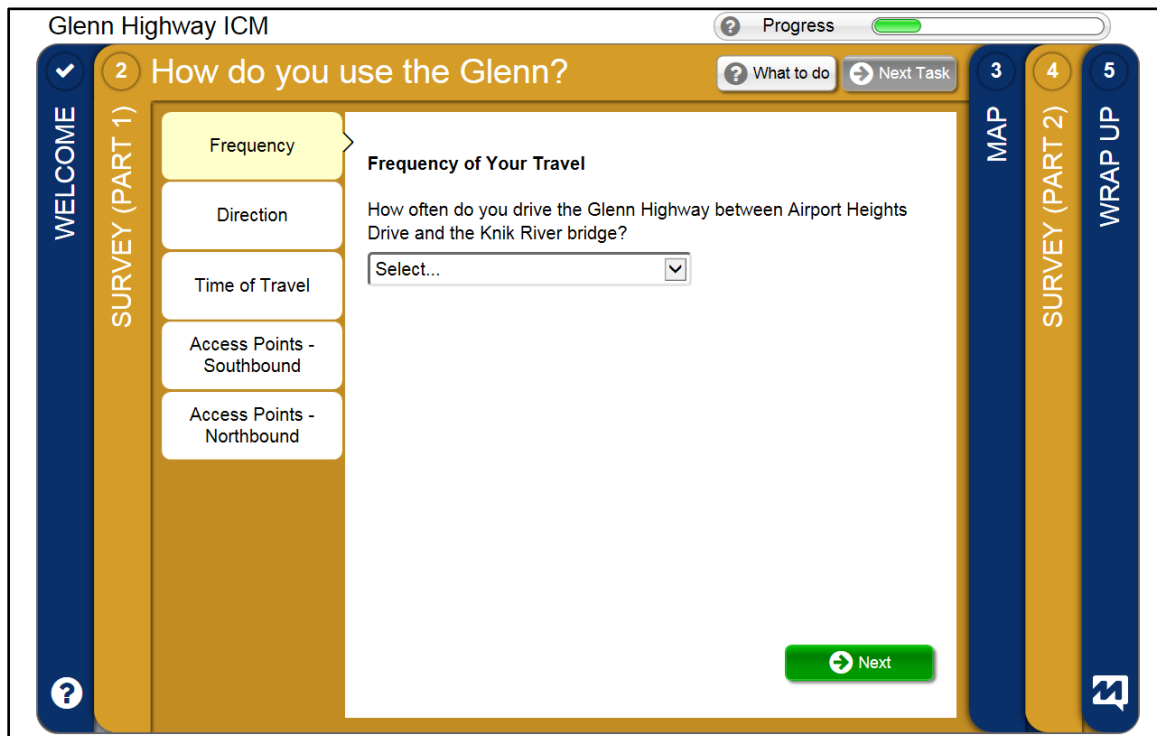


Figure H-2: Survey (Part 1) Frequency of Your Travel

The screenshot shows a survey interface titled "Glenn Highway ICM" with a progress bar at the top. The main heading is "2 How do you use the Glenn?". On the left, a vertical sidebar contains "WELCOME" and "SURVEY (PART 1)" with a list of menu items: "Frequency", "Direction" (highlighted), "Time of Travel", "Access Points - Southbound", and "Access Points - Northbound". On the right, another vertical sidebar contains "MAP", "SURVEY (PART 2)", and "WRAP UP". The main content area is titled "Direction You Travel" and asks, "For your typical travel, what direction do you travel each time of day?". It provides three options: "Morning: Southbound (towards Anchorage), Evening: Northbound (towards Mat-Su)", "Morning: Northbound (towards Mat-Su), Evening: (towards Anchorage)", and "Other (please explain below)". Below these is a text input field for "Other" with the prompt "If you answered 'Other' above, please explain." and a "Type..." label. A green "Next" button is at the bottom right.

