A detailed map of the Kenosha-Racine-Milwaukee Corridor in southeastern Wisconsin. The map shows a network of roads, including major highways like I-94, I-59, and I-43, and numerous local streets. It also depicts geographical features such as Lake Michigan to the east and Lake Monona to the south. A vertical orange bar highlights the central portion of the corridor, passing through Racine and Milwaukee. The text is overlaid on the map.

RECORD OF PUBLIC COMMENTS

KENOSHA-RACINE- MILWAUKEE CORRIDOR TRANSIT STUDY

DECEMBER 11, 2002 - MAY 16, 2003

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Special acknowledgment is due the following individuals who formerly served on the Advisory Committee during the course of the study: Mr. Edward J. Friede, Systems Planning Manager, District 2, Wisconsin Department of Transportation; and Mr. James M. Smith, Mayor, City of Racine.

RECORD OF PUBLIC COMMENTS

KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

DECEMBER 11, 2002-MAY 16, 2003

June 2003

Prepared by the

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RECORD OF PUBLIC COMMENTS

KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

DECEMBER 11, 2002-MAY 16, 2003

This report presents the public comment received on the Kenosha-Racine-Milwaukee Corridor Transit Study.

The following is included in a series of appendices:

- Oral comments received at a series of public informational meetings on the Kenosha-Racine-Milwaukee Corridor Transit Study between April 23, 2003 and May 1, 2003. (Appendix A).
- Written comments received on the Kenosha-Racine-Milwaukee Corridor Transit Study during the formal public comment period from December 11, 2002, to May 16, 2003 (Appendix B).
- Newspaper articles and editorials concerning the Kenosha-Racine-Milwaukee Corridor Transit Study (Appendix C).
- Materials announcing the four public informational meetings and hearings including advertisements, news releases, and Commission Newsletter (Appendix D).

The following is a summary of the oral and written comments received concerning the Kenosha-Racine-Milwaukee Corridor Transit Study.

PUBLIC HEARING ORAL STATEMENTS AND WRITTEN CORRESPONDENCE

During the time period of December 11, 2002, through May 16, 2003, a total of 482 persons provided comments on the Kenosha-Racine-Milwaukee Corridor Transit Study and the preliminary recommended plan either orally at the public hearings or in writing via letter or comment form available on the study web site and at the public informational meetings and hearings. These 482 persons provided their comments during the formal public comment period on the Kenosha-Racine-Milwaukee Corridor Transit Study, with 29 persons providing multiple comments.

The comments of the 482 persons providing oral and written statements on the Kenosha-Racine-Milwaukee Corridor Transit Study may be divided into three categories: comments in support of commuter rail service in the Kenosha-Racine-Milwaukee corridor, comments in support of improved public transit service in the Kenosha-Racine-Milwaukee corridor, and comments opposed to commuter rail service in the Kenosha-Racine-Milwaukee corridor.

Comments in Support of Commuter Rail Service in the Kenosha-Racine-Milwaukee Corridor

Four hundred fifty seven persons expressed support for commuter rail service in the Kenosha-Racine-Milwaukee corridor. Those persons supporting commuter rail service in the Kenosha-Racine-Milwaukee corridor cited a number of reasons for their support including that commuter rail service in this corridor will provide an attractive alternative to automobile travel, reduce automobile travel, and promote economic growth in southeastern Wisconsin. Additional comments in support of commuter rail service in the Kenosha-Racine-Milwaukee corridor included that commuter rail service provides an attractive means

of transportation for persons with limited mobility, including persons with disabilities and vision impairments; that commuter rail service is more convenient and reliable than commuter bus service; and that commuter rail service would provide a more affordable alternative than the existing Amtrak service. Those expressing support included the President and Chief Executive Officer of S.C. Johnson & Son, Incorporated, as well as a number of business groups including the Racine Area Manufacturers and Commerce, the Metropolitan Milwaukee Association of Commerce, the Kenosha Area Business Alliance, the Cudahy Chamber of Commerce, the Racine County Economic Development Corporation, and the Kenosha Area Chamber of Commerce.

Also, the Commission received a total of 832 postcards pre-printed by the Sierra Club stating support for commuter rail service in the Kenosha-Racine-Milwaukee corridor. Of the total 832 postcards, about 95 percent were from residents of southeastern Wisconsin, and about one percent were duplicates, with multiple postcards being returned by the same person. The Commission also received a total of 33 form letters stating support for commuter rail service in the Kenosha-Racine-Milwaukee corridor. These form letters were all sent from the same facsimile number.

Comments in Support of Improved Public Transit Service in the Kenosha-Racine-Milwaukee Corridor

Five persons expressed support for improving public transit service in the Kenosha-Racine-Milwaukee corridor. Those persons supporting improved public transit service in the Kenosha-Racine-Milwaukee corridor did not specify whether they preferred commuter rail, commuter bus, or a combination of commuter rail and commuter bus service in the corridor.

Comments Opposed to Commuter Rail Service in the Kenosha-Racine-Milwaukee Corridor

Twenty persons expressed opposition to commuter rail service in the Kenosha-Racine-Milwaukee corridor. Those persons opposing commuter rail service in the Kenosha-Racine-Milwaukee corridor questioned whether the benefits of providing commuter rail service would outweigh its costs, and questioned the projected ridership. They also cited the current fiscal problems of the State of Wisconsin. Additional comments opposing commuter rail service in the Kenosha-Racine-Milwaukee corridor suggested that the funds necessary to implement commuter rail should be redirected to other transportation improvements, including further subsidy and lower fares of the existing Amtrak service between the cities of Milwaukee and Chicago; to the reconstruction, upgrading, and improvement of the southeastern Wisconsin freeway system; and to the existing transit service within the corridor including existing Amtrak, Greyhound Lines, and Wisconsin Coach Lines service, in addition to the local transit service provided by the Kenosha Transit System, the Racine Belle Urban System, and the Milwaukee County Transit System.

Appendix A

RECORD OF PUBLIC INFORMATION MEETINGS AND HEARINGS ON THE KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

- Gateway Technical College, City of Kenosha, April 23, 2003
- Downtown Transit Center, City of Milwaukee, April 24, 2003
- Gateway Technical College, City of Racine, April 30, 2003
- Cudahy City Hall, City of Cudahy, May 1, 2003

Appendix A-1

TRANSCRIPT AND ATTENDANCE RECORD,
PUBLIC INFORMATION MEETING AND HEARING,
GATEWAY TECHNICAL COLLEGE, CITY OF KENOSHA, APRIL 23, 2003

BROWN & JONES REPORTING, INC.

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WISE RIDE
KENOSHA-RACINE-MILWAUKEE
CORRIDOR STUDY OF COMMUTER RAIL AND BUS SERVICE
Taken At:
Gateway Technical College - Madrigano Auditorium
3620 30th Avenue
Kenosha, Wisconsin 53140
Wednesday,
April 23, 2003
Before:
Jennifer L. Schmaling, R.P.R., C.R.R.

A P P E A R A N C E S

Mr. Kenneth R. Yunker, PE, Assistant Director,
Southeastern Wisconsin Regional Planning Commission.
Mr. Gary Korb, Regional Planning Educator, UW-Extension
Working with Southeastern Wisconsin Regional Planning
Commission.
Mr. Frederick J. Patrie, Director of Public Works,
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TRANSCRIPT OF PROCEEDINGS

MR. PATRIE: Good evening. If I could
ask everyone to have a seat, and you don't have to
sit in the back. This isn't like church where no
one wants to sit in the front pew. Well, welcome
to the public hearing and public meeting on the
Kenosha-Racine-Milwaukee Corridor Transit
Alternative Study and specifically the preliminary
recommended plan for commuter rail.

By name is Fred Patrie, and I'm the
Director of Public Works for Kenosha County. And I
have had the privilege of serving as the chairman
of the Advisory Committee for this study, as well
as the Advisory Committee for the feasibility study
which preceded this study.

I will briefly review the format for
tonight's meeting and hearing. The session has
three parts. The first part consisted of the open
house which you all had the opportunity of meeting
with SEWRPC staff and other people asking questions
on the boards, display boards, that were there.
The second part of the presentation tonight is a
PowerPoint display that will be presented by
Mr. Ken Yunker of the Regional Planning Commission
staff, and the third part of the session will be

the public hearing with statements from those of
you that are present that may wish to offer formal
comments.

As you entered the room, there was a
sign-in sheet and a speaker registration form on
which you could indicate your desire to be heard.
If anybody needs a speaker registration form at
this time, please raise your hand, and a study
staff member will come out and make sure you have a
form so that we get your name spelled correctly,
your address correctly, and that we can reflect
your comments correctly.

Your statement will be taken down by
study staff and is going to be recorded tonight by
Jennifer Schmaling who is sitting to my far right.
Also, the speaker system that is tied in to this
microphone system is a direct feed to the Kenosha
radio station WGTD. I don't believe it's being
broadcast live, but I presume that there will be
excerpts that will be taken and used in a public
format.

With that aside, we will turn it over now
to Mr. Yunker who will give the brief presentation
on the study and why we're here tonight. When he's
completed with that, I will come back to the

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podium, and we can start the third part of the
session tonight which is the public hearing. So
I'll turn it over to Mr. Yunker.

(PowerPoint presentation by Mr. Yunker.)

MR. PATRIE: Thank you, Ken. It is now
time to receive comments, and we'll go over some of
the ground rules very quickly here. This hearing
is intended to receive the comments of the
citizenry and those of you in attendance tonight
concerning the preliminary plan. It must be
emphasized that the purpose of the public hearing
is to hear your comments, not to be a question and
answer period or a debate. There was an
opportunity to meet with study staff and to review
study materials earlier, and the Regional Planning
Commission staff will be available after the
hearing to field your questions if there are any.

We ask that you keep your comments to
about three minutes. The reason for that is we
want everyone to have an opportunity to speak at
least once. If you have not had enough time to
provide your comments in the three minutes allowed,
you may have an opportunity to speak again. If
time permits, you will be allowed to speak a second
time after all persons who registered to speak have

1 had the opportunity to speak. When you provide
2 your comments, we ask that you come to the front
3 where you see the microphone and use that
4 microphone so the court reporter and everyone else
5 in the room can hear your comments. I would also
6 like to point out the comments may be provided by
7 you and anyone else in writing up to and through
8 May 16, 2003. Written comments may be provided to
9 the Commission through a variety of other methods.
10 For contact information such as a mailing address,
11 e-mail address, see this study, newsletter that's
12 at the front table when you walked in.

13 I'm going to remind the people who come
14 and speak tonight that we are on a direct feed with
15 WGTD radio, so your comments may be used tomorrow.
16 I don't think a live feed is going out over the
17 air, and the two other things that I would ask of
18 you tonight is extend a courtesy to those who are
19 at the microphone to listen to what they have to
20 say. We indicated that there will be a
21 transcription of the public hearing, your comments.
22 That's Ms. Schmalzing's job. You can help her
23 tonight by letting the people speak and speak what
24 they want to talk about without any interference
25 and be polite to them. That would be helpful.

1 I as the chairman of the public hearing
2 have three jobs. One is to keep it moving. One is
3 to keep it germane, and the other is to provide
4 everybody with an opportunity to speak. You can
5 help me out tonight by following the ground rules
6 and extending the courtesy that you would like to
7 have extended to you when you're speaking. So with
8 those as the ground rules, I think we had the
9 sign-in sheets filled out as people came in.

10 I would like to introduce a couple of
11 elected people that I thought I saw came into the
12 room, Supervisors Boyer and Bergo from the County
13 Board of Supervisors. I don't know if there are
14 any other elected people that are in the room. If
15 there are, please raise your hand. We can
16 recognize you. Congressman Ryan -- Ben Harbuck
17 from the Town of Somers. Congressman Ryan has a
18 representative here, Mr. David Craig.

19 Also, we submitted two written remarks.
20 One was by the county executive welcoming you to
21 Kenosha County and indicated that the Kenosha
22 County Executive's office is in support of this
23 resolution. There are further comments that he
24 would like to make, but he summarizes that the
25 corridor would become one of the nation's most

1 important economic corridors, and commuter rail is
2 the link that connects our local communities
3 together, so we would submit that for the record.

4 The second is by the Kenosha Area Chamber
5 of Commerce, Ms. Cory Ann St. Marie-Carls, who had
6 to leave to attend another meeting. Her comments
7 conclude, "The Metra extension would provide an
8 important link for resources and opportunities
9 needed for the continued growth of our Kenosha area
10 business and industry, as well as our economy. My
11 comments should be read to the organization," so
12 that would also be for the record.

13 With that, I will ask Mr. Korb, who's up
14 at the table to Ken Yunker's right, to keep track
15 of the minutes. We are going to allow everyone
16 three minutes to begin with. I'll try and have
17 Gary give you a heads up when there's about ten
18 seconds left so you can conclude your remarks. And
19 again, if we have time, then we'll come back
20 through. I think we have the sign-in sheets, and
21 we'll take them in the order in which they were
22 signed up. The first one is a Mr. Fred London,
23 1954 First Street, No. 290, I believe, Highland
24 Park, Illinois.

25 MR. LONDON: Yes. I support the

1 initiative, No. 1, to have the thru commuter
2 service from Ogelby Transportation Center in
3 Chicago to downtown Milwaukee. I support also some
4 other things. I support feeder buses that will
5 link every train station north of Kenosha,
6 including Kenosha, like we do in Illinois, like
7 Wilmette and Highland Park, to get people from
8 their homes and businesses to the train station.
9 And No. 3, I would like to -- when they build the
10 new coaches, they should build them in Wisconsin
11 which will provide jobs there and jobs for America
12 as well and that we should have -- the new coaches
13 should be recliner seat coaches. This way more
14 people will be a lot more comfortable traveling
15 from Milwaukee to Chicago, and some of the benefits
16 of these proposals are -- You consider Ravinia
17 Festival in Highland Park. You consider
18 Northwestern University and the fact that people
19 from Milwaukee and other places in Wisconsin will
20 find it much easier to get to schools like Kendall
21 College and Northwestern University by this thru
22 commuter rail service and the same way with Chicago
23 residents who may want to go to school at
24 University of Wisconsin-Milwaukee where I went to
25 school during the '70s. So I feel that this is a

very good proposal, and thank you very much.

MR. PATRIE: Thank you, Mr. London, for your comments. I see the second sheet has not been turned in. I have No. 3, and No. 1 was Mr. London, so does somebody have No. 2 and thought they were going to speak? If not, we'll go to No. 3. I see the mayor of the city of Kenosha has arrived, Mr. Antaramian. Second speaker then is on card No. 3 would be Lenny Klaver.

MR. KLAVER: Thank you. My name is Lenny Klaver. I'm a Kenosha resident as well as the assistant vice chancellor for university relations and advancement at UW-Parkside. The University of Wisconsin-Parkside formally and strongly endorses the preliminary recommendations of the transit Advisory Committee based on the following perceived benefits. First of all, UW-Parkside has more than 6,000 students, faculty, and staff. The majority reside within the Chicago-Milwaukee corridor. A substantial number commute to the campus on a daily basis Monday through Friday, most by private automobile. Commuter rail offers an alternative to this heavy reliance on automobiles.

UW-Parkside has the most diverse student population of all UW-campuses, a diversity that

reflects the demographic characteristics of southeastern Wisconsin. In addition, the school actively encourages returning and nontraditional students principles of diversity can further be enhanced by commuter rail. Third, UW-Parkside also serves as a gathering place for residents of Kenosha and Racine Counties and beyond for such events as theatrical and musical productions, athletic events, business exhibitions, and community-based social and cultural events. Provision of commuter rail offers the transit alternative to these visitors as well. Fourth, UW-Parkside initiates and participates in a number of business and community collaboratives throughout the region. Commuter rail allows easy access to and from the campus on a daily basis for participants in these programs from Milwaukee to Chicago.

Next point, the Corridor Transit Study proposes that a new commuter rail station be developed about one mile east of the campus. Transit shuttle service between the campus and the station can be developed thus making use of commuter rail even more attractive. And finally, day-to-day origin and destination aspects of

UW-Parkside make it one of the largest trip generators within the Kenosha-Milwaukee corridor. Marketing efforts geared toward these potential riders can have a significant effect on the use of commuter rail service.

And in conclusion, the extension of the commuter rail service would be significant toward enhancing UW-Parkside's mission of a regional comprehensive campus. It would serve as a vital economic corridor of the state. It would provide an alternative to access to the university's academic and other cultural and community partnerships. UW-Parkside advocates expansion of the commuter rail service. Thank you.

MR. PATRIE: Thank you for your comments. The next speaker is David Caddock, 6120 Green Bay Road, Kenosha, Wisconsin. Mr. Caddock.

MR. CADDOCK: Thank you. I also support commuter rail in southeastern Wisconsin. However, I have a few concerns that to my knowledge have not been addressed. The first is this whole commuter rail concept is predicated on the fact that Metra can and will come north. I have seen no information stating or indicating that this is in fact legal and desirable from their point of view.

I understand that they have been on your advisory board, but I also understand that they don't know for sure if they can in fact do this. It may require some legislation from the State of Illinois, and I think that until this is clarified we are putting the cart before the horse to find out if in fact they can do this.

My second concern is in your presentation you indicated that funding for this project should be state and local with no local share. I think you're living in a pie in the sky. It's totally unreasonable not to expect that there will be a sales tax or some other method of local funding required of us in that that's how Metra operates in Illinois. And considering the state of the Wisconsin financial budgets and running a deficit to even think that we won't have to pay, we'll get something for nothing, I believe, is unrealistic, and we should not be promoting this aspect. Thank you.

MR. PATRIE: Thank you, Mr. Caddock. Next speaker is John Bechler, executive director of KABA, Kenosha Area Business Alliance, 600 52nd Street, Kenosha, Wisconsin 53140.

MR. BECHLER: Thank you very much. I'll

make my comments short. One, our organization which represents about 410 businesses throughout Kenosha County with a board of directors of 36 people which are all employers totally endorse the project with the following caveats. One, that in no way should property tax or income tax be used to support any of the three components of the project, i.e., infrastructure, maintenance, or subsidy; two, that if in fact there was a need for, quote-unquote, local share that it should be funded out of gas tax the same way expressways are, road improvements, et cetera; and that thirdly, to the -- if in fact this is going to be operated and administered by a multi-county jurisdiction that to the extent feasible there be some requirement in the partnership consortium that would require the local bus system to make sure that there was an effective and efficient bus system so that, for example, in Kenosha County's case we would be able to utilize the commuter rail to transport people that work in Lakeview Corporate Park which is outside of the city boundary. Without that, we miss a golden opportunity to link that together. And so those were the three comments that were made, and thank you.

MR. PATRIE: Thank you, Mr. Bechler.
Next speaker is Harlan Draeger, 375 Sheridan Road, Racine, Wisconsin.

MR. DRAEGER: I'm a little short for this. I had no intentions of testifying, but when I came in and found out that there were only four people signed up, so this is sort of an impulse. I'd like to -- If you bear with me, I'd like to ask a question of the audience here. How many people here have used commuter rail on a regular basis for any sustained period?

(Hands raised in audience.)

MR. DRAEGER: Well, more than I thought.

MR. PATRIE: I think the record should show there was probably a 70 percent response to that question.

MR. DRAEGER: Well, that's really interesting, I guess. Anyhow, I scratched out a few thoughts while I was listening to you folks. I think I'm the voice of experience because I rode the commuter rail into Chicago downtown for 25 years straight, and it was great. And I came to Kenosha in 1951 and found out the local people were largely unaware of their two greatest assets. One was Lake Michigan except for some perch fishing

down at the harbor and the fact that we had commuter rail service, then the Northwestern and the old North Shore as well.

I started working in Chicago in 1966 and hopped the train at 7:15, grabbed the paper, get a cup of coffee, eat a donut or something. And I'd arrive in Chicago well-rested, reasonably well-informed, and unstressed. I didn't have any traffic to contend with. The worst possible opposite effect, I can recall being choked, being in the traffic on the Edens Expressway years ago, absolutely came to a dead stop. Everybody shut their motors down and hoped and rode. And I got out of the car, went over on a grassy knoll, went to sleep. And finally, they woke me up about 15 minutes later and on we go, but that's the other extreme. What this -- What the train trip did was allow me to work where I wanted to work. Opportunities were available in Chicago that weren't available here. It allowed me to live where I wanted to live. We bought a home on Lake Michigan in 1962. People I worked with in Chicago didn't know how I did this on a newspaper man's salary. Well, I lived in Wisconsin which was helpful. In Chicago you can tack on 50 percent for

a glimpse of -- a glimpse of the lake. The income tax came to Illinois in 1972, and it came in at two-and-a-half percent.

MR. KORB: Ten seconds, please.

MR. DRAEGER: What's that?

MR. KORB: Ten seconds.

THE WITNESS: You got people behind me?

MR. PATRIE: Pardon me, sir?

MR. DRAEGER: You got people behind me?

MR. PATRIE: No, no. He said ten seconds left.

MR. DRAEGER: Do you have someone following me?

MR. PATRIE: Yes.

MR. DRAEGER: Okay. Well, I'll simply say the old rail service that I used was my best friend for many years. It is the best possible investment that you could make for the long term health of this area. With 46 percent of the people who live and work -- who live in this county who are employed working outside of Kenosha County, there's quite a lesson there. We need commuter rail, and I think the way you're going is on the money. Thanks.

MR. PATRIE: Thank you, Mr. Draeger.

Another elected official has popped in. County Board Supervisor Bill Grady is in the back. I've tried to keep track as you come in. The next speaker, and I'm trying to pronounce this correctly the first time, Frank Rzavislav.

MR. RZAVISLAV: Yes.

MR. PATRIE: Did I -- Reasonably close?

MR. RZAVISLAV: Very close.

MR. PATRIE: Okay.

MR. RZAVISLAV: Okay. Most people have talked about this study in terms of commuter rail. I'm all for all rail but in a different vane. See, I work at the Great Lakes Naval Base, and several developments have taken place over the last few years. First of all, all boot camp now is at Great Lakes, including what was formerly out in Orlando and San Diego, so it's a bigger facility now. Number two, since September 11, no Greyhound bus is allowed to pick up or discharge at Great Lakes. In fact, I called Greyhound one time, and they said there's only one bus. It picks up outside the gate at Fort Sheridan, so there's really no way going north. You can go south on the train but not north. So there's a potential in off-peak periods actually on handling additional traffic.

I don't think having more train service going farther to Milwaukee will need far more equipment because most of the equipment is idle right now. I don't know why Amtrak didn't pick up on this. But be as it may, it was a missed opportunity. Amtrak -- And it gives people a better choice. It gives Wisconsin an opportunity to fund rail service. It did so through Janesville, Wisconsin, but you know how bad that was. Hardly anybody rode that thing, so this is much more needed. I don't think Illinois will be funding the Amtrak service to Milwaukee from Chicago much longer. I think this route here is much, much better, even connecting with Amtrak because it goes to the heart of the cities. It only stops about one or two blocks from Amtrak anyhow. It would also be a service going north to Amtrak through the same station. I can't -- And one thing that bothers me is why Union Pacific-Metra has funded service to a tiny little place called Harbor, the malt capital of the world which is 63 miles. And there's only about 5,000 people, yet it has not gone anywhere beyond Kenosha. And Racine is almost like a sister city of Kenosha. One of the problems is I don't think

the train -- I only take the train from Great Lakes to Kenosha. But when the train gets off at Kenosha, everybody just piles off. It's like a big funnel. I know that people live somewhere else, so they're all coming in and all coming out. It would be more of a distribution of load if you kept on going. I think the other -- Kenosha, of course, is not handicap accessible, but I think places like the new stations definitely would be. I mean, as far as Amtrak goes, it was a missed opportunity. But my gosh, I think this is way, way over -- overdue. The arrival of this type of service is definitely needed. I don't think there's --

MR. KORB: Ten seconds.

MR. RZAVISLAV: Okay. Whether -- You don't have to supply food service or anything. You just have to buy a little, whatever. You keep on going, and that's it.

MR. PATRIE: Thank you, Mr. Rzavislav. The next speaker is Mr. Edward Huck, Wisconsin Alliance of Cities working with Smithland, Madison, Wisconsin.

MR. HUCK: Good evening. Wisconsin Alliance of Cities is an organization of 38 cities throughout Wisconsin, relevant cities to the

Metra's Cudahy, Kenosha, Milwaukee, Oak Creek, and Racine. In addition, I have personal ties to Racine, born and raised there. I'm a graduate of this institution and UW-Parkside as well. The Alliance of Cities last month in meeting strongly endorses the preliminary engineering for the Metra extension. We do so because it will change development patterns. Right now the I-94 system that runs west of all of these cities is a tremendous pull for development which will bring back towards the cities' much needed development. We support it because it ties us to Chicago.

One of the goals of the Alliance of Cities is regional economic development. We feel it is absolutely essential that southern Wisconsin tie itself to Chicago and that western and northern Wisconsin tie itself to Minneapolis because they are two of the strongest economic magnets in the United States. We support it because it will increase access to higher-paying jobs for women and men in the area, and we support it because we can avoid loss of land to urban sprawl and dirtier air and water. We think this is an excellent step towards moving Wisconsin into a competitive midwestern -- having competitive midwestern pull

for jobs, so we believe it's essential. I have written testimony, and I'll leave it.

MR. PATRIE: Thank you, Mr. Huck. Next speaker is Mr. Chip Brewer, S.C. Johnson, 1525 Howe Street, Racine, Wisconsin.

MR. BREWER: My name is Chip Brewer, and I'm here tonight representing S.C. Johnson which has its global headquarters in Racine. Along with other Johnson-affiliated companies, we employ about 4,000 people in southeastern Wisconsin. The majority of those employees live in Racine. But hundreds of employees also live in Kenosha, Milwaukee, and northern Illinois. S.C. Johnson wants to thank the Southeastern Wisconsin Regional Planning Commission and its staff for investing the time and resources to conduct this very comprehensive study and also the study Advisory Committee for their very careful deliberations. S.C. Johnson will be filing written comments on the study and its recommendations. And also, our chief executive officer will be making comments at your public meeting in Racine next week. But since this is the first town meeting that you were holding, I just wanted to make a very brief statement, and that is that we are enthusiastic supporters of the

report and its recommendations. We support Kenosha, Racine, Milwaukee commuter rail for three reasons, well, for many reasons, three of which I will mention.

First, it will help employers like S.C. Johnson and others in the region attract and retain employees. Second, it will provide citizens in the area access to jobs. And this is extremely important given the unacceptably high unemployment rates that exist in certain communities in southeastern Wisconsin. And third, commuter rail will increase the quality of life and the attractiveness of the entire corridor and attract new business and economic growth.

Once again, thanks very much for taking your report and its recommendations on the road and educating people in the area. And we look forward to commenting at the -- again at the hearing next week in Racine. Thank you.

MR. PATRIE: Thank you, Mr. Brewer. I might point out now that if someone has -- in the audience has not filled out a form and they wish to speak, if they raise their hand, someone can -- we've got one up here, and they'll get the slip up to me. The next scheduled speaker is Lisa Huggins,

Wisconsin Coach Line user, 5923 1/2 Sixth Avenue, Kenosha, Wisconsin.

MS. HUGGINS: Hi. Thank you.

MR. PATRIE: Was that Higgins or Huggins?

MS. HUGGINS: Huggins. Everyone tries Higgins, but it never works out that way. I'm also employed in Milwaukee at Bank One, and I use the Wisconsin Coach Lines every day. I fully support the light rail in the future. The powers that were never should have allowed the Milwaukee and Kenosha North Shore to end in the first place. I feel that four, five years in the future is much too long of a wait. In the meantime, we need more extensive bus service now.

The Wisconsin Coach Lines fails to provide decent service and continues to cut the small amount of service it does provide. There's currently only eight runs between Kenosha and Milwaukee and only one run after 5:15, and that doesn't -- out of Milwaukee, and that doesn't occur until 9 p.m. That's far too long of a gap. I feel that much of this problem is due to discrimination not only on the part of Wisconsin Coach Lines but the State of Wisconsin itself. How else can you explain that in the most populated and diverse area

of Wisconsin it has provided the worst public transportation between Milwaukee, Racine, Kenosha, and Chicago? Why is it that a less diverse community such as Waukesha is provided with over three times the amount of runs and charged less in fares? I'm told that Wisconsin Coach Lines gets more funding for Waukesha. My question is why?

In the many years that I've been taking the coach lines, I've seen many good passengers come and go due to unreliability, unsafe bus conditions, bad scheduling, and all around bad management. I fully support the train, but we desperately need some alternatives now. Perhaps some thought should be given to allowing other bus companies to take over the nonservice currently provided by Wisconsin Coach Lines. Eight runs is just not enough. Four years is too long. Thank you.

MR. PATRIE: Thank you, Ms. Huggins. The next scheduled speaker is Jane Haubrich -- hope I pronounced that correctly -- 9145 Cooper Road, Pleasant Prairie.

THE WITNESS: Hello. I support the commuter rail high level of service alternative. The commuter bus or combination rail/bus

alternatives are not viable alternative. I also ride the Wisconsin Coach Line buses to -- from Kenosha to Milwaukee on a daily basis. While our bus driver is always courteous and he tries his best, the current bus runs get extremely poor and unreliable service. The buses are uncomfortable for a 90-minute ride and frequently break down. The Kenosha-Milwaukee run consistently operates with the oldest buses which have the most problems. The temperature is 85 or above outside, we're guaranteed not to have air-conditioning or even windows open.

When the Marquette Interchange or other road projects begin like the Sheridan Road improvements between Racine and Kenosha, delays will become even worse. I will not recommend this bus service to any other potential riders. The commuter rail high level of service on the other hand will give a dependable, comfortable ride to commuters.

My husband has ridden the Metra system to Chicago for years. When we decided to return to Wisconsin to be close to our families, we chose to live in Pleasant Prairie because of its proximity to the Metra station. The train is always on

schedule, and there are few, if any, technical problems. It's a safe, pleasant ride with a convenient schedule. The commuter rail medium level of service does not provide enough trains to be beneficial for most commuters. The Commission should also note the additional benefits of such transportation services. Over the years, we have seen the economic impact of the Metra stations at various stops along the way. Shopping districts and other businesses flourish in its path. My husband has spotted businesses along the way that would interest us. As a result, we have made purchases at these same businesses. We also witnessed the technical corridor spring up in Naperville, Illinois. Part of the credit of this is due to easy access to and from Chicago via the Metra system. I urge the Study Advisory Committee and the communities involved to support whole-heartedly the commuter rail high level of service. Thank you.

MR. PATRICE: Thank you, Ms. Haubrich. Next scheduled speaker is Louis Rugani, 4526 29th Avenue, Kenosha, Wisconsin.

MR. RUGANI: Thanks for this opportunity to speak. I think I broke the microphone again.

Let's do this, but then I've been thanking you for the opportunity to speak since 1981 because I've been coming to SEWRPC hearings since then. And mayor -- former mayor -- I guess Mayor Meredith now. Frank Ziedler was in charge of the committee. Before that Les Aspen during a campaign trip, coincidentally, ran a demonstration train between Kenosha and Racine. A few hundred people, over 1,500, showed up at the event at Racine Depot. And of course rides were given back and forth, so that might have been the attraction. But I wonder if many people would have showed up if he had gotten a bus instead, and -- But my point is we've been talking about this, and there are people who weren't even born then who are on transportation committees in other parts of the nation and operating systems such as in Los Angeles Caltrain, Metrolink in St. Louis, things like that. And here we are still talking. Is that kind of an anomaly of southeastern Wisconsin?

What I was saying is some of these figures when they come in, while they will cost \$158 million, that's just one figure that was thrown out, seems the figures change all the time. I would like to see some reasoning for those

figures come out of the media when those figures are tossed about. Frankly, I dispute them. In other words, if it's going to be 158, you know, come in with some real honest answers, and that hasn't been done.

I support rail transportation, and I have a special reason for it, too, in many other ways. But one little reason was I remember a Wisconsin Coach Line bus crossing a median strip on 894 back in the '60s and killing a music student of mine, Jimmy Leaders. I don't know if you remember that back in the '60s, so buses aren't the answer. As far as innercity, innerstate, they're an alternative, but I guess there are other alternatives, too. Car pooling is an alternative. Buses are wonderful connectors, and I support that. And if it's not going to connect to stations or some sort of transit in Kenosha, we have the streetcar. Well, then it won't be successful. So, yes, buses are definitely -- are definitely great. But Wisconsin Coach Lines with its variable, uncertain scheduling, and I think they do achieve funding, I don't think that's the answer. And I don't think a bus system has the attractiveness, so I think it's just a drop in the bucket talk until

1 such time as the rails are running. Then you can
2 use it as a connector.

3 Now, the fact that the Marquette
4 Interchange is going to be taking some property tax
5 dollars or state funding, let's put it that way,
6 over and above the gasoline taxes, I think the
7 gloves are off, and I think now we can go and use
8 some of the fuel taxes for what we want. I know
9 the old myth among the paving lobby is that, well,
10 road taxes are paid for by road users. That's not
11 true, and you know it. They're going over and
12 above, so we can do the same thing for transit.
13 There's other things, too. There's creative
14 funding we can come up with. You know those better
15 than I. Metra has a wonderful system. The sales
16 taxes are good because everybody pays, but that's
17 another thing. Some of the sensation --

18 MR. KORB: Ten seconds.

19 MR. RUGANI: Do I have a few more
20 seconds?

21 MR. PATRIE: Yeah.

22 MR. RUGANI: Some of the stations are a
23 bit extravagant. Somers is a little scared over
24 the station. I think a weather shelter and a
25 gravel parking lot is okay to start with, and I

1 think used equipment is fine. I don't think we
2 need to go champagne for a new start. And there's
3 more, but I'll see you, I guess, in the next few
4 days. And, Mr. Patrie, thank you for all you've
5 done. I'm glad you're on the committee and heading
6 it. Thank you again.

7 MR. PATRIE: Thank you, Mr. Rugani. The
8 next speaker is Mr. Len Brandrup, Director of
9 Transportation, City of Kenosha.

10 MR. BRANDRUP: Thank you for the nice
11 presentation this evening. I wanted to just share
12 with the group that as the relatively new Director
13 of Transportation in the City of Kenosha, proud to
14 stand here this evening and support this project in
15 the strongest terms that I know how. In over 25
16 years of professional work in the public
17 transportation area, one thing I can suggest to the
18 group is that in my experience, development has
19 followed the fixed guideway systems. It does not
20 follow the bus improvements that we have made
21 extraordinarily well in this country for our tired
22 vehicles, and that's a sad thing to say. But it's
23 a fact of life, and we need to acknowledge that.

24 Having said that, in Kenosha we're making
25 considerable improvements. We've recently signed

1 an agreement with Metra to upgrade the track area
2 and make it ADA accessible. We're proud of that
3 project moving forward. We have grants pending to
4 develop further the parking facilities. The county
5 has a project to develop an additional parking
6 facility. We have excess parking demand here now
7 in Kenosha as an example to the region of what
8 happens with a station. We're the lucky community
9 here in the state of Wisconsin in that we have
10 Metra here in Kenosha, but we need Metra going both
11 directions. It serves a south corridor need. It
12 can serve a north corridor need very
13 cost-effectively and should be pursued.

14 Having said that, we support the current
15 station in Kenosha also with a direct link for our
16 streetcar development project which links with
17 Harbor Park, a significant, almost \$100 million
18 build-out project for the City of Kenosha.
19 Redevelopment of the downtown is occurring before
20 our very eyes and will continue and, I think, is a
21 model for the rest of the region to say, "Look at
22 their systems."

23 Lastly, our bus system transfer facility
24 is within one block of the Metra station. We will
25 provide the services needed to support distribution

1 in the Kenosha area with Kenosha Transit Services
2 and look forward to this project moving forward. I
3 echo the comments that have been made in the room
4 that faster is better in terms of improving the
5 corridor transportation needs or serving the
6 transportation needs in the region. And again, I
7 just want to summarize by saying we support within
8 the Transportation Department this program of
9 service improvement and know factually that it will
10 make a significant upgrade in the economic
11 development opportunities in the region. Thank you
12 this evening.

13 MR. PATRIE: Thank you, Mr. Brandrup.
14 The next scheduled speaker is Rick Harnish, Midwest
15 High-Speed Rail Coalition, P.O. Box 805878,
16 Chicago. Mr. Harnish.

17 MR. HARNISH: My name is Rick Harnish. I
18 represent the Midwest High-Speed Rail Coalition.
19 We are a nonprofit, grass roots organization
20 supporting the development of high-quality
21 intercity passenger railway service connecting nine
22 states of the Midwest. We've got about a thousand
23 members, and roughly 200 of those are in Wisconsin.
24 We fully support the development of the extension
25 of the Metra line up to Milwaukee because it would

1 serve as an excellent complement by providing the
2 local services needed and complement the existing
3 Hiawatha services that have been successful and
4 soon will be serving Mitchell Field directly.
5 Thank you.

6 MR. PATRIE: Thank you, Mr. Harnish, for
7 your comments. The next scheduled speaker is the
8 honorable mayor of the city of Kenosha, John
9 Antaramian. Is he right there? I'll take this
10 opportunity to remind everybody in the audience if
11 you have not filled out a slip to speak, raise your
12 hand. Someone from the SEWRPC staff will get you a
13 slip so you can be put on the list. The honorable
14 mayor of the City of Kenosha.

15 MAYOR ANTARAMIAN: I apologize for
16 holding off. But as usual, I was talking to
17 somebody in the hallway, so I do apologize for the
18 holdup. I just wanted to stop by to lend my
19 support to the concept of the Metra station, a
20 transportation system that connects Chicago to
21 Milwaukee going through the city of Kenosha, city
22 of Racine. I think it is so important. This is a
23 metro area when it comes to economics. And because
24 of that, other uses of transportation are needed
25 other than interstate highways and the systems that

1 we have in place. So I would strongly support and
2 recommend the support of the community to see that
3 this occurs, though for many of us in Kenosha we
4 already have a leg up. We have the Metra to
5 Chicago, but the ability to be able to go to
6 Milwaukee, to the airport, to those other
7 activities in our sister city of Milwaukee, I
8 think, become important to us, along with the
9 possibilities of express trains from Milwaukee,
10 Racine, Kenosha, Waukegan, North Chicago, Waukegan,
11 Chicago enabling more transportation activities
12 through this area.

13 This morning as I was giving a little
14 tour to someone, actually from a TV station, we
15 were chatting, and I drove by the train station to
16 show them what's going on. The train station
17 parking lot was packed, totally filled. There was
18 no room. I probably could have gotten the police
19 down there to do some illegal ticketing for cars
20 parked illegally along the side trying to make --
21 have room for people to be able to go to Chicago,
22 more likely where they went. But it's that kind of
23 growth that is continuing to happen, so I would
24 again say for the city of Kenosha we'd lend our
25 support to seeing this Metra service expand into

1 Milwaukee and Racine and would hope that the State
2 would take the proper actions to see it happen.

3 MR. PATRIE: Thank you, your Honor. The
4 next scheduled speaker, and I hope I pronounce this
5 correctly, is Julissa Muskat, Save The EJ&E
6 Railroad, 916 Washington Street, Waukegan,
7 Illinois.

8 MR. MUSKAT: Hello, everybody.

9 MR. PATRIE: First of all, did I get it
10 right?

11 MR. MUSKAT: No. You got it wrong. It's
12 Julian Muskat.

13 MR. PATRIE: What's the first name?

14 MR. MUSKAT: Julian.

15 MR. PATRIE: Julian?

16 MR. MUSKAT: Right. I'm not here to
17 raise any criticisms. I'm here actually as a
18 cheerleader. We came out from Illinois to be with
19 you today. What I want you to know is that right
20 now in Illinois there's a meeting just like this
21 for CATS, Chicago Area Transportation Study. And
22 they're working on similar problems, and it's nice
23 to know that these ideas are alive and well north
24 of the state line. In the short time that I have,
25 I want to teach everybody a beautiful new word.

1 You'll find it when you do a Google search on it.
2 The word is commuterization where you take an old
3 railroad line that is underutilized and you make
4 railroad cars, locomotives, and you put them on
5 railroad lines to help take people to work and
6 where they want to go.

7 We're trying to save the EJ&E Railroad in
8 Illinois so that people in Waukegan, Illinois, can
9 put their kids on a train and send them down to the
10 University of Illinois in Champaign-Urbana. It
11 would be nice to be able to get on a train in
12 Waukegan and take it up to Milwaukee to watch a
13 baseball game at Miller Park. We call the EJ&E
14 circumferential railroad the railroad, the baseball
15 railroad. We're trying to bring minor league
16 baseball to Waukegan so we can compete with your
17 new minor league team here in Kenosha. We want to
18 have a minor league baseball park near the railroad
19 station in downtown Waukegan. The people would be
20 able to get off the train in Waukegan, watch
21 baseball in Waukegan, take it north to go to
22 Kenosha, get on a train in Kenosha, and go with
23 that train to Joliet, Illinois, to watch the Kane
24 County Cougars near Elgin, to do all kinds of
25 wonderful things. So what you're doing here today

is really encouraging for us in Illinois because it's nice to know that we're not the only ones that are thinking these wonderful ideas that I heard here today and what I heard on WLIP when I listened to Rosemary Potter. And when you do the Google search on commuterization, you'll find the first speaker, Mr. London. He's credited with the word, you know, commuterization, but that's basically what we're talking about.

