



Stakeholders Meeting Notes

Delivery Companies

Group 2

Participants

- Lucas Guittar, Huttig Building Products
- Gary Lynn and Michael Sherman, Midwest Aerials
- Lynn Hendricks, Del Monte Fresh Produce
- Matt Reynolds, Truck Pro
- Kris Kauss, Sun Chemical
- Bob Handleman, Allied Oil and Supply
- Rick, Lawrence, Carlson Systems
- Sherry Bonner, Burrows Co.
- Matt McNett, Murphy Tractor
- Terry and Betty Cornelius, K-B Litho Supply
- Chris Baker, Owens and Minor, Inc.
- Joe Shaweyfelt, Moss Distributing
- Dan Moss and Kelly McGage, Wingfoot Commercial Tire Systems
- Brian Alfterman, Habitat ReStore
- Mick Niemeyer, Employment Guide
- Oliver Ahmu, Certifit Autobody Parts

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 second of two groups of delivery companies was held from 9:00 – 10:00 a.m., Wednesday, September 19, 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 nineteen individuals representing sixteen 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 is the Peak?
- What are we doing on Corrington?
- When will this begin and definition of construction season?
- What about access road to the south/can they get access?
- Maybe Chouteau to 210 to 435 S be used as an alternative route to keep 435 flowing?
- Alternate routes – Any conflict with City work on Chouteau and State work on Paseo
- There is a current problem at Front & Paseo
- One Unionized Employer

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
 - Arrive early/leave late
 - Can be issues with hourly employees
 - Inflexible supply chains
 - Are there proposed car pool junctions that will be made available?
 - Casinos



- Buses lacking on east side
 - Know route and schedule
 - Predictable
- Organizations/Partner Strategies
 - Train yard on the south side – limit when the tracks are blocked – critical
 - Offsite parking and shuttle service
 - Maybe KCATA as partner
 - Alternate routes communicated to drivers – share info and construction schedule
 - Communicating with shippers (non local)
 - Chouteau – critical
 - Private road – critical
 - Schedule for crop. expansion
 - Could Flying J enter the pumps in the opposite direction?
 - Can we push Flying J more? Ticket parking trucks
- Issues/Needs
 - Peak Travel Times
 - Going south peak @ 5:00 is significant
 - Levee Road at Front Street – Maybe a signal as tem. (cars only)
 - How many cars can go through new interchange?
 - How much congestion caused by Flying J?

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. Thirteen participants responded to the survey. Results of the survey are summarized as follows:

- More than 2/3rds of the respondents said that 75% or more of the delivery vehicles in this area will be affected by the proposed improvements
- 50% of those answering this question 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 ensuring that all other adjacent/nearby roads and bridges remain open; there be emails and website updates of closures; fix west bound Front Street so railroad trains and truck traffic do not stop and back up traffic on Front Street; open access road Bayer; provide bus to east side of 435 businesses and/or open up a shuttle facility near by; and have more carpool junctions and temporary traffic lights.
- 2 respondents said that their organization used TDM strategies, including carpooling, transit, and flexible work schedules. One respondent said that mass transit was poor at best.
- 50% noted that they had employees that spoke a language other than English, and that language was mostly Spanish and some Vietnamese.