



Stakeholders Meeting Notes

Delivery Companies

Group 1

Participants

- Run Rutter, KCP&L
- Theodore Stewart, IBEW Local 412
- Mike Long, IBEW Local 1613
- Jeremy Savage and Theresa Wiabel, Couriers, Inc.

Background

- On behalf of the Missouri Department of Transportation (MoDOT), Patti Banks Associates conducted a phone survey to gather information about employee numbers, operating hours, and shipping/delivery activity for area businesses, especially those east of Chouteau Trafficway, during the summer of 2007.
- After analyzing the results, it was determined that more information needed to be learned from the large (50-99 workers) and major (100+) employers as well as area delivery companies because of the significant amount of traffic they generate.
- Stakeholder Meetings were then scheduled for mid-September to talk with the businesses. MoDOT and the Consultant Team will use the information gathered during the meetings to help recommend the most appropriate strategies for reducing traffic congestion during interchange construction so that the drive is easier during that time.



Meeting Summary

- The Stakeholders Meeting for the first of two groups of delivery companies was held from 10:30 – 11:30 a.m., Tuesday, September 18, 2007 at the Metropolitan Community College – Business and Technology Campus located at 1775 Universal Avenue in Kansas City, Missouri.
- Invitations to the meeting were sent by direct mail with follow up phone calls and emails. Missouri Department of Transportation (MoDOT) staff, members of the Consultant Team (Patti Banks Associates and Wilson & Company), and five individuals representing three different companies and organizations, were in attendance.
- Agenda items included a project overview, roundtable discussion, and completion of an employer survey.

Project Overview

- Susan McCubbins (MoDOT Transportation Project Manager) and Steve Porter (MoDOT Senior Public Relations Specialist) began the meeting with introductions and an overview of the I-435/Front Street Interchange Improvement project. A question and answer period followed, during which meeting participants commented as follows:
 - When will the project start?
 - Impacts KC-ICON project and Chouteau Bridge?
 - Will I-435 remain open?
 - What are traffic volumes?

Roundtable Discussion

- The Consultant Team explained that Transportation Demand Management (TDM) strategies like carpooling, vanpooling, and using transit could be used during the construction of the new interchange to help reduce area traffic congestion during that time. They asked the meeting participants to help brainstorm ideas about what they believed could be done to reduce



congestion during construction. They asked the group to think about what could be done on an individual level, as an organization, and with a partner. The following is a summary of the group's ideas:

- Individual Strategies
 - ✓ Take alternative routes
 - ✓ Avoid peak times (come late/earlier)
 - ✓ Management and Union possible but must merge work force
 - ✓ Must have alternative route for emergency service and business
 - ✓ Levy usage?

- Organizations/Partner Strategies
 - ✓ City of KCMO
 - Gardner now closed – In process of donation, potential short term access
 - Do street maintenance at night – Street sweeper caused a 20 min delay during peak
 - Police enforcement at Corrington
 - Open Chouteau first
 - Coordinate signal timing
 - ✓ KCATA
 - Shuttle bus – Bayer, KCPL usage
 - Park & Ride
 - ✓ Other
 - Moving parking closer not helpful
 - Breaks too short to leave site
 - Less than full-loads: Not applicable
 - Small Business – product delivery must be maintained. Be efficient – early loads (7 am)
 - Mail delivery
 - Union – may be willing start @ 6?
 - Have temporary EMS station to service highly dangerous industries
 - Contract hauling may want more money – 15-minute staggering, need recommendation
 - Change meeting locations
 - Drop 7:15 standing meeting – Go to 7:30 meeting instead
 - Lunch pooling – brown bags; Bayer has lunchroom



- Needs/Issues
 - ✓ No control on shipments by others
 - ✓ 7:30 hits peak
 - ✓ Move Flying J
 - ✓ Does Flying J have pump use data?
 - ✓ Do Corrington work first
 - ✓ Extend Cambridge past hotel/open Gardner
 - ✓ Send traffic volume to power plant
 - ✓ Traffic volumes change by season?
 - ✓ Courier face client expectations – “time”

Survey Results

- At the conclusion of the meeting the businesses and organizations in attendance were asked to fill out individual surveys that would be used to help MoDOT and the Consultant Team recommend the most appropriate TDM strategies for the area. The survey included several questions including some about each business' ability to shift shipment/delivery times and routes during construction. Three participants responded to the survey. Results of the survey are summarized as follows:
 - 50% to 100% of the delivery vehicles in this area will be affected by the proposed improvements
 - 2 of the 3 respondents said that their delivery routes were fixed and that it would be somewhat to very difficult to modify the delivery routes. The respondents said that MoDOT could help them by informing the businesses and organizations when construction would be busiest, making sure Chouteau north and south of Front Street remained open and helping to establish alternate routes.
 - 1 respondent said that their organization used TDM strategies, including carpooling, vanpooling, transit, and flexible work schedules.



- 1 respondent noted that they had employees who spoke a language other than English, and that language was Spanish.