You have commuterization in Los Angeles, California. The people who came to the World Series to watch the Giants play, the Angels, a lot of 'em came on the Metro Link to the ballpark in Anaheim. You have the Metro Link concept down in St. Louis, and this is an idea that people are rallying to support around the country, and I'm glad that it's coming about here in Kenosha County and Racine County and Milwaukee County. It's a wonderful thing, and I really enjoyed what I heard here today, so just stay with it. Don't give up. Don't listen to Tommy Thomases. This is a wonderful thing. And if we stay with it, we'll be able to enjoy it, and we'll be able to find ways for people in this country to find work, and we'll start making more railroad cars up in Milwaukee at

that company that Rosemary Potter was talking about on the radio this morning. I wish we had a place like that down in Waukegan, but I think this is a wonderful idea and just stay with it and do the good work. Thank you.

MR. PATRIE: Thank you, Mr. Muskat. The next speaker is Patricia Tobin-Chapman, 910 85th Street, apartment 312, Beach Point Senior Center, Kenosha.

MS. TOBIN-CHAPMAN: After all of that, I don't know if I even need this. I had no intention of speaking as you know. At the time there hadn't been a single woman up here, nor had there been anyone talking for the seniors or anybody saying much about the environment, so I just couldn't keep my mouth shut. After that the two women came up, and a lot of my thunder has been taken care of. But I am a former commuter on the North Shore. I used to go back and forth from Kenosha to south Kenosha where I was a St. Joseph woman to go to school during the Depression. I had a relative -- That's over 70 years ago, and I had an uncle who commuted to Chicago at that time. It was a wonderful thing. And my grandfather was the gatekeeper. When I was out there, I'd bring his

lunch, and he'd say -- It was manually operated, you know. He'd say about all these cars, "All those cars, Patricia, they're just a passing fancy." And that's what I thought when they came out with computers, that it was a passing fancy. And now I'm so far behind I don't know what I'm doing, but I think this is wonderful. I'm glad that I can still drive, though I don't go out on the interstate much anymore. I do go to Chicago, and I'm glad that we have a way to go there. I'd like to be able to go to Milwaukee, and I know a lot of seniors would.

When you get to Milwaukee, a lot of your relatives then can pick you up, or you can get other ways of traveling, going from one place to another so that I think and I hope that you do go ahead with this. And I know there's something -- I didn't make any notes, and I knew there was something else I was going to say. But that's the main part is let's get it going so that when I can't drive I can get on the train.

MR. PATRIE: Thank you, Ms. Tobin-Chapman. And if you have additional comments --

MS. TOBIN-CHAPMAN: Oh, I know what it

was. I wasn't speaking officially. I was supposed to say something about the environment. I wanted to say as a member of the Bradford Unitarian Earthless Green Committee we are trying to encourage environmental. And of course, using trains is much more environmentally sound than driving automobiles, but that's not official. We didn't -- They didn't vote on it. They just told me it.

MR. PATRIE: Okay. Thank you, Ms. Tobin-Chapman. This is the last card I have for speaker registration. So once again, if you want to speak for the first time, raise your hand, and someone from the SEWRPC staff will get you one of these. As I indicated earlier, you can submit your written comments through March 16, 2003, or they can be sent through the fax machine, or they can be e-mailed to the Regional Planning Commission at all those addresses and phone numbers. The last speaker that is registered is Ray Ernst, 5016 Six and a Half Mile Road, Caledonia. Mr. Ernst.

MR. ERNST: How do you do, gentlemen? I'm here at 7 o'clock, so I didn't get to see your presentation here. I don't know who arranged this thing to start at six. It's awful early. All

1 right. I'm here because I'm interested in
2 efficiency. Most of what I've seen for commuter
3 railroads lacks efficiency. It's full of
4 nostalgia, everything else. I had a pleasant time
5 of commuting to Chicago on the Hiawatha for
6 approximately three years. Wisconsin subsidized a
7 vast amount of the Hiawatha service down to
8 Chicago. The big point that the Hiawatha service
9 has is it's fast. It's efficient. However, it
10 only carries the population that's necessary on one
11 route. One route fills that train and sometimes to
12 excess.

13 The Metra is darn slow. From Kenosha it
14 takes you two hours to get down there. I could
15 walk almost faster than that. If you wanna make
16 this efficient and make it a service that people
17 can use and be efficient at, then let's have some
18 fast trains that go down there. If we're
19 subsidizing the State of Wisconsin, these states,
20 we don't need the Hiawatha. We can have one Metra
21 thing that makes a stop in Milwaukee, makes a stop
22 in Racine, makes a stop in Kenosha, Kenosha goes
23 straight down to Chicago. And if Chicago and
24 Illinois want to subsidize part of it, so be it.
25 That's my words. Let's keep it efficient. Let's

1 not waste the taxpayers' dollars on this thing, but
2 we need it. We're subsidizing airplanes. We're
3 subsidizing freeways. I am not against subsidizing
4 to a certain extent the railroads, and let's keep
5 it efficient.

6 MR. PATRIE: Thank you, Mr. Ernst, for
7 your comments. Mr. Domnick indicated that I may
8 have made an error when I said written comments can
9 be accepted. He thinks I said March 16 instead of
10 May 16. If I did say March, it stands corrected.
11 It's May 16. Thanks, Otto. There's one last one
12 that's been submitted now. I have a difficulty
13 reading the first name, but I believe the last name
14 is Ristau, R-I-S-T-A-U.

15 MR. RISTAU: Yep.

16 MR. PATRIE: Is that correct, sir?

17 MR. RISTAU: Yep.

18 MR. PATRIE: What's the first name?

19 MR. RISTAU: Eddie, Eddie Ristau.

20 MR. PATRIE: Eddie. If you want to step
21 up to the microphone, and you'll have three minutes
22 to --

23 MR. RISTAU: Well, I missed part of this
24 presentation. I didn't know about it till it was
25 too late. I'm laid off right now, so I've got time

1 to actually do something like this. Now, I'm a big
2 believer in the Metra system actually and going up
3 to Milwaukee. Actually, I take it a lot going to
4 Chicago. It's just a hassle being in Chicago in
5 the first place driving. Parking is expensive.
6 Geez, if I want to go to any event, pretty much I
7 got two feet. Chicago's got an El train, too, so
8 I've taken that quite a bit. To get to Milwaukee,
9 you know, you gotta drive down. The parking's
10 horrendous down there. And the way Milwaukee talks
11 about, you know, they want to build -- they want to
12 widen the freeway going down there, for what? I
13 mean, there's only like a couple times out of the
14 day that, you know, the roads are actually really
15 busy. When you drive any part of the day, I mean,
16 it's pretty easy to get around. But if you give
17 somebody an alternative to get to Milwaukee, you
18 can open up a lot of doors down there. That's what
19 I believe. You got Summerfest down there. I mean,
20 you get a lot of people from Illinois going to
21 Summerfest, going to work. I know a few people
22 that actually had to give up work, you know, like
23 some of the friends of mine, their parents,
24 because, you know, they had no train to go down
25 there, and to drive down there is expensive. I

1 mean, parking is just bad down there and in these
2 other cities. I mean, it would just help out the
3 economy. That's what I believe, so that's what
4 I've got to say.

5 MR. PATRIE: Thank you, Mr. Ristau, for
6 your comments. I have no more slips in front of
7 me, so that means that those that have wanted to
8 speak for the first time have gone through unless
9 there's someone who would like to speak for the
10 first time, raise your hand, and you'll get a slip.
11 Otherwise, if there's somebody that wants a
12 follow-up comment who had spoken before, you can
13 come to the microphone, identify your name again
14 for the record so that we have that, and we will
15 give you another three minutes.

16 MR. RZAVISLAV: Okay. I'm Frank
17 Rzavislav. I spoke before, and I mentioned that
18 first I have a facsimile of a 1928 timetable of the
19 Chicago and North Shore Milwaukee and how slow that
20 was. That was before they even built the
21 high-speed line along 41. This thing actually went
22 on the El and then used -- went all the way
23 through where the bike path is, and now it's
24 from -- I think that was from -- almost a little
25 over two hours. Now, in that two hours it actually

used a street of Milwaukee for three miles, two or three miles. It literally would go down and turn to the right and turn to the left, so you can see the potential if something like that can do it in two hours. The Chicago 400s went from Chicago Northwest. It's steam-powered, not steam-liners. It took 75 minutes with the old heavy weight coaches with the rivets in 1935, '37. And then you had -- then you had a 1927 -- no, 1917 shrouded 440 steam locomotive. They just put a bunch of metal on it and all the equipment, and that went from Chicago to Milwaukee in either 70 or 75 minutes in 1935. So you can see back how -- What kind of progress have we really made? But the potential was there. I think the more trains you have, the less will be local, okay. It's like -- It's almost using a bus. One bus on a route is going to make all the stops. We have more express routes. That part becomes quicker, and that's the same way with train service. It could have -- To me a train, I remember even from Waukegan to Milwaukee was about 45 minutes. Even when the train -- the 400 would stop at what was 22nd Street, you know, it wasn't all that fast. But, you know, compared to what you have now, you want to take a bus, sometimes on

Sundays they have a gibney (phonetic) service. You know what gibney service is, was like a private bus service down at the Turn of the Century. And that's what they have sometimes. They used this to get out to Milwaukee because like I said, the Greyhound, I called my -- I called this voice mail system. They call it gracing. It's Amtrak's Julie, and all I could get out of her was there's one bus a day from here to Milwaukee. And you had to get on at the base because what happened on 9/11, there was no Greyhound bus service. This is for the sailors who would go out on the base there. Nothing can go on the base except for like a taxi service, but -- And they also have remodeled and built a brand new station in Great Lakes. You seen it being built by the contractor Bowe or something, so it's the last big station that's being built. And that would be really nice if you could get that station going to Milwaukee, and that's about what I have to say. Thank you very much.

MR. PATRIE: Thank you, Mr. Rzaivislav, for your comments. Anyone else? There's a trade-off here in having to come back to the microphone again. The trade-off is of course that the staff will be here to answer your questions a

little longer if we don't. Yes, Mr. Draeger.

MR. DRAEGER: Second bite at the apple.

We've lived in --

MR. PATRIE: Could you give your name again?

MR. DRAEGER: Harlan Draeger, 375 Sheridan Road, Racine, although that's Kenosha County, Town of Somers. We've lived in Kenosha County for 52 years, and my observation is that the two most visible changes in the whole community in our time are, first, the loss of one after another major industries, mostly heavy duty. And we're a rust belt town. There's no question about it. Fortunately, some other things came along to cushion the blow. But the second development is the change in the traffic on the highways. I think that if -- As I said, we live out in Somers. These sleepy country roads now, I just drove through one during what is now rush hour. It's one car after another. These aren't sleepy country roads anymore. It's becoming just like Lake County. And I think if we've got our heads on straight, we know that Highway 50 and 75th Street is the wave of the future for the whole county. And how does rail affect that? Well, Mayor Antaramian noted all the

cars parked in the parking lot at the Metra station. I called down there today, and the last ridership figures, an average daily ridership out of Kenosha is 341. It was less than 100 when I was commuting, and it's just grown, grown like crazy. The potential for growth is certainly there.

I wanted to mention cost. You can ride from Kenosha to downtown Chicago for \$5.80. There was a story in the paper recently that the cost of owning and operating an automobile is now up over 50 cents. Well, if you multiply that by 50 or 60 miles, you're talking about \$5.80 versus 25 to 30 bucks a trip. That's a cost factor. Weather factor, I worked in Chicago during the two big storms that got a lot of attention, 1967 and 1979. I was one of the few people who got to my office on time because I had the Northwestern on my side. I think in every sense of the word the approach you're taking emphasizing commuter rail is absolutely correct, and it's important to the economy. It can't be overstated. Just within the last week or so the three major bond rating agencies re-rated the RTA. They got double A ratings, and they've thrown in little comments. Bond rating agencies aren't prone to using a lot of

1 fancy rhetoric, but I'm going to give you a quote
2 from Moody's and Fitch. Moody's Metra strategic
3 importance -- talks about Metra's strategic
4 importance to the service area economy. Fitch,
5 Metra remains critical to the region's economic
6 vitality. All of that holds true for our region as
7 well. I hope -- I hope you can find the money, and
8 I urge local communities not to be too timid about
9 throwing in a few nickels.

10 MR. PATRIE: Thank you, Mr. Draeger. Is
11 there anyone else that would like to speak?
12 Mr. Ristau.

13 MR. RISTAU: I agree with both these
14 guys, you know. This whole thing is -- This is the
15 wave of the future. One of the most -- I don't
16 know what else can happen. Maybe the Metra train
17 might be a little bit slow. But I tell you what,
18 it's an alternative. It gets you there, all right.
19 If there's a snowstorm, if you got a group of
20 people, if you're out with a bunch of people to a
21 big city like Chicago, for instance, pack 'em all
22 in a train, you know. I mean, it's great. Also,
23 that thing would pay for itself as the years go on.
24 I mean, you have to get something to start. That's
25 how all these other rail lines got started. You

1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)
4

5 I, JENNIFER SCHMALING, a Certified
6 Realtime Reporter and Notary Public in and for the State
7 of Wisconsin, do hereby certify that the above
8 Transcript of Proceedings was recorded by me on the 23rd
9 day of April, 2003, and reduced to writing under my
10 personal direction.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of any of
13 the parties, or a relative or employee of such attorney
14 or counsel, or financially interested directly or
15 indirectly in this action.

16 In witness whereof I have hereunto set my
17 hand and affixed my seal of offices at Milwaukee,
18 Wisconsin, this 8th day of May, 2003.
19

20
21 _____
22 Notary Public
23 In and for the State of Wisconsin
24

25 My commission expires December 7, 2003.

1 know, the bus system, you know, that's all right.
2 But my experience with buses is that they get
3 caught up in traffic snarls, all right. And I
4 don't really ride a public bus because either they
5 don't usually come on time or I never really get
6 where I want to, figuring out those schedules and
7 routes, too. But I mean, it's an okay alternative,
8 but you're dealing with traffic. I mean, I don't
9 know if anybody likes traffic. No one does. I
10 rode Wisconsin Coach Lines to Milwaukee. Felt like
11 that took forever, so that's all I got to say.

12 MR. PATRIE: Okay. Thank you,
13 Mr. Ristau, for your comments. Is there anybody
14 else that would like to speak this evening? Is
15 there anybody else that would like to speak?
16 Seeing nobody rushing to the microphone, I'd like
17 to thank Ms. Jennifer Schmaling for taking the
18 dictation or the stenography for the meeting
19 tonight, and I'd like to thank all of you for
20 helping her do her job and me doing my job by
21 extending a courtesy for letting the people speak
22 tonight. And I guess the hearing is closed. The
23 third part of the meeting is closed. Thank you all
24 for coming.

25 {Presentation concludes at 7:28 p.m.}

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study
April 23, 2003
Kenosha Gateway Technical College
Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name	Address	Community
1. Allison Werner	8413 Green St	Racine
2. Kay Kimm	111 Canal Street	Chicago
3. Blair Vello	1010-55th St	Kenosha 53146
4. Mike Lemons	425 52nd St.	Kenosha 53140
5. Keith Plasterer	6813 Winston Dr.	Madison
6. DARRYL MEYER	802 12th St	Kenosha
7. John Valpaga	7607-6th	Kenosha
8. Paul E. Jankovic	7641-49th Ave	Kenosha WI
9. Eugene Jankovic	7641-49th Ave	Kenosha, WI 53142
10. Bob Smith	7618 58th Ave	Kenosha 53143
11. Dave Hurling	111 N. Canal St.	Chicago 60606
12. Nathan Draper	375 Skunkan Rd.	Racine 53403
13. Chris White	6320 10th Pl.	Kenosha 53144
14. Tim Martingale	1325 E. 1st St.	Kenosha 53140
15. Frank R. Lavis	8483 198th Ave	Bristol, WI 53104
16. Mary Ann Chachula	1535 15th	Kenosha
17. Roman Benik	3407-24 Ave	Kenosha
18. Ronald McHugh	8321 47th Ave	"
19. Erik Cross	Kenosha News	
20. Chris Davison	5710-169th	Kenosha
21. Jane Houbrecht	9145 Cooper Rd	Pleasant Prairie, WI
22. Eugene Boyer	6127-5th Ave	Kenosha 53143
23. Louis RUGANI	4526 29th Avenue	KENOSHA 53140
24. Len Brandt	9816 3rd Avenue	Pleasant Prairie, WI
25. SUSAN TENZI	228-D N. GENESEE	WAUKEGAN, IL 60085
26. Julian Muskota	916 Washington Street	Waukegan IL 60085
27. William Gray	4017-7th Ave	Kenosha, WI 53146
28. Mike Moore	The Journal Times	Racine, WI 53403
29. Kathleen Riepe		Kenosha, WI
30. Darlene Shue	6817-21st Ave	Keno 53143

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Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study
April 23, 2003
Kenosha Gateway Technical College
Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name	Address	Community
31. FRED LONDON	1954 First Street #290	HP-IL 60035
32. Norman Siler	9030x278	Somers 53171
33. Kim Jankala	2112-76th	Kenosha 53143
34. Sam Borden	2310 36th Ave	Kenosha 53144
35. Ron Bursey	625 53rd	KENOSHA 53140
36. Jim Kauer	4633 Washington Rd	Kenosha 53144
37. JOHN MAGEE	2214 WASHINGTON AV	RACINE, WI 53405-3580
38. CONTANN ST. MARIE	715 56th Street	Kenosha, WI 53140
39. William Hoare	484th St	Kenosha, WI 53144
40. John Lande	6839 Green Bay Rd.	53142
41. David Crony (Paul Ryan)		Keno
42. Tony Lora	715-60th	Kenosha 53144
43. Lenny Klover	712 Stenden Pl.	Kenosha, WI 53140
44. Jamie Burch	614 D 15th Pl, Unit 31	Kenosha, WI 53140
45. Patricia John Chapman	910-25th Ave	Kenosha, WI 53143
46. DAVID GADDOCK	6130 GREEN BAY RD	KENOSHA WI
47. Annie Shaulin	(COURT REPORTER)	Kenosha
48. GEORGE GAULT	1111 Canal St.	CHICAGO
49. Tom Kalansky	1901 S. MORTIS, Suite 400, Oak Brook, IL	6081
50. Dennis Grim	2013 22nd Ave	Kenosha
51. John Boehler	600 52nd St.	Kenosha 53140
52. Theresa Martin	2216-30th	Kenosha 53140
53. Daniel Shue	3826 78th Ave	Kenosha 53144
54. Anthony J. Ruskowski	4605-Harrison Rd	KENO. 53144
55. Timothy Thompson	625 52nd St	Kenosha 53140
56. Jan & ALTHA ARDEN	905 69th Street	KENOSHA
57. CHIP BREWER	129 Morningwood Dr.	Racine 53402
58. Ed Huck	14th Ave	Madison
59. Bernadette Orosky	7211 40th Ave	Kenosha 53142
60. Dan Antosh	900-100th Ave	Kenosha 53144

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April 23, 2003
Kenosha Gateway Technical College
Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name	Address	Community
61. Lisa Higgins	5923 1/2 6th Ave	Kenosha - Milwaukee
62. Anne C. Benge	4626-53rd St	Kenosha 53140
63. FOX 6 NEWS		
64. Rick HAMSH	4500 N MAGNOLIA	CHICAGO, IL 60640
65. John M. Antarami	8318-25th Ave	Kenosha WI 53142
66. Andy Feldpausch	6817-21st Ave	Keno 53143
67. George B. Straub	1402 14th Ave	Kenosha WI 53140
68. Ray Zumb	516 1st St	Kenosha 53108
69. John Allen	1029 7th	Kenosha, WI 53102

Commission Staff

Kenneth R Yunker Deputy Director
Otto P. Dobnick Principal Planner
Gary K. Korb Regional Planning Educator

Appendix A-2

TRANSCRIPT AND ATTENDANCE RECORD, PUBLIC INFORMATION MEETING AND HEARING, DOWNTOWN TRANSIT CENTER, CITY OF MILWAUKEE, APRIL 24, 2003

BROWN & JONES REPORTING, INC.

WISS RIDE
KENOSHA-RACINE-MILWAUKEE
CORRIDOR STUDY OF COMMUTER RAIL AND BUS SERVICE
Taken At:
Downtown Transit Center - Harbor Lights Room
909 East Michigan Avenue
Milwaukee, Wisconsin 53202

Thursday,
April 24, 2003

Before:
Jodi L. Tyley, R.P.R.

A P P E A R A N C E S

Mr. Kenneth R. Yunker, P.E., Assistant Director,
Southeastern Wisconsin Regional Planning Commission.
Mr. Gary Korb, Regional Planning Educator, UW-Extension,
working with Southeastern Wisconsin Regional Planning
Commission.
Mr. Frederick J. Patrie, Director of Public Works,
County of Kenosha.

312 East Wisconsin Avenue
Suite 608
Milwaukee, WI 53202
PHONE: (414) 224-9533
FAX: (414) 224-9636

TRANSCRIPT OF PROCEEDINGS

MR. PATRIE: We're going to get started. It's a little after 6:00. Welcome this evening, and thanks to Milwaukee County for providing this wonderful facility for us to meet here today. Welcome to the public hearing and the hearing on the Kenosha-Racine-Milwaukee Corridor Transit Alternative Analysis Study and specifically to review the preliminary recommended plan for commuter rail.

My name is Fred Patrie. I'm the Director of Public Works for Kenosha County, and I've had the privilege of serving as the chairman of the Advisory Committee for the feasibility study, which was completed in 1998, and also this study that you're going to be seeing this evening.

I will briefly review the format for today's meeting and hearing. This session, and sessions like it, are run with three parts. The first part consisted of the open house which ran from 4:00 this evening until 6:00. It's where you, the public or interested parties, had the opportunity to meet with staff or committee members and ask questions on the study itself.

The second part of the presentation

tonight will be Mr. Ken Yunker from the Regional Planning Commission who will give you an overview, a very brief overview, of what the study was and looked at and what the recommendation is. Then the last part of the meeting tonight is you have an opportunity to offer your comments, your suggestions, criticisms. And we have a stenographer here, a Ms. Jodi Tyley, who will be recording those comments and will be made part of the permanent record.

As all of you entered the room tonight, you noticed that there was a table, and I think that most of you did sign in so that we have a registration form of knowing who was here. If you want to speak tonight, there's a small, little bigger than an index size card that you have to fill out and turn back in to Ms. Martinsek, who's holding it up over there, and we would encourage you to do that relatively quickly here.

After the forms are collected, the people will speak in the order in which they turned in the forms. There is a little number in the upper right-hand corner of the form, so as those are turned in, then we will put them in the order in which they were distributed, and then

that will be the order of the speakers tonight.

After the presentation is made, we would ask that you step up to the microphone. If I've completely mangled your name or didn't get your address correct, please feel free to correct me so that Jodi can have a record of your name and your address and what your comment is on. The statements will be documented in the study's record of public comments and will be presented to the Advisory Committee that is guiding the conduct of the study. It's now the second part of tonight's meeting which is to have Mr. Yunker from the Regional Planning Commission give you an overview of the study and of the recommendation plan.

(Presentation by Mr. Yunker was given.)

MR. PATRIE: As I stated earlier this evening, it's now time to go to the third part of the purpose of the meeting tonight, and that's to receive your comments. It should be noted that the hearing is intended to receive your comments concerning the issue at hand tonight, and that's the commuter rail. It should be emphasized that the purpose of the hearing is to hear your comments, not to open it up for a

question-and-answer period or a debate. There was an opportunity to meet with the study staff and review materials earlier, and the study staff will be available after the hearing if you develop questions during the course of the presentations or the questions and answers. I also stated earlier that the meeting is being -- We have a stenographer who is going to be taking the minutes. Her job this evening is a very difficult job. It's to make sure your comments are recorded accurately, so if you would, you could help her do her job tonight by remembering that only one person can talk at a time and that if she can't hear it, she'll have to ask to have it repeated, so it's very important that the record is correct.

My job as a chairman of a public hearing is three-fold. That's to keep it moving along, keep the issue relevant, the discussion relevant, and give everyone a chance to talk. Given the fact that we have a stack of people who want to speak, we're going to start with the restriction of about three minutes per speaker to begin with. We want to have everyone have an opportunity to speak and provide their comments. If you do not feel you've been given enough time in your three

minutes to state what you need to be said, if there's time at the end, which there was last night at the hearing in Kenosha, we will let people come up again and then finish their train of thought or add additional comments if they would like. But in order to give everybody a fair shot, we would like to limit it to about three minutes. And Mr. Korb, who's sitting to the right of Mr. Yunker, will give you a heads-up if you're speaking that you have about ten seconds left of your original three minutes.

Again, in order for the stenographer to get the record, we need you to come to the microphone, restate your name and address if I haven't stated it correctly and then go to your point. It's also important to note that if you don't feel comfortable speaking in public, and not everybody does, there are a variety of ways that you can get your opinions on the record or your neighbor's opinions on the record or somebody who couldn't be here tonight on the record, and that is that through May 16, 2003, they can be provided through the e-mail address that's on the newsletter or by mailing the Regional Planning Commission, so there's a variety of vehicles that

you can use if you're not comfortable in a public format in getting those to the committee.

So if there's no further action, I'll start. And again, we have these in the order in which they were turned in. The first speaker tonight is Adrian Vesperman, address, 2139 South Fifth Street, Milwaukee.

MR. VESPERMAN: That's correct.

MR. PATRIE: I said it correctly?

MR. VESPERMAN: You did.

MR. PATRIE: The first one. Then we're going to have a good meeting tonight.

MR. VESPERMAN: We are. I feel that everything that you brought out was very well done and has shown pretty much what I wanted to say, but what I really feel is that it's about time that Milwaukee finally caught up with everybody else and started a regional transit system in which we can go ahead and go from Milwaukee to Chicago and have it reasonably cost effective for those people who are disabled as well as regular people, so that, you know, if people want to go ahead and take day trips, they can go ahead and maybe go and do it reasonably well and not have to pay mega amounts of dollars like they do with the

Amtrak system as it's set up right now.

I feel there for so long that too many politicians have been keeping us in Southeastern Wisconsin from realizing rail, light rail between Milwaukee and Chicago, and I feel that we have a good chance of doing this, and I hope that you go ahead and work this out. Thank you.

MR. PATRIE: Thank you, Mr. Vesperman. The next speaker is Lincoln R. Rice, P.O. Box 05206, Milwaukee.

MR. RICE: Hello. My name is Lincoln Rice. I'm with Casa Maria, which is over by 21st and Highland, and our main work is for housing homeless women and families, and we feel that this would be, the commuter rail alternative would be the best alternative. It would be a cheap and more pleasant way than taking the Greyhound and also the current Amtrak system and be an easier way for people to keep in contact with family, easier way for people to get to jobs without having to do -- either do bus routes that take a long time and where the space is more cramped and that we hope that in the future, in Milwaukee's future, this will be seen as the first step in implementing more rail in Milwaukee after people

1 see how wonderful an alternative this is. Thank
2 you.

3 MR. PATRIE: Thank you, Mr. Rice. Next
4 speaker is Nicholas LaJoie, L-A-J-O-I-E.

5 MR. LAJOIE: Yeah. It's French. You
6 can pronounce it any way you want.

7 MR. PATRIE: So is Patrie, and mine gets
8 pronounced every way too, so is it LaJoie?

9 MR. LAJOIE: LaJoie is the French
10 pronunciation. Whatever you'd like.

11 MR. PATRIE: Yes, Mr. LaJoie.

12 MR. LAJOIE: Yeah. I just wanted to
13 comment and say that I'm all for the rail option.
14 I actually don't think the bus, I'm glad you left
15 it in your study, but I don't think they are a
16 reasonable option of commuter service between
17 Milwaukee and Chicago. It's too slow a form of
18 transportation. It's a disadvantage to driving
19 because it navigates traffic and stops it at
20 intermediate places between point A, point B, and,
21 you know, it just adds to pollution and everything
22 else, that cars are a negative quality too in
23 regional transportation.

24 And I think that cost is also something
25 that's almost negligible compared to -- The

1 freeway cost estimates, for instance, of freeway
2 systems, upwards of \$6 billion to redo the
3 Milwaukee area freeway system, whereas a couple
4 hundred million dollars doesn't seem like much in
5 comparison.

6 And I'm also concerned that we create a
7 regional transportation authority, and I think
8 that's probably the best way to succeed at this
9 project and projects in the future, because if
10 individual municipalities and communities are
11 working separately from each other, you're not
12 going to have as much centralized thinking and
13 planning as you would if a regional authority and
14 body were planning this out to provide planning
15 for transit within all the communities in
16 Southeastern Wisconsin, and to work together with
17 Amtrak and the Milwaukee connector study and the
18 bus systems as well and hopefully create some sort
19 of a downtown transit center that we can catch all
20 of those from, so thank you.

21 MR. PATRIE: Thank you, Mr. LaJoie.

22 Next speaker is Michael Kramer, Northwestern
23 Mutual, 4014A North Oakland, Shorewood.

24 MR. KRAMER: That's correct. I just
25 want to say what a momentous occasion this is. I

1 mean sure, blah, blah, blah, the whole expansion
2 Metra. More importantly, this is something that
3 both Scott Walker and John Norquist both support,
4 and I don't know how often that will happen during
5 their tenure, so I think that's just amazing. But
6 I also want to state for the record that I do
7 support the rail alternative with the medium
8 service as Mr. LaJoie said before me. The fact
9 that the rail alternative is going to be
10 4 to 12 percent -- reduce the congestion on our
11 freeways by 4 to 12 percent, the economic and land
12 use developments that this will occur. Just
13 compare the rail versus the bus. Look at all the
14 wonderful condos and shops and restaurants around
15 the Milwaukee Downtown Transit Center versus all
16 the condos, restaurants and shops around the Metra
17 station in downtown Arlington Heights, Illinois,
18 and that right there would show that from an
19 economic standpoint, the rail is the best
20 alternative.

21 Some things I would like to see in
22 addition to the medium level service, right now it
23 states in the report that there's no nighttime
24 service, and I think we need to maybe focus on
25 some more nighttime service, especially like for

1 festivals, the Ravinia Festival, you know, like
2 the St. Patrick's Day parade in Chicago, State
3 Fair, things like that.

4 Also, I think this would be a great
5 platform if we can expand this eventually, after
6 people in Milwaukee see how great this is, expand
7 it north to Mequon, Sheboygan, expand it west to
8 Brookfield, Pewaukee, to make this a whole
9 regional entity.

10 One of the other things I want to talk
11 about, couple other things, is the marketing of
12 this. I think we really need to push it once it
13 comes along. You just don't all of a sudden open
14 up the station and let people hop on. Maybe have
15 like free rides over Memorial Day weekend, and
16 then when festivals start coming along, people
17 will automatically know this is there and be
18 willing to pay for it.

19 Also I want to talk about the regional
20 impact. There are a lot of projects going on
21 right now, the downtown connector, the Marquette
22 interchange, and a lot of these things are just
23 happening independently, not really communicating
24 it seems like. And also involved is like the
25 Third Ward public market. This is something that,

you know, it could bring -- People from Chicago could come all the way up to Milwaukee just to go to this public market, so I think we need to have a lot more talking between those groups as well, also Menomonee River Valley.

And more emphasis, too, on the Amtrak station and St. Paul Avenue. I mean, if I would be coming up from Chicago and had to pull into the Amtrak station here, I wouldn't be at all impressed with Milwaukee, so I think that's another aspect we need to put a lot of our development in.

And the last thing I want to talk about is the economics of this project. You said the capital cost would be about 152 million for the medium level of service and 18.6 million for the annual operating cost. Compare this to the \$700 million that is proposed to expand our freeways.

MR. KORB: Ten seconds, please.

MR. KRAMER: These projects would both do the exact same thing, reduce congestion; however, one is at a fraction of the cost, so again, I support this, and I'd like to say less freeways and more rail and other alternatives.

Thank you.

MR. PATRIE: Thank you, Mr. Kramer. Talk about a historic night, Mr. LaJoie's name has been pronounced twice correctly tonight. Next speaker is Kit Halloran, Greater Milwaukee Association of Realtors, 1633 North Prospect, Milwaukee. Ms. Halloran.

MS. HALLORAN: Thank you. And yes, you got my name right. I am representing the Greater Milwaukee Association of Realtors which has about 3400 members in the metropolitan area. I personally have been in residential real estate for over 30 years, and I've loved telling people when they first came to Milwaukee from other parts of the country about our commute time. I don't speak about it quite as enthusiastically anymore. But I am here to register the association and my personal support for the metro extension from Kenosha and Racine to Milwaukee, the commuter rail option.

In late 2002, the board of directors of the Realtors Association formally endorsed the extension for some of the following reasons, citing some of these, the potential Metra stops in the Milwaukee region could bring millions of

dollars in commercial and residential real estate development. For example, in Kenosha, the property where the Metra stop is currently located was assessed at zero dollars. It now has a \$14.5 million valuation and provides 367,000 in property tax revenue to the city.

Looking at the regional level, the Metra extension would assist economic development in Racine. The city of Racine recently hammered out agreements with its surrounding neighbors to provide sewer service to the adjoining communities in exchange for future fiscal concessions. The Metra extension in Racine County would certainly help foster development opportunities in that greater Racine area.

And the Metra extension will also provide easy access to Mitchell, we've talked about that, including getting some of those frequent flier rich commuters from northern Illinois up to Mitchell. I'd rather fly out of Mitchell than O'Hare any day.

Somebody was talking about the festivals in Ravinia. I'm talking and thinking about the festivals here. There are a lot of people who would really appreciate and get more here, you

know, get here more for them, and our parades.

The employers, not only in Milwaukee downtown area, but I saw around the room somewhere here that this would provide access to maybe 147,500 jobs that are currently within a half a mile of the stations that are proposed. Anything that helps downtown parking or the freeways I think has got to be good. It appears to be part of an overall transportation plan which I think is essential.

Then there was something that was kind of interesting. In spring of 2002 when the realtors were thinking about the county executive race, they did a poll of county residents, and while they were asking some other county executive type questions, they also asked should the county encourage the Metra commuter train line from Chicago to Kenosha to continue all the way to Milwaukee? Now, this was not one of those polls that you'd just send to your supporters and you know what the answers are going to be. It was a professionally done poll, and 71 percent of the county residents agreed that it should go as an extension.

This was at a time when they were really

up in arms about financial -- I mean about the cost of anything and any tax dollar.

MR. KORB: Ten seconds, please.

MS. HALLORAN: So I would just thank you, and I appreciate it. The numbers I heard tonight, I was most impressed with that 30 to 38 million rider miles. Take those passenger miles off the freeways. Thanks for the chance to speak.

MR. PATRIE: Thanks, Ms. Halloran. I appreciate your comments. Next speaker is Kevin Barnes, 197 Overlook Court, Pewaukee, Wisconsin.

MR. BARNES: That's correct. I'm here tonight to express my support for the proposal to expand and extend the Metra service up to Milwaukee, and I'm offering that support from a unique perspective, that's the perspective of somebody who periodically is now doing the commute from Milwaukee to Chicago for work. I work for a company called Exenture (phonetic), and at the present time I split my time between our Milwaukee office and our Chicago Loop office. What that means right now is that typically I'm driving for about 45, 50 minutes in the morning down to Kenosha, parking my car and getting on the Metra

there. Now, people who aren't familiar with this commute will ask me usually one of two questions, No. 1, why aren't you taking the Amtrak, and the easy answer to that is cost. I believe that the round trip cost from Milwaukee to Chicago and back right now at the Amtrak is somewhere in the range of \$40. With the Metra I buy a ten-ride pass, and it works out to just under \$10 a day, I believe, for the Metra ride. And of course that's Kenosha to Chicago, so it's a slightly shorter trip, but you get the idea that there's a significant cost difference.

The other question people will typically ask me is why don't you drive to Chicago, and the answer to that is, well, anybody that has ever driven down to Chicago during rush hour, you know why I don't drive down to Chicago.

The other thing that I think is kind of interesting with regards to the Metra, in addition to all the economic benefits that were referenced as part of the study, one thing that didn't come out is the Metra's flexibility in what I consider to be unique situations, and to that I'm personally familiar with are the Loop flood, which happened, I guess it was, about five or six years

ago, and a fairly significant snowstorm which hit Chicago in December of 2000. In both of those cases, you had large numbers of people that were trying to get out of downtown Chicago all at once. What Metra started doing in both of those situations was essentially running trains out, as soon as they filled a train, they ran them out of the station and hit all of the stations from downtown Chicago all the way out to Kenosha. People were able to very easily get to where they needed to go despite the fact it was a really unique situation. And in the case of the snowstorm, I know an awful lot of people who had driven down and ended up having to try and find a hotel room or something in the Loop, where as I got back to Kenosha, they actually had about eight inches less snow there than they had in downtown Chicago, and I was able to get in my car and drive home.

And so in closing, I think that this a great move. I agree with some of the other speakers who've stated that this is long overdue, and I hope this goes through and we have the Metra to look forward to.

MR. PATRIE: Thank you very much,

Mr. Barnes, for your comments. Part of that is that the Department of Public Works in Kenosha County is much more efficient. Did they tell you that that's my real day job? The next speaker is Bill Moore from the Sierra Club. We do not have form number eight turned back in, so if somebody wants to turn it in, they can give it to the table or to Otto. Otto, you can raise your hand. If you took it out and you don't want to speak, that's fine too. Mr. Moore.

MR. MOORE: Thank you. Even though I did put Sierra Club down, my position here is my own, although it's very similar to the Sierra Club's. To me the amazing thing is that we need to be here at all. Citizens of Europe, of Japan, of scores of lesser developed countries between and a dozen other U.S. cities would say, what took you so long, or why did you eliminate a well working public transit system in the first place. Using a quarter of the energy of Americans, these wise governments and planners have always known the value of a system that efficiently moves all the citizens, not just those who can afford an automobile, a system that saves time and money, provides for cleaner air and decreases sprawl.

There's just no down side.

Now, just as an exercise, I ask you to imagine for a moment a country without interstate highways. Beginning in the 1950s, we would have developed a full system of high-speed commuter and intracity rail or something even more advanced by now. People would live closer to stations. Inner cities would be vibrant, and pollution would be a negligible problem. Air visibility would be virtually limitless. Global warming would not be a concern, and the loss of farms and farmland would be almost nonexistent.

We're behind, but we can catch up. The Metra extension is a good step. It should not only be extended to Milwaukee but should be part of a larger plan to include high speed rail, more commuter rail and rapid intracity transit to move people once they have reached the city. Let's plan far ahead. Let's catch up to the world.

MR. PATRIE: Thank you, Mr. Moore for your comments. Next speaker is Louise Petering, Fox Point resident intracity, 7229 North Santa Monica, Fox Point.

MS. PETERING: Thank you for the opportunity to hear the plan and to be heard

today. The Wise Ride plan presented here today is certainly the best of the three alternatives considered. It is a step forward in addressing auto communities and increased traffic on I-94 in the Kenosha, Racine and Milwaukee corridor. However, in the long run, it alone will not address traffic, land use and development issues in the areas around urban centers served by the plan. My reservations about Wise Ride center not on the plan itself but on the absence of a mandatory planning tool for all of southeast Wisconsin. Such a tool is necessary to guide development and redevelopment fostered by Wise Ride and experienced outside the narrow rail, Kenosha-Racine-Milwaukee corridor.

I have two specific concerns about Wise Ride. The first one deals with conserving open spaces and its benefits, and the second with curbing low-density urban sprawl around cities served by commuter rail, especially Milwaukee. Wise Ride itself does not assure preservation of open spaces critical to the long-term viability of southeastern Wisconsin. Given the attractiveness of open areas in Wisconsin, Wise Ride will likely draw a population north, and this poses a threat

to these open spaces, specifically environmental corridors, prime agricultural lands and rural lands outside the planned urban service area.

We've seen what's happened along I-94 since the early '70s, and hopefully this plan will mute further haphazard development outside of outlying areas for a time, but it does not guarantee preservation of the open areas that recharge our water table, cleanse our air and provide natural and recreational respites from the urban environment. As a North Shore resident and trustee in the village of Fox Point, I'm concerned that Wise Ride along the SEWRPC's proposal for widening I-43 will contribute to problems associated with low-density urban sprawl to the north of Milwaukee. The current proposal to widen I-43 through the North Shore to four lanes in each direction already threatens to remove community infrastructure and erode the tax base of several municipalities. By itself, the current I-43 proposal means increased traffic loads north out of Milwaukee and a doubling of noise, light, air and water pollution in areas along I-43. Add to that easier commutes to Milwaukee. Metra facilities could foster additional development

north beyond Milwaukee. The past two decades have seen land development in southeast Wisconsin increase about 35 percent while the population has increased only about 3 percent. Wise Ride does not really address the problems associated with outlying low-density urban sprawl.

In summary, while Wise Ride commuter rail itself is definitely a step in the right planning direction, alone it could be counterproductive for the region. To assure the plan delivers on its promises, southeast Wisconsin needs mandated, smart growth, to conserve open space to address problems associated with low-density urban sprawl and to assure development of the region in a wholesome manner. Together Wise Ride and smart growth would foster wisely in use of our infrastructure. Together they would assure a viable future for all of southeast Wisconsin. Thank you again.

MR. VESPERMAN: You just don't want black people up in Fox Point.

