



Transportation Demand Management Workshop Notes

Participants

- Kris Kauss, Sun Chemical
- Becky Baker and Gordon Guild, Allied Oil
- Debbie Thompson and Christina Flosack, Metropolitan Community College – Business and Technology Campus
- Jennifer Randall and J. Mooney, Employment Guide
- Stacey Freeman, Holiday Inn
- Rick Christman, Concentra Medical Center
- Jan Scott, Midwest Wholesale
- Glenn Duncan, MHC Carrier
- Art Phillips and Heather Johnson, McDonald's
- Chris Tworkowsky and Tom Leto, Penske Truck Leasing
- Joyce Donaldson, Data Source
- Ron Rutter, KCP&L
- Jim Lowe, Corporate Express
- Sheri Gambino, Chase Staffing Service
- Dave Knopke, Knopke Co.
- John Killian, Comet Industries
- Frank Reinsch, Pathfinder Systems Inc.
- Isaac Lollar, G&K Services
- Bill Abernathy, Bayer Cropscience
- Roger Payne, RBH Industrial
- James W. Lindsey, KCOH
- Bob Lewis, First Federal Bank
- Joleen Gramling and Bob Short, American Contract Systems
- Brian Budzinski, Kansas City Soccer Dome
- Jeff Pauke, Lil Guy Foods



- Maurice Marshall, Iron Mountain
- Chris Baker, Coinmach
- Pauline Hoye, American Home Patient
- CPS Distributors Inc.

Summary

- Because congestion is a serious issue for employers in the Northeast Industrial District today and will be even more so during the construction of the new Diverging Diamond Interchange (DDI), the Missouri Department of Transportation (MoDOT) held three Transportation Demand Management (TDM) Workshops to discuss strategies for addressing the issue.
- The workshops were held on October 25, 2007 at the Metropolitan Community College – Business and Technology Campus (1775 Universal Avenue) in Kansas City, Missouri as follows:

Workshop	Time	Participants/Invitees
1	7:30 a.m. – 9:30 a.m.	Delivery Companies and Large-Major Sized Employers
2	10:30 a.m. – 12:30 p.m.	Delivery Companies and Large-Major Sized Employers
3	1:30 p.m. – 3:30 p.m.	Small – Medium Companies

- 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), the Mid-America Regional Council RideShare Program, Kansas City Area Transportation Authority, City of Kansas City Public Works Department, and 35 individuals representing 29 different companies and organizations, were in attendance.



- Agenda items included a project overview (including the results of the September Stakeholder Meetings and Training Sessions), TDM strategy evaluation, small group exercises, and report back.

Overview

- Susan McCubbins (MoDOT Transportation Project Manager) began the meeting with introductions and an overview of the I-435/Front Street Interchange Improvement project. McCubbins said that during the September Stakeholder Meetings and Training Sessions, strategies (carpooling, vanpooling, using alternate routes or work/delivery schedules, telecommuting, eating in, etc) to manage congestion during construction were brainstormed. During those meetings, participating employers said:
 - Other strategies might include:
 - ✓ Off-site parking with shuttle service (carpool junctions)
 - ✓ Communicating with non-local shippers
 - ✓ E-mails/web updates for lane closures w/seriousness ratings (green, yellow, red)
 - ✓ More efficient, accessible bus service
 - ✓ Sharing info with new employees/students
 - Additional strategies might involve:
 - ✓ Providing temporary emergency services that are accessible to businesses east of the interchange
 - ✓ Opening alternative routes, e.g. through the rail yard, Riverfront Road, or Cambridge Avenue
 - ✓ Coordinating with Flying J and securing police enforcement for Corrington Avenue
 - Available TDM strategies vary based on business:
 - ✓ Size
 - ✓ Type
 - ✓ Location
 - ✓ Customer needs
 - ✓ Business needs



- Coordination is crucial to the improvements planned for the interchange in terms of:
 - ✓ The timing for other area roadway projects, e.g. the Paseo and Chouteau Bridges
 - ✓ Establishing partnerships with other businesses/organizations, e.g. the Northeast Industrial Association

- Having access to information about the project is key. For example:
 - ✓ **www. 435DDI.com**
 - **7-Day Outlook** (Spring '08)
 - DDI Driving Simulations
 - Know the Facts! (Project Fact Sheet)
 - Resources for TDM Strategies (TDM Box Set Winter '07/Spr. '08)

- General questions/comments include:
 - ✓ What changes are being made to Corrington Avenue as part of this project and when will they happen?
 - ✓ When will project construction start and how long will construction last?
 - ✓ How long will the improvements to the Paseo bridge take?
 - ✓ Who will use the pedestrian crossings?
 - ✓ The homeless are an issue – Will the stop traffic by using the pedestrian signals?
 - ✓ What are the boundaries of the I-435/Front Street Interchange Improvement project?

