



Stakeholders Meeting Notes

Large Employers

Participants

- Chris Callegari and Ed Long, Foley Co.
- Brian Richardson and James Dahm, Heubel Material Handling, Inc.
- Lyndell Clevenger and Karen Johnson, Huebel Material Handling, Inc.
- Jim Davenport, Corporate Express
- Mike Kohlmann and Martin Hummel, Cargill
- Pat Goodfellow and Carol Richardson, Metropark Warehouse
- Jim Sageser and Steve Wedland, Metropark Warehouse
- Rachel Daneff, Union Pacific Railroad
- Lee Messenger, DLT Transportation Services
- James Foreman, Victor Phillips 66
- Keith Anderson and Keith Anderson, Anderson Metals
- Brent Bendure, IFCO Systems
- Guy Raccah and Dan Devling, Midland Radio Corporation
- Walt Reynolds, Equipment Universe
- Bryan Bury, Pro Circuit, Inc.
- Don Raby and Clark Balcom, PBA Health
- Larry Busick, Earle M. Jorgenson Co.
- Greg Bolon, KCMO Public Works Garage
- Ron Jenkins, Pro Circuit, Inc.
- Starlette McHale, Park Place Hotel



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 large employers was held from 9:00 – 10:00 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 thirty individuals representing seventeen 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:
 - What's timeline?
 - How does it function?
 - Was 2nd (left) light shorter, cause backup?
 - What if someone runs yellow?
 - Accident - either crossing impact compared to today
 - Advise carriers – give alternate routes?
 - Length of construction season?
 - Chouteau timeline?
 - Selected contractor yet?
 - Is March doable?
 - No ramps closed? Limited
 - KCIC on time frame? What is it?
 - Can KC-ICON delay this?
 - Number of vehicles/day?
 - Number of trucks on Front Street?
 - What doing with trucks on Corrington?
 - Rehab business? (some acquisitions)

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 on an individual level, as an organization, and with a partner. The following is a summary of the group's ideas:

- Individual Strategies
 - Detour more traffic
 - Majority East
 - Westside:
 - Chouteau Bridge fixed
 - Trains from blocking streets
 - Kansas – fix crossing under the extended left lane (west bound)
 - City signalization turns (210 and Paseo)
 - Access to fast food off Universal
 - East:
 - Go Independence Avenue Route
 - Go up 210 E – 435 north
 - Flooding issues impact traffic
 - Concern Emergency Vehicles getting through
 - Old route past Little Blue – closed now
- Organizations/Partner Strategies
 - Eliminate lunch
 - MoDOT deliver lunch
 - No regular catering – as needed
 - Some employees sit and read
 - Options on site
 - Lunch, gas, post office needs



- Staggered lunch periods
- Mail bin?
- “Union Rules” no shifting
 - No – start, break, lunch, work
 - Have vending machines
- Car pooling?
- What are real time delays?
- Not many bus routes. Can ATA help?
- More efficient routes
- Bring KCMO to this meeting – give answers during this meeting? Unknowns need answers. Have a future meeting.
- Designate routes to direct traffic flow. Make sure these routes move.
- Dedicate City/MoDOT staff
- KCMO no assistance during projects
- Plans – Deramus and Chouteau? Backup
- 210/435 congested today 1/2 mile

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 modify its work day/work week during construction and whether the company had specialized emergency needs. Fifteen participants responded to the survey. Results of the survey are summarized as follows:
 - 60% respondents answered that it would be very easy or somewhat easy to modify the times that shifts begin and end.



- 70% of the employees go to lunch between 11:00 am and 12:30 pm.
- 47% of the employees, on average, leave the facility on a typical day for lunch.
- 73% of the respondents said their organization would not be willing to offer compressed work weeks to their employees during the construction of the new I-435/Front Street Interchange (e.g., having employees work 4 10-hour days instead of 5 8-hour days).
- When asked what is the earliest time of day that the company would be willing to start the work day, 4 said their companies worked 24 hours per day, 3 said 6:00 or 6:30 am, the balance said 7:00 am.
- 20% responded that the number of workers increased by more than 10% during particular times of the years. Those saying their work force increased, each gave different time throughout the year.
- 100% answered “no” when asked if their organization had specialized emergency needs.
- When asked how willing would your organization be to offer longer shifts (e.g. 12- 10-hour shifts instead of 8-hour shifts), 40% said they would be very to somewhat willing, 46% said they would not be willing or not willing at all, and 13% said they already offered longer shifts.
- 3 respondents said that their organization used TDM strategies, including carpooling and flexible work schedules. 3 respondents said that their operations did not allow the opportunity to use TDM strategies or it was hard to do.
- 33% noted that they had employees that spoke a language other than English, and that language was Spanish.