Figure H-3: Survey (Part 1) Direction You Travel

The screenshot shows the same survey interface as Figure H-3, but the "Time of Travel" menu item is highlighted. The main content area is titled "Time of Day You Travel" and asks, "What times of day are you typically on the Glenn Highway between Airport Heights Drive and the Knik River bridge? (choose all that apply)". It lists 14 time intervals with checkboxes: "Midnight to 2 am", "2 am - 6 am", "6 am - 7 am", "7 am - 8 am", "8 am - 9am", "9 am - 10 am", "10 am - 2 pm", "2 pm -3 pm", "3 pm - 4 pm", "4 pm - 5 pm", "5 pm - 6 pm", "6 pm - 7 pm", "7 pm - 8 pm", "8 pm - 10 pm", and "10 pm - Midnight". A green "Next" button is at the bottom right.

Figure H-4: Survey (Part 1) Time of Day You Travel

The screenshot shows a survey interface titled "Glenn Highway ICM" with a progress bar at the top. The main heading is "2 How do you use the Glenn?". On the left, a vertical sidebar contains "WELCOME" and "SURVEY (PART 1)". On the right, a vertical sidebar contains "MAP", "SURVEY (PART 2)", and "WRAP UP". The central content area is titled "Traveling Towards Anchorage (Southbound)". It contains two questions: "Where do you most frequently get ON the Glenn Highway when traveling TOWARDS Anchorage?" and "Where do you most frequently get OFF the Glenn Highway when traveling TOWARDS Anchorage?". Each question has a "Select..." dropdown menu. A "Next" button is at the bottom right. A sidebar on the left lists "Frequency", "Direction", "Time of Travel", "Access Points - Southbound", and "Access Points - Northbound".

Figure H-5: Survey (Part 1) Southbound Access/ Exit Points

The screenshot shows a survey interface titled "Glenn Highway ICM" with a progress bar at the top. The main heading is "2 How do you use the Glenn?". On the left, a vertical sidebar contains "WELCOME" and "SURVEY (PART 1)". On the right, a vertical sidebar contains "MAP", "SURVEY (PART 2)", and "WRAP UP". The central content area is titled "Traveling Towards Mat-Su (Northbound)". It contains two questions: "Where do you most frequently get ON the Glenn Highway when traveling TOWARDS Mat-Su?" and "Where do you most frequently get OFF the Glenn Highway when traveling TOWARDS Mat-Su?". Each question has a "Select..." dropdown menu. A "Next" button is at the bottom right. A sidebar on the left lists "Frequency", "Direction", "Time of Travel", "Access Points - Southbound", and "Access Points - Northbound".