MS. PETERING: No. That's not the issue.

MR. PATRIE: Sir. Thank you for your

1 comments, Ms. Petering.

2 MS. PETERING: You're welcome.

3 MR. PATRIE: The next speaker is
4 Mr. Mike Mooney, 8744 Nicholson Road, Caledonia.

5 MR. MOONEY: That's correct, sir. First
6 I want to commend the regional planning commission
7 for a very thorough study and what I also feel is
8 a very excellent presentation of study. I
9 strongly endorse the recommendation that you've
10 documented which is medium level commuter rail
11 Metra extension. I think the corridor in question
12 here is a perfect opportunity for rail
13 development. I'm glad that it's coming about. I
14 believe that Metra is a very good operator, and I
15 point out that my judgment is that Metra also
16 understands the marketing of services and the
17 branding of services as I've observed in Chicago,
18 and that is extremely valuable in making forecasts
19 work and making ridership work.

20 I believe that the ridership forecast,
21 the revenue forecast is very conservative here and
22 that implementation will see a larger ridership
23 and a larger revenue base. I believe that the
24 potential economic impact from this is, if
25 anything, understated and very significant, and

1 finally I urge very prompt implementation of the
2 recommendation that you've made. Thank you.

3 MR. PATRIE: Thank you, Mr. Mooney, for
4 your comments. No. 12 slip was not handed in.
5 Someone has taken it out. If they wish to speak,
6 get it to Otto or Ms. Martinsek. If anybody has
7 now thought of something, they want to speak, they
8 should raise their hand, and we'll get you a form.
9 State Representative John Richards apparently just
10 came in. There he is back there. Welcome. If we
11 missed any other elected officials, you should
12 check with Kris also. We didn't catch the trustee
13 from Fox Point. The next scheduled speaker is
14 Richard Haase, H-A-A-S-E, if I've pronounced it
15 correctly, 2202 South 28th Street, Milwaukee.

16 MR. HAASE: Close enough.

17 MR. PATRIE: Is it Haase?

18 MR. HAASE: It's Haase. First of all,
19 let's see if I can actually get this pointed
20 towards me. All right. That sounds like it's
21 going to work. All right. Thank you for having
22 this hearing, and fortunately for your schedule, a
23 number of people have already mentioned a few of
24 the things I wanted to mention, so I may be able
25 to keep it within the three minutes. All right.

1 Things that I have not heard addressed so far
2 is -- First of all, I am in favor of the rail
3 option, primarily because buses for any kind of
4 long-distance commuting just don't seem to work.
5 Some people may be aware that there is a
6 Milwaukee, Racine, Kenosha bus service right now
7 provided by Wisconsin Coach Lines. And I believe
8 according to the numbers in your charts, it
9 carries something like 700 riders a day. For all
10 the traffic, if buses were -- And congestion we're
11 talking about. If buses were that desirable a
12 commuter solution, I think there would be a lot
13 more people using the buses. There would be a lot
14 more buses running. Consequently the highways and
15 streets downtown and everything would be a lot
16 more clear. The commuter rail is desired by
17 people in the cities where it runs. This can be
18 seen by the fact that in many cases it actually
19 exceeds the initial projections, so buses just are
20 not going to work, and it's entirely proper not to
21 give them any more consideration for long range
22 planning.

23 The second issue again, as was discussed
24 by one other person, is accessibility to the
25 disabled and to the same extent poor people.

1 Currently even though there is bus service right
2 now to Racine and Kenosha, it is almost completely
3 useless to those such as myself who are in a
4 wheelchair or on a scooter. The service runs
5 something like five or six trips a day. The
6 service -- I believe Wisconsin Coach Lines has one
7 bus that is handicapped accessible, which if you
8 let them know early enough, they will try and put
9 on the run you want to take. You have no
10 flexibility. You have to plan a trip several days
11 in advance. With commuter rail which is
12 handicapped accessible, I've seen the service in
13 Chicago and it is. Just like anyone else, I can
14 decide, hey, I want to go to Kenosha for dinner.
15 Hey, I'm going to take a job in Racine. Whatever
16 the case is, I will be able to board whatever
17 service I want to as will many other people.

18 Same situation would apply to low-income
19 people. While there is a limited number of bus
20 service to Racine and Kenosha, there is nothing
21 compared -- It again does not meet the flexibility
22 for people who need to take jobs or to travel for
23 any other purposes to that area. Commuter rail
24 will solve that problem or will lead -- go a
25 substantial way in solving that problem.

The third point again is that this seems to be, of the various commuter rail programs in Milwaukee, this seems to be the easiest one and the one that could be quickly implemented. I think, as others have stated, once this program is put in, if it is, people will see the advantages. We will have a better chance of getting commuter rail service to the western suburbs, the northwestern suburbs, Oconomowoc, West Bend, such as that, and it will do a very good service towards getting people out of their cars, perhaps even taking enough pressure off the highways that we won't have to bulldoze half of the cities and older suburbs to widen our freeways to eight or ten lanes, which is a very good thing. This is a good system. It should be put in as soon as possible, and the Racine, Kenosha commuter service is the way to start it. Let's stop talking. Let's do it.

MR. PATRIB: Thank you, Mr. Haase. We appreciate your comments tonight. The next scheduled speaker is Dick Oldenburg, campus planner, UW-Parkside, Kenosha, Wisconsin.

MR. OLDENBURG: Thank you. Dick Oldenburg, campus planner, UW-Parkside. That's

correct. We had a representative who spoke at the hearing last evening down at our home turf, if you will. We're at the other end of the line from Milwaukee, but Parkside would like to say again, as we did last evening, we're in favor of the proposal and preliminary recommendations of the Advisory Committee, and a couple comments I want to mention on my time here.

For those of you who aren't familiar, UW-Parkside is one of the 13 four-year comprehensive campuses in the UW system that offers undergraduate and graduate degree programs. It was founded in 1968, and it's slogan is southeastern Wisconsin's University of Opportunity. Its mission has always been regional in nature. Its location, basically between Kenosha and Racine counties and northeastern rural area of Kenosha county, is meant to provide services and educational opportunity for residents of both counties as well as for other residents from the Chicago, Milwaukee corridor. Currently more than 5100 students attend Parkside, another thousand or so faculty, staff and administrators supply educational support services to the campus. The master plan for the campus as originally

developed has an academic core area of about 80 acres in the central part of campus. It's primarily wooded and open space, but that's the main academic and administrative buildings. Outside this inner core are all the support services, the student housing, the Parkside union, the physical plant facilities and some administrative facilities and so forth. And as part of that outer core is a series of five very large parking lots that accommodate the 6,000 or so people that come on a daily or weekly basis to the campus. The campus itself operates a shuttle bus that continuously makes a Loop around the campus getting people from their parking lots to the main academic buildings.

In addition to that, because of its focus on the region, Parkside also offers a series of public events. It considers itself a gathering place for the area, whether it's film series, lecture series, hosting camps or training sessions for business and other community groups. Business groups have events there. Trade shows are handled there. The largest event is the annual Kenosha, Racine business expo, which over a two or three-day period attracts thousands of people from

the adjoining counties. The student body of Parkside extends from the north side of Chicago to the south side of Milwaukee. About 75 percent of the faculty, staff and students reside in that area, and even discounting the 700 or so students that live on campus who, for the most part, have vehicles themselves, because Parkside is kind of in the country. The amount of people both going to Parkside and coming from Parkside on a daily or weekly basis is pretty substantial, and I would submit to the committee that Parkside, in addition to Mitchell Field and downtown Milwaukee is one of the larger trip generators in the region. One of the proposed commuter rail stations is about a mile away from Parkside's campus in the town of Sommers. That location also happens to be about a half mile away from Carthage College, one of our sister folks in the area, and about two miles away from the main campus of Gateway Technical College.

MR. KORB: Ten seconds.

MR. OLDENBURG: Okay. I would suggest that the group consider a shuttle to connect those three institutions to the commuter rail station and Sommers as well. Again, to summarize, UW-Parkside is in favor of the proposal. We would

1 actually like to see a little increased service
2 for evening hours. Thank you.

3 MR. PATRIE: Thank you, Mr. Oldenburg,
4 for your comments this evening. Next scheduled
5 speaker is Rosemary Wehnes, hope I pronounced it
6 correctly, 7922 Jackson Park, Wauwatosa.

7 MS. WEHNES: Thank you very much.

8 MR. PATRIE: Did I pronounce it
9 correctly?

10 MS. WEHNES: Yes. That is correct. The
11 John Muir chapter of the Sierra Club supports the
12 Kenosha-Racine-Milwaukee commuter train service.
13 It will provide a fast, modern, comfortable and
14 affordable travel option using existing
15 right-of-way. Rail gives people a fast and easy
16 alternative to congested highway travel. Rail is
17 less subject to weather and construction delays.
18 It will be an accessible and practical alternative
19 for commuting with 362,000 jobs and 540,000
20 residents projected within three miles of proposed
21 stations. Three out of Wisconsin's five largest
22 cities are on the KRM route. It will cut down on
23 traffic growth by offering more transportation
24 options. Studies have shown that providing more
25 lanes of traffic does not solve the congestion

1 problem. It will cut air pollution. Most train
2 ridership will be diverted from autos which cause
3 75 percent of the hazardous air pollution in
4 Wisconsin. It will be accessible to people with
5 strollers and bicycles as well as those with
6 disabilities or those that don't own a car. It
7 will reduce sprawl by directing future development
8 to existing communities around transit stops. And
9 by the way, the Sierra Club also supports stronger
10 smart growth law to help control development. It
11 will be a more economical infrastructure
12 investment than creating wider highways. Public
13 investment and rail infrastructure provides
14 support to roadways, airports and ports.

15 The advantages of commuter trains over
16 bus service include preservation of the rail
17 corridor for the future, optimizing
18 transit-oriented development by using
19 underutilized rail corridor that increases access
20 points, providing transportation choices that are
21 off road which is a safer alternative and less
22 weather sensitive and maximizing the use of
23 federal programs.

24 In addition, we support consideration of
25 providing more than the seven daily trips so users

1 have more flexible schedules to choose from. We
2 also would suggest provision of electrical ports
3 for computer use, should be included,
4 accommodating bicycles. Handicapped accessibility
5 should be well designed, provide sufficient
6 connecting shuttle bus service from stations to
7 workplaces that are not within walking distance,
8 and finally include the KRM commuter rail project
9 as part of a multi-modal transportation plan for
10 southeast Wisconsin to maximize the potential for
11 implementation. So we support the KRM commuter
12 rail project to reduce traffic, pollution and
13 sprawl and to provide a healthier environment and
14 more choices for our families. Thank you.

15 MR. PATRIE: Thank you, Ms. Wehnes, for
16 your comment this evening. The next speaker is
17 going to be moved up. Apparently he has a train
18 to catch. Since that's the whole purpose of this
19 public hearing, Mr. Alan Schmitt, 5217 West
20 Burtell Avenue (phonetic) Chicago, Illinois.

21 MR. SCHMITT: Still my routes are in
22 Wisconsin. I just wanted to say real quickly, and
23 thank you for moving me ahead, it makes so much
24 sense to better connect all these cities on the
25 corridor here, and it just seems that rail has a

1 much better ability to attract a lot of riders
2 than even really good bus service does. When I
3 look at the kind of development around so many
4 Metra stations in the Chicago area, it is just
5 phenomenal how that has been developing in recent
6 years. It's just really excellent to see.

7 And I know the gentleman from the Sierra
8 Club mentioned the issue of sprawl. I think
9 anything we can do that can help reduce the way so
10 many of our open lands are just being used up in
11 such inefficient ways makes so much sense, and I
12 think that all fits with the smart growth that one
13 of the women was speaking of earlier. And also,
14 when I've looked at some of these rail
15 developments in other areas, it always seems that
16 the actual ridership turns out to be a good deal
17 more than what these studies show, so I think we
18 can be confident that the response will be very
19 strong to this service. I'm really glad to see
20 this may be moving ahead, and I think I can speak
21 for a lot of people in the Chicago area, that we
22 too would like to see this connect all of us
23 together. Thank you very much.

24 MR. PATRIE: Thank you for your
25 comments, Mr. Schmitt. Next speaker, No. 16,

Larisa DeZayas, Bureau for the Blind, 1741 South 55th Street, West Milwaukee, Wisconsin. How did I do?

MS. DEZAYAS: DeZayas.

MR. PATRIE: DeZayas. Okay.

MS. DEZAYAS: I'm going to try to keep this real brief. I'm here pretty much with my own experience to speak from, and I'm going to represent four different perspectives. I come as a mother. I have two little kids, ages two and four, and I'm also an orientation and mobility specialist which means that I teach people who are blind how to travel using a white cane. That includes indoor and outdoor travel, taking transit, that sort of thing. I'm also a former student, a poor student for awhile, didn't have a car, and I've also been a tourist.

Let's start with being a mom. Just recently I took a Greyhound bus to visit my family, so I took the Greyhound bus. The train was too expensive, and I'll tell you, the bus is like the wild west. It's something else. And having had the experience of living in the city of Toronto and using the rail there, I really much prefer using that system, and it's more

predictable. There are more places to board, so you don't have so many people cramming into one spot. And the train is more accessible, not just for people with disabilities but for people who have children.

And as an orientation mobility specialist, I'm going to say, of course, for people who are blind, just like anybody who doesn't drive, using the train will be an option to help them get to their jobs and visit their families much more easily than using a bus. Well, the bus can be okay, but definitely the rail is a better option. For one thing, with the stops being at fixed locations, it's easier to ensure that those stops are accessible to people who are visually impaired. I also want to encourage you guys to make sure that the rail is accessible to people who are visually impaired in the many ways that that can be done. I'm not going to go into that here.

As a former student, I used to go to school two cities outside of where I lived in Toronto, and I used to take the train every day to the school, and it was nice. I got to study. I didn't have to worry about traffic, and that's all

I'm going to say about that.

And as a tourist, having been a tourist in Europe, being in Poland for two months, I got all over the country using the trains, and it took me to all kinds of great cities, and it was just fabulous to be able to be on the train and meet people and not have to worry about sitting on the hot, sweaty bus, and you can move around more freely, which is very nice, so that's basically it. Thank you very much for your time.

MR. PATRIE: Thank you, Ms. DeZayas. I appreciate your time. The next scheduled speaker is Sandy Polaror, Vliet Street Business Association, 5050 West Vliet Street, Milwaukee.

MS. POLAROR: Thank you. Our business association consists of 47 different businesses. We wholeheartedly support the expansion of this proposed Metra link. We feel it's a wonderful example of the type of transportation that SEWRPC needs to expeditiously implement and further develop. What is there not to like about this? And I guess I could just say ditto and sit down, because everyone has pretty much covered all the positive, but some of the things in a nutshell, it would be fiscally responsible. It's

environmentally friendly. It serves businesses and labor force alike, and it stimulates a commerce between the cities.

One of the suggestions that I and the Business Association feel strongly about is marketing this. So many things kind of get lost in the shuffle because they're not properly marketed. The trolley might be a good example of that. But we really need to take this system, make sure the information gets out to the public, that there is media support for this, to make this accessible and this information readily available for people, because without the information, they're not going to use it. We hope that this proposal moves along fast and proves to be so wildly successful that there will be additional talk and open forums like this one to talk about additional spurs that could be implemented, whether they're north or specifically through the Menomonee River Valley. That's it. Thank you.

MR. PATRIE: Thank you, Ms. Polaror. The next scheduled speaker is Timothy Halkowski, 3768 South Griffin Avenue, Milwaukee.

MR. HALKOWSKY: I'll be real brief. The only thing I want to add to all of the excellent

things the folks have already said in favor of the rail alternative, which I'm also in favor of, one thing I want to add is that this is also a public health issue. Every time we expand the width of freeways, we are expanding and increasing in a very strong way the number of folks who are admitted in emergency rooms and who have to make urgent care visits because of asthma exacerbations. In that sense, you can think of asthma and the cost that we all pay in terms of the lack of adequate health care in this country actually. I can think of the asthma costs that we're all paying actually as transportation costs. Economists call those externalized transportation costs. And for that reason, if for no other reason, I think it would be very wise for this proposal to move forward and move forward quickly. Thanks.

MR. PATRIE: Thank you, Mr. Walkowski. I appreciate your comments tonight. The next scheduled speaker is Ms. Sandy Miles, M-I-L-E-S, 13114 West Forest Drive, New Berlin.

MS. MILES: Hello. Thanks for holding the hearing. This is a great idea. It's really exciting, and I can't wait for it to start, and

I'll be riding it. Even though I'm lucky and I only have a two-mile commute, I'll be taking more trips to Chicago to the art museum, and it won't cost me \$40 like Amtrak. That will be really nice. Anyway, trains are really a great way to travel, and the gentleman before me mentioned this public health issue. I had something to say on that beyond the obvious like air pollution and land use, and that is this morning when I was thinking about coming here, the Journal on-line just happened to have something about how traffic fatalities have gone up. And, you know, a lot of people are terrified of flying because a couple hundred people get killed in a plane crash, one plane crash, and yes, that's a tragedy. However, Wisconsin alone, in 2002, 805 people were killed in traffic crashes. That's up 5 percent from the year before. And yet everybody drives, and people don't seem to be afraid of driving, but they're afraid to get on a plane, so let's also think about less highway traffic. Hopefully we'll also save lives there. Thanks a lot.

MS. MILES: Thank you, Ms. Miles, for your comments tonight. The next scheduled speaker is Jim Carpenter, Green Party, 1633 North

Prospect, No. 9C, Milwaukee, Wisconsin.

MR. CARPENTER: On behalf of the Green Party, I would like to thank the Regional Planning Commission and the Advisory Committee for recommending commuter rail. I know it's going to take State legislation to implement commuter rail, and I would love to be elected this Tuesday on the special election on being your next state senator and to help implement the commuter rail.

I'd also like to thank the Advisory Committee for noting the positive impacts of commuter rail on land use, economic development, and the quality of life, and thank you for recommending that no local share be required to build and operate a commuter rail. Commuter rail acts like an interstate, and it should be funded like an interstate with no local share. And I believe the federal government should contribute the major cost of building commuter rail. If we can find billions of dollars to bomb and rebuild other countries, I think we can find money to build commuter rail. And if we become less dependant on automobiles and oil imports, maybe we'll have one less reason for starting war.

Finally, I'd like to reinforce your

observation that commuter rail attracts auto drivers. I used to ride a commuter rail when I lived in the Chicago area, and believe me, the people were on the commuter rail not because they didn't have a car but because they preferred to take commuter rail over driving the car, and I know that one of the greatest attractions of the commuter rail is to attract new people to transit.

Finally, I'd like to say something on the timing of the commuter rail. My hope would be that commuter rail could be implemented before the interstate is rebuilt, not just from Chicago to Milwaukee but from Milwaukee to the western suburbs and to the northern suburbs. Some commuter rail systems in other parts of the country got off to a great start because they served as an alternative during highway reconstruction. Lanes closed on the expressway will be the best marketing device for commuter rail. Thank you.

MR. PATRIE: Thank you, Mr. Carpenter. The next scheduled speaker is Paul Bloyd, 1633 North Prospect, Milwaukee. Is there a Mr., looks like it's Paul Bloyd, B-L-O-Y-D.

PUBLIC: He left.

MR. PATRIE: He had the opportunity. We didn't get numbers 23 and 24 back if somebody has them. If anybody else would like to speak, raise your hand, and we can get you a card, otherwise, we're down to our last scheduled speaker. And that is Ryan VanDenElzen, I hope I said that right, 2821 East Bellevue Place, Milwaukee.

MR. VANDENELZEN: Very good on the Dutch name. Thank you. I think everybody here has had the benefits of commuter rail, and I also am for it, but I'm skeptical of the funding sources. My concern is that we're saying there's not going to be a local share and we're relying heavily on grants that haven't been secured yet and funding from the state, who we all know the budget isn't exactly in good condition right now, so I guess my only concern is that we're already overtaxed in the city of Milwaukee, and I'm sure that residents of Racine and Kenosha feel the same way, that if we're going to do this, we talk about all the benefits it's going to bring to the community, but there has to be some kind of way to capture some of those economic benefits and turn it back into the system so that we're not looking to the local communities, we're not constantly relying on

grants from the federal government or funding from the state that may or may not be there in the future. We're looking at an average estimate of \$20 million operating expenses per year. Compared to highway expansion, that might not be high, but highways are still going to be expanded, and they still need to be expanded, so we're not going to draw significant amounts of money away from that. So I guess my only concern about this would be finding appropriate funding sources, securing those sources, and convincing the communities, including myself, that we're not going to be hit harder on our taxes in order to achieve this. Thank you.

MR. PATRIE: Thank you for your comments this evening. We have no more cards that have been filled out, so the first opportunity to come to the microphone and speak would be for anybody who hasn't spoken or had the opportunity to voice their comments tonight, and we'll give it a second or two here for someone to stand or raise their hand if they want to speak. If not, if someone feels in their first three minutes that they didn't get to all the points they want covered, if they could raise their hand? Seeing no one coming

to the microphone, I want to thank the consultant staff for their work here tonight and the SEWRPC staff. There have been a number of members of the Advisory Committee that were here. Mr. Peter Beitzel was here. I think he left. If I missed anybody on the Advisory Committee, I apologize in advance. And I guess with that, the public hearing is closed, and thanks, Jodi Tyley, for being the stenographer here tonight. Thanks everybody for coming.

(Proceedings concluded at 7:18 p.m.)

STATE OF WISCONSIN)
) SS:
COUNTY OF MILWAUKEE)

I, JODI L. TYLEY, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that the above transcript was recorded by me on the 24th day of April, 2003, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 12th day of May, 2003.

Notary Public
In and for the State of Wisconsin

My Commission Expires: October 1, 2006.

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Koshong-Racine-Milwaukee Corridor Transit Study

April 24, 2003
Downtown Transit Center
Harbor Lights Room
509 E. Michigan Street
Milwaukee, Wisconsin

Name	Address	Community
1. Richard L. Stefanik	210 E. Highland Ave. apt 205 Milwaukee, WI 53202	Milwaukee
2. Joan Vesperman	2139 S St Milwaukee WI 53207	Milwaukee
3. CKorth Peterson	6513 Weston Dr Hudson WI 53711	Hudson
4. JOAN HERIGES	1104 N. MARSHALL ST. MILW 53202	Milwaukee
5. Rachelle Barnard	219 West Madison St. Milwaukee 53204	Milwaukee
6. C.A. WISFNER	300 So Oakland Ave Burlington WI 53105	Burlington
7. Gus Ricca	1910 E. Jarvis St Shorewood, WI 53211	Shorewood
8. Jack E. Arnold	3633 N. Oakdale Ave Shorewood 53211	Shorewood
9. Edward Schultz	2170 S 10th St Milwaukee 53215	Milwaukee
10. Ann Schultz	" 11th " 7 " "	"
11. Keith Crum	2334 N. Holton Milwaukee 53212	Milwaukee
12. Joyce Ann Boyland	3227 N. Cramer St Milwaukee 53211	Milwaukee
13. Peter Boyland	" " " " "	"
14. Chris Hansen	2433 N. Stewart Ave Milwaukee 53211	Milwaukee
15. Jamie Wilson	2001 Midway Ave Wauwatosa, WI 53226	Wauwatosa
16. Lincoln R. Rice	PO Box 05206 Milwaukee WI 53205	Milwaukee
17. Michael Swedish	527 Roberts St. Wauwatosa, WI 53223	Wauwatosa
18. Joseph (Greg) Fordard	618 42nd St. " "	"
19. Aaron Michelson	4661 N. Backside Wauwatosa, WI 53225	Wauwatosa
20. Nicholas Dajole	1127 N. Cass St Milwaukee WI 53202	Milwaukee
21. Chris Reese	4067A N. 11th Milwaukee WI 53209	Milwaukee
22. Mary Bernow-Egan	2958 S. Maple Ave Milwaukee WI 53207	Milwaukee
23. Mike Xaman	4044 N. Oakdale Ave Shorewood, WI 53211	Shorewood
24. Phil Gerbyshak	9902 W. Sycamore Pl Milwaukee WI 53222	Milwaukee
25. Dina Sullivan	3257 S. Delmonico Milwaukee WI 53207	Milwaukee
26. Jim Ratan	3107 N. Hackett Ave Milwaukee 53211	Milwaukee
27. Richard Patterson	5000 Metropolitan Milwaukee	Milwaukee
28. Jim Jankin	234 N. Broadway Milwaukee 53202	Milwaukee
29. Mark Bunko	11414 W. Park Pl. Ste 300 Milwaukee	Milwaukee
30. DAVID FOCKER	1324 N. Water St Apt 504 Milwaukee	Milwaukee
31. MARK ASTORND	2341 E. Euclid Ave Milwaukee WI 53207	Milwaukee
32. Susan BeSmith	P.O. Box 1313 Milwaukee 53201	Milwaukee
33. James D. Orlan	6135 Oakdale Dr #25, Cudahy 53110	Cudahy
34. Michael Schell	512 N 59 #7 Milwaukee 53213	Milwaukee
35. T. J. K. K.	271 E. North Ave Shorewood, WI 53211	Shorewood
36. Dan Risa	6609 Grant St Wauwatosa, WI 53223	Wauwatosa
37. Matt Schradke	1039 N. Cass St Apt 202 Milwaukee WI 53202	Milwaukee
38. Robert Strass	276 N. Milford #4 Milwaukee 53102	Milwaukee
39. Alan A. Bange	197 Overlook Ct. Pewaukee 53072	Pewaukee
40. George Hahn	447 N. 40th St Milwaukee 53208	Milwaukee
41. Phillip A. Hahn	2302 S. 28th St Indianapolis	Indianapolis
42. Pauline J. Hoffmann	4842 N. Shoshone Whitefish Bay 53217	Whitefish Bay
43. Nancy Blankenship	5923 Regency Dr. Grandville, WI 53109	Grandville
44. Joe Wresler	5806 N. Bayshore Ave Whitefish Bay WI 53217	Whitefish Bay
45. Sharon Citek	2107 E. Kensington Blvd Milwaukee 53211	Milwaukee
46. Laura Wake	1422 E. Russell Ave Milwaukee 53207	Milwaukee
47. Jeff Pray	1422 E. Russell Ave Milwaukee 53207	Milwaukee
48. Bill Moore	4260 S. Victoria Cir, New Berlin 53151	New Berlin
49. Hal Wynn & Wade Lytle	16 N. Central St. Madison WI 53703	Madison
50. (1000 Friends of Wisconsin)	" " " " "	"
51. Timothy Pearson	1100 W. Wells Apt 910 Milwaukee, WI 53233	Milwaukee
52. Larin Jermans	1791 S. 55th St West Milwaukee WI 53214	West Milwaukee
53. Scott Starnes	939 E. Homer St #4 Milwaukee 53207	Milwaukee
54. Mark Grockiewicz	2115 W. Sagitt Ave #3 Milwaukee 53211	Milwaukee
55. Ron Schwab	1327 W. Fountain #6 Milwaukee 53151	Milwaukee
56. Clare Schwenken	" " " " "	"
57. Thomas F. Martinko	2055 W. Wisconsin Ave Apt 206 Milwaukee 53208	Milwaukee
58. RYAN MELBARD	5319 W. Lincoln Rd Racine WI 53402	Racine
59. Debra Sharrill	6361 S. 27th St Franklin, WI 53120	Franklin
60. Dan & Ted Ludwig	2974 S. 1st Ave Milwaukee 53207	Milwaukee

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Koshong-Racine-Milwaukee Corridor Transit Study

April 24, 2003
Downtown Transit Center
Harbor Lights Room
509 E. Michigan Street
Milwaukee, Wisconsin

Name	Address	Community
61. Alan J. Jansen	2139 S. 5th St Milwaukee	Milwaukee
62. Samuel Chudy	4718 W. Bluemond Milwaukee	Milwaukee
63. Andrew Siller	1815 Summit Ave Madison	Madison
64. JAN KOTONIRE	2579 S. NORTHWORTH MILWAUKEE	MILWAUKEE
65. ED CIECHANOWSKI	8530 S. CATHY LN ST. JAMES	ST. JAMES
66. T. W. PARKER	111 E. WISCONSIN MILWAUKEE	MILWAUKEE
67. MYRTLE KASTNER	1129 N. Jackson St. 1007 MILW.	MILW.
68. Barry Stewart	525 N. 20th St. 1007 Milwaukee 53203	Milwaukee 53203
69. David M. Nelson	1583 11th Ave Kenosha	Kenosha
70. Julie Gmelinder	Grande Milwaukee 1020 N. Broadway Milwaukee	Milwaukee
71. JAMES A. FRASHERSKI	4436 N. 41st St Milwaukee WI 53211	Milwaukee WI 53211
72. Robert J. Bauman	808 N. THIRD ST Milwaukee WI 53203	Milwaukee WI 53203
73. Kevin Buss	1109 N. Milwaukee St. 1000 Milwaukee 53202	Milwaukee 53202
74. Steve Buss	2037 N. 16th St. Wauwatosa 53212	Wauwatosa 53212
75. Tom Simmons	3525 E. VAN DYKE AVE. ST. FRANCIS 53235	St. Francis 53235
76. MICHAEL J. RYZER	3617 S. 15TH PL. MILWAUKEE 53211	MILWAUKEE 53211
77. Kit Halperin	1633 N. Prospect St. Milwaukee 53202	Milwaukee 53202
78. Matt Cernik	3313 12th St. Milwaukee, WI 53205	Milwaukee, WI 53205
79. SUE COLEMAN STRAUSS	2026 N. WATER ST 4th FLOOR MILWAUKEE 53202	MILWAUKEE 53202
80. JEFF JOEL	117 N. VICTORY 303 CHICAGO 60690	CHICAGO 60690
81. JOSH. WATKINS	449 N. 40th St Milwaukee 53208	Milwaukee 53208
82. Petra Thewrich	2612 N. 6th St Milwaukee 53213	Milwaukee 53213
83. Greg Hoffmann	4842 N. Shoshone Whitefish Bay 53217	Whitefish Bay 53217
84. Nancy Frank	1100 N. 21st E. Hartford Milwaukee, WI 53211	Milwaukee, WI 53211
85. Chris Johns	2562 N. Sherman St Milwaukee	Milwaukee
86. Karen Baker	5400 N. Bay Ridge Ave Milwaukee	Milwaukee
87. Lilian Fowler	2949 N. Hackett Milwaukee 53211	Milwaukee 53211
88. Louise Peterson	7229 N. Santa Monica Fox Pt 53217	Fox Pt 53217
89. Dan Nasowitz	418 N. 3RD ST MILWAUKEE 53203	MILWAUKEE 53203
90. Bill Sell	2527 S. Lane St Milwaukee 53207	Milwaukee 53207
91. Jerry Munkley	10 Doty St Madison WI	Madison WI
92. Maurice Williams	3145 S. 4th St #5 Milwaukee, WI 53219	Milwaukee, WI 53219
93. Payton Son Gupta	100 Cottage Blvd #149 Waukegan, WI 53086	Waukegan, WI 53086
94. Mike Morrey	8744 N. Madison Ave Calumet, WI 53108	Calumet, WI 53108
95. Kim Melovsky	7409 N. Broadway Rd. Milwaukee 53217	Milwaukee 53217
96. Jay Larkley	" " " " "	"
97. Tamara Hamilton	4575 W. Findlay Milwaukee WI 53205	Milwaukee WI 53205
98. Gordon R. McCoy	1142 E. 8th St #1205, Chicago, IL 60637	Chicago, IL 60637
99. Alan Schwartz	5217 W. Benton Ave Chicago, IL 60641	Chicago, IL 60641
100. Chris Mullenbach	3317 N. Oakland Ave #6 Milwaukee WI 53211	Milwaukee WI 53211
101. John Perriello	710 N. Franklin St Milwaukee 53203	Milwaukee 53203
102. Chris Wickman	8823 Greenview Milwaukee 53129	Milwaukee 53129
103. Thomas Wickman	8823 Greenview Milwaukee 53129	Milwaukee 53129
104. Peter Britton	756 N. 11th St Milwaukee 53202	Milwaukee 53202
105. Ric Bickel	2503 E. Ohio Shorewood 53211	Shorewood 53211
106. Elia Pappalardo	" " " " "	"
107. Matt Bonde	6328 W. Greenfield West Allis 53214	West Allis 53214
108. Jodi Huelshman	" " " " "	"
109. Stephen Roman	633 W. Wisconsin Ave #49 Milwaukee 53203	Milwaukee 53203
110. Alan Chapman	2551 N. Prospect Ave Milwaukee 53211	Milwaukee 53211
111. Ron Smith	P.O. Box 1010 Milwaukee WI 53212	Milwaukee WI 53212
112. Jeff Smith	5411 N. Broadway Milwaukee WI 53202	Milwaukee WI 53202
113. Mike Smith	2216 E. Euclid Pl Milwaukee 53202	Milwaukee 53202
114. Susan Halkowski	3708 S. Griffin Ave Milwaukee WI 53207	Milwaukee WI 53207
115. Frederick Vogel	2405 E. Wisconsin Ave Milwaukee 53202	Milwaukee 53202
116. Jim Carpenter	1633 W. Prospect Milwaukee 53202	Milwaukee 53202
117. Barry Timm	2625 N. Pottery St Milwaukee WI 53212	Milwaukee WI 53212
118. Kathy Moore	134 W. 34th St. #102 Pewaukee 53090	Pewaukee 53090
119. Sam Jacob	7520 N. Hammond Ave South Waukegan WI 53190	South Waukegan WI 53190
120. Jennifer Olson	1029 N. Jackson Milwaukee 53202	Milwaukee 53202

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

April 24, 2003
Downtown Transit Center
Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name	Address	Community
121. Arthur W. Kiewer	1541 S. Highland Rd #107	New Berlin 53151
122. GARY VOGT, D. DATHOD, AIA	1127 N. HARKRALE #601	MILWAUKEE 53202
123. Ron L. Van Der Grint	2821 E. Berkeley Ave #8	Milwaukee 53211
124. Jeff Zedny	800 E. Henry Clay St. #207	WFB 53217
125. Elinor Trethaway	2532A N. Berthold Ave	Milw. 53211
126. Sandra Packer	3033 N. Marquette Ave #10	Milw. 53211
127. Tim Kiefer	1007 N. Cass 410	Milw. 53202
128. Dick Olenburg	UN-PAKESIDE	KENOSHA WI 53144
129. Thoralf Wabman	8823 Greenview	Grandville WI 53129
130. David Winkler	841 N. Broadway	MIL 53225
131. GARY SANDLER	PO BOX 371	MILW 53201
132. [unclear]	2754 N. HARKRALE	MILW 53211
133. Rosemary W. Kennes	7422 Jackson Rd	Tosa 53213
134. John Buganski-Corban	600 W. Wisconsin Ave	Milwaukee 53203
135. ERIC LEISNER	2916 N. FREDRICK BLVD	MILWAUKEE 53211
136. Sandy Polak	5211 W. Washington Blvd	Milw. 53208
137. JOHN SEIBER	339 W. VINE ST	MILW 53212
138. NATHAN GUTENBERG	PO BOX 71168	MILW 53211
139. CARLA JEFFERIS	2216 E. VANHOG	MKE 53202
140. Timothy H. Kowalski	3768 S. Griffin Ave	53207
141. JEREMY R. FOLGER	1181 N. MILWAUKEE	MILWAUKEE 53202
142. Saul Miles	13114 W. Forest Dr	New Berlin 53151
143. Pat Schmidt	913 S. 21	Milwaukee 53215
144. Vinan Corres	1707 N. Prospect Ave #80	Milw. 53202
145. Eric Kux	1028 E. State St #27	53202
146. PAUL + DOROTHY BLAND	1693 N. PROSPECT AVE	53202
147. BRIAN PETERKA	3157 N. CRAMER ST.	MILWAUKEE 53201
148. Jennifer Runquist	3002 E. Kenwood Blvd	MIL, WI 53211
149. DAVE MISUN	1717-35th St	KENOSHA WI 53140
150. Mike Krombe	16328 Parklawn Ct	Hales Corners 53130

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

April 23, 2003
Kenosha Gateway Technical College
Madriano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name	Address	Community
151. Jason D. HANSEN	1316 W. Jackson #312	
152. Michelle Humeuager	3953 N. MURPHY	
153. Daniel Lee	6137 W. Spokane St	Granville
154. Gail Fitch	1733 N. Cambridge	Milw.
155. Roger Cornelison	1508 E. Brady St. #8	Milw. 53202
156. Russ Achelt	2322 N. 85th St	Wauwatosa 53213
157. George Ottavio	1012 N. 22nd St	UW-M
158. Donald Ottone	2020 E. Park Pl #108	Milw. 53211
159. Richard E. MARK LUX	2815 E. HARTFORD Ave	Milw. 53211
160. Jodie Tjornehoj	12302 W. Center	Milw. 53222
161. Nicholas J. Jansz	2053 N. Cramoie	Milw. 53211
162. John R. Kiani	1823 N. Oakley	Milw. 53212
163. Roger King	1575 Saint John	MKE
164. MICHAEL HOWARD	1450 N. 40	271 (W) 53208
165. Charles L. Blunt	910 S. 58th	West Allis
166. Mark Baker	4414 N. Winthrop Ave	Shorewood
167. Mary Wynn	6730 W. Ziebell Rd	53210 Milw
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Commission Staff

Kenneth R Yunker.....Deputy Director
Otto P. Dobnick.....Principal Planner
Gary K. Korb.....Regional Planning Educator

Appendix A-3

TRANSCRIPT AND ATTENDANCE RECORD,
PUBLIC INFORMATION MEETING AND HEARING,
GATEWAY TECHNICAL COLLEGE, CITY OF RACINE, APRIL 30, 2003

BROWN & JONES REPORTING, INC.

WISE RIDE
KENOSHA-RACINE-MILWAUKEE
CORRIDOR STUDY OF COMMUTER RAIL AND BUS SERVICE

Taken At:

Gateway Technical College
1001 South Main Street
Racine, Wisconsin

Wednesday,
April 30, 2003

Before:

Jennifer L. Schmeling, R.P.R., C.R.R.

A P P E A R A N C E S

Mr. Kenneth R. Yunker, PE, Assistant Director,
Southeastern Wisconsin Regional Planning Commission.
Mr. Gary Korb, Regional Planning Educator, UW-Extension
working with Southeastern Wisconsin Regional Planning
Commission.
Mr. Frederick J. Patrie, Director of Public Works,
County of Kenosha.

312 East Wisconsin Avenue
Suite 508
Milwaukee, WI 53202
PHONE: (414) 224-8530
FAX: (414) 224-9838

TRANSCRIPT OF PROCEEDINGS.

MR. PATRIE: Mayor of the City of Racine,

Mr. Gary Becker, the Honorable Gary Becker.

(Applause.)

MAYOR BECKER: Thank you. Thank you all
for coming tonight. Most of the people I would
guess that are in this room are excited about this
project and what it means for not just our
immediate community of Racine but for the region as
a whole and the type of energy and excitement it
can bring to the area. So basically, I just wanted
to welcome everyone here tonight. Thank you for
your interest and your support, and certainly thank
all the staff from SEWRPC and from Transit now for
all the work they've done for years on this
project. And it seems like we're getting closer,
but we certainly aren't there, so it's no time for
anyone to relax and think this is a done deal, and
that's why it's so important to get all the
comments and to get everybody out here tonight. So
again, thank you all for coming, and stay with it.

(Applause.)

MR. PATRIE: Thank you, Mayor Becker.

For those of you who don't know who I am, I'm Fred
Patrie. I'm the Director of Public Works for

Kenosha County, your neighbor to the south. And
I've had the privilege of serving as the chairman
of the Advisory Committee for the Feasibility Study
and for this Alternatives Analysis Study that
you're going to see presented tonight. Another
person that has asked to greet you here tonight,
and I'm delighted to do this because he happens to
be my boss, is Alan Kehl who's the county executive
of Kenosha County. Mr. County Executive.

MR. KEHL: Thank you, Fred. I'm
delighted to be here, and I've never been able to
distinguish the difference between Racine and
Kenosha. I think we've been that close. We share
the same dilemmas, the same issues, the same
concerns. And one of those, I feel, as we move the
tri-county area further into economic development,
we already have it, but I understand the importance
of it and the connection to Chicago and our young
people, our professionals, who are -- and small
businesses who are saying, "We absolutely need
commuter rail." We understand it. We support it.
I'm asking for your support this evening and the
wealth that it will bring to our communities as a
result. Ask for objectivity as it relates to where
we take this. And we as government officials once

you determine where this needs to be, we'll try to
move that agenda forward if it's in a positive
vane. And I trust your judgment, and I tell you
this sincerely that if economic development and
where our communities will continue to grow, we see
this as an important element. And thanks very much
for the opportunity to make those comments, and go
Racine.

(Applause.)

MR. PATRIE: Thank you, Mr. Executive.
On behalf of the recently-elected County Executive
MacReynolds and the County Board supervisors of
Racine County, welcome tonight. County Executive
MacReynolds could not be here. He had a previous
commitment. Also, Dr. Sam Borden, who is the
president of Gateway Technical College, for
offering their facilities tonight, we greatly
appreciate that.