TDM Strategy Evaluation

- McCubbins explained that analysis and evaluation are central to determining the most appropriate set of TDM strategies for the area. As a result, MoDOT is working with a Consultant Team. Together the group developed a set of criteria with which to evaluate the strategies. The criteria involved:
 - Ranking each strategy from 1 (easiest) to 5 (hardest).
 - Thinking about possible prerequisites/requirements.



- Estimating the time needed for implementation.
- Taking into account potential stumbling blocks.
- Considering possible first steps.

Small Group Exercises

- Workshop participants were then divided into small groups based on company type/size (delivery companies, small-medium sized companies, and large-major companies) to analyze the strategies. Each participant also received a workbook containing MoDOT and the Consultant Team's initial evaluation of the strategies applicable to his/her company type and size. The groups were encouraged to review each of the strategies and determine which are the easiest and hardest to implement as well as the steps necessary to do so. They were advised to advise staff where the evaluation was accurate and/or incorrect and were encouraged to add other strategies for group discussion and evaluation.

Report Back

- Once each group had completed its strategy evaluation, the small groups were brought back together into one large group where they shared their findings with one another.
- The Consultant Team advised that all workshop participants would get a revised copy of their workbooks containing the results of the day's workshops. The completed workbooks would also be available via www.435DDI.com.
- Miscellaneous notes and comments are included below:

Shifting Routes/Schedules/Loads

- Can loading activities be changed to early in the morning or to lunch times?
- Shipments are determined by customers' needs



- MoDOT has notified the local trucking companies of the I-435/Front Street Improvement project and its series of meetings, e.g. Stakeholders Meetings, Training Sessions, and Workshops.
- Has MoDOT checked/toured potential alternative routes?
- Non-freight deliveries – difficult to shift due to the number of trucks coming in and out, customers' needs, etc.

Bus/Shuttle Service and Parking Areas

- Bus service
 - ✓ It would take a lot of buses to park-and-ride
 - ✓ Safety and security are issues
 - ✓ There are no shelters
 - ✓ Are public parking areas available?
 - ✓ Put up informational bus poster during construction (riding the bus would be an alternative to driving)
- Shuttle – For business east of I-435/Front Street
- Liability – For parking and carrying riders
- Commuter lots on Front Street defeat the purpose – Need non-Front Street locations, e.g. farther north.

Flying J

- East of the Flying J on Front Street
 - ✓ MoDOT has reviewed the possibility of developing a roundabout on Hawthorne Road for trucks but has found that it will not be as effective as the barrier proposed for Corrington Avenue.
- Potential for purchasing Flying – Declare blight
- Flying J can be part of the solution – Need a truck route.

Traffic Enforcement

- What's happening with traffic enforcement?
 - ✓ Not getting good response from the Kansas City Police Department
 - ✓ Need direct exposure to this area to help with traffic flow which could, in turn, ease night time traffic



- Surprised that this group doesn't have a mandate to traffic enforcement done
 - ✓ Money making proposition to write tickets
 - ✓ Corrington is the problem
 - ✓ Example of situation yesterday afternoon – Gridlock
 - ✓ Flying J should pay for security
 - ✓ Get copy of the meeting's participant list and send to businesses

Chouteau Trafficway at Front Street

- Possible alternate route
- Maybe add a temporary signal at Deramus and Chouteau Trafficway
- Possible to add more time for turn phases
- Need northbound traffic improvements
 - ✓ Need traffic light improvements and timing improvements
 - ✓ Alternate route via Gardner that is exclusively for trucks per restrictive once in the Northeast Area
- Coordinate with City to get trucks off Front Street – Need to work with the Parks Board
- Need signage for alternate routes

Other

- Traffic lights at Harrah's are an issue – The timing seems to favor them and north and south bound traffic, not others
- The Federal Highway Association will not allow a temporary off ramp to be created from Front Street over to Corporate Drive.
- If www.435DDI.com's 7-Day Outlook is going to have red, yellow, and green ratings, an auto-generated e-mail should be sent to area businesses stating that an issue is present.
- Current traffic at the I-435/Front Street Interchange is 100,000 cars per day (3 out of every 10 vehicles are trucks) – What is MoDOT trying to reduce?
- Work with the Northeast Industrial Association



- Verbatim comments included on the two comment cards received during the workshop include:
 - We are planning a large outage (turnaround) in early March 2008. This could add an additional 300 to 400 cars per day 100 – 150 per shift. There will also be large numbers of trucks entering and leaving the plant. Signed, Ron Rutter, KCP&L.
 - 1 Year – Construction with 435 Front – Corrington widening. Gardner-Chouteau – Will be open within 2 weeks. Paseo – Bridges will be due 2011 – re-doing. Universal to Corrington – work to. Northeast Industrial Ass. – for the area contact. Bus – Services – Casino’s or Downtown. (Time) runs 1 hour. Each hour. 250 Chouteau – Co. – 1,000 – 1,500 – Cos. west.