Figure H-6: Survey (Part 1) Northbound Access/ Exit Points

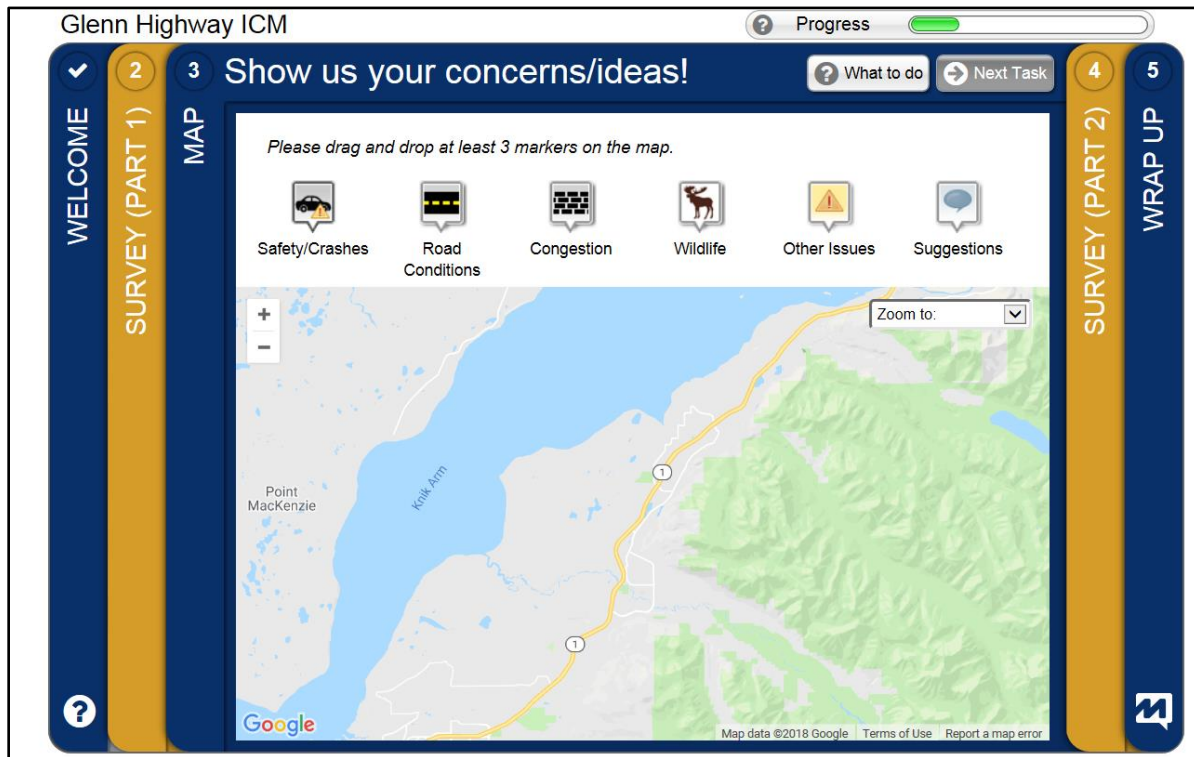


Figure H-7: MetroQuest Survey Map (Screen 3)

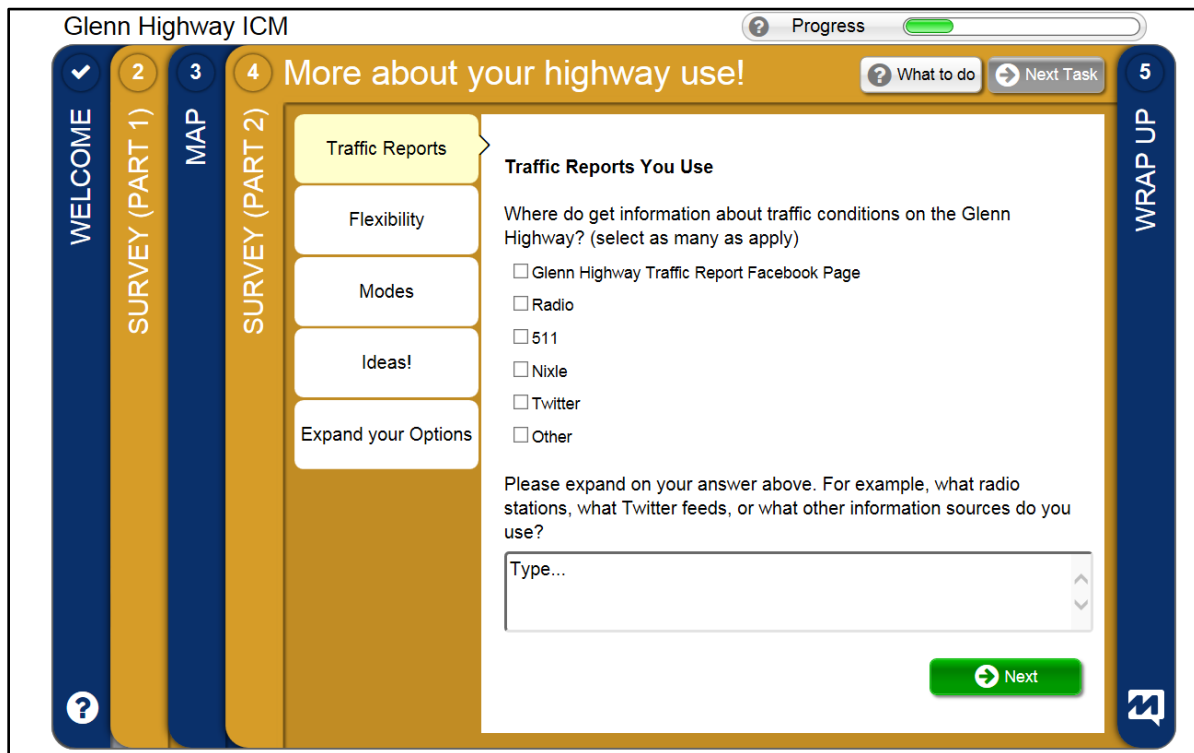


Figure H-8: Survey (Part 2) Traffic Reports

The screenshot shows a mobile application interface for the Glenn Highway ICM study. At the top, it says "Glenn Highway ICM" and has a "Progress" indicator. The main header is "More about your highway use!". On the left, there is a vertical navigation bar with five items: "WELCOME", "SURVEY (PART 1)", "MAP", "SURVEY (PART 2)", and "WRAP UP". The "SURVEY (PART 2)" item is highlighted. On the right, there is another vertical navigation bar with "WRAP UP" and a "Next Task" button. The main content area is titled "Life has constraints! What does your schedule allow?". It contains two questions: "In the morning, are you able to change your time of travel based on traffic conditions?" and "In the evening, are you able to change your time of travel based on traffic conditions?". Each question has a "Select..." dropdown menu. A "Next" button is at the bottom right.