As I indicated, my name is Fred Patrie,
and my job tonight is to conduct the public hearing
on the commuter rail for the
Kenosha-Racine-Milwaukee area. Before we start
with the presentation, I'd like to just take a few
minutes of your time to lay out the ground rules
we've used for the other public hearings. This is

the third in a series of four public hearings that are being held on this issue. The format tonight is that of an overview of an open house which we've had the opportunity to look at display boards, ask questions of the technical staff, and they will remain after the public hearing section in case you have additional questions that are raised by other people's comments or by the presentation.

As you entered the room here tonight, you had the opportunity to fill out a speaker registration form, and it indicated you had a desire to be heard. If anybody needs a form at this time, please raise your hand, and someone from the SEWRPC staff will make sure you get a form so you can fill it out and you can speak this evening. Some people do not like speaking in public and would prefer to either send their remarks in written format or e-mail format, and those are available, and those are on your Wise Ride pamphlet. If you don't have one of these, you can get one of these as you leave. Your comments will be received until May 16, so you do have time after this evening to submit written comments.

The statements will be documented and are going to be recorded and will be presented to the

Advisory Committee that is guiding the conduct of this study. I see a few people on the Advisory Committee that are in the audience. If you are on the Advisory Committee, can you raise your hand so I can recognize you? Ms. Greenfield, Mr. Lampark. Anyone else? And these people, like myself, serve without any additional pay or compensation. Sometimes the meetings have been very interesting, right, Advisory Committee?

It is now time for -- to go to the second phase of tonight. The first part was the open house. The second is a presentation, and that will be conducted by Mr. Ken Yunker of the Regional Planning Commission staff. After that presentation will follow the public hearing, and we will have a few things to say about that when that time arises. So I'll turn it over to Mr. Yunker.

(PowerPoint presentation by Mr. Yunker.)

MR. PATRIE: It is now time to receive your comments, the public comments. As Mr. Yunker indicated, the purpose of the public hearing is not to be a question-and-answer session and not necessarily a debate but to hear and record your comments. We have Jennifer Schmaling who is the transcriptionist who will be taking down your

comments. That's her job this evening. You can help her out this evening by having just one person speak at a time and extend the courtesy that you would like extended to you when you speak, and that is have others just listen. You will be given an opportunity to speak. My job as chairing a public hearing is threefold: to keep it moving, to keep it relevant, and to give everyone the opportunity to be heard. You can help me by doing that tonight by also listening to the comments that everyone else has.

We ask that you keep your comments to about three minutes. We want everyone to have an opportunity to speak. If you have not had adequate time in your opinion in three minutes or so, time permitting we'll come back and let everyone who wants to speak speak again. In order to come to the microphone and speak, I'll call your name and your address when you come to the microphone. If you would, please, correct me if I've mispronounced your name or haven't given the right address. That will be taken down for the record. You also have until May 16 to provide your comments in writing. And again, I'll point out that the e-mail address is in the Wise Ride newsletter as is the mailing

address for the Regional Planning Commission.

Mr. Korb, who will be sitting at the head table, will keep a time clock. So we'll try and keep it as close to three minutes as we can. Those of you who have come in during the presentation or have come in late, if you wish to speak tonight, please raise your hand if you have not filled out one of the speaker forms. And we've got Chris or Patrick or Otto. Someone from the SEWRPC staff will get you a form so you can be added to the list. Yes. If you would like to come to the front, there are seats here that could be used.

The first form for a speaker tonight is William Perez, president and CEO of S.C. Johnson, 1525 Howe Street, Racine, Wisconsin. As Mr. Perez comes down, the next -- second speaker is John Kelley Magee, 224 Washington Avenue -- 2214 Washington Avenue, apartment 14, so if Mr. Magee wants to begin moving towards the microphone. Mr. Perez, the microphone and the podium are yours, sir.

MR. PEREZ: Thank you to the Southeastern Wisconsin Regional Planning Commission and Study Advisory Committee Chairman Fred Patrie for holding this hearing. We think it's very important. I

want to thank you for allowing me to speak first tonight. I appreciate that. We think that extending commuter rail from Kenosha to Racine to Milwaukee is good for business. We think it's good for our environment, and we think it's good for the growth and development of the communities of this region. We think the train will provide transportation access for people who live, work, or visit this region. So speaking on behalf of all the Johnson businesses and I might add two 21-year Racine residents, my wife and I, we fully support the care and proposal for a number of reasons.

First of all, we think it's good for our Johnson businesses and other employers in this region. At the Johnson companies, we consider ourselves world-class employers. We want to attract a bright, motivated, and diverse workforce. We encourage our employees to consider living in Racine, and many of our employees are dual-income families. And their spouses and family members who don't work or study in Racine need convenient ways to get to jobs and schools from Milwaukee to Chicago. Our 4,000 employees and their families in the Johnson enterprises need transportation alternatives available to them.

Second, KRM is good for the environment. Commuter rail can move large numbers of people resulting in fewer cars on the road. KRM can reduce air pollution and contaminated run-off from cars in addition to reducing traffic congestion. Traffic congestion may not be a crises now, but in 2010 or 2015 we are going to be congratulating ourselves and our elected officials if we act now and get this commuter rail infrastructure in place between Kenosha and Milwaukee.

Third, it's good for Racine and all of the other communities from Chicago to Milwaukee. KRM would provide convenient options for people to get to work throughout the region. And since Racine has the highest unemployment rate in the state, we need ways for our citizens to get jobs in other communities. Also, studies show increased economic growth in communities where there's commuter rail. Here in Racine, the downtown redevelopment would be advanced by KRM. With easy access to Racine, I'm certain we can attract more tourists and residents from Chicago and Milwaukee. Think about the Art Museum, the ferry to Michigan, the harbor, the downtown rebirth. We have a great community to offer to other people. And more

people visiting Racine will help our restaurants, our shops, our hotels, and maybe even the local real estate market. KRM already has the support of a wide variety of regional state businesses, government, and community leaders. In fact, more than 100 organizations are publically endorsing the concept of KRM, and we have to keep this momentum going.

In closing I not only fully support this proposal, I encourage the Commission to look at a higher level of service than currently recommended. Just imagine if residents from Milwaukee to Chicago can move by train after spending the evening working, attending a sporting event, or finishing a night class. Providing transportation options is what we need. It's my hope that as a community and as a region we keep KRM on track to ensure that our region reaps the economic, social, and environmental benefits for generations to come. Thank you.

MR. PATRIE: Thank you for your comments, Mr. Perez. The next speaker is John Kelley Magee followed by Mr. Owen Davis.

MR. MAGEE: Thank you, very much. I'm concerned about this Metra service because I need a

train to get to Milwaukee, and I need a train to get to Waukegan and Chicago and Great Lakes, Illinois. Right now they have no commuter service between Milwaukee and Waukesha since 1971. About 32 years ago the last train has been operating. So right now you either drive a car, ride the buses, and I've been driving a car back and forth from here to Milwaukee at least four times a day and about four times a week. Park the car every other day and walk over there in Milwaukee and Racine area, and right now I need a commuter service to get to Milwaukee, not to be ruined by parking cars and a parking lot fee and everything. We're not exactly here in the future. I need a train service to get to Milwaukee and Kenosha, Waukegan, Great Lakes, and Chicago so I can go to any activity, Summerfest, take a Park and Ride and Winterfest, all other activities going on. Thank you very much.

MR. PATRIE: Thank you, Mr. Magee, for your comments this evening. The next speaker is Mr. Owen Davies followed by Mr. Gordy Kacala. Mr. Davies lives at 1620 Deane Boulevard, Racine, Wisconsin.

MR. DAVIES: Thanks very much for the

1 opportunity to say a few words tonight. I want to
 2 talk about this saying thank you to the many people
 3 who have worked many hours and many weeks, many
 4 months, and many years to come to the point we are
 5 tonight. You seen the caliber of people tonight.
 6 You seen them present the program. That's the kind
 7 of people that have been working on this program
 8 for all these years. I can remember when I first
 9 became elected to city government, Les Aspen was
 10 the congressman. He was working then in the '70s
 11 and the '80s trying to get commuter service, so it
 12 hasn't been a short trip. But he never gave up,
 13 and he kept working. And I became mayor in '94
 14 when we were working with the DOT trying to get
 15 service going in '95. We had the first committee
 16 and performed the feasibility studies to the cities
 17 and counties. Both Racine, Kenosha, and Milwaukee
 18 paid the 20 percent, and the state paid the other
 19 80 percent to conduct the study. We feel as
 20 citizens we travel between Racine, we go up to
 21 Oudahy, St. Francis, South Milwaukee, Oak Creek,
 22 Caledonia, and Kenosha. When we first started
 23 doing that in the mid '90s, sometimes we'd say,
 24 "Oh, that's fine. We'll let you come in and talk
 25 for a few minutes." But there wasn't too much

1 community support for it, only after more people
 2 like the president of Johnsons Wax came on board
 3 and many other industries and many other people
 4 working hard in this community began to make it
 5 happen. It became a very positive move the last
 6 few meetings I've attended. It's been overflowed.
 7 I remember early on sometimes there wasn't too many
 8 people than there were people in the audience, so I
 9 think we've come a long way. I just want to say
 10 to, everyone, keep working hard. We're on second
 11 base now. If we hit, it could get us all the way
 12 home. So it's up to all of us to keep working
 13 hard. Thanks a lot.

14 MR. PATRIE: Thank you, former Mayor
 15 Davies. Next speaker is Gordon Kacala, Racine
 16 County Economic Development Corporation, 4701
 17 Washington Avenue, Racine, Wisconsin, followed by
 18 John Barry Stutt.

19 MR. KACALA: Mr. Patrie, members of the
 20 Committee, members of the Southeast Wisconsin
 21 Regional Planning Commission, Racine County
 22 Economic Development Corporation has supported the
 23 Committee recommendation with regard to this
 24 important transportation alternative. The March
 25 2003 unemployment rate with Racine County was 8.7

1 percent compared to 6.5 percent for the state. The
 2 city of Racine unemployment rate for the same
 3 period is 13 percent. Since 1999, the
 4 recently-completed Racine County Economic
 5 Development Plan estimates that Racine County has
 6 lost over 3,000 jobs. In 2002, the Racine County
 7 Board of Directors and the Racine County Board
 8 adopted the Economic Development Plan. The EDP
 9 includes seven challenges that we must face in
 10 order to realize a more sound economic future,
 11 including Racine County being the catalyst for the
 12 realization of the Milwaukee-Chicago corridor. A
 13 strategy in support of this challenge is the
 14 implementation of the commuter rail extension as
 15 being proposed here. Commuter rail is crucial to
 16 the economic vitality of southeastern Wisconsin.
 17 The concept of corridor development so important to
 18 cities across the U.S. requires the transportation
 19 infrastructure. While I-94 connects Chicago and
 20 Milwaukee, it bypasses both the city of Racine and
 21 the communities and suburbs to the east. Racine
 22 County Economic Development Plan has endorsed the
 23 importance of corridor development. The dynamics
 24 of the regional workforce with large numbers of
 25 people living and working in different cities

1 emphasized a direct benefit of a fully-realized
 2 corridor to business and individuals throughout
 3 Racine County. Recreational and cultural
 4 opportunities that provide linkages to Chicago and
 5 Milwaukee are also of tremendous importance. A
 6 commuter rail line can transform the communities
 7 between Chicago and Milwaukee and become the
 8 catalyst for an economic and cultural renaissance.
 9 The RCED commissioned the study of the potential
 10 development impact of commuter rail which we've
 11 previously provided to you. While this study
 12 focuses on the development potentials surrounding
 13 one station here in Racine, it is mindful of the
 14 larger opportunity associated with the stations
 15 between South Milwaukee and the Metra connection
 16 south in Kenosha, including the proposed second
 17 station in Racine County, the Caledonia station.
 18 Economic benefit can occur in ways that can be
 19 measured quantitatively such as tax revenue and
 20 indirect ways that speak for the vitality of our
 21 city and our region. The quantitative scenarios
 22 presented in this report make a compelling argument
 23 that costs associated with the operating line can
 24 be at least partially offset by increased
 25 development. I'd like to echo Mayor Becker's

1 comments as well as former Mayor Davies that we are
2 only at the start point with regard to this, and we
3 continue to ask for all of your help in making this
4 a reality. Thank you.

5 MR. PATRIE: Thank you, Mr. Kacala. The
6 next speaker is John Barry Stutt, 4820 Alcyn Drive,
7 Racine, Wisconsin, followed by the honorable Diane
8 Lange, Racine County Board.

9 MR. STUTT: This proposal makes Racine a
10 youth-friendly community place because of the train
11 system. Trains afford the ability to get around
12 for young workers who can't afford a car. The
13 current population of the youth are facing a huge
14 debt when they come out of college. Often they go
15 to big cities because that's an opportunity for
16 them to get a job and also find a place for
17 entertainment.

18 I rise in support of this proposition as
19 a former transportation attorney, as a real estate
20 attorney, past Jaycee's president, past Rotary
21 president, and current president elect of the
22 Racine Arts Council. You know, actually, the
23 interstate and our county when you go from the
24 north to the south actually moves away from Racine.
25 This gives our community an opportunity again to be

1 a place on the map for the youth. I ask you to
2 have a vision for the future. Do we expect to see
3 youth coming here because they look at it as a
4 place where they are respected and that they have
5 an opportunity to do something beyond the
6 workplace? The baby boomers went to work right
7 after going to school. The youth of our new
8 generation look at where do we want to live first?
9 Where are there things to do first? And then they
10 come and work. It's a different attitude.

11 I ask you to support this proposition
12 because it gives us an opportunity to have the
13 young minds with a bright education and the
14 brighter and better jobs. The government looks for
15 economic opportunity, and that comes with a strong
16 workforce that is highly educated. The youth of
17 the future are going to look for a place where
18 there is entertainment, where there are amenities,
19 where there's cultures, where there's a variety of
20 things to do beyond the workplace. I ask you to
21 disregard the old notions that the German Autobahn
22 system is the wave of the future, although our
23 American highway system was adopted through that
24 system. There were other paradymes such as the
25 Holland Train System in which there were

1 opportunities for those without cars to get around
2 and also be respected. Thank you.

3 MR. PATRIE: Thank you for your comments,
4 Mr. Stutt. Next speaker is the honorable Diane
5 Lange, Racine County Board, 2908 Rutz Avenue,
6 Racine followed by Mr. Mike Mooney.

7 MS. LANGE: Well, thank you all of you
8 for being here and for the helpful information that
9 was out in the hallway, as well as the presentation
10 that Mr. Yunker did. My comments are going to be
11 in support of the need for the Metra rail expansion
12 project, and I believe that it is going to
13 definitely be better linking our community to the
14 Milwaukee-Chicago corridor. Racine County has been
15 engaged in implementing a very vigorous Economic
16 Development Plan. We believe that it's going to be
17 energizing our whole area. This Metra expansion
18 project is critical, a critical component, of this
19 plan. We have some very strong educational
20 business and community partners working with us
21 right now. We have a well-trained workforce that
22 is providing us with some of the intellectual
23 capital that we need to generate some of the
24 innovative ideas and ways of doing things.

25 Through the leadership of the Racine

1 County Economic Development Corporation in which
2 Racine County government is a strong partner, we
3 are working creatively to get out of just thinking
4 of ourselves as a Racine County box. We are trying
5 to see the need to expand and to think about things
6 on a more regional way in order to grow our
7 economy. We want to strengthen our connections to
8 other educational, cultural, business, work-type
9 things going on in the area.

10 Last summer in June, our county board
11 received a briefing on the southeastern Wisconsin
12 regional freeway system reconstruction study, and
13 it was a preliminary recommended plan that was
14 developed and presented to us that night. This is
15 like a 270-mile freeway system that is nearing its
16 end of its service life, and it's going to be
17 requiring some kind of major reconstruction. Part
18 of that regional plan that was summarized by the
19 SEWRPC people called for us to figure out ways to
20 curtail sprawl and significantly expand public
21 transit. Even if we go forward with this light
22 rail or commuter rail, they're still predicting
23 increased congestion and freeway traffic volume.
24 The estimated cost for this freeway reconstruction
25 was \$6.25 billion over a 30-year period, and that's

1 if we expand to two additional lanes in order to
2 avoid some of the congestion that's already
3 showing. If we just reconstruct and meet the
4 modern design standards with no additional lanes on
5 that project, that total cost will only be reduced
6 by around 12 percent. Rear-end crashes are 5 to 15
7 times higher on congested freeway systems, so I
8 believe that this Metra extension would be a part
9 of mixing our transportation plan to be able to
10 reduce some of that congestion.

11 Meanwhile, the American Lung Association
12 has given our county an F for air quality.
13 Increased auto congestion is one of the important
14 contributors of this. And as a public health
15 nurse, as well as being a county board supervisor,
16 I'm concerned about the health as well as the
17 financial impact of this. This poor air quality in
18 six counties in southeastern Wisconsin and our
19 severe ozone nonattainment area, this is already
20 limiting some of the local businesses from
21 expanding or getting new businesses to relocate to
22 our area. Expanding public transit is a key task
23 that we must engage in if this is going to be
24 turned around.

25 Our neighbor, the state of Illinois,

1 received about \$450 million last year from the U.S.
2 government for rail support. Our state of
3 Wisconsin needs to be more aggressive and go after
4 this money, and we need to be developing a rail
5 plan that is comprehensive. I think that if that
6 happens, our federal legislative officials will
7 then be successful in getting Wisconsin a more fair
8 slice of that federal tax money, and it will help
9 us to meet the transportation needs in our region.
10 Getting the Metra rail expansion will help us
11 provide part of the infrastructure that we need to
12 retain and attract business to grow our economy and
13 to improve our environment. We have not failed to
14 plan, and we don't plan to fail. Thank you for
15 your time.

16 MR. PATRIE: Thank you, Supervisor Lange,
17 for your comment. Next speaker is Mike Mooney,
18 8744 Nicholson Road, Caledonia, followed by Mary
19 Beth Aldrich, Racine Housing and Neighborhood
20 Partnership. Mr. Mooney.

21 MR. MOONEY: Thank you. I first want to
22 commend the Regional Planning Commission staff for
23 an excellent study and also an excellent
24 presentation of the study. The boards tell a very
25 good story. I also want to thank the Advisory

1 Committee for what I sense is a lot of time that
2 they've put in on this and for their wisdom on
3 this. I strongly endorse the recommendation that's
4 been put forth by the Regional Planning Commission.
5 I hope it moves ahead promptly. The corridor,
6 Milwaukee-Racine-Kenosha-Chicago, is perfect for
7 this extension of the Metra and has enormous
8 potential. I believe the revenue forecasted that
9 has been put forth is conservative and will be
10 exceeded very early in the implementation. I
11 believe that the economic impact potential that's
12 been alluded to is enormous, very significant
13 around the stations. And finally, I urge very
14 prompt implementation of the recommendation I hope
15 you make to move ahead with this. Thank you.

16 MR. PATRIE: Thank you for your comments,
17 Mr. Mooney. Next speaker is Ms. Mary Beth Aldrich,
18 Racine Housing/Neighborhood Partnership, 718 North
19 Memorial, Racine, Wisconsin, followed by Roberto
20 Garza.

21 MS. ALDRICH: Good evening. On behalf of
22 the investors I work with, I am here today to urge
23 you to extend the light rail from Kenosha to Racine
24 and Milwaukee. I work for the Racine
25 Housing/Neighborhood Partnership. Our agency does

1 central city housing revitalization. Our mission
2 is to grow into a targeted geographical area and
3 use public and private partnership dollars to
4 revitalize the housing in that area. My investors
5 are the home buyers and the homeowners in the
6 neighborhoods adjacent to the existing train
7 station. For the last four years, we've worked
8 southeast of the station in a neighborhood known as
9 the West Sixth Street area. And in January -- We,
10 by the way, have had very strong results. And in
11 January of this year, we moved directly north to
12 the neighborhood that the train station is located
13 in. The average property value in this
14 neighborhood is less than \$35,000. We need every
15 economic development tool we can get to make our
16 work happen here. Our residents are committed to
17 doing it, and we're going to ask you to support us.
18 Our board of directors unanimously endorsed this
19 proposal last fall. Our public and private
20 partners, including the City of Racine,
21 community-based organizations, and financial
22 institutions are strongly supporting this as well.
23 We urge you to extend this. Its impact from a
24 neighborhood level to a regional level cannot be
25 understated.

MR. PATRIE: Thank you, Ms. Aldrich, for your time. Next speaker is Mr. Roberto Garza, Hispanic Business & Professional Association, 833 Lombard Avenue, Racine, Wisconsin, followed by Ms. Mercedes Dzindzeleta. I think I pronounced it -- tried to pronounce it right. Mr. Garza.

MR. GARZA: Thank you. I thank the members of the Southeastern Wisconsin Regional Planning Commission and Advisory Committee for this opportunity to present the following statement. Statement is prepared. I am a board member of the Hispanic Business & Professionals Association, Incorporated of Racine.

Good evening. Thank you for coming here and allowing us to contribute our inquiry on the importance of the Kenosha-Racine-Milwaukee commuter rail. Governor Doyle was here this past Friday and had a great cross-representation of Racine County. He used the analogy of the state's economy to the injured eagle that was nursed and released back into the wild. I would like to use that same analogy to describe the economic status of our minority community. However, the difference between an eagle representing the minority community here and the one representing the state

is that while the one representing the state was nurtured back to complete health, our eagle is only nurtured with a Band-Aid, a Band-Aid which will last for a brief moment and then fall off revealing the injury that has been there all along.

The Racine minority community has one of the highest unemployment rates in the state. The Racine-Kenosha-Milwaukee commuter rail will provide the transportation opportunities that seriously hinder our community when seeking employment some place other than Racine. When people have jobs, everybody wins. We view this as more than a Band-Aid. It is a means to an end, an end that will provide hope for persons who will use it to go to jobs, visit relatives, live in between the Milwaukee-Chicago corridor. Please let us do whatever needs to be done to see that this project comes in to being. Respectively, Wally Vandone (phonetic), president of the Hispanic Business & Professionals Association.

MR. PATRIE: Thank you for your comments, Mr. Garza. Next speaker as I indicated is Ms. Mercedes Dzindzeleta.

MS. DZINDZELETA: Dzindzeleta.

MR. PATRIE: Dzindzeleta. I stand

corrected. Thank you. The next speaker after Ms. Dzindzeleta is Jeff Waller.

MS. DZINDZELETA: Well, I'm glad to see we're at this process, but I think it's been taking too long. I can remember for about five or six years that the process was going. So I'd like to see the process to begin on beginning the train, not just studying it. The overstudy potential just raises the cost and makes the process more complicated. I have been listening, attending, utilizing, and promoting mass transit for a long time, and I use it quite a bit. And the costs just keep getting higher, and the reasons for it and against it just cycle around and around. The alternatives do not give a true picture of ridership potential as many of the people have mentioned. The mailer covered it well by saying that commuter rail was the best alternative, yet it did not include to my knowledge the costs for road construction, parking, total environmental effects of private passenger vehicles beyond the gridlock.

Now some other thoughts. My reason for using private passenger vehicle rather than car or automobile is because so many people now drive pick-ups, SUVs, vans instead of cars or

automobiles. They use more fuel and pollute more. They also are heavier and provide more wear and tear on the road surface, and that will be greater upkeep of the roads. They will also take up more room on the road and in the parking lots, more costs to purchase, and more costs to dispose of. I know many claim that mass transit might pay for its own way. Since when did passenger vehicles, private passenger vehicles, pay their own way? This fallacy needs to be curtailed. Roads, parking lots, et cetera, are paid for by tax dollars and subsidies, and let us not forget the junkyards and landfills full of old vehicles and their other wastes.

The primary gridlock I noticed is from those opposed to sharing and utilizing this experience, one that mass transit provides, some relaxed time to and from destinations. Other major communities and the residents -- Other major communities and the residents that utilize mass transit have found that this is a very relaxing way to spend going to and from work or to events. It's better than having to fight the gridlock and then get all worked up. The ridership will increase greater than projected in the newsletter because

many cannot afford a vehicle, maintenance of a vehicle, possible tolls, parking, insurance, and whatever else is involved in owning and using a private passenger vehicle. Who is dragging their heels, delaying the start of this commuter rail extension? We need to rebuild and extend commuter rail to all areas of the state, not just to this area, but this is a start. Like once it was, we used to be able to go anywhere by train.

A high level of service is what I recommend, not a medium level. It will be jumped to very quickly as some of our earlier speakers mentioned to go to Chicago or Milwaukee, relaxing in fun. No longer do we have to worry about parking everywhere else. How about using bus -- buses to begin with while we're waiting for the other system to begin and be developed? It would be another way of starting the commuter system. Forty years since we had commuter rail here. It's too long to wait. I certainly don't -- hope we don't have to wait another 40 years. It's good for the community as a whole, not just for business, the quality of life, expanse.

MR. PATRIE: Thank you, Ms. Dzindzeleta, for your comments this evening. Next speaker is

Mr. Jeff Waller, S.C. Johnson, RCEDC, 1525 Howe Street, Racine, followed by Ms. Susan Spring. Mr. Waller.

MR. WALLER: Good evening. Thank you for the opportunity to comment tonight. I am an officer at S.C. Johnson, and I am the chairman of the Racine County Economic Development Corporation. I came here tonight to speak in favor of the commuter rail plan. As Gordy Kacala already pointed out, the Racine County Economic Development Plan has a challenge which is for Racine County to be a catalyst for the realization of the Chicago-Milwaukee corridor. That's important for several reasons. We need to establish business, cultural, educational, and workforce connections between these communities that would be serviced by the commuter rail.

I think there are four key benefits I just want to highlight. One, this will be an effective, fast, people transporter. This is especially important in the eastern regions of the counties that are included in the plan which have a significant disconnection from I-94. Secondly, it provides a foundation for future economic development near the train stations and the

surrounding area which includes the critical central cities. Thirdly, it will improve the quality of life in the area which is key to attracting professional talent to the region which in turn attracts good companies to the area. In short, we want to make Racine a destination point for professional talent and companies that chase that talent. Fourthly, it provides attraction and retention benefits for key employers in the area, both large and small. I'd like to conclude by commenting that some decisions are only for the brave. This is one of them. Thank you.

MR. PATRIE: Thank you for your comments, Mr. Waller. The next speaker is Ms. Susan Spring, Racine Chapter, 1,000 Friends of Wisconsin, 1137 Neuman, Racine, followed by Mr. Quentin Rench.

MS. SPRING: Thank you for the opportunity to speak. Our local chapter of 1,000 Friends took on the issue of transportation when commuter rail came into the forefront. We decided it was time for us to take a look at commuter rail and the impact it would have on our community. What became more and more clear with the more we learned, commuter rail is not just about getting people to jobs or getting people to events.

Commuter rail has quality of life benefits. By linking the communities from Milwaukee to Chicago, it creates access and opportunity for numbers of people. And it's not just transportation. It provides the infrastructure that will truly help revitalize our cities and our towns along the lakefront.

Another important issue is that it will help make our current cities better. It'll perfect the places we live and help curtail some of the expansive sprawl that is around, arising in our county. We need to encourage sustainable development. Commuter rail is critical to ensuring the future and success of our communities, as well as helping to provide opportunity for our family and friends so they, too, will be able to stay in the area. Thank you.

MR. PATRIE: Thank you, Ms. Spring, for your comments tonight. The next speaker is Mr. Quentin Rench, Racine Industries, 1405 16th Street, Racine, Wisconsin, followed by Mr. or Ms. Reil Barrett. Mr. Rench.

MR. RENCH: Thank you, Mr. Chairman. In the interest of time, I think the previous speakers have covered all strategic issues, so I'd like to

1 thank my previous speakers for doing such a good
2 job. So rather than waste the time and reiterate
3 some of these points, I'd just like to thank you
4 for your good work and add our qualified support to
5 the project. And as I said, they covered strategic
6 issues. Thank you very much.

7 MR. PATRIE: Thank you, Mr. Rench, for
8 your comments tonight. Next speaker is Mr. Rell
9 Barrett --

10 MR. BARRETT: Yes.

11 MR. PATRIE: -- followed by Mark
12 Eickhorst. Mr. Barrett's address is 1424 Sheridan
13 Road, Kenosha. Mr. Barrett.

14 MR. BARRETT: Good evening. Thank you
15 very much for the opportunity to speak here. A
16 tremendous amount of work on your part. As a
17 professional educator for 28 years, I know the work
18 that goes on behind the lines. Hidden costs, the
19 buses looks very cheap to begin with, but I'm aware
20 of the Department of Transportation. A bus
21 license, a commuter bus like the Coach USA, pays
22 \$10 for a five-year license. That's -- You can get
23 the Department of Transportation. We're
24 subsidizing the bus, and it's a cost that doesn't
25 show up as part of the amount that you have right

1 there. It's really a hidden cost. These start-up
2 costs for the trains are really a lot, and people
3 would be upset over that amount except right now
4 some of the Milwaukee Road engines that are still
5 running for Metra are going to be replaced. They
6 were built in 1974. Can you imagine a 40-year bus
7 still running right now? Can you imagine the
8 rebuilt Burlington Metra cars that were built in
9 the '50s that are still running and have been
10 retrofitted? Can you imagine a bus that's 55 years
11 old almost running down the road? So that's really
12 a hidden cost that you really don't think about in
13 that these cars have been rebuilt several times.
14 And so, yes, the original start-up costs is
15 expensive. But remember, have you seen 55-year-old
16 buses running around as our Metra cars?

17 Another thought is Madison -- And this is
18 an alternative idea. Madison has tried out the new
19 concept of the railroad car, the single,
20 self-propelled car. And I see on the website for
21 Trains Magazine that Amtrak is considering this
22 light rail vehicle, too, for Chicago-Milwaukee
23 Hiawatha service, and it might be a possibility. I
24 don't know how it fits in with Metra's schedule,
25 but it might be a way of keeping the costs down.

1 But certainly, that's something to consider.

2 The other thought I have here is some of
3 the county officials I have seen reading in the
4 papers are kind of balking. Not just county but
5 other officials are balking at this start-up here,
6 and they really need to kind of study the numbers.
7 I think that you'll find that the railroad does
8 promote further growth. We took Amtrak and Metra
9 this past weekend. And I'll tell you, people are
10 doing their laptop work on there. They're reading
11 their e-mails they've downloaded. It's an
12 incredibly new world out there if you haven't been
13 on the train lately. Really, you have to spend
14 money to make money.

15 I talked to a DOT official a few months
16 ago. He said, "Well, the reason we're moving so
17 slow unlike California, there's only seven or eight
18 of us working on this project. California has got
19 over a hundred people." So every week you read
20 where Amtrak is adding more and more trains and
21 commuter trains, capital trains out there in
22 California. I think that's part of the delay.
23 Maybe we need to hire a couple more people to help
24 you out or raise your pay or something. I'm not
25 quite sure on that.

1 So it's been studied and studied, and I
2 guess in conclusion I'd like to think that the
3 airlines whined and complained that they didn't
4 have enough money and so the government gave them
5 \$70 billion. That would have run Amtrak for 70
6 years. I know you're in charge of Amtrak, too, and
7 that's just kind of a thought. The money given to
8 the airlines kept of helped them out, would run
9 Amtrak for 70 years. In conclusion, I just have
10 two words, all aboard. Thank you.

11 MR. PATRIE: Thank you, Mr. Barrett, for
12 your time. The next speaker is Mr. Mark Eickhorst,
13 and I hope I spelled -- pronounced it correctly.

14 MR. EICKHORST: You're correct.

15 MR. PATRIE: 1102 Melvin Avenue, Reach
16 Your Mark Promotions, Racine, Wisconsin, followed
17 by Mr. Seymour Mengesha. Mr. Eickhorst.

18 MR. EICKHORST: I came here -- Actually,
19 I came here tonight not thinking about speaking but
20 then decided I had to. And I speak as a former
21 politician, a taxpayer, and a small businessman.
22 As I said, the name of my company is Reach Your
23 Mark Promotions. One of the things I've been able
24 to do is develop a local radio show on WRJN-AM 1400
25 called "It's All About Racine." It's on Saturday

1 mornings for two hours, and we talk about -- 90
2 percent of the time we talk about the positive
3 things that are happening in Racine.

4 As Jean Jacobson, retiring county
5 executive, said a couple of weeks ago, "Mark, the
6 thing I like about your show is you listen to this
7 show, and for two hours you feel good about living
8 in Racine and Racine County." And that's what this
9 show is all about. Hellen Keller was once asked,
10 "What could be worse than not being able to see?"
11 And she responded by saying, "Being able to see
12 without any vision." And I think that's one thing
13 we have to take a look at when we talk about the
14 Metra rail service here. I see, as many of the
15 people that spoke before me, having the Metra rail
16 system brings us employees, businesses, tourism,
17 and I also see the Metra rail system taking out
18 people to jobs and lowering our unemployment, and I
19 think that's important.

20 I know as a taxpayer in a city that's
21 probably one of the highest tax cities in one of
22 the highest tax states you may ask, "Can we afford
23 Metra rail system?" I say we cannot afford not to
24 have a Metra rail system. It's like owning a house
25 that you live in, you know. We all live or -- many

1 of us live in this Racine County community. And if
2 you don't maintain and make improvements, sooner or
3 later you're not going to want to live there
4 anymore. And I think that's vital to think about
5 as we talk about this subject.

6 It is change, and some people fear
7 change. Some people don't like change. People
8 like to do today what they did yesterday so they
9 can do it again tomorrow because the rut feels
10 comfortable. But the only difference between a rut
11 and a grave is the length, the depth, and how long
12 you're in it. And I think that we have the
13 political leaders on our side, the business leaders
14 on our side, and the community leaders on our side
15 that if you look at the list of people here that
16 support the Metra rail system are willing to have
17 that vision to make sure that we get out of that
18 rut and go forward. Thank you.

19 MR. PATRIE: Thank you, Mr. Sickhorst,
20 for your comments tonight. The next speaker is
21 Mr. Seymour Mengesha. Did I pronounce it
22 correctly?

23 MR. MENGESHA: Seymour Mengesha.

24 MR. PATRIE: Seymour. Seymour Mengesha.

25 MR. MENGESHA: Thank you.

1 MR. PATRIE: Okay. And that address is
2 718 North Memorial Drive, Racine, followed by
3 Mr. Bryan O'Connell: Mr. Mengesha.

4 MR. MENGESHA: Thank you for this
5 opportunity. I'm the executive director of
6 Community Economic Development Corporation. We
7 help minorities form small businesses in Racine.
8 Our organization supports commuter rail to connect
9 Racine to Milwaukee, Chicago, Kenosha, and all the
10 cities in between. This connection would help the
11 economic advantage to the minority community in
12 particular. Commuter rail would bring more people
13 to our Racine, therefore, more purchasing power to
14 our -- to help our businesses; No. 2, will help
15 attract minority-owned businesses to expand or
16 locate in Racine making it a diverse community;
17 No. 3, will increase the opportunity of finding
18 jobs by accessing major cities like Chicago and
19 Milwaukee for those with no cars; No. 4, we believe
20 commuter rail will help us to be part of the
21 region. We ask the community and elected officials
22 to support this effort, and thank you very much.

23 MR. PATRIE: Thank you, Mr. Mengesha.
24 The next speaker is Mr. Bryan O'Connell, City of
25 Racine, 730 Washington Avenue, Racine, Wisconsin,

1 followed by the honorable Lawrence Burazin, mayor
2 of the City of St. Francis. Bryan.

3 MR. O'CONNELL: Thank you, Mr. Patrie.
4 I'm Bryan O'Connell. I'm the director of City
5 Development for the City of Racine, and I speak in
6 favor of the extension of the rail service from
7 Kenosha to Milwaukee. I guess I want to emphasize
8 three things. One is that this will be a catalyst
9 for development and redevelopment in the area of
10 the State Street corridor in Racine. This service
11 fits like a hand in a glove with our efforts there.
12 The original Chicago & Northwestern Depot is being
13 renovated to its historic character and will be
14 ready to serve intercity passengers very shortly,
15 probably within a year. Immediately next to it is
16 the new bus transfer facility so that those
17 intercity passengers will have easy access to the
18 remainder of Racine by probably coordinated
19 transfer with the intercity service. The transfer
20 facility includes excess land that will be
21 available for mixed-use redevelopment, and
22 immediately across the street and to the west is
23 the new site of the In Town Grocery and other
24 commercial development. Across the street and to
25 the east is the new Garfield School addition and

expansion, and directly north is the Reinvestment Neighborhood For Housing Improvement that Racine Neighborhood/Housing Partnership has spoken of already.

When planners talk about maximizing the benefits from transit and achieving smart growth goals, they talk about exactly this type of situation where there is mixed residential and commercial development and coordinated transit service. This has the potential to be a case study for achieving those goals, one that will be an envy of other communities. I want to echo the comment that's been made about this. There's also a service that can redress our mix mismatch between workplace and employment. We do have 13 percent unemployment right now. This service will allow people to access jobs and yet maintain their community ties in Racine where they have family and other affiliations.

The last point I wanted to make is to endorse the committee's recommendation that WISDOT, Wisconsin Department of Transportation, undertake the next steps toward implementation. This will be an interstate service no less than I-94, and it deserves to be at the top of WISDOT's priority list

for staff effort and financial support. Thank you.

MR. PATRIE: Thank you, Mr. O'Connell, for your comments. Next -- The next speaker is the honorable Lawrence Burazin, mayor of the City of St. Francis, 3637 South Ellen Street, St. Francis, Wisconsin, followed by David Guran. Your honor.

MAYOR BURAZIN: Good evening. I'm here tonight because I cannot attend the session that's being held in Cudahy tomorrow evening. There's a conflict with a meeting that I have with the League of Wisconsin Municipalities, but tonight I feel like I'm in a position of being home on the range. We're never short of discouraging work. I do have to say that I have a couple of concerns that I think that the committee should take into account on behalf of my city and by my constituents.

One of those concerns is the funding in terms of how the money will be allocated with the railroad that owns the right-of-way, the rail bed. It's been my experience. I've been trying for three years to get cooperation from the railroad to install full barrier gates on our city streets. We have five grate crossings, two of which handle a large volume of traffic, and they are gated. They are safe insofar as the present technology, but

there is an advanced technology that could be put in place. And I've been working with the railroad commissioner and through him with the railroad and not gotten a whole lot of cooperation, so that would be an area where I will expect that this proposal might run into problems.

The proposal itself is laudable. I like it. It's setting some -- setting forward some advantages for my own city which I appreciate. The other concern that I have is that no matter where the funding for this comes from, whether it's federal or state, all funding for transportation is limited, and local communities do rely on some of those funds for local transportation initiatives. And we have some of those in place in our new Smart Growth Plan, and so I would not want to see this proposal go beyond its present funding estimates because I believe that that might hurt not only my community but other communities that have transportation plans in place. So with that, I thank you very much for hearing my comments, and I appreciate being here in Racine. My son marched with the Kiltees for many years, and he enjoyed it very much. Thank you.

MR. PATRIE: Thank you, your honor. Next

speaker is David Guran, I hope I pronounced that right, 3612 Haven Avenue, Racine, followed by John Shannon. Mr. Guran or -- Guran.

MR. GURAN: Correct, Guran.

MR. PATRIE: Guran.

MR. GURAN: Yes. I'd like to thank you first for this opportunity to speak tonight. I clearly support the concept of the extension of the Metra rail system. However, there are some critical details that are vital for a successful commuter rail system. I'm optimistic that the extension of the rail system will advance from this preliminary study to a final plan. Therefore, my three observations I hope contribute to a successful implementation of the commuter rail system.

First, in terms of design elements such as track crossings and track infrastructure as the last speaker spoke of, to prevent collisions with cars, trucks, and buses, the Metra rail system on this particular line actually ran into a school bus just a few years ago, also, the possibility of collisions with pedestrians trying to make crossings. But also, children, adults, other animals that may stray onto the tracks. We may

1 need to consider reviving the infrastructure, maybe
 2 elevating tracks or putting bridges over crossings.
 3 With these design elements within the study, they
 4 have not been defined at all. Presently the City
 5 of Racine is about to rebuild its train station.
 6 However, I would suggest that maybe this is a
 7 little premature. We have not taken into account
 8 the different design elements for this final plan,
 9 and maybe a change with this particular station
 10 might be a little premature. Also, we have to
 11 envision the future, the use of newer technologies.
 12 Right now the present Metra system uses fairly old
 13 technology. Recently I've read about green
 14 locomotives that use 25 percent less fuel, also
 15 looking at options that are used throughout the
 16 world. Have we learned lessons from the Japanese,
 17 from the Germans, and the Europeans, from Portland,
 18 Oregon, and also the problems that they're seeing
 19 in some implementation in Minneapolis?

20 Secondly, we need to develop
 21 attractiveness to riders, and I believe this has an
 22 optimizing plan. Presently the one-way trip from
 23 Kenosha to Chicago takes approximately one hour and
 24 45 minutes, and I may be incorrect on that, but
 25 it's somewhere around there with approximately 15

1 stops which this is just from my memory, so don't
 2 quote me on this. But anyway -- And therefore, its
 3 present preliminary plan will add seven more stops,
 4 and so I believe maybe it'll add another hour to
 5 the trip, you know. Are riders going from
 6 Milwaukee to Chicago wanting to spend
 7 two-and-a-half hours, three hours on a train going
 8 through all these stops? What hasn't been
 9 considered in this proposal are any express trains.
 10 None of those kind of ideas have been presented
 11 yet.

