



Stakeholders Meeting Notes

Major Employers

Participants

- Craig Tate, International Food Products
- Gary Sage, Metropolitan Community College – Business and Technology Center
- Joyce Donaldson, Data Source Inc.
- Ball Corporation
- Godfrey Densu and Jodi Chipman, Laboratory Corp. of America
- Jim Bowers, MHC

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 needed 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 major employers was held from 10:30 – 11:30 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 seven individuals representing six 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:
 - Side streets improved as alternatives?
 - Flying J – what are they doing?
 - Need enforcement of Flying J or other trucks
 - get city attention
 - Hire off duty police officers

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:

- Insure other projects are complete before starting Chouteau & Paseo
- Riverfront Road as an alternate (cars best)
- Improve situation at 210 (signal timing)
- NE Industrial Association
 - Meet with them
 - Have them assist with city
 - Access to council members provide data
 - Email to Gary Sage (Northeast Industrial Association)
- Possibly shift hours – more flexible schedule
- Contact food catering to set up east of 435
- Truck staging overnight truck parking on the west side
- Maybe not change the whole business but certain departments
- Take responsibility for checking website
- Offer employee incentives
- Discuss at employee meetings encourage carpooling
- The off routing is the issue
- Talk to City about Corrington going north and under 435

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 and the willingness to provide incentives to employees to use TDM strategies during construction. Six participants responded to the survey. Results of the survey are summarized as follows:



- 67% respondents answered that it would be very difficult modify the times that shifts begin and end and 17% said it would be very easy.
- The largest percentage of employees go to lunch between 12:00 pm and 12:30 pm, with 85 – 100% of the employees at two of the facilities taking that lunch period.
- 28% of the employees, on average, leave the facility on a typical day for lunch.
- 67% 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 Interchanges (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, 3 said their companies worked 24 hours per day, 1 said 6:00 am, and 1 said 7:00 am.
- 50% 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.
- 50% answered yes when asked if their organization had specialized emergency needs. One organization said they had a regular need for emergency services for their employees/users and one said that as a major chemical company they needed specialized emergency services. The third respondent does health care testing.
- When asked how willing would your organization be to offer longer shifts (e.g. 12- 10-hour shifts instead of 8-hour shifts), 50% said they would be very to somewhat willing, and 50% said they would not willing at all.
- 3 organizations said that their employees carpooled or rode the bus. These respondents said that less than 10% of their employees used these forms of transport.
- 17% of the respondents said their organization would be somewhat willing to offer incentives to employees who carpool, vanpool, or use public transit during the construction of the new I-435/Front



Street Interchange, while 34% said they would not be willing or not at all willing. One respondent suggested use of gift certificate as incentive.

- 67 % of respondents said their organization would be very or somewhat interested in instituting a "Sack Lunch Day" or "Barbeque Day(s)" when employees would be told to bring their lunch (or the organization would provide a caterer at your work site) on specific days to help minimize traffic congestion on days when construction will be heavy. 17% would not be interested as it would not make a difference.
- 67% said their organization had ever catered an on-site lunch for their employees.
- 67% noted that they had employees that spoke a language other than English, these languages included Spanish, German and Slavic.

Comment Cards

- Just make sure that there no construction on or adjacent on major arteries:
 1. Chouteau – north and south of Front Street
 2. Paseo Bridge/I-35 north and south of Front Street.