Figure H-9: Survey (Part 2) Flexibility

The screenshot shows the same mobile application interface as Figure H-9. The main content area is titled "Transportation Modes". It contains the question "How do you travel on the Glenn Highway? (check all that apply)". Below the question are five checkboxes: "Single Passenger Vehicle (one occupant)", "Bus", "Van pool", "Carpool (more than one occupant in the vehicle)", and "Bicycle". There is also an "Other" checkbox. Below the checkboxes, there is a text input field with the prompt "If you answered 'Other' above, please explain what type of travel you use." and a "Type..." label. A "Next" button is at the bottom right.

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

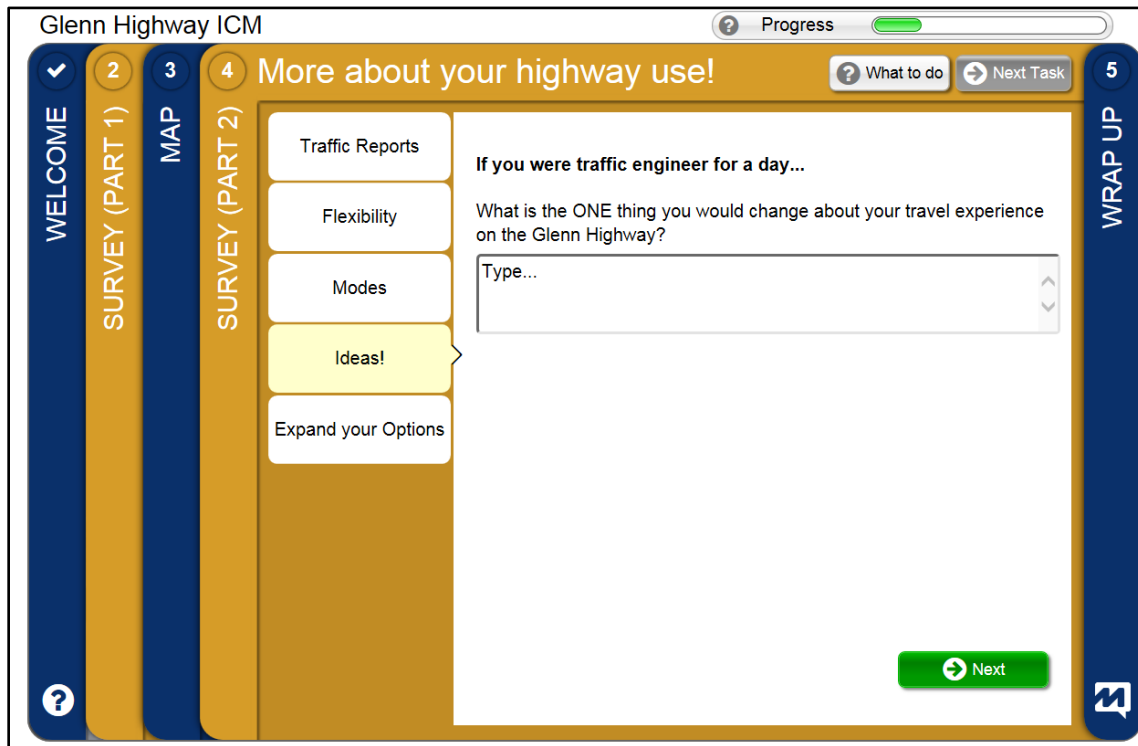


Figure H-11: Survey (Part 2) Ideas

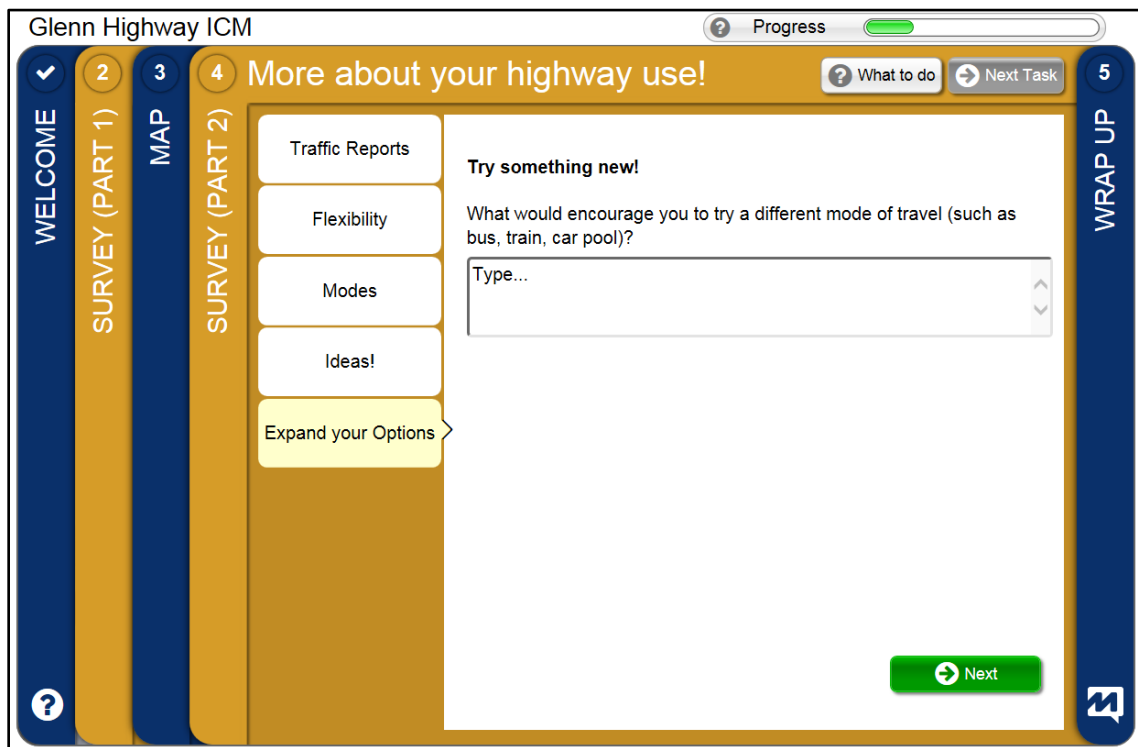


Figure H-12: Survey (Part 2) Expand Mode of Travel

Glenn Highway ICM Progress

Thank you for participating! What to do

WELCOME SURVEY (PART 1) MAP SURVEY (PART 2) WRAP UP

Final Questions (Optional)

Zip Code (Home)
Type...

Zip Code (Destination)
Type...

Why do you most commonly travel on the Glenn?
Select...

Additional Comments:
Type...

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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 21st, 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

	Locations	Before March 21 st		After March 21 st		
		Number of Markers		Number of Markers		
North ↑ South	Downtown Anchorage	69	2%	187	2%	
	Bragaw/ Boniface/ Airport Heights	300	8%	680	7%	
	Muldoon	297	8%	767	7%	
	JBER/ Arctic Valley/ S Curves	306	8%	734	7%	
	Eagle River	1142	30%	3265	31%	
	N. Eagle River	477	12%	1326	13%	
	Peters Creek/ Birchwood	359	9%	889	9%	
	Eklutna/ Thunderbird	338	9%	907	9%	
	Old Glenn Interchange and Eklutna Flats	270	7%	694	7%	
	North of the Knik River Bridge	126	3%	408	4%	
			Total Number of Markers: 3838		Total Number of Markers: 10433	

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.