12 And thirdly, I'd like to require
 13 contractors that have bids on these projects to
 14 develop the system to employ citizens that live in
 15 areas of high unemployment, in Racine and Kenosha
 16 Counties, and that needs to be definitely added to
 17 the plan. And again, thank you for the opportunity
 18 to speak.

19 MR. PATRIE: Thank you, Mr. Guzan, for
 20 your comments tonight. The next speaker is John
 21 Shannon, Quick Cable Corporation, 3700 Quick Drive,
 22 Franksville, Wisconsin, followed by Bill Streeter.

23 MR. SHANNON: Good evening. I'm coming
 24 to you with representing two roles, first
 25 officially as the president and CEO of Quick Cable

1 Corporation and, secondly, unofficially as the
 2 immediate past president of the Racine Art Museum.
 3 I'm speaking in favor of the recommendation. Quick
 4 Cable is a manufacturing company in Franksville.
 5 We have a total employment of about 120 people, 85
 6 in Racine County. We can very definitely use a
 7 rail extension into Milwaukee and the Chicago area
 8 for trade show purposes, educational opportunities
 9 which are very important to us trying to stay
 10 contrary and modern and informed of the world.
 11 Second, we do have employees living in Milwaukee
 12 and also some in northern Illinois, and reliable
 13 rail transportation to Racine would be used and be
 14 very attractive.

15 I'd like to, though, spend the bulk of
 16 the time, remaining time, speaking as from the
 17 point of view of Racine as a cultural destination,
 18 and this is a relatively new role for Racine. Next
 19 weekend the Racine Art Museum will open in downtown
 20 Racine. The Racine Art Museum is a \$10 million
 21 project. The Racine Art Museum used to be known as
 22 the Charles A. Wustum Museum of Fine Arts, and it
 23 was renamed about a year ago. We've built a new
 24 art museum in downtown Racine. We have in Racine
 25 the third largest contrary craft collection in the

1 United States. The largest craft collection,
 2 contrary craft collection, is the Smithsonian
 3 Institute in Washington, D.C. The second largest
 4 collection is the American Craft Museum in New York
 5 City. Racine has the third largest contrary craft
 6 collection in the United States.

7 When the museum opens next weekend, we
 8 will have a world-class exhibition of American and
 9 international artists here in Racine. On the
 10 street level galleries, we will have an exhibition
 11 of glass work by Dale Choeley who is an
 12 internationally-known glass maker. This -- When
 13 this museum opens next weekend, it will be a
 14 destination for people in the region certainly and
 15 throughout the United States. When we did the
 16 demographic study for the development of this new
 17 museum, we looked at the typical museum attendee.
 18 And they are educated, and they are affluent. And
 19 there are well over 10 million people living 75
 20 miles of Racine, principally in the Chicago and
 21 Milwaukee areas. Convenient, reliable rail will
 22 get those people to Racine where they will see
 23 Racine, enjoy Racine, and take the story of Racine
 24 back in to their communities changing the
 25 perception of Racine in their eyes and in the

community.

The Racine Art Museum opens next weekend, however, and will be a significant economic anchor in downtown Racine. However, recently the Racine Heritage Museum also announced a new museum in the downtown area. It will be approximately a \$14 million project. It's located two blocks from the Racine Art Museum. It, too, will become in the next five years a major destination for people in the region. And again, we need rail transportation to bring people from Milwaukee and Chicago into Racine. This is an ideal use for day trip people, families principally on the weekend but certainly during the week as well. In conclusion, implement the recommendation. Build it. We'll use it. Thank you.

MR. PATRIE: Thank you, Mr. Shannon, for your comments this evening. We've gone through 20 speakers so far. We have 9 left registered speakers, so it'll pretty much conclude right at 8 o'clock if we stick to the three minutes. If there is anybody else that wants to speak, please raise your hand. And Mr. Dobnick over here will get you a form, and you can fill it out. If not, a reminder that you can submit your comments through

May 16, either snail mail through the Regional Planning Commission or e-mail which the address is on the Wise Ride. Mr. Streeter.

MR. STREETER: Yes.

MR. PATRIE: UW-Parkside, 900 Wood Road, Kenosha, Wisconsin, followed by Ms. Joan Rohan.

MR. STREETER: Thank you. I'm a vice chancellor at UW-Parkside, and I know you've heard Chancellor Jack Keating express his support for the rail service. And at the Kenosha session last week, Lennie Klaver at the university also gave his support. So what I'd like to do is speak as a parent, a parent and a resident of Caledonia. I live at 4835 Ruby Avenue, and I am a parent of an adult son with a disability, a developmental disability.

He is currently in Evanston, Illinois, learning how to live independently from his parents. And his only mode of transportation his whole life will be public transportation. He'll never learn -- He'll probably never be able to learn to drive a car, so this idea really excites us because he'll be able to come home to visit if he's able to get a job in Evanston, live a fairly normal life, and have friends as most of us do.

This would be a blessing for him. And as his mother and I get over there for a chance to go down to visit him, we don't want to take -- tackle the highways because they're too crowded, or drivers are a little crazy. This would be a wonderful way for us to go down and visit him at Evanston, Illinois. And I'm sure our case is yet not unique. There are people who need public transportation to get to and from visiting relatives. Thank you.

MR. PATRIE: Thank you, Mr. Streeter, for your comments. The next speaker is Ms. Rohan followed by Ms. Celeste Mathieus.

MS. PETERSON: Thank you. I am not Joan (Jo-Ann) Rohan. My -- I am Donna Peterson, and I am speaking for Joan. Joan is physically challenged, and she's in the back of the room. And the stairway down was too much of a challenge.

MR. PATRIE: Ms. Peterson, P-E-T-E-R-S-E-N?

MS. PETERSON: O-N.

MR. PATRIE: S-O-N

MS. PETERSON: 810 Sycamore.

MR. PATRIE: 810 Sycamore. Thank you. Sorry to interrupt you.

MS. PETERSON: We would like to urge you

to open the station on State Street in Racine. That station will be by far more handicap-friendly than the station in Kenosha which has a daunting stairway up to the track. Joan and I took the train down to Chicago, and we had to get on in Winthrop Harbor because of the stairway in Kenosha. There would be no stairway here in Racine at the State Street station which would make it far more accessible. The train itself is very accessible. It has a platform that comes out, picks up the wheelchair, and brings it into the train. It's very nice. It would just be nice to have the train come up to Racine, and I don't know how other handicapped people in Racine and Kenosha handle the problem. It's easier for Joan and I to go to California than to go down to Chicago on the train the way it is now. It would be much easier to have a station here in Racine. Thank you.

MR. PATRIE: Thank you, Ms. Peterson, for your comments. Next speaker is Ms. Celeste Mathieus, and I hope I pronounced that right. Please correct me.

MS. MATHIEUS: Mathieus (math-yews.)

MR. PATRIE: Pardon me?

MS. MATHIEUS: Mathieus (math-yews.)

1 MR. PATRIE: Mathieus, 1216 North
2 Sunnyslope Drive, Racine, Wisconsin, followed by
3 Mr. Colin McKenna.

4 MS. MATHIEUS: I came here tonight. I
5 found out about this at the last minute, but I came
6 here a little bit unprepared, but I came here as a
7 representation of the typical commuter. I have
8 been commuting on the Metra for over ten years. My
9 typical day starts at 4:15 in the morning, and I
10 get home at quarter to 8 at night. I know
11 everything that goes on in that train, you know. I
12 work on the train. I visit on the train. I see,
13 you know, people working on their computers on the
14 train. And it's a grueling, grueling lifestyle. I
15 did it because I couldn't find work here in Racine.
16 This is where I grew up. This is where I was born.
17 I love Racine. I want to stay here. I urge you
18 emphatically to please let people stay in Racine,
19 the ones who have been able to remain after all
20 these years. I know for a fact that people in
21 Chicago would gladly come to Racine to live if they
22 could get on the train and get here within an hour.
23 It can be done, but the fact is is that the people
24 south to us have priority. Their reason in Kenosha
25 -- Correct me if I'm wrong. The reason Kenosha has

1 trains there is because they don't have enough
2 train space in Waukegan to house the trains at
3 night, so they house three of 'em in Kenosha.
4 That's why we have it. That's what saved me
5 because now I can have my condo in Racine. I can
6 spend my money in Racine, but you know what?
7 Truthfully, I can't really enjoy Racine because I
8 can't get home early enough to really enjoy it
9 except on the weekends. It's an hour and 25
10 minutes, 27 minutes, one way. If you bring the
11 trains to Racine, you will find that more people
12 will move back into the community, bring more money
13 back into the community, develop things here. More
14 importantly, you will find that you'll have the
15 ability to bring more trains more often which means
16 it'll cut down on my commute and many of the other
17 people's commutes. It's -- It's the way of life
18 for a lot of people in Racine. If you want to live
19 here in Racine, you must find work elsewhere. And
20 that's -- You know, it's really disheartening
21 because I would like to spend more time here, but I
22 can't. So I've seen people on the train, you know,
23 leave. If you can get through the first three,
24 four months, you'll make it, you know. But if you
25 can't, most people move out because they just can't

1 do the commute. It's very, very difficult. So I
2 guess I'm just here as a representation of one of
3 the typical commuters on there. I encourage you,
4 please, please go through with this. I've been
5 hearing about it for ten years, and I'd really like
6 to be able to come home and spend more time here in
7 my own community. Thank you for listening.

8 MR. PATRIE: Thank you, Ms. Mathieus, and
9 I apologize for mispronouncing your name. The next
10 speaker is Colin McKenna. I hope I'm pronouncing
11 that correctly, 1920 Lathrop in Racine followed by
12 Jane Warner of the Sierra Club. Mr. McKenna.

13 MR. MCKENNA: I'm Colin McKenna, 1920
14 Lathrop Avenue, and I am urging you in support for
15 this, and I am urging you, and I support this. I'm
16 supporting it because people who live in Racine,
17 some of them, they work in Milwaukee, and they need
18 transportation to their jobs in Milwaukee. And
19 some of the people that work in Milwaukee, some of
20 the people that live in Milwaukee also work in
21 Racine in industries such as your hospitals. And
22 also, I think it would be great for the family to
23 take the train to Milwaukee for like the weekend if
24 they want to go on a weekend pass because Chicago,
25 you can go up there for the weekend pass. And you

1 can stop at the small towns and cities, go shopping
2 or go to summer events. And it would bring people
3 to Racine to some of their summer events and to the
4 small cities in between that -- between Milwaukee.
5 And also, I'm in favor of this. And also, Racine
6 is also getting a ferry this year, this summer. It
7 would be great for people that -- to come to
8 Racine, they could take the ferry over to Michigan,
9 if they wanted to take a trip over to Michigan, or
10 they could take the ferry to Chicago if they wanted
11 to take a ferry trip. So we would have a lot of
12 entertainment in Racine for people to come, so I
13 urge your support on this and urge you to get the
14 ball rolling on this. Thank you.

15 MR. PATRIE: Thank you, Mr. McKenna, for
16 your comments tonight. The next speaker is Jay
17 Warner, Sierra Club, 4444 North Green Bay Road,
18 Racine, followed by the honorable Julie McKenna.

19 MR. WARNER: Thank you, Mr. Chairman. I
20 want to point out under the heading of air
21 pollution and other pollution that every time we
22 commute to work by automobile, every time you drive
23 73 miles, you have generated as much air pollution
24 as working at the job you drove to. Seventy-three
25 miles of one car is equal to one job per day in

southeast Wisconsin. The DNR has the numbers on the pollution generated. SEWRPC has the numbers on the number of auto miles traveled, and you can do the math, too. By putting in a train, the amount of miles goes way up. The amount of air pollution generated by riding on a train is far less than the air pollution generated by one automobile, especially when the average ridership in automobiles is 1.8 passengers per car. That's counting the driver. We are presently in southeast Wisconsin and the Chicago air district over the pollution limit given by the EPA. We are breathing bad air much of the time. I'm not sure if we're the second worst in the country or the third, and it doesn't much matter because we are over the limits. Our development in this area is restrictive. We're talking about ten percent unemployment in Racine. None of those people work at the Wall Street Journal Printing Plant that does not exist. None of those people in Racine work at the Quad/Graphics plant in Racine County which does not exist, and those plants were not built here because we are over the limit. They cannot generate additional mess in the air. I'm sorry. That's part of our ten percent unemployment.

There's a health issue involved in air pollution which a lot of us have heard about lately in other respects. If you take a map of Racine area and you plot on it all the points of the residences of people who have been taken to the hospital emergency entrances for asthma attacks, you will see that there's a cluster in mostly the downtown area which is true for most cities. You will also see an outline of Douglas Avenue, and that outline is there because Douglas Avenue has a lot of residences which are quite close to the road. I don't mean feet. I mean within a quarter mile or thereabouts. And because of those residences, we have a higher density of asthma attacks in that area due to automobile pollution. We did it, gang. There's some people who are commenting that the cost to the local areas is a bit on the high side. I should point out that for local towns and local cities, there are federal pollution abatement funds which are designed expressly to help these areas reduce the air pollution. Building a train station certainly qualifies, and I would urge you as SEWRPC to continue your efforts to find funds, and I would urge the elected officials to make sure that there

are -- they have turned over all the possible avenues. It doesn't have to be local money entirely. There are a lot of people worried about the cost of this whole thing. And when they talk about it, they always talk about it in terms of the cost of the train. Well, it's not a question of cost of the trains. It's a question of cost of the trains versus the alternative. The alternative is to expand I-94 in our case. The cost of expanding I-94 which one lane on each side between the state line and Highway 100 will be in excess of \$315 million. That does not include the cost of acquiring already-developed properties at the interchanges. That is simply purchasing farmland and putting in concrete.

Finally, my automobile, which gets well over the average mileage, costs me approximately \$3 every time I drive to Milwaukee. I live on the north side of Racine. It's not quite as far as it is for many people. How much is it gonna cost me when gasoline costs \$3 a gallon? How much is it gonna cost everyone at \$3 a gallon? All I can say at this point is, yes, we've been working on this for many, many years. Owen Davies knows people who worked on it before him. I think it's time to

build the train now.

MR. PATRIE: Thank you, Mr. Warner, for your comments. Next speaker is Ms. Julie McKenna followed by Roger Caron. Ms. McKenna.

MS. MCKENNA: Yes. I'm here as a Racine Unified School Board member elected official. I'd like to have my name added to the elected officials that are in support of the Metra extension from Kenosha-Racine to Milwaukee. Southeast -- Also, I'm a respiratory therapist/technician. So I work in the health -- health care building as well. I am in support for the Metra extension. Southeastern Wisconsin would benefit from the Metra extension. A lot of employees that I work with commute from Milwaukee. I know a lot of friends that live in Racine also commute to Milwaukee and Chicago for jobs. This would give another option for transportation for us here. Also, this would help the air quality as mentioned by other speakers that definitely needs help, especially in Racine County. I think we have one of the worst air quality reports in the state of Wisconsin. There is a number of -- high number of citizens in our county that have respiratory problems. We definitely need another form of transportation to

1 help -- to help our air quality. This is a healthy
2 choice. The quality of life that this choice
3 provides is well worth any cost and investment
4 that's put into it. Thank you.

5 MR. PATRIS: Thank you, Ms. McKenna.
6 Thank you for your support, and your name will be
7 added to the elected officials list. Next speaker
8 is Roger Caron from the Racine Area Manufacturers,
9 330 Fifth Street, followed by Randall Van Dusen,
10 retired Navy. Mr. Caron.

11 MR. CARON: You and I are about the same
12 priority tonight. But rest assured, everybody that
13 my -- as a member of the committee and Southeastern
14 Wisconsin Regional Planning and president of RAMAC
15 did not move us up any speakers. I feel very --
16 Fred, you're very honest that way. Thank you. As
17 president of Racine Area Manufacturers and
18 Commerce, it's a Racine-based nonprofit association
19 representing over 800 businesses and 40,000
20 employees in the Racine area. We certainly support
21 commuter rail, KRM, from Chicago to Milwaukee. I'm
22 gonna throw this out. I'll give it to you as my
23 remarks because, fortunately, I had the opportunity
24 having these prepared in the Journal Times a couple
25 of days ago. Some of you might have read the

1 Journal Times. But as a result of that, several of
2 our political leaders responded to some of the
3 comments that we've had. Two of those were
4 remarkable, and I'd just like to briefly talk about
5 those. One comment I heard was if it involves any
6 local tax dollars, we aren't gonna have it. Some
7 of you probably heard that. And it's amazing
8 because if those leaders would work as hard on
9 consolidating government services in Racine County
10 as they do objecting to something that would truly
11 benefit senior citizens, young professionals,
12 businesses, and the leadership of Racine County,
13 we'd have plenty of money to pay for our source of
14 money for commuter rail. Give you an example. Ten
15 dispatch centers in Racine County and 6 dispatch
16 centers of the I covering 170,000 people. And
17 we're worried about paying money for commuter rail
18 that would be such an economic benefit to Racine.
19 Second thing was I heard we don't have a dense
20 population or dense enough to support that in this
21 corridor. Can you think of any other more dense
22 corridor from Chicago to Milwaukee in the Midwest?
23 I can't. Give you an idea, couple of thoughts.
24 Illinois gets an average of \$350 million a year to
25 support their commuter rail from the Federal New

1 Starts Dollar. You know how much Wisconsin gets
2 because we don't have commuter rail and because we
3 don't have a state rail plan? Zero. In Wisconsin
4 alone, over 360,000 jobs are within three miles of
5 these planned stations and over 540,000 people.
6 With that, thank you for my comments, and I'd like
7 to give you my actually-prepared comments for the
8 record.

9 MR. PATRIS: Thank you, Mr. Caron. The
10 record should also reflect that Mr. Caron did serve
11 on the Advisory Committee in a very active role.
12 And thank you for that, Roger. The next speaker is
13 Randall Van Dusen, and I apologize if I'm
14 mispronouncing it. It's a little hard to read it
15 followed by Martha Hutsick, 4036 Manhattan Drive,
16 Racine. Sir, how should I pronounce that?

17 MR. VAN DUSEN: The name is Randall Van
18 Dusen. I do thank you. Most people have that
19 problem. Mr. Chairman and fellow attendees, I see
20 potential opportunities, and I'd like to mention
21 what some of them are. First of all, if we put a
22 station at Three Mile Road instead of Four Mile,
23 you could combine Batten Field with the railroad to
24 help provide general aviation services into
25 Chicago. Remember, Mick (phonetic) Field just got

1 carved up by the mayor down here. We could bring
2 the passenger ferry up the Root River to Sixth
3 Street. There's an abandoned marina there. That's
4 two blocks away from the station in Racine. We
5 could make a covered causeway. You tie passenger
6 ferry service to passenger rail. Naval station
7 personnel, I was remarked. I'm retired Navy. I
8 also work at Home Depot, by the way. I know many
9 people living down in the Waukegan, North Chicago
10 area that would rather live up here. And right now
11 our land values are the lowest north of North
12 Chicago, but our opportunities for living are much
13 better here. Come south of Milwaukee, our land
14 values again are pretty much the lowest land
15 values. This is an opportunity for living here. I
16 do have a couple questions. I would, rather,
17 recommend a high-level service. Why not go down to
18 Chicago? I have to go down to Lake Bluff. That's
19 where I can catch a train early enough to get into
20 Chicago early enough for conventions. People going
21 to, for example, the festivals, et cetera, they
22 come in at night. They want to be able to get back
23 at hours that are late, so a high level of service
24 will support this and hours in between.

25 The last thing I'd like to say is why are

1 we stopping at Milwaukee? Why don't we swing west
2 to Waukesha? You're gonna have the Marquette
3 Interchange torn up. It's gonna be discombobulated
4 quite bad down in Milwaukee. Why don't we go up to
5 Milwaukee and west of Waukesha, tie it all together
6 at the same time? Now, I don't want another study,
7 however. I'd like to see it happen. I do like to
8 thank you for your time. It is better to sign up
9 early I noticed.

10 MR. PATRIE: Thank you for your comments,
11 Mr. Van Dusen, and observations. Next speaker is
12 No. 29, and I have two after that that have signed
13 up. So the next speaker is Ms. Martha Hutsick --

14 MS. HUTSICK: Right.

15 MR. PATRIE: -- and followed by Marilyn
16 Nemeth.

17 MS. HUTSICK: I'm Marsha Hutsick, 4502
18 Harvest Lane, Racine. It's actually Caledonia.
19 I've been a member of several boards and stuff, but
20 I'm really speaking as an individual tonight. I'm
21 just going to limit my comments in favor of it,
22 some personal comments. I travel to Chicago quite
23 a bit, and the last time I was there was last week
24 right after Easter. And in order to get a train
25 back with some frequency, I have to go to Waukegan

1 to catch the train. If you go to Kenosha, you're
2 kind of limited as to when the train goes and when
3 the train returns. So I did go to Waukegan, and I
4 had to park in the lot which is above, you know, in
5 Waukegan. And you walk down the hill and come back
6 late at night and walk back up the hill, so I hope
7 when we do build the stations we have enough
8 parking so that kind of situation doesn't occur.
9 Also, with all the positive comments tonight, I
10 can't see why this won't become a reality. And if
11 it does become a reality, I would like to see
12 Racine or Caledonia, where I live, be one of the
13 express stops, not to skip Racine or Caledonia
14 because then I'll be in the same boat as I am now
15 trying to go to Waukegan or someplace else. I
16 think probably there are express stops right now.
17 I mean, that's why I go to Waukegan, 'cause there's
18 more trains coming to Waukegan, and there's other
19 ones that only come to Kenosha. So if we do
20 promote it from Kenosha to Milwaukee, I hope that
21 the express stops will be, you know, studied but
22 not for too long and enable the people who do live
23 in Racine to have access to more frequent trains
24 also.

25 I did grow up in Racine, and I left to go

1 to San Francisco and Phoenix for a while. But as a
2 child, I remember my mother and I taking the North
3 Shore train any time to go shopping in Milwaukee
4 when I was a young girl. And also, the North Shore
5 when I was in high school, we used to go out there
6 to watch the sailors come by and just wave at them
7 through the window which is probably as close as I
8 got to boys at that time. But it shows the
9 frequency and all that attracts a lot of ridership,
10 and at that time we could take the train to -- the
11 North Shore train to Milwaukee on the hour. It was
12 going every hour. And also, we had the Chicago
13 Northwestern at the State Street station because I
14 lived at State and oh /PWERD when I grew up. And
15 we used to go to that train station which still
16 stands just for the fun of it. And my uncle used
17 to come from Green Bay to Racine and then on to
18 Chicago to visit other relatives. So I'm sure if
19 the trains are more frequent there will be the
20 ridership. And of course, anything needs
21 promotion. And I'd be glad to help with that when
22 it does come to pass. Thank you.

23 MR. PATRIE: Thank you, Ms. Hutsick.

24 Mr. Van Dusen, the woman that was waving you from
25 the train when you were in the Navy was

1 Ms. Hutsick. The next speaker is Ms. Marilyn
2 Nemeth --

3 MS. NEMETH: Yes.

4 MR. PATRIE: -- from 8033 Old Spring
5 Street, Racine.

6 MS. NEMETH: I am speaking because I
7 didn't hear any other senior citizens come up and
8 admit it. But the No. 1 problem or No. 1, one of
9 the top problems, it's not No. 1, for senior
10 citizens today is transportation. And that's why
11 we really need to have the rail taking us to places
12 and around the Lakeshore area. Older citizens no
13 longer enjoy or feel safe on our freeways. Also,
14 it's an expense that many senior citizens cannot
15 afford to drive and own their own private vehicles.
16 So this would be an opportunity for them to get
17 transportation, for health reasons, their own
18 personal health, for health care because they could
19 have a wider range of places to go and get the
20 health care. It would be more available. They
21 could travel during the day when you're afraid that
22 employed people could not travel. At night usually
23 they want to come home anyway, so there's no
24 problem. I'd like to see it be the highest end of
25 delivery of service rather than medium, but the

1 only thing I personally feel is why is it taking us
2 so long? This should have happened yesterday.

3 Thank you.

4 MR. PATRIE: Thank you, Ms. Nemeth, for
5 your comment. Mr. Yunker from SEWRPC is not going
6 to believe this because the scheduled allotment for
7 the public hearing was from 6:30 to 8, and I have
8 the final speaker. How do you like that, Ken?

9 MR. YUNKER: Very good.

10 MR. PATRIE: Mr. Garza spoke earlier this
11 evening on behalf of his employer, and he would
12 like the opportunity to speak on behalf of himself.
13 It's Roberto Garza, 3610 Meachem Road, No. 3,
14 Racine.

15 MR. GARZA: This will be short. I
16 support the commuter rail and bus alternative
17 concept. It is something that is needed at this
18 time. We should embrace the concept as it will
19 lead to further economic development and growth in
20 the region. I've heard many other comments
21 tonight, and so have you all, as far as businesses
22 that could possibly open up from where the stations
23 will be developed as such. We must embrace this as
24 a part of a larger vision, a vision that will
25 connect people with employment in the respective

1 cities. People would have access to the amenities
2 available along the route, not only people from
3 Racine County to other counties but then those
4 people coming to Racine County as their
5 destination. There's an access to opportunity. I
6 thank you for this opportunity.

7 MR. PATRIE: Thank you, Mr. Garza. Is
8 there anybody who has not had an opportunity to
9 speak that would like to speak? Is there anybody
10 that has not spoken? Okay. As I said earlier this
11 evening, written comments can be sent snail mail to
12 SEWRPC at their address, and that's available to
13 you. Or you can e-mail them, and that's available
14 also in the Wise Ride newsletter, and I think staff
15 is going to stick around if you have individual
16 questions or comments that you would like to insert
17 in the record. Otherwise, thank you very much for
18 coming this evening. Thank you.

19 (Presentation concluded at 8:02 p.m.)
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25

1 STATE OF WISCONSIN)

2) SS:

3 COUNTY OF MILWAUKEE)
4

5 I, JENNIFER SCHMALING, a Certified
6 Realtime Reporter and Notary Public in and for the
7 State of Wisconsin, do hereby certify that the
8 above Transcript of Proceedings was recorded by me
9 on the 30th day of April, 2003, and reduced to
10 writing under my personal direction.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of any
13 of the parties, or a relative or employee of such
14 attorney or counsel, or financially interested
15 directly or indirectly in this action.

16 In witness whereof I have hereunto
17 set my hand and affixed my seal of offices at
18 Milwaukee, Wisconsin, this 19th day of May, 2003.
19
20
21

22 _____
23 Notary Public

24 In and for the State of Wisconsin

25 My commission expires December 7, 2003.

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

April 30, 2003
Racine Gateway Technical College
Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name	Address	Community
1. John Mager	2214 Washington Ave	Kenosha/NTA
2. Michael Warner	4444 N Green Bay Rd	Calhoun
3. James D. Hovine	2621 Eisenhower Dr	Titane
4. Juan V. Ruiz	1616 Austin Ave	Racine
5. Liz Staehler	5016 N. Woodburn St	Milw 53217
6. Barry Kacala	4704 Washington Ave, do. 5215	Racine, WI 53406
7. B. Gallagher	3009 43rd Ave	Kenosha 53144
8. James J. Buzick	730 WASHINGTON	Racine 53403
9. Betty M. Larson	2250 Bayou Blvd #10	Racine 53404
10. Tony Ferlazzo	115 Michigan Ct	Racine 53402
11. John P. Smith	4820 Algon Dr	Racine 53402
12. Marlene Baw	5600 Larch St	Racine 53403
13. C. Baw	559 Larch St	Racine 53405
14. Diane M. Lange	2008 Ruby Ave	Racine 53402
15. Gregory Van Dusen	4034 Madison Ave	Racine 53402
16. Michael J. Jany	730 Washington Ave	Racine 53403
17. Lema Jolly	404 N. Memorial Dr	Racine 53404
18. Margaret Johnson	2203 Blaine Dr	Racine 53405
19. CAMEL JOHNSON	"	"
20. Jeff Coe	1044 Villa St	Racine 53403
21. Keith R. Kistner	6813 Kistner Dr	Madison WI 53711
22. ISABEL ROSSEY	143 Robin Hill Dr	Mt. Pleasant 53406
23. Robert H. Brown	1525 Douglas Ave	Racine, WI 53401
24. Teresa Mura	504 Elm St	Racine, WI 53403
25. Doug Whitman	4830 Indian Hill Dr #204	Racine 53406
26. Bonnie Probst	4131 Main St	Racine 53403
27. Tom Probst	5133 Riverside Rd	Racine, WI
28. Raymond R. R. R.	3706 Pine St	Racine, WI
29. R. R. R.	4813 Longwood Dr	Racine, WI 53403
30. Glenn Lamfink	5729 Thruway Rd	Racine 53405
31. John Seeger (MRS)	807 Douglas Ave	Racine
32. John Knutson	500 College Ave	Waukegan, IL
33. David M. Mack	Representing County Exec McKenney	Racine, WI
34. Louie Seabolt	704 Waters Edge	Racine, WI
35. Mary McWain	1022 Villa	Racine, WI 53405
36. Mercedes Dimpelata	609 7th St	Racine, WI 53403
37. Carl Christensen	4700 W. Hill Road	Blaine, MN
38. Mark M. Giese	1520 Bryn Mawr Ave	Racine, WI 53403
39. Susan Greenfield	Town of Calhoun, 684 9744	
40. Allen R. R.	Kenosha County Exec	
41. Jean R. R.	1616 S. Main St	Racine 53403
42. Mark J. R.	8914 Hwy 38	Calhoun 53108
43. Ron Vetrovec	716 Alhambra Dr	Racine 53402
44. Frank Risler	2747 Blaine Ave	Racine 53405
45. Lois Solberg	4229 Chatham Dr	Racine, WI 53403
46. Pete Kacala	221 Blaine Ave	Racine, WI 53403
47. Gail Hutterly	704 W. 1st St	Racine 53402
48. Jean V. R.	718 Lake	" 53403
49. Bernard C. R.	1173 Washington Ave	Racine 53403
50. Lawrence Burazin	3627 5th St	St. Francis 53235
51. Jason Schmidt	3610 E. Kankakee St	Oak Creek
52. William R. R.	4835 Ruby Dr	Racine 53402
53. Judy R. R.	711 Turner Circle	53402
54. Helen Frederickson	819 Park Ave	Racine 53403
55. Milton R. R.	5918 W. 1st St	"
56. Bill Adams	Sustainable Racine, 413 1st St	Racine
57. Rosalene L. R.	819 Park Ave	Racine 53403
58. Carl Truitt	730 Washington Ave	Racine 53403
59. Sonia Tellez	827 S. Main Street	Racine 53403
60. Colleen McKern	1920 Lathrop	Racine

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Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

April 30, 2003
Racine Gateway Technical College
Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name	Address	Community
61. Cyndy Dances	1620 Deane	Racine
62. John Denge	1523 Coalbrook Dr	Racine
63. Jeff Bonn	730 Central St	Racine
64. Rick Granie	5 Maplewood Ct	Racine
65. George Greenbinger	910 Lake Ave	Racine
66. Robert Henzel	840 Lake Ave	Racine
67. Janet Gallagher	3029 Ford Ave	Kenosha
68. Mike Eithorst	1102 Melvin Ave	Racine
69. Sharon Cape	1530 Main	Racine
70. Mark Powers	1800 Grand	Racine
71. Tom Riegler	16870 Lake Ct	Brookfield
72. Jeff Francis	8705 W. 1st St	Madison 53702
73. Wally Reddon	833 Lombard Ave	Racine, WI 53402
74. Leo Edelstein	3706 Douglas #801	Racine, WI 53402
75. Betsy George	3237 Nicholson Rd	Franksville 53126
76. Alicia Tellez	1619 W. Memorial Dr	Racine 53404
77. Gary Brasher	730 Washington Ave	Racine 53405
78. Robert Miller	114 Woodfield Ct	Racine 53402
79. Robert J. Leary	509 S. Halstead Dr	Waukegan 53157
80. Quentin H. R. R.	1405 16th St	Racine 53403
81. Doug Nicholson	231 Main	Racine 53403
82. Mike McQuay	3044 Nicholson Rd	Glendale 53108
83. John M. R.	5827 Cambridge Ave	Racine 53406
84. Kelly York	8744 Nicholson Rd	Calhoun 53108
85. Brian Pleva	4223 Danbury Lane	Racine 53403
86. Mary R. R.	716 N. Memorial	Racine 53407
87. John R. R.	323 S. Main St	Racine
88. Robert D. R.	3612 Madison Rd #2	Racine 53405
89. Ray R. R.	2224 Washington Ave	Racine
90. Susan Spring	1137 Alderman Rd	Racine
91. Jeff Walker	4601 Lakehead Dr	Racine
92. Tom Anson	609 - 7th	Racine
93. Scott Kelly	315 56th Ave	Kenosha
94. Tim Craft	2028 Jane Blvd	Racine
95. Anna Clementi	706 Lake Ave. #16	Racine
96. Edward Shynovich	2618 Grove Ave	Racine
97. John Phelps	822 William St	Racine
98. David L. R.	427 Remarque Ave	Racine
99. Tom Frieder	1904 Dwight St	Racine
100. Robert Breneman	904 Orchard St	Racine
101. Bill Barrett	1444 Sheldon Rd	Kenosha
102. Robin Micheli	1108 S. Main	Racine
103. Michael Britton	1603 S. Main St	Racine
104. Rep John Lehman	708 Orchard St	Racine
105. Keith Hazz	3203 Ravine Dr	Racine
106. Paul Burdick	1732 Villa	Racine
107. Samy Weidner	2310 Thor Ave	Racine
108. Dave R. R.	3702 G. Mile	Racine
109. Linda Schuberger	-333 Lake Ave #202	Racine
110. Seymour Mengesha	718 N. Memorial Dr	Racine
111. Donna Peterson	810 Sycamore	Racine
112. Andy Turner	1079 Meadow Ln	Racine
113. Diane Dunn	13500 6 1/2 mile Rd	Glendale
114. Michael Glesman	1443 W. Sunnyside Dr #201	Mt. Pleasant
115. Thomas Jagalski	1810 S. Wisconsin Ave	Racine
116. John Shannon	3700 Quaker Drive	Franksville WI 53126
117. Tom Smith	6200 Duane Ave	Mt. Pleasant
118. Bob Breneman	904 Orchard St	Racine
119. Bob R. R.	711 Power	Racine 02
120. Ann M. Pratt	819 Park Ave	Racine, WI 03

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Public Informational Meeting and Hearing
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April 30, 2003
Racine Gateway Technical College
Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name	Address	Community
121. <u>Ann McGee</u>	<u>2115 Green Bay St</u>	<u>Racine</u>
122. <u>Cheri Rogensberg</u>	<u>2327 Cornell</u>	<u>Racine</u>
123. <u>Dick Hansen</u>	<u>5123 Ravenswood</u>	<u>Racine</u>
124. <u>FRANK SCHWARTZ</u>	<u>5015 ORCHARD ST</u>	<u>RACINE</u>
125. <u>Ursula Stetter</u>	<u>3315 Ruby Ave</u>	<u>Racine</u>
126. <u>Morris Reeder</u>	<u>1439 Crabapple Dr.</u>	<u>Racine</u>
127. <u>Judene Stokke</u>	<u>718 Lake Ave</u>	<u>Racine</u>
128. <u>Betty Manta</u>	<u>314 William St</u>	<u>Racine</u>
129. <u>David Guran</u>	<u>3612 Haven Ave</u>	<u>Racine</u>
130. <u>Joe Longbird</u>	<u>4210 N. Main St. Apt 335</u>	<u>Racine</u>
131. <u>D. Block</u>	<u>5534 W. Lincoln Tr.</u>	<u>Racine</u>
132. <u>Rosalie Rauer</u>	<u>718 Lake Ave</u>	<u>03</u>
133. <u>Richard Haglund</u>	<u>3924 Republic AVE</u>	
134. <u>Michael Erickson</u>	<u>533 S. Rowell Ave.</u>	
135. <u>Lois Vanderbeke</u>	<u>819 Park Ave.</u>	
136. <u>Chas. Smoller</u>	<u>4886 Light House Dr.</u>	
137. <u>Anita Buschak</u>	<u>1219 Illinois St.</u>	
138. <u>Jay Varner</u>	<u>4444 N. Green Bay Rd, Racine/Koshkonong</u>	
139. <u>Marilyn Nemeth</u>	<u>8023 Old Spring St.</u>	<u>Racine 53406</u>
140. <u>Terry Van Poy</u>	<u>1702 Cleveland Ave</u>	<u>Racine 53405</u>
141. <u>NANCY SCRIPKE</u>	<u>4319 Ridgeway Ave</u>	<u>RACINE 53405</u>
142. <u>ROGER CARON</u>	<u>300 5th St</u>	<u>" 53403</u>
143. <u>Don Piele</u>	<u>922 Orchard St.</u>	<u>Racine, WI 53403</u>
144. <u>Kathleen Pope</u>		<u>Bristol</u>
145. <u>Wendy Spina</u>	<u>2433 Delaware Ave.</u>	<u>Racine, WI 53403</u>
146. <u>Jeff</u>	<u>5721 S. Woodland Dr #1</u>	<u>Oak Creek, WI 53154</u>
147. <u>Margaret Fung</u>	<u>5000 Vallen Trail</u>	<u>Racine, WI 53402</u>
148. <u>Jim Mengesha</u>	<u>3720 North Bay Dr.</u>	<u>Racine 53402</u>
149. <u>Isabella Mengesha</u>	<u>3720 North Bay Dr.</u>	<u>Racine 53402</u>
150. <u>John J. Smith</u>	<u>3527 Oakwood Dr</u>	<u>Racine 53406</u>

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Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study
April 30, 2003
Racine Gateway Technical College
Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name	Address	Community
151. <u>Nancy Diersten</u>	<u>363 E. Point View Dr.</u>	<u>Racine - 53402</u>
152. <u>Glenn Mathias</u>	<u>1216 N. Sunnyside Dr.</u>	<u>Racine 53402</u>
153. <u>Rechel Stokke</u>	<u>3219 Moulton Ave</u>	<u>Racine 05</u>
154. <u>April Guter</u>	<u>1742 S. Wisconsin Ave</u>	<u>Racine 53403</u>
155. <u>David Rozkowski</u>	<u>800 Center St.</u>	<u>Racine 53403</u>
156. <u>Katherine Pury</u>	<u>3101 Michigan</u>	<u>Racine 53402</u>
157. <u>William Pury</u>	<u>3101 Michigan</u>	<u>Racine 53402</u>
158. <u>Julie McKenna</u>	<u>724 Carlock Ave</u>	<u>Racine WI 53406</u>
159. <u>Theresa Wenzel</u>	<u>2531 Washington Ave.</u>	<u>Racine, WI 53403</u>
160. <u>George Scripke</u>	<u>4219 Ridgeway</u>	<u>Racine WI 53405</u>
161. <u>Dan Rasmussen</u>	<u>2044 Douglas Ave</u>	<u>Racine WI 53402</u>
162. <u>Julie Pyle</u>	<u>922 Orchard St.</u>	<u>Racine WI 53403</u>
163. <u>Sandra Villarreal</u>	<u>801 Ohio St</u>	<u>Racine, WI 53405</u>
164. <u>Dan Coyle</u>	<u>3109 LaSalle St</u>	<u>Racine WI 53402</u>
165. <u>Joel Beck</u>	<u>8624 Kori Ct</u>	<u>Franksville WI 53126</u>
166. <u>Linda Dugan O'Connell</u>	<u>2326 N. Main St.</u>	<u>Racine WI 53402</u>
167. <u>Korlaosian</u>	<u>1244 Grove Ave</u>	<u>Racine 53405</u>
168. <u>Jeremiah Kenney</u>	<u>2782A N. Frances Apt #4</u>	<u>Milwaukee 53212</u>
169. <u>Martha Kutsick</u>	<u>4502 Harvest Ln.</u>	<u>Racine, WI 53402</u>
170. <u>Kristina Ehlers</u>	<u>UWM</u>	<u>Milwaukee</u>
171. <u>Franklin Bitterback</u>	<u>414 William St.</u>	<u>Racine, WI 53402</u>
172. <u>Don Coff</u>	<u>2221 N. Sunnyside Ave</u>	<u>NR 53202</u>
173.		
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Commission Staff

Kenneth R Yunker Deputy Director
Otto P. Dobnick Principal Planner
Gary K. Korb Regional Planning Educator
Patrick A. Pittenger Senior Planner

Appendix A-4

TRANSCRIPT AND ATTENDANCE RECORD, PUBLIC INFORMATION MEETING AND HEARING, CUDAHY CITY HALL, CITY OF CUDAHY, MAY 1, 2003

3

BROWN & JONES REPORTING, INC.

PUBLIC HEARING FOR
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT PLAN

Proceedings of the public hearing for the
Southeastern Wisconsin Regional Planning Commission,
taken before MADONNA L. RANK, a Registered Professional
Reporter and Notary Public, in and for the State of
Wisconsin, taken at Cudahy City Hall, 5050 South Lake
Drive, Cudahy, Wisconsin, on the 1st day of May, 2003,
commencing at 6:30 p.m. and concluding at 7:40 p.m.

312 East Wisconsin Avenue
Suite 606
Milwaukee, WI 53202
PHONE: (414) 224-5533
FAX: (414) 224-9535

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A P P E A R A N C E S

MR. FREDERICK J. PATRIE,
County of Kenosha, Department of Public Works,
P.O. Box 609,
19600 - 75th Street,
Bristol, Wisconsin 53104.

MR. KENNETH R. YUNKER, PE,
Assistant Director, Southeastern Wisconsin
Regional Planning Commission,
P.O. Box 1607,
W239 N1812 Rockwood Drive,
Waukesha, Wisconsin 53187-1607.

MR. GARY K. KORB,
Regional Planning Educator UW-Extension Working with
SEWRPC.

* * * * *

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25

TRANSCRIPT OF PROCEEDINGS

MR. PATRIE: I'll put on the record
that last night at the hearing that was held, the
mayor of St. Francis spoke. He was unable to be
here tonight. Those of you who are from the St.
Francis area, he could not be here tonight, but he
did speak in favor of the commuter rail last night.

It is now time to receive the comments.

The hearing portion of this meeting is to receive
your comments concerning the preliminary plan. It
should be emphasized this is not a question and
answer hearing. You had that opportunity earlier
this afternoon and tonight, and you have that
opportunity after the meeting. If you have
questions that arise from people's comments or
something that you saw in the presentation, Ken and
the other SEWRPC staff will remain to answer your
questions.

We ask that you keep your comments to
about three minutes for the first pass-through. We
want everyone to have an opportunity to say what's
on their mind. If you do not have enough time in
the three minutes allotted, if there's time at the
end, we'll let you come back up and have another
three minutes, if you want to speak you can. The

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purpose here is to allow everyone to have an
opportunity to speak.

As I mentioned, the meeting is going to
be transcribed. Donna Rank will do that. You can
assist Miss Rank in making sure that your comments
are all accurately recorded by having only one
person speak at a time, and that person speaking
comes up to the microphone. I'll read your name
and address off the cards that you should have
submitted. And again, I'll ask if you're going to
speak if you raise your hand and you haven't
submitted one of these, someone will get you one
and you can fill it out and bring it in.

My job of chairing the public hearing is
three-fold. One, I'm charged to keeping it moving
along; two, keeping it germane, and three, making
sure that everyone that wants to speak has an
opportunity to speak. And you can help me do that
tonight by honoring when people are up here
speaking, give them the courtesy of listening to
what they have to say just as if you were up here
speaking, you'd like to have that courtesy
yourself. It may actually give you questions or
issues you didn't think of.

I want to also point out that not

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everyone is always comfortable coming up to the microphone speaking. If you have your Wise Ride handout, it gives a Snail Mail address. It also gives a fax, and it also gives an e-mail address. So if you're not comfortable speaking at a microphone, you can get your comments, and those are also recorded as part of the record, so I encourage you to do that.

With that, I guess we can begin. I should make one more note, and that is if you want a written comment submitted, those are accepted up through May 16th which would be the deadline. I also want to take just a few minutes 'cause this is the fourth meeting of four to let you know who has been working on this diligently for the past two and a half years for this study and two and a half years for the feasibility study. As Mayor Glowacki said, it's been a long time to get to this point. Janan Olson from Olson & Company is here, and Kris Martinsek from Martinsek & Associates. From the Parsons Group we have Mark Miller and Melissa Rosas (phonetic). In the back from Transit NOW, Kerri Thomas and Rosemary Potter, and from the regional planning commission you heard from Ken Yunker. But also here is Otto Dobnick and Gary

Korb.

So with that, we will begin the public hearing process. Again, I ask you to please keep your initial comments to three minutes. Mr. Korb will kind of give you a heads up when there's about ten seconds left, and if there's more comment we'll keep going until the hearing ends at 8:00 or thereabouts. The first speaker tonight is Rosemary Potter, Transit NOW, P.O. Box 565, Sussex, Wisconsin.

ROSEMARY POTTER: Good evening. Hello, everyone. I wanted to let you know that I've submitted for the record a copy of my testimony, a list of all the endorsers of the concept of commuter rail, and a copy of the positive editorials that we've received from the Milwaukee Journal, the Business Journal, the Kenosha newspaper as well as the Racine Times.

Thank you for this opportunity to express our opinion about a project we believe is vital to the future of Southeast Wisconsin. Transit NOW is a regional 501 (c)(3) nonprofit organization that works to link people to jobs, improve economic development, increase accessibility, reduce air pollution and stabilize land use in Southeast

Wisconsin by providing community education and outreach and a platform for the development of positive local and regional transportation solutions.

Two years ago, our board of directors made a decision to prioritize our work in developing commuter rail. They could see the huge opportunity that commuter rail has to positively impact the things that are core to our organization and essential to the future of Southeast Wisconsin.

Over the past two years, Transit NOW has provided research, met with hundreds of stakeholders and citizens, delivered dozens of presentations and created literature on web site pages. But more importantly, we have developed many collaborative relationships and facilitated dialogs between numerous combinations of stakeholders, government staff, elected officials and community leaders, so it is from this unique vantage point that we come before you this evening to share the lessons that we've learned.

We have been privileged to be part of what feels like a great awakening. Once people learn about commuter rail, they like it almost universally, and that's been clear in all the

hearings that we've been to. In Kenosha there were over 100 people. In Milwaukee there were 170 people. Last night in Racine there were about 180 people, and you see that this room is crowded tonight. We love that. It's great for the spirit. We've enjoyed working with many people who are not usually interested in transit issues, people from all walks of life, the full spectrum of political parties. How often do you see the Sierra Club working side by side with developers on the same issue?

We've seen this project bring cities, counties and towns together in a new spirit of regional cooperation. This is a project that we can agree on. It's bringing people together now, and it will connect people when it is implemented.

And we have learned many lessons. The first lesson we've learned, we learned how important it is that we begin to think and act like a regional community if we expect our economy to thrive. It's simply a reality of the global economy. We've seen cities and counties, organizations of all kinds, universities and businesses all along the corridor making the development of a regional economy a key priority

because it is essential for our future success. It is clear that commuter rail can be a catalyst for developing a regional economy. And out of the top 30 cities in the United States, we are in the company of just a few who do not provide rail service for commuters.

The second lesson, we learned all about the brain drain, how important it is to have young talent to attract businesses and jobs, especially as baby boomers retire in the next five to ten years. By the year 2008, there will only be one worker to replace every two that retire. Unfortunately, Wisconsin doesn't seem to be a place that young college grads want to live, yet. Amenities like commuter rail are critical in creating the communities that younger generations are attracted to work and live. Three, we --

UNIDENTIFIED: How many minutes --

MR. PATRIE: Gary, are you timing?

MR. KORB: Yes.

MR. PATRIE: The time will be kept up here. We don't keep it exactly as three minutes.

ROSEMARY POTTER: I'll speak faster.

Number three, we learned from low income communities how very essential regional

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transportation is in lifting people out of poverty. By providing convenient, reliable, affordable transportation to a sizeable regional job market and educational opportunities, doors will be opened to a better life for thousands of families and children.

Number four, we learned that we could hardly ask for a better situation for a commuter rail route. We have the existing right-of-way with infrequent freight use. The route serves central neighborhoods of cities --

MR. KORB: Ten seconds.

ROSEMARY POTTER: -- in a densely populated corridor with a major city at each end of the route. The last lesson, and perhaps the most important, is that the Metra extension is much more than a train. It is an intelligent investment in growth -- an investment in positioning ourselves as winning cities in a winning region. The KRM Commuter Rail will add value and quality of life to our communities. It should be implemented as quickly as possible so that we can begin reaping its benefits. Thank you.

MR. PATRIE: Thank you, Miss Potter, for your comments. The next speaker is Mr. Jerry

Kotarak, 3270 East Morris Avenue, Cudahy, followed by State Representative Chris Sinicki.

JERRY KOTARAK: Hello. On behalf of the business community, I would just like to let everybody know that from the constituents I've talked to in the business community, that we are very excited about this project. Due to the fact that I've lived here all my life in Cudahy, and Cudahy has always been -- doesn't have the greatest reputation to say the least. And I've always thought the more I traveled around in my life in different areas, anywhere that's close to an airport and a lake, and Cudahy is sandwiched between an airport and a lake, and then if we also put the commuter rail in also, I think it's going to be a very good stimulus to our area.

And from a business perspective, I know that this Iceport thing that's going in, something that many people were very doubtful about -- they thought why in Cudahy. Thank God our mayor said why not in Cudahy. Now it's going to happen. The Ice Sport people did a lot of checking around the whole country before they did something like this. They could not find -- and they challenged us and said if you can find somewhere else in this great

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United States of ours that has 35 acres of developable land between a lake and an airport, a possible rail area and a freeway spur, you show us, 'cause we'll be more interested in that parcel of land. Well, there's not any in this United States that we can find, so I think it's a very exciting thing. From the business community, I think it's going to be a great thing. I think it'll be a greater stimulus for our Cudahy area, and I would just like that to be said. Thank you.

MR. PATRIE: Thank you, Mr. Kotarak. Did I pronounce your name correctly?

JERRY KOTARAK: Kotarak, yes, very good.

MR. PATRIE: Thank you. The next speaker is the honorable Representative Chris Sinicki followed by Mr. Andrew Stiffler.

REPRESENTATIVE CHRIS SINICKI: You don't need to time me because I'm going to be very brief. I wasn't even planning on speaking tonight. However, I did want to come down and officially put my name on the list of endorsees of the plan, and just say, you know, this is an issue that I think is going to be very important to the City of Cudahy. When you look and see what's been going on in the City, this will be a big part of their

downtown redevelopment plan, and it's also very important to the whole entire southeast Milwaukee County. When you look and see all the jobs we've lost, all the businesses we've lost, I think this will help stimulate some of that and bring some of that back to our area.

MR. PATRIE: Thank you, State Representative. The next speaker is Andrew Stiffler, 18850 Emerald Drive, Brookfield, Wisconsin. Sir.

ANDREW STIFFLER: Thank you. I'd like to say I'm also in favor of this idea, but I think it should be implemented correctly. I don't like the idea of starting with a medium level of service only running weekday rush-hour round trips. I am one of the recent college graduates that do live here in the Milwaukee area, and a lot of us don't work 9 to 5 jobs. I think both evening and weekend service needs to be run.

I know there are a lot of people, friends of mine in Chicago that like to come to the bars and to the entertainment options here in Milwaukee, and I know a lot of them don't like driving, but if trains aren't going to be running after 5 or 6 at night, that's really going to put a damper on their

opinions of wanting to come up here. And the same with those wanting to go down to Chicago in the evenings, we don't have that option if the trains don't run.

I think the trains need to be run in the evenings and on weekends, not just for commuters, but also for the tourists. There are a lot of tourist options and destinations here in Milwaukee that people from Chicago don't get a chance to visit because they don't have an easy way to get to them. And a lot of people -- you don't want to spend a full day in your car with two or three kids screaming and crying in the car. I know a lot of other cities run evening and weekend trips to specifically the tourist destinations so that the kids can get to them. I know out in LA they run beach trains out to ocean side that kids ride because they don't want to drive and their parents don't want to drive, but I think that's one of the biggest things that we need to do on this whole thing. Thank you.

MR. PATRIE: Thank you, Mr. Stiffler, for your comments tonight. The next speaker is Mr. Karl Kukor, 3925 Hammond, Cudahy, followed by Mr. Kevin Walker. Mr. Kukor.

KARL KUKOR: Good evening, everybody. As many of you know, I moved back to this city about a year and a half ago. I've lived in other cities around the country. I've lived for a while in New York, Chicago, Los Angeles, Kansas City and St. Louis, and I think that they've done an excellent job at literally putting the writing on the wall here for the future of transportation. You know, everyone says there's two seasons in Wisconsin, winter and construction season. And if you've ever gone around and driven the highways right now, you'll see an army of orange barrels out there, and if I dare you to try to travel to Chicago during the day and get from here to downtown there in less than three hours, it can't be done.

While living in St. Louis, I very much enjoyed the commuter rail system. It gets you from the airport, to the downtown area, out to the casinos with many stops in between and a lot of recreational areas. This is definitely something this area can benefit from.

Now, I can't talk too much about the statistics they have up here, but I can share a few things with you regarding the light rail system in St. Louis because it is one of the most successful

in the country. They say that five out of six car trips taken in St. Louis are single-passenger trips, and I'm guessing that the statistics there are true for here too. 80 percent of the work force drives to work alone in St. Louis. Again, I'm guessing that's true here.

Now, I'm just one person that used to live in St. Louis that can vouch for commuter trains. I wish I could get the other ones here, but this chamber would not hold 16.1 million people because, ladies and gentlemen, that's the number of passengers that rode the Metrolink System last year in St. Louis. I do want to add that for every two Metrolink lanes, lanes we have of commuter rail traffic, that can handle the same capacity as 16 lanes of highway. So, ladies and gentlemen, this is a smart way to go.

Another interesting statistic I want to share is that on new riders on the rail system, 21 percent of these riders come off buses. The other 79 percent are people that have never ridden public transportation before. And what I'm saying is that people take a bus because they have to take a bus. People will take this commuter train because they want to and they'll leave their cars at home. It's

1 good for the environment, good for the economy,
2 good for the State of Wisconsin, and good for the
3 City of Cudahy, and I can't tell you strongly
4 enough to back this system. Thank you.

5 MR. PATRIE: Thank you, Mr. Kukor, for
6 your comments tonight. The next speaker is Mr.
7 Kevin Walker, Working Group on Transportation, P.O.
8 1324, Milwaukee, followed by Mr. Robert McLeod.
9 Mr. Walker.

10 KEVIN WALKER: This is kind of turned the
11 wrong way. I know this is not a question and
12 answer thing, but I think I want to address the
13 people here. My name is Kevin J. Walker, and I'd
14 like to -- when I talk about mass transit, I always
15 like to present my credentials. I don't know how
16 many people here rode mass transit to get here.
17 This is my Milwaukee County pass. Too often times
18 we have people that talk about mass transit, but
19 they don't use it. I found this out when I was in
20 St. Louis also. I also rode Metra, but with the
21 economy there was that you had people that praise
22 the system that work for the system but they didn't
23 ride it. That's also why in California a
24 proposition that was put forth didn't go through,
25 but the proposition would require all people that

1 work in the transit field to ride public
2 transportation. I think that's a good idea.

3 But tonight I'm wearing two hats. One is
4 vice-president after Jeffrey Marker of the group
5 ALERT which stands for against light and electric
6 rail and rubber tire transit, although lately
7 there's been a strange life form that's transmuted
8 from light rail but that's another -- change the
9 name to against light and electric rail rubber
10 transit, but we always plan to be on alert to
11 ensure that public money is well spent, whatever
12 mode of transportation it is.

13 But the other hat I wear is as a
14 spokesperson for the Working Group on
15 Transportation. It's a group of city people,
16 suburbanites, bus riders and bus drivers who have
17 contributed to a plan for its own county-wide
18 phased-in plan for a system of commuter rail lines
19 using full-size cars on full-size tracks for a
20 system of commuter rail lines that work in
21 conjunction with the Milwaukee County Transit
22 System that would reach out to every neighborhood
23 with the Milwaukee County bus system acting as
24 feeders. This is what the system looks like now
25 with all the freeway fliers and some of the bus

1 routes and things like that. Under the Working
2 Group on Transportation's plan, it would use the
3 32nd Street industrial rail corridor and use that
4 as the spine. If you think of it, it would be like
5 a human with its arms stretched out with the belt
6 sticking out. The belt would be the old Menomonee
7 industrial corridor and use this, connect with the
8 existing infrastructure of rail lines, and as
9 anybody else who has lost a muffler around here
10 knows, we have a whole lot of them crisscrossing
11 every part of the county. Now, the Metra extension
12 has already -- has also -- has been factored in our
13 plan because it figures in as one of the spokes
14 from the southeast corner of the County which is
15 phase 3 of the Working Group on Transportation's
16 plan. The Working Group welcomes the similar use
17 of the existing infrastructure on full-size tracks
18 using full-size cars keeping in mind that public
19 money is not bottomless which is something that the
20 light railers haven't quite -- haven't quite
21 figured out yet.

22 And also a little bit of history. The
23 genesis of all this talk about a rail corridor
24 between Milwaukee, Wisconsin happened back when
25 they were our plans which were later dropped, for

1 the World Fair. They announced it somewhere around
2 the early '90s and wanted to, you know, for use in
3 the year 2000, but they dropped it, but that's what
4 kind of sparked the idea of linking Milwaukee and
5 Chicago via rail, but there's also some -- but
6 there's also a news item which I saw in today's
7 paper, they're proposing to eliminate all long
8 distance travel on Amtrak.

9 MR. KORB: We're at ten seconds.

10 KEVIN WALKER: But you can do that, but
11 this only puts more effort on local areas because
12 Chicago is going to be made the spine of a long --
13 of a high-speed rail corridor, which is something
14 that Metra's group and the Working Group on
15 Transportation plan also works into.

16 MR. PATRIE: Thank you, Mr. Walker. If
17 you have a business card or handout that people
18 would like to get information to you or get some of
19 your information to them, maybe you could stick
20 around after the meeting for a few minutes.

21 KEVIN WALKER: Actually we've got a 20-
22 page overview of our plan. We haven't got a lot of
23 fancy stuff, but we have maps and charts and things
24 like that showing basically how the 32nd Street
25 industrial rail corridor which still exists and is

1 still in use is the spine of the system and how it
2 would be integrated into it.

3 MR. PATRIE: Okay. But you will be
4 available afterwards? I noticed some people were
5 nodding their heads in agreement when you were
6 talking and I think they may want some additional
7 information. The next speaker is Mr. Robert
8 McLeod, Wisconsin ARP/MHSRC 838 North 60th Street,
9 Milwaukee. Mr. McLeod tonight will be followed by
10 Joe Rapont I think it is.

11 ROBERT McLEOD: Thank you for giving me
12 the opportunity to speak here. I'll make it real
13 short, but let me just say this. I think this
14 proposal makes absolutely excellent sense from the
15 standpoint of improving our transit infrastructure
16 in this area of Wisconsin and for so many, many
17 reasons. It will connect our so-called developing
18 megalopolis between Chicago and Milwaukee. It
19 makes a lot of sense from the standpoint that
20 people will have a really good alternative to the
21 personal transportation. I noticed -- excuse me.
22 I noticed that there are -- the previous speakers
23 have come up with several very interesting points
24 so I'm not going to duplicate that. I just want to
25 say that I think that I hope the commission, who

1 have incidentally done an excellent job of
2 developing this proposal, and hopefully it will go
3 forward -- I believe that the commission has
4 elucidated excellent points as presented in the
5 initial presentation here.

6 Years ago we had a Chicago north shore
7 and Milwaukee railroad, the old north shore line
8 that ran from downtown Milwaukee to downtown
9 Chicago, city center to city center. We lost that
10 in 1963 because of dwindling ridership. What has
11 been happening in the last four decades is that our
12 metropolitan areas have increased substantially in
13 population, and hence what we have to do is think
14 about spending substantial sums of money. Make no
15 mistake about it, spending money that will in the
16 long run be very beneficial from the transit
17 standpoint.

18 Years ago we also had a line -- I noticed
19 people are referencing it as the KRM line,
20 Kenosha-Racine-Milwaukee. Well, we used to have a
21 line called the MRK line which was run by the
22 Milwaukee Electric Railway Line. It was a type of
23 commuter line that ran from downtown Milwaukee to
24 downtown Kenosha. We don't have that anymore, of
25 course. It's been gone many years ago.

1 But the reason for all of this is that we
2 are developing. Economic development is taking
3 place everywhere in the area, and one of the things
4 that this system will do is, has been indicated,
5 promote good community and economic development,
6 two very essential things. There are so many
7 reasons that I think this proposal should go
8 forward, and I am standing here mainly to say and
9 to recommend that the commission and anybody that
10 is responsible for hopefully pointing us in the
11 right direction and carrying it forward will do so.
12 Thank you very much.

13 MR. PATRIE: Thank you, Mr. McLeod, for
14 your comments this evening. The next speaker is
15 Joe --

16 JOE RAPONT: Rapont.

17 MR. PATRIE: Pardon me, sir?

18 JOE RAPONT: Rapont.

19 MR. PATRIE: Rapont, Joe Rapont, 3717 --

20 JOE RAPONT: 47.

21 MR. PATRIE: 47, okay.

22 JOE RAPONT: 3717.

23 MR. PATRIE: 3717 East Morris.

24 JOE RAPONT: Correct.

25 MR. PATRIE: Cudahy, followed by Richard

1 Schreiner.

2 JOE RAPONT: My comments are going to go
3 in the opposite direction. Amtrak, I don't have
4 the article at all, that goes across the country of
5 the United States has been subsidized by the
6 federal government for many years. And I believe
7 this will be the last year unless it does change,
8 that Amtrak has to stand on its own two feet. In
9 order for it to run, it has to pay for itself. It
10 can't come out of federal dollars.

11 The bottom line here is Scott Walker for
12 Milwaukee County -- for the bus company, ridership
13 fell more than 5 percent last year from 51.3
14 million in 2001 to 48.5 million. That slide has
15 continued. This year with January and February
16 combined, ridership is down 3 percent from the
17 first two months of 2002. Scott Walker's
18 administration has recommended eliminating the
19 trolley service after federal funds run out
20 September 30th. The County board has delayed
21 action on that idea while Milwaukee downtown which
22 has been contributing \$30,000 a year to bring -- to
23 help run the trolley tries to raise money from
24 businesses.

25 The bottom line here is I always

understand they always talk about commuter line for economic development, growth for businesses and so on so forth. Well, we have a bigger problem. These companies are in this problem, Badger Meter, the Bradley Corporation, Briggs & Stratton Corporation, DaimlerChrysler, Harley-Davidson, Journal Communications, Kenosha Area Business Alliance, Manpower, Incorporated, Marshall & Ilsley Corporation, Ozaukee Employers and Rockwell Automated Systems, formerly Allen-Bradley. And the problem is, is health care cost. The cost of health care is rising so drastically that it's running businesses right out of the State of Wisconsin.

Again, is the state going to come in and help fund this transit program? They have a big problem already trying to establish -- to pay the fees now. So I grant you, this proposal for the rail should be looked at maybe another 20 years down the road. It might be viable, but in order for it to be viable, it has to fund itself. It can't come from federal money or state money. So the thing here is I'm willing -- I'm willing not to put my tax dollars towards this. Again, if Chicago wants to add the rail for Southeastern Wisconsin,

fine, so be it, leave them pay for it. Because I'll tell you one thing, Southeastern Wisconsin can't afford it. Thank you very much.

MR. PATRIE: Thank you, Mr. Rapont, for your comments this evening. The next speaker is Mr. Richard Schreiner, 912 East Pleasant Street, Milwaukee, and he'll be followed by Mr. Jeff Marker.

RICHARD SCHREINER: Good evening and thank you for holding this hearing. I'd like to say I support the committee's recommendation, and I particularly want to support the committee's choice of the rail option over the bus option. Anybody who says that a bus is a substitute for a train for these kind of distances obviously hasn't spent much time on a commuter bus.

I can tell you from personal experience having used the Racine and Kenosha commuter bus service, I also used Metra, and I can tell you that a bus is not a substitute for a train. Anybody who says that, clearly hasn't spent much time on a bus.

Earlier this evening the presentation included a lot of very interesting and I think valid conclusions as to why this should be pursued, so I won't amplify those in any way or add to

those, but I think a personal story sometimes can be helpful when we're inundated with a lot of statistics. I've been a Metra user for the past 20 years as circumstances have permitted me to, and just going back a little bit in time, about 25 years ago I lived in a community on the northwest line in the Metra territory. And in those days commuter rail was very much just commute in in the morning, commute out in the evening, five-day-a-week operation. It was just minimal service evenings and weekends for the few people who needed it. Now, fast forward 25, 30 years, the amount of non-traditional commuter rail traffic that one observes in Metra is absolutely astounding. When I go back to Chicago now on occasion to use Metra, I find cities, villages and towns that previously had a downtown and a downtown depot that was all but forgotten and abandoned, now is a thriving commercial district.

I can give you a personal example from just a few weeks ago. My wife and I had a weekend in Deerfield, Illinois. We took Amtrak to Glenview, after having dinner in Glenview, we took Metra back to the station called Lake Cook Road. Now, Lake Cook Road for people who are not familiar

with it, that station didn't even exist five years ago or ten years ago. This is a community which agitated to have a station added to the line. Since that station has gone in, the development around it included a Marriott Hotel, three or four restaurants by my accounting and numerous office complexes all with pedestrian access to the station. The change in the nature of commuter rail in the last 25 years has been absolutely astounding, and I hope that this plan moves forward in our community joining the cities across North America who have discovered the same thing. Thank you.

MR. PATRIE: Thank you, Mr. Schreiner, for your comments this evening. The next scheduled speaker is Mr. Jeff Marker, president ALERT, A-L-E-R-T, 6051 North Lake Drive, WFB, Wisconsin, Mr. Marker.

JEFF MARKER: Thank you. First of all, before I even get started I have to say that you can't compare Chicago with nearly 9 million people to Milwaukee which has 1.2 million when you stretch it. There's an entirely great difference. The Metra is financed by a half percent sales tax, the six collar counties, and it's also financed by a

1 recovery rate of 57 percent on ticket fares which
2 is the highest in the nation.

3 What you showed tonight shows that 20
4 years -- 17 years from now according to the charts
5 there will be 4,100 riders on this system, and the
6 recovery rate will be just between 15 and 20
7 percent. This would make it perhaps the second
8 worst transit experiment in the 21st century in the
9 United States, the first being the red, cute little
10 rubber-tired trollies that make their way around
11 downtown Milwaukee. The recovery rate for that
12 system is currently approximately 8 to 10 percent.
13 Any investment that recovers so low total should
14 not even be considered.

15 We're looking at an initial start-up cost
16 here of 235 million dollars according to your own
17 figures. This represents far more than the total
18 value of all mass transit in Southeastern
19 Wisconsin. Even the Milwaukee County Transit
20 System which carries 56,000 round trip riders a day
21 including school children and just 45,000 when
22 school is out has a total value of approximately
23 132 million dollars. To say that you're going to
24 carry 2,100 round trip riders 17 years from now at
25 a cost in excess of 235, 300 million dollars is

1 preposterous and a total waste of taxpayer money.

2 To go further, if you compare the high
3 cost of rail transit, the 2001 statistics for
4 Amtrak's Hiawatha service shows that only 712 round
5 trip riders use the six daily trains in each
6 direction. This costs taxpayers 42 million dollars
7 in subsidies, and that's just for six round trips
8 between Chicago and Milwaukee. We're talking about
9 90 miles in 93 minutes. The Metra extension
10 service would provide service to Chicago in three
11 to three and a half hours which makes it totally
12 non-feasible to be a commuter or a user.

13 The gentleman who stood here and said he
14 took Amtrak down to Lake Cook Road, I'm from that
15 area. That cost him \$80 round trip for he and his
16 wife, plus the Metra fare. Lake Cook Road was
17 well-established with all its restaurants, the
18 shopping center at Deer Plaza at Waukegan Road, it
19 was all there before the train station. The train
20 station just developed because of the request of
21 the City of Deerfield and Northbrook.

22 You can't compare the two. We look in
23 Milwaukee here, you see the 15 going to downtown,
24 that's the third busiest Milwaukee County transit
25 route. It cuts right through this area, and you

1 see the buses aren't full. You see the South Shore
2 Flyer running empty. Even when the bridge was down
3 and fares were down to 50 cents, they couldn't even
4 fill the buses up. There is no demand for this
5 service. There is no future for taxpayer money to
6 go into a bottomless pit, and the risk is not
7 warranted. Thank you.

8 MR. PATRIE: Thank you, Mr. Marker, for
9 your comments. The next speaker is Miss Rosemary
10 Annonson, 3920 East Ryan Road, Oak Creek,
11 Wisconsin. And then we have two additional people
12 after Miss Annonson. If anybody else wishes to
13 speak after the next two, please raise your hand
14 and Otto Dobnick will get you a slip. Miss
15 Rosemary Annonson.

16 MR. YUNKER: Those slips are just for
17 people who haven't talked before.

18 MR. PATRIE: You don't have to fill out
19 another form. It's just for people who haven't
20 spoken. Is there a Miss Rosemary Annonson? I
21 believe it's A-N-N-O-N-S-O-N. No? We'll put that
22 one aside. Every public hearing there's one that
23 -- and if I mispronounce it --

24 ANDJELIJA TRIFUNOVICH: I know who I am.
25 It happens every time.

1 MR. PATRIE: Andjelija.

2 ANDJELIJA TRIFUNOVICH: Andjelija.

3 MR. PATRIE: Pardon me?

4 ANDJELIJA TRIFUNOVICH: Andjelija.

5 MR. PATRIE: Andjelija Trifunovich.

6 ANDJELIJA TRIFUNOVICH: When they stop, I
7 know that's me.

8 MR. PATRIE: Is it Trifunovich?

9 ANDJELIJA TRIFUNOVICH: No, Trifunovich.

10 MR. PATRIE: Trifunovich.

11 ANDJELIJA TRIFUNOVICH: But you're close,
12 so that's fine.

13 MR. PATRIE: 3723 East Squire Avenue,
14 Cudahy.

15 ANDJELIJA TRIFUNOVICH: I'm a former
16 resident of the City of Chicago. I was actually
17 born and bred, though, in Cudahy, Wisconsin. One
18 of the reasons that has prompted me to leave
19 Chicago and come back to Cudahy is Powerade, is
20 that 30 million dollar project. That for me as a
21 human resource manager, as a hotel management
22 employee almost knocked me off my socks, actually
23 knocked me off the chair when I heard it was coming
24 to Cudahy. I was that excited, but I need one more
25 thing that's going to keep me here. I need that

commuter rail system. I'm a rare find. I do not own a car. I lived in Chicago for ten years, always took mass transit 'cause it was there, or if I was running late, I hailed a cab. In Cudahy, however, I cannot hail a cab. There aren't any.

The Flyer is full in the mornings. I've taken it many times. The 15 bus in the mornings and coming back from work is also full. And for those of you that have taken the 620 Amtrak to Chicago, I've stood many times because the train is packed all the way to Chicago. On the way home from Chicago, the 305, the 505 and the 801 I have stood more times than I can count all the way from Chicago to Milwaukee. So for those people who say that there's not a need for this type of system, that there's not a need to expand services, increase services haven't taken the public transportation.

Frankly, I've been waiting for this for almost 20 years. So the sooner you do this, as selfish as it might sound, the better it would be for me. I would love to have a Chicago salary and spend it in Milwaukee County. I mean it goes a long way. It's like going on vacation to Thailand. Your money goes a long way. So actually my reasons

are very selfish.

I want this because I've experienced this in other cities. I've lived in Japan. I've lived in Korea. I've lived in several countries within Europe. I have never been without public transportation, never. And I go on it by myself. I get a map, and most of these countries I know maybe six words, and I can make myself -- you know, find my way around the city and be a viable tourist. I can still spend my money.

Now, we have one little problem. In Chicago when tourists come and they find out that Amtrak has restricted service, they don't come here. Most of them are too afraid to rent a car and to drive to Milwaukee. And I've been plugging Summerfest like you would not believe and all the fests that happen within the area. St. Martin's Fair is a wonderful thing for people to experience that Americana feel, this is what America's like. So I push all these things, but people have no way to get here. Greyhound gets stuck on the highway so you're three hours late. Amtrak has limited service, so I can't push all the tourists that were in Chicago looking to come to Milwaukee because they have no way to get there. And a lot of these

people are international tourists for whom a train or rail system would have been perfect. So again, I'm selfish, I want my tourists to come to this little neck of the woods too, so that's all I have to say. I will sit down.

MR. PATRIE: Thank you, Miss Trifunovich.

The next speaker is Vera Trifunovich, 3723 East Squire Avenue, Cudahy, followed by Claude Vanderveen, and that's the last of the filled-out slips that I have. I'm sorry, I do have one -- Miss Vera Trifunovich.

VERA TRIFUNOVICH: Vera.

MR. PATRIE: Vera. It's spelled Vera so I apologize.

VERA TRIFUNOVICH: Vera, it's a rolled R sound. I've got a tricky name as well. I just want to add a brief comment to the general discussion this evening, and it's pretty much in the vein of my sister who just spoke a minute ago, and again relates to the fact that our economic development in Wisconsin can only benefit from the additional number of people that would either commute from Chicago or make their way much more easily around Milwaukee and the Southeastern Wisconsin counties. And to me, again I speak

selfishly in saying that this discussion or this effort or this reality hopefully that becomes, you know, a real commuter rail system sometime soon seems like it's been a long time coming.

I too have lived in Japan, and I've traveled extensively in Europe. And for all the proclamations that we hear that our economy is the strongest here in the U.S. or our military is the strongest, or this or that is the strongest, we have a paucity of public transportation especially in Wisconsin, and it's to our detriment, not only for tourists, and that's where my sister is speaking, from the perspective of working in the hotel industry and knowing people that travel in and around the Midwest, but also from the perspective of someone that could potentially work in Chicago and live in Cudahy and again kind of keep the money going between the two cities which can't hurt either one of them.

So as far as I'm concerned, I again can't wait for this type of effort to become a reality, whether it's a commuter rail, you know, it could be a Metra connection to Milwaukee or an extension of Amtrak, an addition of an Amtrak station, all of these kind of ideas, I think it's about time we're

1 talking about it, and I certainly hope it becomes a
2 reality sooner rather than later. Thank you.

3 MR. PATRIE: Thank you, Miss Trifunovich
4 for your comments this evening. The next speaker
5 is Claude Vanderveen, if I'm saying that right,
6 Greater Milwaukee Green Party, 3340 East Allerton
7 Avenue in Cudahy.

8 CLAUDE VANDERVEEN: I would just like to
9 address the people who don't want their tax dollars
10 to subsidize the railroad. Our taxes already
11 subsidize airlines and gasoline and cars and that
12 infrastructure and that subsidy is enormous. I
13 personally would like to see my tax dollars
14 subsidize an alternative to the one-person
15 occupancy cars. That form of transportation is a
16 dinosaur, I'm sorry, it's a dinosaur. It's killing
17 our --

18 UNIDENTIFIED: How did you get here
19 tonight?

20 CLAUDE VANDERVEEN: I drove.

21 MR. PATRIE: Sir, he didn't interrupt you
22 when you spoke, and I think it's a courtesy to let
23 him finish his comments.

24 CLAUDE VANDERVEEN: But for what it's
25 worth, I do ride my bicycle to and from work and I

1 do take the train. In any case, I personally would
2 like to see my tax dollars used for something as an
3 alternative to cars. Thank you.

4 MR. PATRIE: Thank you, Mr. Vanderveen.
5 I'm sorry you were interrupted. The next speaker
6 is Mr. Greg McAndrews 8938 33rd Avenue in Kenosha.
7 Mr. McAndrews.

8 GREG McANDREWS: I'm one of the people
9 who lives in Kenosha and works in Milwaukee. My
10 car's about ten years old. It has about 278,000
11 miles, so does my butt. But more importantly, I
12 lose -- ten hours a week are lost in my life. That
13 makes me mad. What could I have done with that
14 time -- could have done some homework, could have
15 read a book. I used to take the bus between
16 Kenosha and Milwaukee, and it's difficult to read,
17 really difficult to do anything. I can tell you
18 some kind of funny stories on that particular bus
19 route, but that's not the point.

20 I do support your effort. I think -- I
21 commend the idea of connecting some of the most
22 highly densely populated areas along the lakefront,
23 Evanston particularly, connecting that with
24 Milwaukee. More importantly, connecting that whole
25 north shore with the airport. I have friends that

1 live in the northern suburban area who hate
2 O'Hare, who love Mitchell Field. That dedicated
3 route, that connection, that little bus thing I
4 think is one of the best features of your plan.
5 And I don't believe it was in the initial one, so I
6 commend you for looking at how you can connect and
7 use the best of both systems, the rail system which
8 can move lots of people between certain points, but
9 then also how you get to some specific points, some
10 feeders that would connect to Summerfest and all
11 those kinds of things, I think will really utilize
12 and encourage people to utilize this.

13 I also note the difficulties that Sam
14 Johnson and his company have. All along the whole
15 system, the whole suburban area here, it's
16 difficult to recruit and then retain employees who
17 prefer a more cosmopolitan lifestyle. Many people
18 really enjoy the rural aspect of Southeastern
19 Wisconsin, but they also like to get into
20 Milwaukee, they like to get into Chicago.

21 We in Kenosha have many people who have
22 moved up, flatlanders from Illinois, they have
23 relatives. My grandmother lived in there and
24 traveled back and forth. It's much easier on the
25 train actually from Metra than going on the

1 expressways. It takes you way out west and then
2 you have to come way back east. So on behalf of
3 the many people who commute and waste ten hours a
4 week, I would say that I would be willing to pay
5 quite a bit to buy back that ten hours. So thank
6 you for your efforts.

7 MR. PATRIE: Thank you, Mr. McAndrews,
8 for your comments. That completes the public
9 comment forms that I've received. Has anyone not
10 been given the opportunity to speak and would like
11 to have the opportunity to speak? If you raise
12 your hand, Otto can get you a card. Is there
13 anybody else that would like to speak, please raise
14 your hand. My responsibility tonight is to make
15 sure everybody that attends the public hearing has
16 an opportunity to speak. Mr. Michael Thaller.

17 MICHAEL THALLER: Thaller, T-H-A-L-L-E-R.

18 MR. PATRIE: Thaller.

19 MICHAEL THALLER: Sorry about my
20 handwriting there.

21 MR. PATRIE: Go ahead, sir. Thank you.

22 MICHAEL THALLER: My name is Mike
23 Thaller, and I'm retired. I used to teach
24 transportation geography, and I'm familiar with
25 transportation systems. When I first came to this

1 area, I used to do quite a bit of work down in
 2 Evanston, Illinois. And this was in the late
 3 1960s, and I used to take the Chicago and
 4 Northwestern trains down. There were five to six a
 5 day even though the railroad was suffering. It was
 6 a very convenient and very well-used service. And
 7 if I didn't feel like doing that from this area, I
 8 could always take the Northshore with 40 trains a
 9 day or the Milwaukee rail with 12. At the end of
 10 the decade of destruction, the 1960s in rail
 11 service, I had four Amtrak trains each day on that.
 12 I still do go down to Evanston, Illinois. I went
 13 down the other day, and I drove down to Kenosha and
 14 took the Metra in from there, and it was very
 15 convenient. I would love to drive across and park
 16 right down on Layton Avenue and take it, and this
 17 is a very convenient service. It was a tragedy to
 18 lose this service back in the 1960s, and I would
 19 hope that after two decades that the re-building
 20 process would begin. Commuter rail has proven
 21 popular around the United States. It has boomed in
 22 the last 20 years.

23 Lastly, being familiar with
 24 transportation systems, to my knowledge, although
 25 there are many well-run systems I've used around

1 the world, there is no public transportation system
 2 that operates without a subsidy. This is actually
 3 a social cost. And I think it should be a
 4 reasonable cost, and I think we should be concerned
 5 about costs. When I looked at this study, I was
 6 hoping that a reasonable alternative would be
 7 chosen as a beginning phase, and I think this
 8 medium level of service is exactly that, and I
 9 hardly supported their results, and do remind
 10 people that the whole idea of public transportation
 11 without a subsidy is a myth. Thank you.

12 MR. PATRIE: Thank you, Mr. Thaller, for
 13 your comments. Has anybody else not been given the
 14 opportunity to speak who wishes to speak, please
 15 raise your hand, and I will get you a card.
 16 Otherwise, if there's someone who has already
 17 spoken who would like to speak again for another
 18 three minutes, if they'd raise their hand. Mr.
 19 Walker, come to the microphone, please. You have a
 20 second three minutes, sir.

21 KEVIN WALKER: It shouldn't take me that
 22 long. Oh, something else, last time I showed my
 23 local credentials. I also have experience riding
 24 on foreign systems. I think this is my Jerusalem
 25 ticket, and I've ridden the electric train to go

1 from Haifa to Tel Aviv. It's a little bit more
 2 than the distance between Milwaukee and Racine --
 3 no, between -- roughly the distance between
 4 Milwaukee and Chicago, but I've ridden buses in --
 5 I mean I've ridden public transportation in Rome,
 6 Pisa, Cairo, you know, Lemesos, Cyprus, but
 7 basically I'm a veteran of real travel from being a
 8 kid. My father Alfred Walker took me along on his
 9 job when he worked on the old interurban train, you
 10 know, went all the way from Sheboygan down to
 11 Waterford and stuff like that. In fact, I remember
 12 the first time I saw a cow when I was a kid. I
 13 must have jumped three feet backwards.

14 But basically I've got a long involvement
 15 with riding commuter rail systems and mass transit,
 16 but the reason why it's sprouting in communities
 17 like wildfire is because -- and also unlike light
 18 rail, the divisiveness of that unholy hybrid is
 19 largely absent from commuter rail. And also buses
 20 don't excite communities as genuine rail travel
 21 does.