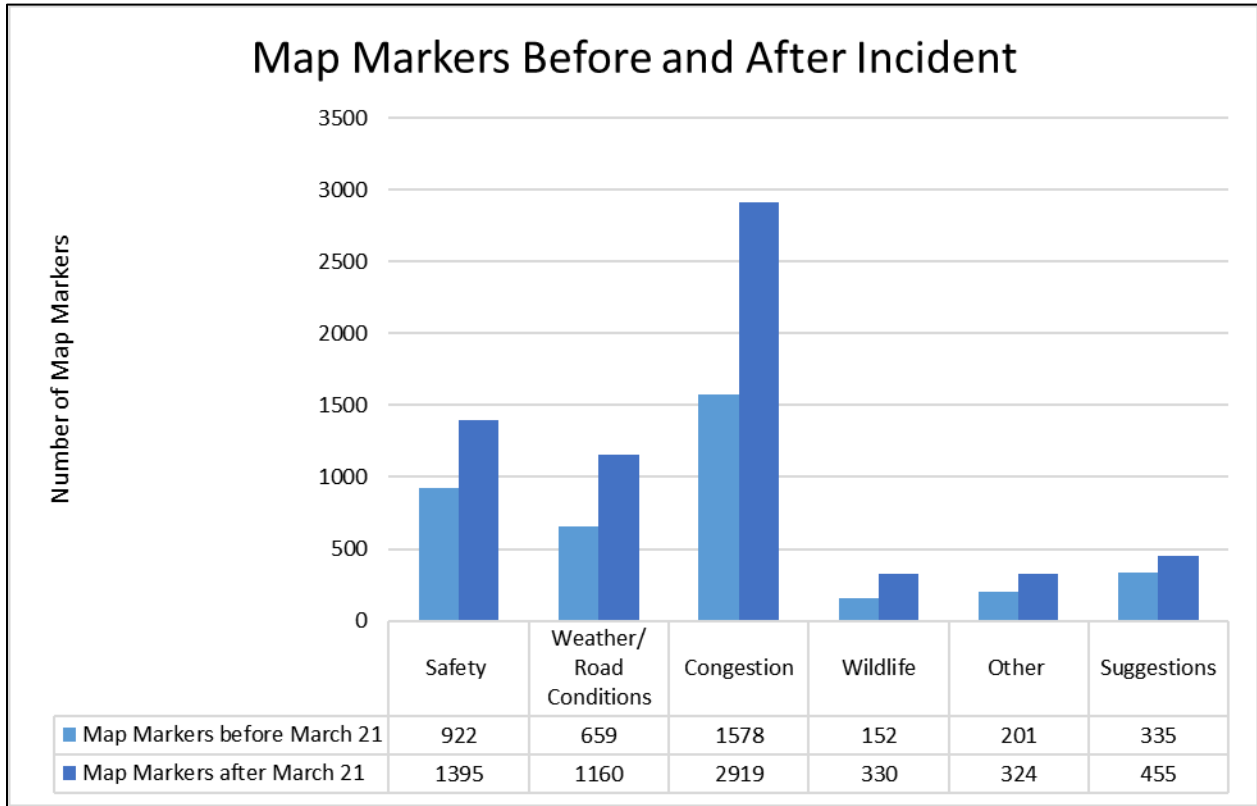


Figure J-1: Map Markers Before and After Crash Incident (March 21st)

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.