22 When I was at the X 2000 demo a few years
 23 ago with the former Amtrak board member, Governor
 24 Tommy Thompson, the throngs -- the citizens from
 25 Columbus was exhilarating and it was also

1 infectious because it means that your community is
 2 connected. And this is why the 32nd Street rail
 3 corridor plan that the Working Group has has
 4 received such interest, because the economic
 5 development aspect of revitalized rail corridor
 6 alone has made politicians and business people sign
 7 on with Working Group on Transportation's plan
 8 because it's oriented around the needs of blue
 9 collar and wage earning communities which form the
 10 bulk of the plan. And just like the Metra plan
 11 does, it widely makes use of an existing
 12 infrastructure. The 32nd Street rail corridor
 13 which goes roughly from around Miller Park, goes
 14 north just past Good Hope Road or so, this forms
 15 the spine of a ready-made system, and it originally
 16 was a highway for trains. You've got the river and
 17 you've got the harbor, and you've got the rail
 18 system, Menomonee industrial valley, you got this
 19 upside down T, or take the train travel up there.
 20 Later on they've added spines to take you every
 21 which way, so we've got the makings of a ready-made
 22 system. You join that with Metra, you can live and
 23 work -- you can live in Milwaukee, work in Chicago
 24 or vice versa, you know.

25 This is a trend that we should augment,

and if we can do it by wisely using taxpayer dollars making use of an existing infrastructure, and not these French hybrid -- you know, like French trains that run on tracks with laser beams and stuff. Let me tell you, the first time it snows here, the first time it snows and you get road salt and gravel and, you know, that black ice in there, those trains will grind to a screeching halt. We don't need all this nonsense.

Train travel is actually technology that is almost three centuries old. The first trains were running in the 1700s. This is a tried and true mechanism. It's not some futuristic weird hybrid idea and that's why -- and that's why Metra is something we look forward to, especially when you join it to the needs of communities with your own infrastructure and your own commuter rail plan.

MR. PATRIE: Thank you, Mr. Walker. Is there anyone else that has not been able to speak yet? Mr. Vanderveen, you have another -- a second three minutes, Mr. Vanderveen.

CLAUDE VANDERVEEN: As long as the last person's three minutes? I'm just going to make this comment and I'm guilty of this as well. People are dying to support our addiction to oil

today in the Middle East, and also it's killing us by way of pollution and car accidents. I don't know the figures, but I bet that riding a train is an awful lot safer per passenger mile than driving on our highways, and I would like to just add those comments to this process. I believe they're relevant. Thank you.

MR. PATRIE: Thank you. For the record, that was Mr. Claude Vanderveen. Is there anyone that hasn't been given the opportunity to speak the first time? Is there anybody who would like a second three minutes? Mr. Marker, Mr. Jeff Marker.

JEFF MARKER: Just so everybody is aware, we keep on hearing about tourism, according to the latest statistics I have so you can compare Chicago with Milwaukee is that from 2001 when I called the Milwaukee Convention Visitors Bureau they told me that 3,750,000 people were estimated to have visited Milwaukee for tourist purposes in 2001. The Chicago Convention and Visitors Bureau reported 62 million making Chicago the third most important destination in the United States. And where does that leave Chicago compared to Milwaukee? Well, in Gurnee, which has very limited public transportation opportunity to get to, 35 million

people visited, just to give you an idea compared to Milwaukee, ten times. Thank you.

MR. PATRIE: Thank you, Mr. Marker. Is there anyone who hasn't been given an opportunity to speak the first time? Mr. Rapont, you want a second three minutes, Mr. Joe Rapont.

JOE RAPONT: Everybody talks about being subsidized. Well, health care is not subsidized in the private sector. Health care costs are rising, and one thing about it, if these health care costs aren't addressed very shortly, you will have no businesses in the State of Wisconsin. You might have tourism, but you'll have no businesses because no one will be here.

What happened is when I started working in 1966 there were 5,000 employees at Ladish. New technology has come in, and it has affected us drastically. I believe we got 750. You had Meyers here. You had Bostrom here, you had -- I can't think of some more, but enough companies have left the State of Wisconsin. The thing is I wish there would be a forum on health care as mass transit. Grant you, we do need mass transit for the public. There's no doubt about it, but it can't come out of taxpayers. It has to be

subsidized by Amtrak or Metro or whatever the case may be. Thank you very much, and I appreciate for you listening to me.

MR. PATRIE: Thank you, Mr. Rapont, for the comments. Anybody else not given a chance to speak the first time? Is there anybody else that would like a second three minutes? Miss Potter and then Mr. McAndrews. Miss Potter.

ROSEMARY POTTER: Thank you. I just want to state for the record some of the key points in the study that perhaps I didn't get a chance to speak about before. But in terms of the jobs, the projected jobs, there are 147,500 projected jobs located within one-half mile of the stations on the Wisconsin side alone. In terms of population because this density issue gets brought up a lot thinking that there won't be enough people to ride the train, but in the SEWRPC study there's a 540,000 projected population to live within three miles of the stations. That's a lot of folks who want to live near stations and take the Metra to their jobs or to take the Metra because they chose or they don't want to drive.

One of the things that we've learned as an organization is that young talent, those people

1 that are young that want to live and work in
2 Wisconsin, they do not want to drive cars. They
3 choose to live and work in regions with public
4 transportation. By having commuter rail in our
5 corridor, by linking us, by linking the corridor of
6 Milwaukee and Chicago and extending that also to
7 Madison, we create a corridor, a triangle, if you
8 will, that is so powerful in terms of the seven
9 characteristics that young talent want to live in,
10 that we would have the largest seven indicators in
11 the United States to attract and retain young
12 talent.

13 Those of us that are interested in
14 economic development, if you talk to anyone
15 involved in this field, you will find that what
16 they say is their number one job in economic
17 development is to attract and retain young talent
18 because this state is going to have a severe labor
19 shortage, so I believe that commuter rail is going
20 to be key for the future in Southeastern Wisconsin.
21 Thank you.

22 MR. PATRIE: Thank you, Miss Potter.
23 That was Rosemary Potter. Mr. McAndrews, I believe
24 you only had one three-minute shot, so.

25 GREG McANDREWS: I would also like to

1 recommend you consider utilizing vendors -- Metra
2 has a very good track record of running trains,
3 certainly that makes a lot more sense than trying
4 to start something new. I would suggest that as --
5 should you ever get to the point of selling tickets
6 that you consider an integrated ticket. The reason
7 I say that, I live in Kenosha, we have a very good
8 bus system. There's one right by the corner of my
9 house, and Milwaukee has a great bus system.
10 There's a bus that goes right by my office. If I
11 have to buy three tickets, my enthusiasm will wane
12 as well as just gets kind of complicated, so I
13 really highly recommend that you look at some sort
14 of an integrated fare system so people can get on
15 at their house and get off wherever they're going
16 to go, so I wish you luck.

17 Certainly I know the funding is going to
18 be a tremendous difficulty. I guess I would
19 consider transportation as a whole looking at not
20 just the highways, not just the rail, not just the
21 bus, not just the airport, but certainly where you
22 get your money is going to be a real challenge, and
23 how you implement this I certainly wish you well.

24 MR. PATRIE: Thank you, Mr. McAndrews.
25 Is there anyone that hasn't had a chance to speak

1 the first time? Is there anyone that hasn't had an
2 opportunity to speak a second time and would like
3 to? Mr. Thaller.

4 MICHAEL THALLER: I would just like to
5 make a comment on the type of stations that work
6 particularly well, and I heard the comment about
7 the Lake Cook on the Milwaukee service there on
8 Metra. I think people might find it surprising to
9 know on Metra today what the east side of Chicago
10 looked like, what the second highest loading
11 station in the whole system is of some 200
12 different stations. It's a place called route 59
13 near Aurora, Illinois, out in a cornfield a few
14 years ago there, that the Burlington Northern
15 interfaced commuter services. I believe that it
16 puts on 5,000 riders a day. Friends of myself went
17 out there, and we're amazed at the loading on this.
18 They're on non-stop trains in rush hour, run
19 between there and route 59. This is an interface,
20 a station actually where the lower line south
21 crosses a major highway, and I think there are all
22 sorts of possibilities for that type of thing on
23 this service. So I might urge that any station we
24 can acquire the parking be modeled after a park and
25 ride station with plenty of parking that's

1 reasonable, if not free, on that and be modeled
2 after Lake Cook Avenue and 59. It's been proven so
3 successful in attracting passengers to the system.

4 MR. PATRIE: Thank you, Mr. Thaller. Is
5 there anyone that hasn't had an opportunity to
6 speak for the first time? Is there anybody that
7 hasn't had a chance to follow up their comments?
8 If not, then I will call a close to the public
9 hearing portion to the meeting tonight. Thank you,
10 Miss Donna Rank for being the transcriptionist
11 tonight and prepare the record. Thank you all for
12 coming. Staff will be here to answer any questions
13 that you might have.

14 (Proceedings concluded at 7:40 p.m.)

STATE OF WISCONSIN }
COUNTY OF MILWAUKEE } SS:

I, MADONNA L. RANK, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that the above public hearing was recorded by me on the 1st day of May, 2003, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 5th day of May, 2003.

Notary Public
In and for the State of Wisconsin

My Commission Expires: June 13, 2004.

Kenosha-Racine-Milwaukee Commuter Rail Comments

May 1, 2003

Cudahy City Hall
Submitted by

Southeastern Wisconsin Coalition for Transit NOW
PO Box 565, Sussex, WI 53089

Contact: Rosemary Potter, Executive Director
262-966-1425, rpotter@transitnow.org

Thank you for this opportunity to express our opinion about a project we believe is vital to the future of SE Wisconsin.

Transit NOW is a regional 501 (c) (3) non-profit organization that works to improve linkages between people and jobs, improve economic development, increase accessibility, reduce air pollution, decrease traffic congestion and stabilize land use in SE Wisconsin by providing community education and outreach, expertise and information, and a platform for the development of positive local and regional transportation solutions.

Two years ago, our board of directors made a decision to prioritize our work in developing commuter rail. They could see the huge opportunity that commuter rail has to positively impact the things that are core to our organization and essential to the future of SE Wisconsin: improving linkages between people and jobs, energizing economic development, improving accessibility and stabilizing land use.

Since that time two years ago, Transit NOW's activities have focused primarily around KRM Commuter Rail Metra extension. We have done research, met with hundreds of stakeholders and citizens, delivered dozens of presentations, and created literature and web site pages. We've developed many collaborative relationships and facilitated dialogs between numerous combinations of stakeholders, government staffs, elected officials and community leaders.

So it is from a unique vantage point that we come before you this evening.

Over the last two years, we have been privileged to be a part of what feels like a great awakening. Once people learn about the KRM plan, they like it—almost universally. We've enjoyed working with many people who are not usually interested in "transit"; people from all walks of life, the full spectrum of political parties. How often do you see the Sierra Club and developers working together on the same issue? We have seen this project bring cities, counties and towns together in a new spirit of regional

cooperation. This is a project that we can agree on. It's bringing people together now and it will be a connecting force when it is implemented.

We have learned how important it is that we begin to think and act like a regional community if we expect our economy to thrive. It is simply a reality of the global economy. We've seen cities and counties, organizations of all kinds, universities, and businesses all along the corridor making the development of a regional economy a key priority because it is essential for our future success. It is clear that KRM Commuter Rail can be a catalyst for developing our regional economy. Out of the top 30 cities in the U.S., we are in the company of just a few who do not provide rail service for commuters.

We learned about "brain drain" and how important it is to have young talent in order to attract businesses and jobs. Soon, the brain drain issue will intensify as baby boomers retire in the next 5-10 years, there will be only one worker to replace every two that retire. Unfortunately, Wisconsin is not a place that young college grads want to live. Amenities like commuter rail are important in creating the communities that younger generations are attracted to.

We learned from low income communities how very essential regional transportation is in lifting people out of poverty. By providing convenient, reliable, affordable transportation to a sizable regional job market and educational opportunities, doors will be opened to a better life for thousands of families and children. The WiseRide study showed how effective KRM commuter rail is at serving low income and minority populations. For this corridor, where unemployment is a consistent and pervasive problem, commuter rail is part of the solution.

We have learned that we could hardly ask for a better situation for a commuter rail route. We have existing right-of way with infrequent freight use that serves the central neighborhoods of cities in a densely populated corridor of traditional communities with a major city at each end of the route. This geographic situation aligns us with one of the potentially biggest economic markets in the nation—if we choose to connect with it. The service is planned as an extension of the premier commuter rail system in the United States, the Chicago Metra system. The new trains will be assembled by a Milwaukee company creating dozens of good jobs.

We learned about the powerful positive revitalizing energy that can come with commuter rail service—especially in cities, like the many on the planned extension, that are already in the process of revitalization. Commuter rail assists in bringing jobs, businesses, residents, talent, shoppers, and visitors that can bring a quicker and fuller realization of their investments—and future investments. Property values increase as redevelopment happens; bringing an increased tax base that benefits us all.

The most important lesson that we learned is that the Metra Extension is much more than a train. It is an intelligent investment in growth—an investment in positioning ourselves as winning cities in a winning region. The KRM Commuter Rail will add value and quality of life to our communities. Its cost will be paid for by our improved economy, our increased tax base and higher employment, and by our ability to attract jobs and talent. The Metra extension is an opportunity that we cannot pass by. It should be implemented as quickly as possible so that we can begin reaping its benefits.

TRANSITNOW

A non-profit organization
that educates and advocates
for transportation alternatives.

Key Endorsers of the Concept of K-R-M Commuter Rail April 29, 2003

Elected Officials

Mayor Norquist, City of Milwaukee
James White, Milwaukee County Supervisor
Transportation Committee Chair
Mayor Antaramian, City of Kenosha
Mayor Becker, City of Racine
Mayor Glowacki, City of Cudahy
County Executive Walker, County of Milwaukee
County Executive Kohl, County of Kenosha
Caledonia Town Chairman Susan Greenfield
State Senator Tim Carpenter (Milwaukee)
State Representative Jon Richards (Milwaukee)
Q.A. Shakoor II, Racine Co. Supervisor, Chair of West 6th St. Assoc.
Michael Shields, Alderman - City of Racine
Robert E. O'Brien, Treasurer - Village of North Bay
Jean Jacobson (former county executive), County of Racine
James Smith (former mayor), City of Racine
Dale Richards (former mayor), City of Oak Creek
Joseph S. Clementi (former Mt. Pleasant town chairman)
State Representative Peter Bokor (former legislator)

Educational

Nancy Zimpher, Chancellor - UW Milwaukee
John Keating, Chancellor - UW Parkside
F. Gregory Campbell, President - Carthage College
Sam E. Borden, President - Gateway Technical College
Michael Rosen, President - Local 212 American Fed. of Teachers,
and Economics Chair - MATC
Frank N. Edgerton, Professor of Environmental History
UW Parkside

Business

William Perez, President & CEO - S.C. Johnson & Son
John Pierre Rosso, Chairman - Case New Holland
Richard Abdo, CEO - WE Energies

Richard A. Hansen, CEO - Johnson Financial Group
R.W. Posselt, VP Administration - Moline
Jim Parrish, VP Finance - Twin Disc, Inc.
Thomas Bernacchi, Vice President - Towne Realty
Fred Luber, Chairman - Super Steel Corp.
Gary Grunau, Chairman - Grunau Project Development
Michael Cudahy, President - Endavors Group
John Burke, Chairman - Burke Properties
Jerold Franks, President - WISFARK
Paul Matthews, President - Marcus Center for the Performing Arts
Mark Sommer, President - Gorman Products, Inc.
Dennis Barkow, President - Quinte Systems
John Hennessy, President - Hennessy Group (Milwaukee)
Vince Ruffolo, President - S.J.C., Inc.
Eric Rasch, President - Stone Creek Coffee
Michael Stanich, Partner - Lakeview Investment, LLC (Kenosha)
Keith Johnson, President - Parkway Development (Salem, WI)
Robert Hertz, President - Hensel, Hertz & Bickler, SC (Racine)
Lincoln Fowler, Partner - Alterra Coffee Roasters, Inc.
Sally Peltz, President - Legacy Redevelopment Corporation

Economic Development Interests

Peter Beitzel, Vice President
Metro Milwaukee Assoc. of Commerce
Roger Caron, President
Racine Area Manufacturers and Commerce
Mike Ruzicka, Executive Vice President
Greater Milwaukee Association of Realtors
Beth Nicols, Executive Director - Milwaukee Downtown (BID #21)
Julilly Kohler, Community activist (Milwaukee)
Mike Batten, Chairman - Racine Co. Workforce Development Board
Paul Burkhardt, President - Cudahy Chamber of Commerce
and Peoples Credit Union
Gudalupe (Wally) Rendon, President
Hispanic Business & Professionals Association (Racine)

Carole Johnson, Chair of Advisory Board - Sustainable Racine
Kathy Hansen, Executive Director - Downtown Racine Corp.
Dave Blank, Executive Director
Racine County Convention and Visitors Bureau
Matt Wagner, Director - CATI (Racine)
Edward Huck, Executive Director - Wisconsin Alliance of Cities
Chris Pawlik, Former President - Cudahy Chamber of Commerce
Chris Zdanowicz, President - Kenosha Realtors Association
Dorothy Bosley, President - Racine Board of Realtors
Darlene Cole, Imm. Past President - Kenosha Realtors Assoc.

Faith-Based

Lawrence Kirby, Bishop - St. Paul Baptist Church (Racine)
Wayne Johnson, Former President - Racine Interfaith Coalition

Organizations

Alliance for Downtown Parking & Transportation (Milw.)
Greater Milwaukee Association of Realtors
Historic Third Ward Association
Metro Milwaukee Association of Commerce
Westown Association (BID #5, downtown Milwaukee)
Theatre District (Milwaukee)
UW Milwaukee Student Association
Downtown Racine Corporation
North Side Business and Professional Assoc. (Racine)
Racine Area Manufacturers and Commerce
Racine County Convention and Visitors Bureau
Racine County Economic Development Corp.

Racine County Workforce Development Board
Racine Earth Services Corps Youth United
Racine Housing and Neighborhood Partnership, Inc.
Racine Taxpayers Association
Sustainable Racine
Kenosha Area Chamber of Commerce
Kenosha County Workforce Development Board
KenRail
Chilwaukee Prairie Preservation Fund
Hoy Audubon Society, Inc.
Lake County Partners (Lake Co., IL)
1000 Friends of Wisconsin
1000 Friends of Wisconsin (Racine chapter)
Alliance of Cities
Badger Assoc. of the Blind and Visually Impaired
Citizens for a Better Environment
Independence First
Milwaukee Area Green Party
NAACP (Milwaukee)
Sierra Club John Muir Chapter (State)
Sierra Club Great Waters Group (Milwaukee Area)
Sierra Club Gateway Group (Racine & Kenosha)
Sierra Club (National)
Wisconsin Center for Children and Families

Give commuter rail a look

True visionaries resist the temptation to see only what's in front of them and force themselves instead to squint hard and try to peer into the future. Advocates of commuter rail have been doing exactly that. They realize that in the near future, people in densely populated areas will likely need to rely on both roads and rail to get around efficiently.

As a result, they're wisely advocating an extension of Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee. Fortunately, the idea was supported last month by an advisory committee of the Southeastern Wisconsin Regional Planning Commission.

Specifically, the SEWRPC panel recommended a medium-level commuter rail service at a cost of \$152.1 million. The feds would pay for 80% of construction costs and about \$5 million of the annual \$15.4 million in net operating costs. The state would pay for \$10.4 million in operating expenses. Fares would contribute another 15% to 17% in revenue.

The service would provide about 4,100 weekday rides each week or about 1.1 million trips a year from Kenosha to Milwaukee with stops in Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers. (Commuter rail relies on full-size trains running on existing freight rail tracks between a major city and its distant suburbs.)

Many rail cynics routinely argue that no matter what form it takes, rail will never work here. They need a remedial history

course. It wasn't all that long ago when commuter rail played a big role in interurban transportation in southeastern Wisconsin. But we also understand, as a recent poll by the National Association of Realtors confirmed, that in order to attract riders, modern commuter rail must be convenient, safe and accessible.

One of the continuing myths about rail is that the people who embrace it are free-spending dreamers. Not true. Among the many companies solidly behind this project are S.C. Johnson & Son Inc., Miller Brewing Co., We Energies, CNH Global and Super Steel Corp. What they and area business organizations — including the Metropolitan Milwaukee Association of Commerce, the Racine Area Manufacturers and Commerce, realize is that commuter rail will stimulate economic development by making it easier for workers to get to their jobs and for visitors and other patrons to get to their destinations.

The advisory committee suggests the state take a lead role in this endeavor. That's appropriate since this state spends only \$15 per resident on transit for every \$100 spent on highways, far less than Illinois. But there is a hitch — money; the state doesn't have nearly enough right now, for transportation or anything else. But state officials must not use that as an excuse to crawl into a fiscal bunker and forget about the future. Being a visionary, after all, also means thinking boldly.

Editorials

Commuter rail service needs to go north, too

When we consider what southeastern Wisconsin will be like in 10 years, one of the items that seems likely to make a big difference is the development of commuter rail service from Kenosha to Milwaukee. Rail service north of Kenosha could have a significant economic benefit. Failure to develop that type of service would be a hindrance to developing new types of industries and high-paying jobs.

For several years, extending the Metra commuter rail service from Kenosha to Racine to Milwaukee has been under study by the Southeastern Wisconsin Regional Planning Commission. In 1998, SEWRPC concluded that the service would be both financially and technically feasible. The plans have moved forward since then, and in December an advisory committee voted to bring a plan to the public at a series of hearings. The plan under discussion is for commuter trains to use existing freight rail lines and to stop in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis (near Mitchell Field) and Milwaukee.

The public hearings begin this month, and the first of them will be in Kenosha on Wednesday, April 23, at the Madriano Room at Gateway Technical College. Other hearings will be held in Milwaukee, Racine and Cudahy. Each hearing will begin at 6:30 p.m. and be preceded by an open house from 4 p.m. to 6 p.m. and a presentation at 6 p.m. Of course the plan is expensive. The projected cost to develop the service is \$152 million. It is expected to cost another \$10.4 million a year to operate.

It is interesting to note that at the same time the rail service is under study, a major expansion of the interstate highway system is also under consideration. The Freeway Reconstruction Study Advisory Committee will vote today on a plan to upgrade and add lanes to 127 miles of the interstate system, including the 12 miles of I-94 through Kenosha County. The cost of that plan is expected to be more than \$6 billion.

With that as a comparison, the rail service doesn't seem so expensive. However, the two items aren't mutually exclusive. The region needs both an efficient interstate highway system and an efficient commuter rail system going both north and south from Kenosha.

The benefits of the rail system to businesses and to workers could be immense. It will open up new opportunities for workers and new labor pools for employers. There are environmental and other benefits as well.

One of Kenosha's great advantages is its location between Chicago and Milwaukee. Extending commuter rail service north of Kenosha would enhance that advantage. Failure to develop the rail service would detract significantly from the advantage of the location. It doesn't do much good to be close to two cities if it's not easy to travel between them.

Development of Kenosha-Racine-Milwaukee commuter rail service will help all the communities between Kenosha and Milwaukee, but it will be of particular significance for Kenosha. This city wouldn't be at the end of the line any longer. It would be in the middle of a much bigger network, with easier-than-ever airport connections. It would be good for Kenosha's economy, and it would be good for Kenosha's quality of life.

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OUR PERSPECTIVE

Keep churning ahead on commuter rail plan

The proposal to extend commuter rail service to link Chicago, Racine and Milwaukee took an important step last week when it won the formal endorsement of an advisory panel of elected officials, businesspeople and municipal government staff.

But the very next day Governor-elect Jim Doyle, who was in town to solicit ideas for cutting the state's expenditures and trying to balance a budget weighted heavily with a \$2.6 billion deficit, was a little less receptive to the notion of state help.

"Let's just be very practical right now," said Doyle. "In the next four or five months I've got to balance a budget and there is not a lot of money around for these sorts of things."

We commiserate with the governor-elect and his attempts to deal with the state's budget woes.

And we appreciate his lip service to the rail link — calling it "very important" and saying the state should plan for it.

We would submit as well that an extended commuter rail line running up the lakeshore from Chicago to Milwaukee is vital to the long-term economic interests of our region; that extending service will not grow cheaper over time; and that — America's longstanding love affair with the automobile notwithstanding — southeastern Wisconsin and the Chicago area are in dire need of a more balanced transportation system.

Wisconsin's Interstate highway corridor here has grown busier and busier in the past decade and is only a step or two behind the jammed highways and ever-extended drive times in the Chicago area. That pressure on our transportation systems will not abate in the years ahead and we need to move ahead now to deal with it.

The proposal advanced by the advisory panel last week is not the high-end model. It calls for extending the Metra run north from

Kenosha with seven trains per day in each direction. The cost to establish service is estimated at \$152 million with operating costs of about \$15.4 million per year.

The proposal now goes to public hearing in February and must also be approved by municipal and county governments.

Many of those dollars — up to 80 percent — are expected to come from the federal government, which would also subsidize about a third of the annual operating costs. Fares would pay for perhaps 15 to 17 percent of the operating costs, according to the report.

That still leaves some financial gaps — including just how much the state would be willing (and able) to add to the pot. Those issues will no doubt take considerable discussion.

And while the state is grappling with a deficit right now, the planning for commuter rail extension will take time and actual service would not commence for four to seven years so the planning and public approval process should move ahead at a steady pace.

The price tag is not a small one, to be sure, but when we look at that we should put it in perspective by looking at costs of alternatives.

Widening or expanding our interstate system would be one such option — and that is not cheap either. Milwaukee is currently struggling with a deteriorating Marquette interchange, the crossroads at the heart of the city, and the price tag for rebuilding that is estimated at \$1.5 billion — a cost ten times that of extending commuter rail.

A balanced transportation system with commuter rail would give southeastern Wisconsin residents better transit options, enhance opportunities for business within the metro areas and would in time likely extend to link Madison and Green Bay as well.

Commuter rail makes sense for Milwaukee

On the subject of whether the Metra commuter rail line should be extended from Kenosha into Milwaukee, let us point out that this proposal is not light rail. It's also not some liberal, namby-pamby "green" effort to steal Wisconsin's personal vehicles from our motorists' clenched grips.

Taking the train would be purely voluntary, and building the infrastructure relatively inexpensive. The concept has

The state of Wisconsin should view this as a project with regional — not just local — benefits.

the support of business groups, including the Metropolitan Milwaukee Association of Commerce, the Greater Milwaukee Association of Realtors and Racine Area Manufacturers & Commerce. Major employers including Miller Brewing, CNH, We Energies, GE Medical Systems and

S.C. Johnson are on board. It's also backed by Republican Milwaukee County Executive Scott Walker. So, yes, we join that chorus to support the concept of commuter rail. It would provide the Milwaukee area with one more transportation link to our big economic brother to the south, Chicago, and several points in between. It would spur development in Racine County and southern Milwaukee County. It would add another element to the "transportation hub" at the planned upgrade of the Milwaukee Amtrak sta-



tion. It would give employers another bargaining chip in recruiting professional-level staff to the Milwaukee area because spouses of those professionals could work anywhere with access to the Metra line.

The commuter rail issue is merging into the public's consciousness because an advisory committee to the Southeastern Wisconsin Regional Planning Commission issued its recommendations in mid-December. The committee proposes seeking federal funding to cover 80 percent of the estimated \$152 million cost to improve the Union Pacific freight tracks and build enough

trains to carry seven round trips per weekday. The next step will be public hearings on the study and final recommendations.

Then comes the difficult part: determining local and state funding sources and amounts. After accounting for income from fares, the Kenosha-to-Milwaukee extension will cost an estimated \$15 million per year to run.

It's a small price to pay for the benefits derived, and the state of Wisconsin, financially strapped as it is, should view this as a project with regional — not just local — benefits. Did we mention it's not light rail?

Milwaukee Business Journal
27 December 2002

82315 v4

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

May 1, 2003
Cudahy City Hall
Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name	Address	Community
1. Robert Kuebler	809 E. Knapp St	Milwaukee
2. Nancy Anderson	SEWRPC	
3. Joe Janarik	3476 E. Luntan Ave	Cudahy
4. Tim Carpenter	2957 S. 38th	MKE, WI
5. Larry Butts	1620 BLAKE	S. Milw
6. Andrew St. Fleur	18850 Emerald Dr	Brookfield
7. Ron Kottkowski	2711 W. Wabash	Milwaukee
8. Ralph Voland	4435 S. NICHOLES AVE	St. Francis 53235
9. Don Schwartz	581 S 121st Street	Hales Corners 53130
10. Mikoyan Day	3821 E. Cudahy	Cudahy 53110
11. Mike Burkhardt	248 Hawthorne	S. Milw. 53172
12. Tim Barba	3823 E. Marly	Cudahy 53110
13. John Rappaport	3479 Layton	Cudahy 53110
14. Jerry Kotarak	3220 E. Morris Ave	Cudahy 53110
15. Jim Schmitt	6158 S. RUBEN	CUDAHY
16. Frank Furdek	WISDOT	
17. Shannon Hajdicki	3427 S. 18th PL	Milw 53207
18. Lois Blasinski	8801 N. 4th Dr.	Wauwatosa 53165
19. Rick Spangler	2549 S. GRAHAM ST	MILW 53207
20. Kevin J. Walker	P.O. 1324-53201	MILWAUKEE 53201
21. Joan Rack	4324 S. LENOX ST.	MILW. 53207
22. Peter McMillen	WS-DNR 2300 N. D. MILK, JR.	MILW. 53122
23. Robert McLeod	835 N. 60th St.	Wauwatosa 53213
24. Kate Rippinger	10320 W. Coker Cir #32	Franklin 53132
25. Ed Reinke	7451 W. HANBY CREEK DR	MILWAUKEE 53219-3968
26. Larry Allen	3024 MINOT LAKE	Wauwatosa, WI 53198
27. Maria Pandazi	1562 E. CUMBERLAND	Milwaukee, WI 53211
28. Richard Schreiner	912 E. PLEASANT ST	MILWAUKEE 53209
29. John Drana	5579 Rosewood Ave	CUDAHY 53110
30. Ryan McCue	3927 E. Plankinton Ave.	Cudahy

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

May 1, 2003
Cudahy City Hall
Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name	Address	Community
31. Katrina Schultz	6185 S. Robert Ave	Cudahy
32. Ken Kinnon	702 Hill Ave.	Glen Ellyn
33. Karl Kuker	3925 Hammond Ave.	Cudahy
34. ARDEN PARSONS	300 Hawthorne	S. Milw
35. JOHN PARSONS	300 HAWTHORNE AV.	S. MILW
36. B. FAELAK	PO Box 341055	MILW 53234
37. Kyle Vandace	1015 Mohdy Ave. Oak Creek	53154 (SF+CO)
38. Beth Bankura	15770 W. Cleveland Ave	CNI Newspapers
39. Jim Rappaport	2717 E. Morris Ave	Cudahy
40. John M. Sells	2742 S. Superior	MILW 53207
41. JOHN BARBULAC	P.O. Box 197	CUDAHY 53110
42. Lucille Drana	5579 So. Rosewood	" "
43. Jeff Marker	6051 N. Lake Dr	Whitefish Bay
44. Richard Krutts	2919 W. Mich St	Milwaukee 53208
45. Brian Swenson	425 Branch St	Hartford 53027
46. John Brander	2962 S. Westworth	MILW 53207
47. JOHN IAPALANO	567 W. 25th ST	MUSKEGO
48. Chris Smith	3732 S. Oakwood	M. L. G.
49. Ron Manket	3940 E. Holmes Ave	Cudahy
50. Jacob R. Ricks	3645 E. Luntan	Cudahy
51. Erik Brooks	Kenosha, WI	
52. G. Indurcin	3123 E. Squire Ave.	Cudahy
53. Paul D. Day	2546 N. 1st St	Wauwatosa
54. Russ Ruckel	514 Brookdale Ct	S. Milwaukee
55. Mirance Hoshman	2510 E. Alderson Avenue Cudahy, WI 53110-1066	
56. YERN TRIFUNOVICH	3723 E. SQUIRE AVE.	CUDAHY WI 53110
57. CHARLES MERTON	1037 W. 17th St	Wauwatosa WI 53116
58. LARRY SANDLER	P.O. Box 371	MILWAUKEE, WI 53201
59. Shelly Swaffin	3340 E. Aukton	Cudahy WI 53110
60. Claude Vandew Venn	3340 E. Aukton	Cudahy, WI 53110

SIGN-IN ROSTER

Public Informational Meeting and Hearing
Kenosha-Racine-Milwaukee Corridor Transit Study

May 1, 2003
Cudahy City Hall
Council Chambers
6060 S. Lake Drive
Cudahy, Wisconsin

Name	Address	Community
61. Beryl Marker	6051 W. LAKE DR	Whitefish Bay
62. Sophie LENDA	3952 E AMERICAN AVE	OAK CREEK
63. Roman J. Roman	3920 E. Ames Rd.	Oak Creek
64. Michael Heller	W240N2550 #1 E. Hwy Meade Cr.	Racine WI 53077
65. Chris Rundblad	2962 S Montworth, Milwaukee	53207
66. Chuck Quimbach	111 E. Kilbourn Ave	milwaukee 53202
67. Dan Vank	5807 E. Henry Ave. #2275	Cudahy
68. Rick Caschin	3818 E. Plankinton	Cudahy
69. RICHARD RAATZ	2137 W. COLLEGE AVE. #215	OAK CREEK
70. LYLE STASNEY	519 BRADDALE CT	SO. MILWAUKEE
71. John Stumpf	6175 So. Creekside Dr	53215 Cudahy
72. Brian L. Anderson	427 Rouynne Ave	Racine
73. C.G. McAndrews	8918 57th Ave	Kenosha

Commission Staff

Kenneth R Yunker.....Deputy Director
Otto P. Dobnick.....Principal Planner
Gary K. Korb.....Regional Planning Educator

Appendix A-5

OPENING REMARKS AND PRESENTATION BY COMMISSION STAFF AT EACH PUBLIC INFORMATION MEETING AND HEARING

Welcome to the public meeting and hearing on the Kenosha-Racine-Milwaukee Corridor Transit Alternatives Analysis Study, and specifically the preliminary recommended plan for commuter rail. My name is Ken Yunker. I am the Deputy Director of the Southeastern Wisconsin Regional Planning Commission. I will now briefly review the format for today's meeting and hearing. The session has three parts: the first part consisted of the open house that was held here this afternoon from 4:00 to 6:00 p.m. at which the public had an opportunity to review information regarding the study and preliminary plan and an opportunity to ask questions of study staff; the second part of the session will consist of a presentation on the study in general and specifically the preliminary plan; and, the third part of the session will be the public hearing, with statements from those of you that are present this evening who may wish to offer formal comments on the preliminary plan.

As you entered the room here tonight, you had an opportunity to fill out a speaker registration form on which you could indicate your desire to be heard. If anybody needs a speaker registration form at this time, please raise your hand and a study staff member will give you a speaker registration form, and when you have one filled out to speak, also raise your hand and they will pick those forms up. After the presentation on the study and the preliminary plan, those of you who wish to be heard will be called upon to make your statements in the order in which the forms have been submitted. Your statement will be taken down by study staff and recorded. The statements will be documented in the study's record of public comments and will be presented to the Advisory Committee that is guiding the conduct of the study. We will now provide to you a presentation on the study and the preliminary plan.

[Staff Presentation]

It is now time to receive comments. This hearing is intended to receive your comments concerning the preliminary plan. I want to emphasize that the purpose of the hearing is to hear your comments, and not to be a question and answer period. There was an opportunity to meet with study staff and to review study materials earlier, and study staff will be available after the hearing this evening to answer additional questions.

We ask that you keep your comments to about ____ minutes. We want everyone to have an opportunity to express himself or herself this evening, and if you don't have enough time to provide your comments in the ____ minutes allowed, you may have an opportunity to speak again. If time permits, you will be allowed to speak a second time after all persons that have registered to speak have had an opportunity to do so. When you provide your comments, please come up to the front and use the microphone so that the court reporter and everyone else in the room can hear your comments.