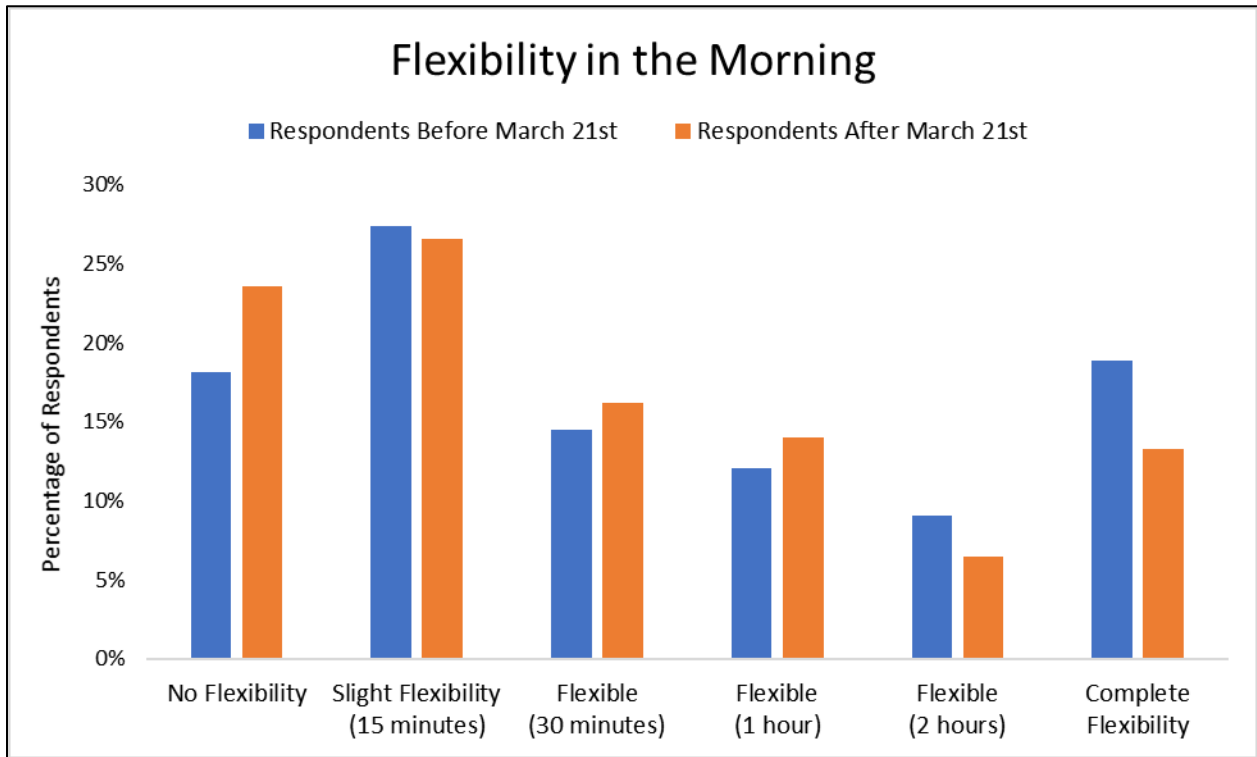


Figure J-2: Flexibility in the Morning Before and After the Crash on March 21st

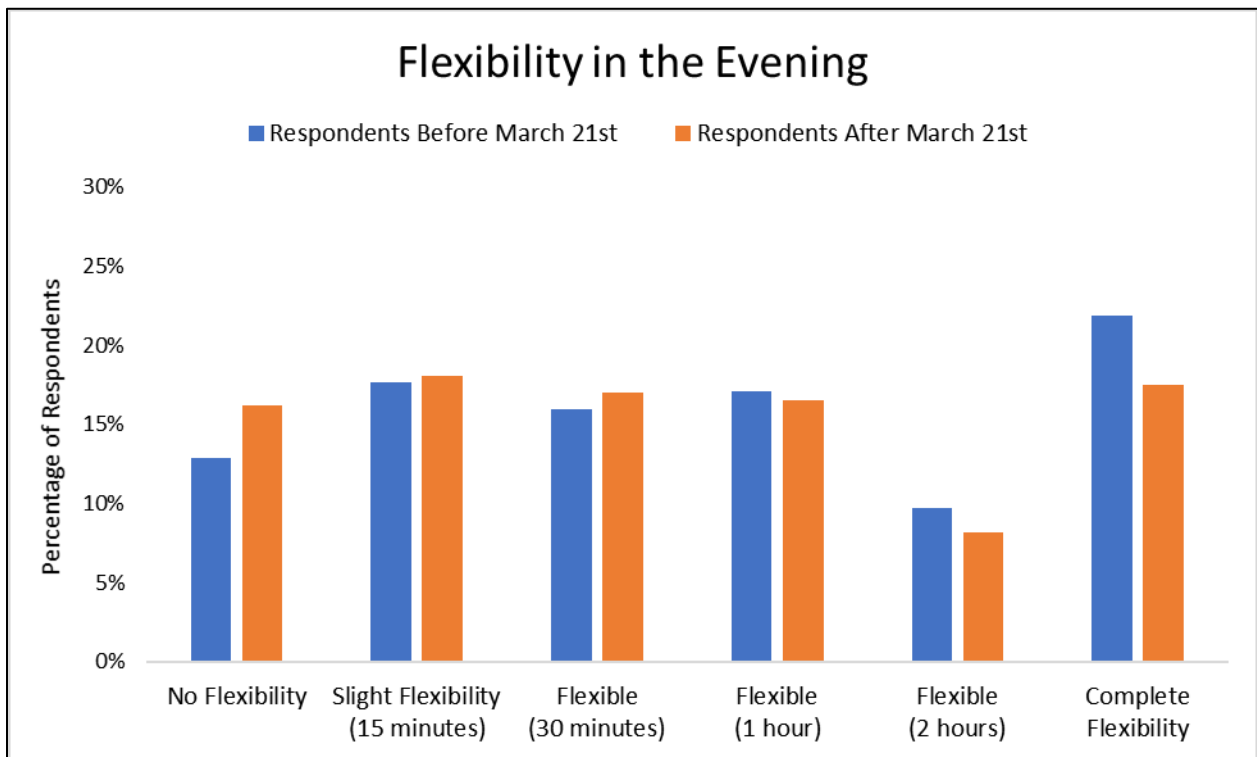


Figure J-3: Flexibility in the Evening Before and After the Crash on March 21st

Finally, KE compared respondent's comments about what would encourage them to choose a different mode for travel. This also had no change in the distribution, comparing before and after the incident, as shown in Figure J-4.

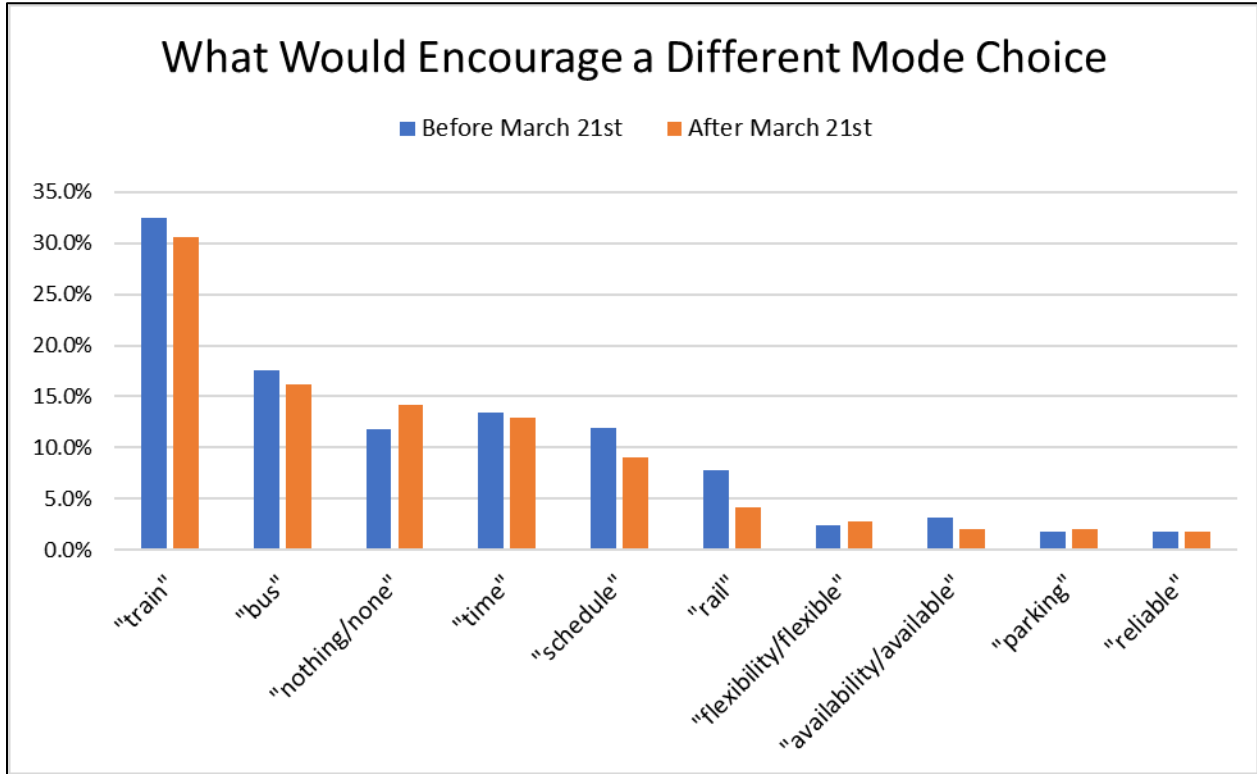


Figure J-4: Public Comments about Changing Mode Choice