I would also like to point out that comments may also be provided in writing. Forms for this purpose, which may be submitted this evening or mailed to the address on the form, are available from study staff at the entrance to the room. The public comment period on the plan extends through May 16, 2003, and written comments may be provided to the Commission through a variety of other methods. For contact information such as a mailing address and e-mail address, please see the study newsletter available at this meeting

[Public Comment Portion of Meeting]

Kenosha-Racine-Milwaukee Corridor Transit Study



**Public Informational Meetings and Hearings
April - May, 2003**

1

Presentation Outline

- **Study Purpose**
- **Transit Alternatives Considered**
- **Study Findings and Conclusions**
- **Study Advisory Committee Preliminary Recommendation**



2



Purpose of Study

- **Evaluate alternative commuter rail and bus services which will better connect the Kenosha, Racine, and Milwaukee areas to each other, and to northeastern Illinois**
 - **Improve transit mobility**
 - **Attract increased transit ridership**
 - **Contribute to desirable economic and community development**
- **Examine alternative means of managing, operating, and funding these commuter rail and bus services**



3



Study Advisory Committee

- **Counties – Kenosha, Racine, and Milwaukee**
- **Municipalities – Cities and Towns in corridor**
- **Business – KABA, MMAC, and RAMAC**
- **Railroads – CP, UP, and Metra**
- **Transit Operators – Coach USA, MCTS, BUS, and Kenosha Transit**
- **Regional – CATS and SEWRPC**
- **State – Wisconsin Department of Transportation**
- **Federal – Federal Transit and Highway Administrations**



4



Alternatives

- **Commuter Rail - Extension of Metra commuter rail service from Kenosha to Racine and Milwaukee, operated as a single through route**
- **Commuter Bus - Improved limited-stop commuter bus service between Kenosha, Racine, and Milwaukee, coordinated with Metra service at Kenosha and Waukegan**
- **Combination Rail and Bus - Extension of Metra commuter rail from Kenosha to Racine with coordinated, limited-stop commuter bus service between Racine and Milwaukee**



5



Alternatives (continued)

- **Two levels of service considered**
 - **High - 15 daily trains or buses in each direction**
 - **Medium - 7 daily trains or buses in each direction**
- **All day service permitting travel at all times in both directions**
 - **Commute to and from Milwaukee or Chicago, or any other location in corridor**
 - **Travel in mid-day and evening and on weekends**
- **Shuttles to connect commuter rail to GMIA and downtown Milwaukee**



6



Summary of Study Findings and Conclusions

- **Level of Service Findings**
- **Ridership Findings**
- **Capital Cost Findings**
- **Operating Cost and Revenue Findings**
- **Cost Effectiveness Findings**
- **Land Development and Redevelopment Findings**
- **Economic Development Findings**
- **Environmental Review Findings**



7



Level of Service Findings

- **The commuter rail alternative was concluded to offer the highest level of service**
 - **Most direct no-transfer service**
 - **Highest level of comfort, reliability, and overall attractiveness**
 - **Highest average speeds and shortest travel times for the majority of trips**
 - **Greatest potential to increase passenger carrying capacity in the short and long term**



8



Ridership Findings – Forecast Average Weekday Ridership

- **Commuter rail alternative**
 - Highest - 5,100 trips under a high level of service
 - 4,100 trips under a medium level of service
 - Comparable to average weekday ridership on other new-start commuter rail lines in United States
- **Commuter bus alternative**
 - Lowest - 4,100 trips
- **Combination rail and bus alternative**
 - 4,400 trips under a high level of service
 - 3,700 trips under a medium level of service



9



Ridership Findings (continued)

- **Estimated average trip length**
 - Commuter rail alternative - 27 miles
 - Combination rail and bus alternative - 19 miles
 - Commuter bus alternative - 18 miles
- **Forecast annual passenger-miles of travel**
 - **Commuter rail alternative**
 - 38.2 million under high level of service
 - 30.8 million under medium level of service
 - **Combination rail and bus alternative**
 - 23.6 million under high level of service
 - 19.7 million under medium level of service
 - **Commuter bus alternative**
 - 20.0 million



10



Ridership Findings (continued)

- **Trips attracted from other modes**
 - **About 60 percent of the ridership on the commuter rail alternative, and about 50 percent of the ridership on the bus alternatives would represent new trips attracted from the automobile - the remaining ridership would be diverted from existing bus and rail service**



11



Capital Cost Findings

- **The commuter bus alternative would have the lowest capital cost - \$19 million**
- **The commuter rail alternative would have the highest capital cost**
 - **\$225 million - high level of service**
 - **\$152 million - medium level of service**
- **Combination rail and bus alternative**
 - **\$166 million - high level of service**
 - **\$146 million - medium level of service**



12



Annual Operating Cost Findings

- **Commuter bus alternative**
 - Total operating cost: \$3.4 million
 - Total passenger revenue: \$1.6 million
 - Net operating cost: \$1.8 million
- **Commuter rail alternative**
 - Total operating cost: \$18.6 - \$26.8 million
 - Total passenger revenue: \$3.2 - \$4.0 million
 - Net operating cost: \$15.4 - \$22.8 million
- **Combination rail and bus alternative**
 - Total operating cost: \$12.7 - \$18.2 million
 - Total passenger revenue: \$2.3 - \$2.8 million
 - Net operating cost: \$10.4 - \$15.4 million



13



Annual Operating Cost Findings (continued)

- **Considerations in costs of commuter rail**
 - Proposed service is more extensive and comprehensive than typical weekday peak-period peak-direction commuter rail service
 - Costs include all incremental costs of extending Metra service
 - Includes new trains which would operate from Chicago to Milwaukee and serve some entirely northeastern Illinois reverse commute travel
 - Includes trains sized (8 cars rather than 3 to 4 cars) to meet northeastern Illinois peak passenger loads



14



Cost Effectiveness Findings

- **The operating cost per vehicle-mile for the rail and bus alternatives are comparable to other commuter rail and bus transit systems indicating estimated costs are realistic and reasonable**
- **The commuter bus alternative would have lower costs per passenger and per passenger-mile than would commuter rail or combination rail and bus**
- **The operating cost per passenger-mile for the commuter rail alternative is generally similar to bus transit systems in Southeastern Wisconsin**
- **The operating cost per passenger and passenger mile for the commuter rail alternative is generally similar, though modestly higher, compared to existing and new-start commuter rail systems**



15



Potential Land Development and Redevelopment Impact Findings

- **Commuter rail may be expected to have land use development and redevelopment impacts**
 - **Commuter rail represents a long-term permanent commitment to, and investment in, high quality transit service**
 - **Investment in residential, office, and retail development within 1/4 to 1/2 mile of stations**
 - **This investment would have further positive influence on adjacent neighborhoods and areas**
- **Potential influence of commuter rail is apparent from experience of other commuter rail systems, including Metra in northeastern Illinois**



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Potential Land Development and Redevelopment Impact Findings (continued)

- **Potential influence already being recognized within the corridor**
 - City of Cudahy - proposed transit center
 - City of Racine - intermodal transit center
 - Racine County Economic Development Corporation (RCEDC) study
- **Would assist in meeting regional land use development objectives**
 - Through promotion of land use development and redevelopment in central city areas including long established communities of Kenosha, Racine, South Milwaukee, Cudahy, St. Francis, and Milwaukee



17



Potential Economic Development Impact Findings

- **Commuter rail may have the potential to help increase economic development and growth in the Kenosha-Racine-Milwaukee corridor**
- **The Racine County Economic Development Corporation (RCEDC) has advocated for commuter rail for this reason**
 - Would more closely link the Racine area with the Chicago and Milwaukee areas
 - Would better connect all corridor communities to each other and to Chicago and Milwaukee areas
 - May help establish and promote a Chicago-Kenosha-Racine-Milwaukee mega-metropolitan area



18



Potential Economic Development Impacts Findings (continued)

- **Major employers such as S. C. Johnson have stated commuter rail is essential to maintaining and expanding their presence, and attracting qualified employees.**
 - **Improving accessibility to employees**
 - **Improving area quality of life**



19



Environmental Review Findings

- **Minimal or no adverse impacts expected from each alternative**
 - **Compatibility with existing land uses**
 - **Land acquisition and possible displacements**
 - **Low-income and minority populations**
 - **Visual and aesthetic**
 - **Historic and cultural**
 - **Farmlands**
 - **Parks and open spaces**
 - **Water resources**
 - **Biological resources**
 - **Hazardous material sites**



20



Environmental Review Findings (continued)

- **Possible minor impacts attendant to commuter rail - all of which can be mitigated**
 - Noise and vibration impacts
 - Safety at railroad grade crossings
- **Potential beneficial impacts - through attraction of automobile trips to transit**
 - Potential reductions in highway traffic would be modest, but not insignificant - IH 94, IH 794, and Lake Parkway among facilities with potential reductions
 - Air quality and pollutant emissions - very small reductions in ozone-related air pollutants



21



Principal Differences Among Alternatives

- **Principal differences**
 - Level of service offered by each alternative
 - Capital and operating costs
 - Ridership
 - Potential land development and economic development impacts
- **Higher cost of the commuter rail alternative provides benefits and advantages that cannot be provided by commuter bus**



22



Potential Advantages of Commuter Rail Over Commuter Bus

- **Potential land development and redevelopment impacts around stations**
- **Potential to increase economic development and growth**
- **Higher level of service**
- **Higher ridership**



23



Potential Advantages of Commuter Bus Over Commuter Rail

- **Lower capital and operating costs**
- **Acts as own distributor in downtown Milwaukee**
- **Flexibility to change routes and stops**
- **Faster and easier implementation**



24



Study Advisory Committee Preliminary Recommendation: Transit Service

- **The commuter rail alternative is recommended for implementation**
 - Implementation should proceed based on a medium level of service
- **Reasons**
 - Commuter rail's potential land use and economic development impacts outweigh its increased cost
 - Commuter rail provides a superior and more attractive level of service
 - Commuter rail would attract more ridership, particularly longer distance regional trips



25



Study Advisory Committee Preliminary Recommendation: Organization, Management, and Funding

- **State of Wisconsin should be responsible for implementation and funding**
 - Service would be implemented through contracting with Metra
 - Funding for implementation and operation would be provided from Federal and State funds with no local share
 - However there would be the potential for local governments to be responsible for station development, operation, and maintenance as is typical of other commuter rail systems such as Metra
- **Reasons**
 - Trips would be regional and interstate in nature
 - Interstate trips between Wisconsin and Illinois
 - Longer distance trips between and through counties in Southeastern Wisconsin
 - Trips would otherwise be carried on State Trunk and Interstate highway systems
 - Wisconsin Department of Transportation is the lead for contracting for Amtrak Hiawatha passenger rail services in Southeastern Wisconsin and has in-house staff and expertise for contracting with Metra



26



Study Advisory Committee Preliminary Recommendation: Organization, Management, and Funding (continued)

- **State legislation - State implementation and funding will require State legislation**
- **Other options considered**
 - **State implementation and funding with local funding share**
 - **Multi-County commuter rail or transit authority**
 - **Multi-Government Cooperative**



27



Remaining Study Steps

- **Report public comment and feedback to Advisory Committee**
- **Advisory Committee makes final recommendation**
- **Final recommendation transmitted to Kenosha, Milwaukee, and Racine Counties and corridor municipalities for their consideration and approval**
- **Final report and County and municipal actions transmitted to Wisconsin Department of Transportation and State of Wisconsin**



28

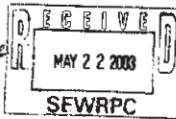
Appendix B

**WRITTEN COMMENTS RECEIVED BY THE COMMISSION REGARDING
THE KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY**

Appendix B-1

WRITTEN COMMENTS RECEIVED VIA LETTER, FACSIMILE, AND FORM DISTRIBUTED AT PUBLIC INFORMATIONAL MEETINGS AND HEARINGS

Spirit of Milwaukee



231 W. WISCONSIN AVENUE, SUITE 800
MILWAUKEE, WISCONSIN 53203
TELEPHONE: 414-277-8170
FAX: 414-277-8173
www.spiritofmilwaukee.org

May 16, 2003

Kenneth Yunker
SEWRPC
PO Box 1607
Waukesha, WI 53187-1607

Dear Mr. Yunker:

As the Southeastern Wisconsin Regional Planning Commission considers whether to support the Kenosha-Racine-Milwaukee (KRM) Commuter Rail, I would like to express my support for this expansion. The Commission has been presented many sound arguments for the service from Transit NOW and citizens throughout the region, which need not be restated by me in this letter. I would simply comment that with the level of economic activity that is occurring between Kenosha and Milwaukee and the many points in between, the time has come when it makes plain sense to proceed ahead.

Quite simply all a person needs to do is travel along the interstate between Kenosha and Milwaukee and you can see firsthand the level of activity that is occurring. Businesses are supplying customers, workers are traveling to places of employment and citizens are exploring entertainment opportunities. Unfortunately, at this time there exists only one option on how to move between these communities. The creation of the commuter rail will provide a sound alternative that will reduce congestion, help the environment and I am certain bring relief to many commuters.

The Spirit of Milwaukee is committed to improving the overall image of the Greater Milwaukee area as a great place to live, work, learn and play so that we might grow our overall economy. While we deal with people's perceptions of Milwaukee by talking about the new Milwaukee, the fact remains that reality must match the message. Fortunately, that is the case when we talk about housing, the arts, education, entertainment, technology, etc. The one low point in the message, because reality does not measure up, is in the area of mass transit. Implementation of the KRM Commuter Rail will be key in making sure our entire story can be told.

Sincerely,

Dean Ambhaus
President

Founding Members: MIDWEST EXPRESS AIRLINES, BURKE FAMILY FOUNDATION

Board of Directors: TIMOTHY E. HOEKSEMA, CHAIRMAN; DEAN AMHAUS, PRESIDENT; DANIEL BADER; KATHRYN MURPHY BURKE; MAYOR THERESA M. ESTYNESS; FRANKLIN GIMBEL; GARY GRUNAU; JAMES KLAUSER; ROBERT MILROURNE; MICHAEL MORGAN; JILL MORIN; WILLIAM OTTIO; REBECCA RYAN; LINDA SEEMAYER; STEVE SMITH; LYNN SPRANGERS

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CHARTER MEMBERS

Kenosha-Racine-Milwaukee commuter trains
subject of the WISERIDE study for the lakeshore corridor of SE Wisconsin
15 May 2003, submitted by Norman Siler, PO Box 278, Somers

Four hearings accumulating so much positive comment from the general public might need no further reinforcement for the Planning Commission's recommendation. After I worked in support for the commuter rail option eventually chosen, my preference is well known. However, the enduring nature of this decision and the decades-long gains K-R-M commuter trains will provide for lakeshore cities and towns deserves more than hypothetical substantiation, as important as that facet is and as important as SEWRPC's role is in defining and verifying it.

Southeast Wisconsin forty years ago lost its "interurban" North Shore trains and by 1973 all trains carrying passengers had vanished here, except for a few Milwaukee-Chicago trains which paused at the Milwaukee Road station in Sturtevant. Travel by train was regarded as anachronistic, as cars became almost the sole means of travel, even for repetitive trips, such as commuting to/from work.

In northeast Illinois, similar economic pressures on train travel were closing in, but the concentration of trains, tracks and people around Chicago masked the deteriorating financial conditions for train travelers, even for commuters making the same trip to and from work five days each week. Unlike Wisconsin, northeast Illinois chose to sustain its commuting alternatives, to respond to private sector warnings about dwindling revenues and rising costs for commuter trains. By 1983, NE Illinois was adapting with tax-supported commuter train services, with taxes supporting both railroad infrastructure and operating subsidies.

By 1993, the contrast in economic vitality was becoming clear - northeast Illinois was paying better wages and building more homes and offices than southeast Wisconsin. In particular, the industrial cities along the Wisconsin shoreline of Lake Michigan - Kenosha, Racine, South Milwaukee, Cudahy, Milwaukee - were struggling as multiple factors burdened manufacturers too severely and thousands lost employment at those manufacturing companies.

In 2003 we envision a new direction for regional employment, leaving manufacturing to others and acquiring the learned skills and talented people that comprise the prospering categories of modern society - just as manufacturing once brought prosperity to these cities. But we must devise ways for attracting those talents, those people, and surely a prerequisite must be providing access to amenities and to other modes of travel.

For southeast Wisconsin, our planning direction is clear: we must create a modern, multi-mode network of roads, highways, airports and tracks which afford residents cost-effective access to recreation and to jobs each workday. Commuter trains fulfill one aspect of that multi-mode network, and Kenosha-Racine-Milwaukee commuter trains will begin a continuing adaptation which will convey commuters to and from jobs more efficiently, more reliably. Kenosha-Racine-Milwaukee commuter trains will link with existing Metra trains and tracks in northeast Illinois to leverage our strengths and start-up commuter train service toward renewed prosperity.

Unlike northeast Illinois, we are able to devise a well-coordinated plan in advance as we add options to our existing, single-mode network of roads and highways. K-R-M commuter trains will become the forerunner for a SE Wisconsin network of multi-mode travel and commuting, comparable to cities like Seattle and Dallas which set forth long-range goals and construct travel infrastructure which eases connections between air travel, bus travel, and train travel.

Kenosha-Racine-Milwaukee commuter trains will set an example for other regions to emulate, just as our 1950s adoption of regional planning offered an example for others to imitate and improve upon.

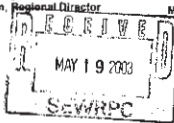
by Norman Siler
PO Box 278
Somers WI 53171
phone: 262/605-0135



State of Wisconsin DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Gloria L. McCutcheon, Regional Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr. Drive
PO Box 12436
Milwaukee, Wisconsin 53212-0436
Telephone 414-263-8800
FAX 414-263-8806
TTY 711



File Ref: 4500

May 15, 2003

Kenneth Yunker
Southeast Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Yunker:

Please accept this letter of support from the Wisconsin Department of Natural Resources Southeast Region for the preliminary recommendations of the Kenosha-Racine-Milwaukee Corridor Transit Study. I would like to commend the Southeast Wisconsin Regional Planning Commission and the Kenosha-Racine-Milwaukee Study Advisory Committee on the dedication and thoroughness of the Preliminary Draft Evaluation of Alternatives document. The document offers a comprehensive analysis of a transportation system through a particular corridor. The document recommends the medium-level commuter rail alternative which appears to meet all the objectives of the Kenosha-Racine-Milwaukee Transit Corridor Study Committee. The objectives are providing a high quality attractive transportation alternative, contributing to economic and community development, preserving natural and man-made environment, making efficient investments in public transit, and providing compatible connections to other transportation systems.

There appears to be overwhelming support and desire for a regional commuter rail service, as evidenced by responses heard at recent public meetings and hearings from political, business, and public entities. The comments from these sessions support the study's findings on the positive land use, economic development, and environmental benefits of commuter rail. The proposed Kenosha-Racine-Milwaukee Commuter Rail would not only link three counties and three densely populated cities with the greater Chicago metropolitan area, but would also serve five additional southeastern Wisconsin communities with a total of eight train stations. Some of these stations are already in redevelopment stages. Implementation of the medium level of commuter rail alternative would certainly lead to in-fill development and brownfield redevelopment. The implementation of Kenosha-Racine-Milwaukee Commuter Rail has the ability to make the linkage within the regional ground transportation network and between modes. The regional ground transportation network consists of freeways, highways, major arterials, mails, and trails. When such linkages are made, transportation efficiency is most achievable.

The recommended alternative of medium level commuter service forecasts 30.8 million annual passenger-miles of travel and ridership of over 1.1 million. The ridership would represent a reduction in total average weekday traffic on streets and highways ranging from 0.8 to 2.6 percent with peak period reductions of 4 to 12 percent. This represents a reduction of 0.4 tons ozone-related pollutants per hot summer day, which is twice as much as bus or bus/rail alternative. These reductions are significant as we move forward with 8-hour ozone non-attainment designations.

www.dnr.state.wi.us
www.wisconsin.gov

Quality Natural Resources Management
Through Excellent Customer Service



05/14/2003 13:25 6882567079

TRANS DEV ASSN OF WI

PAGE 02/02



Transportation Development Association of Wisconsin

131 W. Wilson Street, Suite 202
Madison, WI 53703
(608) 256-2044
fax (608) 256-7079
general@tada-wisconsin.org
www.tada-wisconsin.org
Executive Director
Robert Cook

May 14, 2003

Ken Yunker
Southeast Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

Dear Ken:

As a statewide transportation association dedicated to ensuring safe mobility and corresponding economic opportunity for state residents, TDA would like to express its support for the project to extend Metra service from Chicago through Kenosha, Racine and Milwaukee.

Commuter rail will not only provide a vital link to jobs, education, and services for those who choose not to drive, it will encourage development along the Milwaukee-Chicago economic corridor in Southeast Wisconsin and make our state more competitive in attracting additional businesses. This development and investment will create jobs, generate additional tax revenues and improve our quality of life in this state.

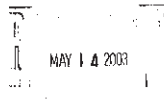
In addition, the KRM project will provide a reliable and convenient alternative to freeway travel and provide congestion relief along the Southeast corridor.

The KRM project demonstrates the many positive aspects of public transportation and the balance that a multimodal system can provide. For these reasons, TDA believes the time is right for commuter rail in Southeast Wisconsin.

Sincerely,

Bob Cook
Bob Cook
Executive Director

President Doug Penzo Executive Director CNA/VICO, Inc. The Oakleaf Industrial Development Corp. Columbia	1st Vice President Emile Stansfield Vice President, Public and Governmental Relations AAA Wisconsin Madison	2nd Vice President Lee Cook Director of Transportation Services Shore-Billot Hendricks, Inc. Chippewa Falls	Secretary Scott Sharp Treasurer Wisconsin Council 40 AISCME Union Grove	Thurston Scott Macky Vice President Marty Conkerton Co. Oshkosh	Executive Ken Graham President HNTB Corporation Milwaukee
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1933 N. Prospect Ave. #103
Milwaukee, WI 53202
Tue, May 13, 2003

The Metra Line Extension

Dear Sirs,

The Metra Line should be extended from Chicago to Kenosha up to Racine and Milwaukee. It is really necessary to have a transportation line to serve all the lakeshore cities between Chicago and Milwaukee, such as Evanston, Great Lakes Naval Base, Waukegan, Zion, Kenosha, Racine, Oak Creek, South Milwaukee, Judson, and St. Francis. This has been missing since 1963, when the North Shore Electric Line went out, and in 1970 when the Chicago & North Western RR service went out when the Amtrak service took over the passenger railroad service in the nation. What is needed is a fast, frequent commuter railroad service between Chicago and Milwaukee. The Amtrak line misses all the lakeshore cities of Racine, Kenosha, Zion, Waukegan, St. Francis, Evanston because it runs on the old Milwaukee line at least five miles west of these cities. The old North Shore Line had the best service, but it was abandoned in 1963. The Chicago & North Western also had good service between Chicago and Milwaukee, and points north and west to Green Bay, Ashland, Upper Michigan, Minneapolis, Madison, Minnesota.

Revitalizing the C & N W service between Chicago and Milwaukee is the best bet to revitalizing the lakeshore cities economy. It would make the trip between Milwaukee, Racine, Kenosha, faster, safer, and more comfortable. There is also the Wisconsin Coach Line bus service between these same cities. I suggest that the bus line concentrate on the local service and the Mitchell Field Airport, and that the Metra line concentrate on the express service. I would prefer connection and co-operation to conflicts and rivalry.

There should be fast, frequent service, such as every hour between the lakeshore cities into the evening hours to at least midnight. This is commuters can hold night shift jobs. Out of towners could then attend evening events in Milwaukee or Chicago such as jobs, college classes, sports games, etc. Many people dread night driving and rush hour gridlock, parking, etc. The C & N W - Union Pacific RR passes through all the major cities between Chicago & Milwaukee, so that the service can pay for itself from the greatest number of commuters coming from the greatest concentration of the population.

Yours for a better Wisconsin Region!

Don Snyder, the fighter!

P.S. Later on, the Metra Line commuter should be extended to Green Bay, Madison, northern and western Milwaukee suburbs.



Sierra Club - John Muir Chapter
222 South Hamilton Street, Suite 1, Madison, Wisconsin 53703-3201
Telephone: (608) 256-0565, Fax: (608) 256-4562
eterrill@excpc.com www.wisconsin.sierraclub.org

The John Muir Chapter of the Sierra Club supports the \$152.1 million plan to extend Chicago's Metra commuter trains from Kenosha to downtown Milwaukee. A clear economic advantage is the use of upgraded existing tracks, eliminating the need for purchasing costly right-of-way. Additional stops in Cudahy, St. Francis (with airport shuttle), South Milwaukee, Oak Creek, Caledonia, Racine, and Somers will spur transit-oriented development near the stations.

The SEWRPC study report shows commuter rail to be affordable with 80% of the capital costs coming from various federal transportation programs.

Commuter trains are safe, efficient, and quiet. The KRM Commuter Rail Metra extension is an attractive public transportation system that will help to revitalize and strengthen our communities. It is a transportation choice that will link homes, work, shopping and entertainment districts together, and provide jobs in our downtowns, older neighborhoods and existing communities.

Kenosha Racine Milwaukee commuter train service is important to SE Wisconsin. It will:

- Provide a fast, modern, comfortable and affordable travel option using existing right-of-way. Rail gives people a fast and easy alternative to congested highway travel. Rail is less subject to weather and construction delays.
- Be an accessible and practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic growth by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most train-ridership will be diverted from autos, which cause 75% of the hazardous air pollution in Wisconsin.
- Be accessible to people with strollers and bicycles as well as those with disabilities or those who don't own a car.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Be a more economical infrastructure investment than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.
- Advantages of commuter trains over bus service include preservation of the rail corridor for the future, optimizing transit-oriented development by using an underutilized rail corridor (increases access points), providing transportation choices that are off-road (safer, less weather sensitive) and maximizing the use of federal programs.

In addition:

- We support consideration of providing more than the 7 daily trips, so users have more flexible schedules to choose from. And service should start with not less than the 7 trip a day model.
- Provision of electrical ports for computer use should be included.
- Accommodating bicycles.
- Handicap accessibility should be well designed.
- Provide sufficient connecting shuttle/bus service from stations to work places that are not within walking distance.
- Include the KRM commuter rail project as part of a multi-modal transportation plan for SE Wisconsin to maximize the potential for implementation.
- We support implementation of smart growth in the communities along the rail corridor to insure adequate protection of natural areas and wildlife habitat.

We support the KRM commuter rail project to reduce traffic, pollution, and sprawl and to provide a healthier environment and more choices for our families.

Submitted by:

Rosemary Wehnes
Conservation Program Coordinator
May 14, 2003



May 14, 2003

Mr. Kenneth Younker
SEWRPC
PO Box 1607
Waukesha, WI 53187-1607

Dear Mr. Younker,

I am writing to express my support for the Kenosha-Racine-Milwaukee Commuter Rail Metra Extension currently under consideration. I have had the opportunity to attend briefings on the proposed extension, and I think it would be of great value in assisting the performing and visual arts in Milwaukee expand patronage in the communities to the south of us. The availability of timely and efficient rail transportation presents a unique marketing opportunity for us in promoting to those areas what we have to offer.

In downtown Milwaukee, the performing and visual arts are fast becoming one of the area's major industries. In the Downtown Theater District alone, recent data shows that annual patron attendance at the Marcus Center, the Milwaukee Repertory Theater and the Pabst Theater is over 1.2 million annually, generating over \$32 million in gross ticket sales. The performing and visual arts have long passed the status of special events and now represent a year-round, primarily evening and weekend, industry.

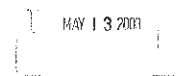
Analysis of our data shows that the high quality performing and visual arts offered in downtown Milwaukee does show that patrons from northern Illinois and Kenosha and Racine Counties do attend events here. Focus group research conducted by Transit Now has shown that there is interest on the part of residents in those areas in coming to downtown Milwaukee for its arts and entertainment.

Scheduling of trains becomes key to capturing that potential new patronage, and the specific reason for my writing is to strongly encourage the funding and scheduling of evening trains. Most of the evening performances in downtown Milwaukee begin around the dinner hour and end between 10:00 p.m. and 10:30 p.m., and scheduling of both inbound and outbound trains should reflect this. To do otherwise would be a missed opportunity to generate additional business for our industry.

Representatives of other arts organizations and I would be most interested in dialoging further and assisting in any planning efforts to link commuter rail service with the performing and visual arts. Please feel free to contact me if I can be of assistance in facilitating such efforts, or if you need additional information about our business and patronage.

Sincerely,

Paul F. Mathews
President



May 12, 2003

Southeast Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Sirs:

YES for commuter rail in Milwaukee!

Also, I would like to see light rail for Milwaukee. We need to get the public educated on the subject. In the future every big city area is going to have light rail. Many do now.

We need a balanced transportation system. Yes, it will be mostly cars, but it must also include more buses AND light rail! And commuter rail.

Sincerely,

Ronald C. Huston

2469 N. Maryland Av.
Milwaukee, WI 53211



May 12, 2003

MAY 14 2003

Mr. Kenneth Yunker
Deputy Director
SEWRPC
PO Box 1607
Waukesha, WI 53187-1607

Dear Ken,

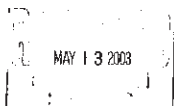
I am writing to express my strong support for extension of the Metra line through southeastern Wisconsin to Milwaukee. Contrary to what some may think, rail is the mode of the future, not of the past. The need for effective mass transit at the regional level is more acute than ever for this area, and the need will only increase. We have relied for too long on a freeway system that is limited in efficacy by physical constraints, economics, and valid competing societal needs. We need a new regional architecture built on a base of existing freeways and new fixed—and flexible—guideway transportation. The KRM extension is essential to this transition to a more balanced and effective transportation system. Our competing regions are already doing this; we cannot afford to lose ground. At a local level, stations in central Racine and Kenosha will give those cities a lift and begin to reverse the decline started by construction of I-94 years ago.

Funding should not be an issue. If we can plan for billions of dollars of freeway construction with no budgeted funds, surely we can find a fraction of that to build a facility to address new needs. Thank you for all the good work you and SEWRPC have done on the KRM project. Please consider giving it your strongest recommendation for moving forward.

Sincerely,

Steven T. Branca
Program Officer
Sustainable Development
and the Environment

33 East Four Mile Road • Racine, Wisconsin 53402
(262) 635-3211 • Fax: (262) 681-3325 • www.johnsonfdn.org



2469 N. Maryland Ave.
Milwaukee, WI 53211

may 11, 2003

SE Wisconsin Regional
Planning Commission
Box 1607
Waukesha, WI 53187-1607

Dear Sirs:

I am very much in favor of extending Metra into Milwaukee. Commuter rail would be great for this area. Almost all metro areas have commuter rail.

Also, I am highly in favor of light rail! Some 16 or 17 cities have light rail or building light rail systems. Why is Milwaukee so behind?

I am against widening the Milwaukee freeway!

Sincerely,

Edward J. Pavlick

MAY-09-2003 15:18

TRAINING

262 635 7729 P.01/02



Racine Police Department
Technology & Training Division
730 Center Street
Racine Wisconsin 53403
(262) 635-7718

Document Transmittal Form
Training Office FAX No. (262) 635-7729

ATTENTION:

KENNETH YUNKER

FAX No.:

FROM:

- ☒ Captain Carl Pavlions: Technology & Training Commander (262) 635-7899
- ☐ Lieutenant David Smelans: Technology Lieutenant (262) 635-7726
- ☐ Sergeant Michael Payne: Training / Recruitment Sergeant (262) 635-7725
- ☐ Sergeant John Polzin: Training / PTO Sergeant (262) 635-7856
- ☐ Officer Chuck Weltzel: Training Officer / Range Master (262) 635-7725
- ☐ Norine Young: Training / Recruitment Secretary (262) 635-7718

DATE:

5/9

TIME:

3:00 PM

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2

ADDITIONAL NOTES:

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MAY-09-2003 15:18

TRAINING

262 635 7729 P.02/02



Your Comments

- What's New
- Background
- Study Purpose
- Public Involvement
- Newsletters
- Reports
- Frequently Asked Questions
- Contact Us
- Name

We'd like to hear your comments!

First name: Carl

Middle initial: E.

Last name: Pavlions

Organization: Racine Police Department

Address: 730 Center St.

City: Racine State: WI

Zip: 53403

E-mail: cpavlions@cityofracine.org

☐ Please include me on your mailing list.

Please provide your comments below:

I fully support the Metra Extension. The increased access to the Milwaukee - Racine Chicago corridor should enhance the business environment and improve the overall economy of the immediate area. On a selfish note the move will increase our tax base and property values in close proximity to the station.

Over the past 2+ years, while driving the I-94 corridor daily, I have seen an increase in traffic without any commensurate plan to alleviate the congestion.

WISERIDE

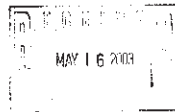
http://www.sewrpc.org/wiseride/your_comments.asp

5/9/2003

TOTAL P.02

May 8, 2003

Kenneth Yunker
SEWRPC
P.O. Box 1607
Waukesha, WI
53187-1607



Dear Kenneth Yunker:

I am writing to support the KRM Commuter Rail Metra Extension in Southeast Wisconsin. This train would use the existing rails and would upgrade them. The train would connect Kenosha to downtown Milwaukee. It would be making stops in Cudahy, St. Francis (with airport shuttle), South Milwaukee, Oak Creek, Caledonia, Racine, and Somers.

If you have driven through Racine or Milwaukee you know that traffic can be bad especially during the warmer season when there is a lot more construction going on. This train would provide a faster, more reliable, easy and more affordable alternative than the crammed highways. Making more lanes for traffic doesn't always solve the problem of congestion and making more lanes costs a lot more money in the long run.

This train will also reduce air pollution since there would be fewer cars on the road. According to the EPA 70% of hazardous air pollution comes from vehicles. Improving the air quality would not only be beneficial to the environment and global warming but also to every one of us living here.

It is becoming more obvious that we need to start using more energy efficient ways of transport. The way we are using up our oil who knows how much longer we will have that choice of energy. We keep on putting money into building roads and airports but why not rails? It seems that other parts of the world have the right idea with trains like Europe. It would be great if we could hop on a train and travel around the US as easily as you can in Europe. This KRM Commuter Rail would be a great start to making the future a better place. I would appreciate a response to what is currently happening. Thanks

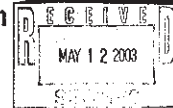
Sincerely,

Brad LaBadie

Brad LaBadie
124 E. Cascade Ave
309 May Hall
River Falls WI, 54022

Jane Hannemann

5/8/03



RE: Kenosha- Racine - Milwaukee
Commuter Rail Metra Extension

Attn: Southeastern Regional Planning
Commission (SEWRPC)

I'm a theatre actress, as well as on-camera and voiceover talent. Many job opportunities lie in the Chicago market. When I initially moved to Milwaukee I often drove to Chicago. Soon I found the experience numbing, traffic unpredictable and I'd arrive at the audition tired, sometimes stressed. I stopped going to Chicago. I couldn't afford the Antrak.

A few years ago I saw an article in the Milwaukee Journal about Metra. I started driving to Kenosha or Waukegan and taking the train. It has made all the difference to me. I read, relax, doze, prepare for auditions or simply gaze out the window. I absolutely loved it and the price! Many job opportunities began to rise.

I've traveled to Europe, lived in Paris and New York and was often dumbfounded on the lack of train service to Chicago, Minneapolis, Madison and Milwaukee. We seemed so behind the times in furnishing affordable, efficient and environmentally friendly rail service.

-1-

(1 of 2)

Jane Hannemann

RE: Kenosha- Racine - Milwaukee
Commuter Rail Metra Extension

I moved to Chicago April 1, 2003. I had considered living in Kenosha and taking the Metra. Shortly after the move I saw the notice regarding the Kenosha-Racine-Milwaukee Commuter Rail Extension. What a difference that would of made in my decision to leave WI. I would of stayed in Milwaukee.

I grew up in central WI on a farm. My father recalls taking the train from Edgar (small town of 1200) to Random Lake, Port Washington. It's time to bring all that back. Let's start with the Metra extension to Milwaukee. It's responsible, forward thinking, albeit re-learning from the past.

Sincerely,

Jane Hannemann
Jane Hannemann

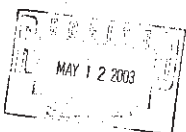
-2-

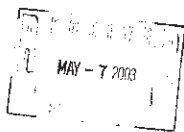
5/8/03

Having grown up during WWII
and seeing the rails to either Chicago
or Milwaukee - I am in favor
of Metra extension even tho
only Kenosha to Milwaukee is suggested
I lived in Waukegan - then
moved to Chicago & rode the Wisconsin
from Chicago to Milwaukee daily -
It was a good way to commute
and families who had one car
(if any).

I think it is worth considering

MART Smith
6045 42nd Ave
Kenosha, WI
53142
262-653-1338





May 6, 2003

Wise Ride
c/o Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukegan, WI 53187-1607

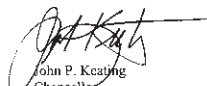
Dear Wise Ride,

The University of Wisconsin-Parkside is pleased to submit the attached written comments regarding the Kenosha-Racine-Milwaukee Transit Corridor.

We strongly and formally endorse the preliminary recommendations of the Transit Advisory Committee.

If you have any questions, please feel free to contact Dick Oldenburg, Lenny Klaver (contact information attached) or myself. Thank you.

Sincerely,


John P. Keating
Chancellor
262-595-2211

CC: L. Klaver
D. Oldenburg

/attachment

After more than two years of study and analysis, the Kenosha-Racine-Milwaukee Transit Corridor Advisory Committee recommended extension of commuter rail service from Kenosha to Milwaukee at a medium service level (7 trains per day each way). This recommendation was based on detailed research and information developed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) that produced a series of Technical Reports that considered such things as transit alternatives (bus and rail), ridership forecasts, capital improvement needs and costs, environmental and land use review, operating and maintenance costs, social impacts, financial analysis of each alternative, and organization / management of each alternative.

The University of Wisconsin-Parkside formally and strongly endorses the preliminary recommendations of the Transit Advisory Committee.

Benefits

- UW-Parkside has more than 6,000 students, faculty and staff. The majority resides within the Chicago-Milwaukee corridor. A substantial number commute to campus on a daily basis (Monday – Friday), most by private automobile. Commuter rail offers an alternative to this heavy reliance on automobiles.
- UW-Parkside has the most diverse student population of all UW campuses, a diversity that reflects the demographic characteristics of southeastern Wisconsin. In addition, the school actively encourages returning and non-traditional students. Principles of diversity and access can be further enhanced by commuter rail.
- UW-Parkside also serves as a "gathering place" for residents of Kenosha and Racine counties for such events as theatrical and musical productions, business exhibitions and community-based social and cultural events. Provision of commuter rail offers a transit alternative to these visitors as well.
- UW-Parkside initiates and participates in a number of business and community collaboratives throughout the region. Commuter rail allows easy access to and from the campus on a daily basis for participants in these programs from Milwaukee to Chicago.
- The Corridor Transit Study proposes that a new commuter rail station be developed about one mile east of UW-Parkside. Transit shuttle service between the campus and the station can be developed thus making use of commuter rail even more attractive.
- Day-to-day origin/destination aspects of UW-Parkside make it one of the largest trip generators within the Kenosha-Milwaukee corridor. Marketing efforts geared toward these potential riders can have a significant affect on the use of commuter rail service.

RJ0042903

Significance of Proposed Somers Commuter Rail Station

The Corridor Transit Study suggests that a new commuter rail station be developed in the Town of Somers, Kenosha County. The location of the proposed station is slightly more than one mile from the UW-Parkside campus and transit links between the two can be easily established. Implementation of the commuter rail service, along with development of the commuter rail station, will significantly benefit the faculty, staff and students at UW-Parkside. Benefits also will accrue to business groups, community groups and the general public who extensively use the school's resources and facilities. In addition, the regional focus of the university, when combined with significant trip origination/destination aspects of the campus, will provide a sizeable "pool" of daily and weekly riders who will use and support commuter rail.

The Regional Nature of UW-Parkside and Its Reliance on Transportation Services

The following comments intend to summarize and emphasize the educational, economic and cultural role of UW-Parkside within the region. The institution prides itself on its level of access, diversity and community involvement, and these attributes are included in its core principles. Implementation of a well-planned, reliable mass transit alternative within the Kenosha-Milwaukee corridor can assist the university to meet its goals while also contributing positively to the overall quality of life in the region.

UW-Parkside was founded in 1968. The campus is now part of the University of Wisconsin comprehensive university system, primarily offering a full range of undergraduate programs, but offering some graduate programs as well. Its mission, then and now, is to offer a full range of post-secondary resources to residents, businesses and manufacturers in southeastern Wisconsin and northeastern Illinois.

The UW-Parkside campus is located about five miles east of I-94 in the northeastern corner of Kenosha County in the Town of Somers. The surrounding area is primarily rural in nature; however, recent extension of municipal utilities has encouraged urban development at the edges of the campus, primarily to the south and east. The campus itself consists of about 750 acres adjacent to Petrifying Springs County Park, nearly 300 acres. The Pike River runs through the park and the campus. In addition to the river, most of the UW-Parkside land is open space, prairies and woodlands. Much of the property contains significant environmental features.

The focus of UW-Parkside has always been regional in nature and is best reflected in its slogan, "Southeastern Wisconsin's University of Opportunity." The campus encourages "community engagement" in a variety of ways. For example, the school rightfully views itself as a social and cultural gathering place for the residents of Racine and Kenosha counties. Numerous events take place on campus that are designed for public participation, including, but not limited to, lecture series, film series, art galleries, theatrical and musical productions, special educational courses, guided field trips, corporate meetings, band camps, sports camps, computer camps.

RJ0042903

UW-Parkside is recognized as having the most diverse student population of all the UW campuses, ethnically, racially and culturally. This diversity not only reflects the demographic characteristics of the region, but, more importantly, it reflects the university's commitment to increase educational and cultural opportunities for all residents in the area. In addition, UW-Parkside has worked to attract and retain non-traditional students, such as older or returning students, part-time students, students seeking career changes and students needing full- or part-time jobs to support their educational efforts.

Of equal importance is the school's willingness to offer its facilities for use by organizations for public events, such as trade shows, craft fairs, business and industrial exhibitions. The largest of these, the Kenosha/Racine Business Expo, annually draws thousands of visitors from the two-county area over the course of three days.

In addition to inviting people and events to campus, UW-Parkside also offers and participates in a number of "community outreach" initiatives. The Center for Community Partnerships (CCP), for example, connects "the resources of the [university] with the communities of southeastern Wisconsin" through a variety of programs and initiatives, including active participation with the Kenosha/Racine Small Business Development Centers to promote economic development in the area. TechStar is a collaborative initiative between UW-Parkside, the Medical College of Wisconsin, UW-Milwaukee, Marquette University, the Milwaukee School of Engineering and the Metropolitan Association of Commerce that offers research and support services to innovative technology and life science companies. The Wisconsin Campus Compact is an association of nearly 30 private and public colleges and universities from throughout Wisconsin that seeks to promote campus-community partnerships by encouraging students and faculty to integrate their research and teaching activities with the needs and values of their local communities. The Executive Director and the business office of the Wisconsin Campus Compact are located at UW-Parkside.

Most of the UW-Parkside faculty, staff and students reside within fifty miles of the campus, from Milwaukee to the north and Chicago to the south. Approximately 5,100 students are enrolled at UW-Parkside. On-campus housing accommodates about 765 students. Nearly 1,000 faculty and staff provide educational, administrative and operational support services. The majority of the UW-Parkside "family" commutes to the school on a daily basis. By definition, these commuters are extensive and frequent users of the Milwaukee-Chicago transportation corridor. As a result, the campus is a major destination / origination locus within the region.

Automobile access to UW-Parkside is adequate. State Trunk Highway "31" (STH "31") (Green Bay Road) is a four-lane, divided roadway that abuts the western edge of the campus. Kenosha County Trunk Highway "E" (CTH "E") (12th Street) forms the southerly boundary and County Trunk Highway "A" (CTH "A") (7th Street) defines the northerly boundary. County Trunk Highway "G" (CTH "G") (Wood Road) runs north south through the easterly portion of the campus. County Trunk Highway "J" (CTH "J") runs

RJ0042903

diagonally (southeast northwest) through the westerly portion of the campus from STH "31" to CTH "E."

The central or "academic core" area of the campus is encircled by a private road, Inner Loop Road. Support facilities, including housing, student activities, physical plant, athletic fields and parking areas are located outside this core area. Outer Loop Road separates the built areas of campus from the Pike River. There are four main parking areas on campus. Purchase of an annual parking permit is required for use of any of the parking areas. One parking lot is for exclusive use by residential students; the other three are designed as remote parking lots for use by commuting students and staff. One lot is located north of the academic core near Parkside Union; one lot is located southwest of the academic core at the intersection of CTH "JR" and Outer Loop Road; one lot is located east of Wood Road. A university-sponsored bus makes a continuous circuit of the campus (Monday - Friday) to shuttle passengers between buildings and to-and-from the remote parking areas.

Commuter bus transit to UW-Parkside is less than adequate. There are no regional commuter bus stops at or near the campus; however, there are extensions of local bus routes of both the Kenosha and Racine transit systems to several stops throughout the campus. Although commuting students and staff have the option to transfer to these routes elsewhere in Kenosha or Racine, their primary purpose is to offer local transit access to the campus. It should also be noted that the UW-Parkside campus is the only interconnect between the two transit systems.

CONTACT INFORMATION

Dick Oldenburg, Campus Planner
University of Wisconsin - Parkside
(262) 595-2259

Lenny Klaver, Assistant Vice Chancellor - University Relations
University of Wisconsin - Parkside
(262) 595-2591

RJ0042903

1039 N. Cass St
Apt 20
Milwaukee, WI
May 6, 2003

MAY - 7 2003

South Eastern Wisconsin
Regional Planning Conference
P.O. Box 1607
WAUKESHA WI
53187-1607

Dear Sirs:

I would like to
have you build a
METRA system
It would be very
efficient in reference
to transportation between
Milwaukee & the
South of Milwaukee &
to Chicago, I have
heard Mark D. Weathersky

Name & Address - Eugene M. Weathersky

MARK D. WEATHERSKY
1039 N. Cass St
Apt 20
Milwaukee, WI
53202-3332

(414) 278-9767
LENNY KLAVAR

Metra to Milwaukee - Yes

I heard a program on WUWM on Friday
2 May 03, called "AT TEN."

Keep me informed, Thank You.

Darin Swiatkowski
DARIN SWIATKOWSKI
3780 S. Rutland Ave
ST. FRANCIS WI 53235

MAY - 5 2003

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name Lois Blasinski

Affiliation _____

Mailing Address 8801 Hart Dr.
Wink Lake WI 53185

Comment _____

- Just do it!! - Commuter Rail
- It would be a great boost for the
affiliated communities, and make commuttravel
to Chicago easier.
- I work in South Milwaukee and ~~would~~ would use
it when travel to Chicago is required.
- I already use it from Kenosha when
traveling for pleasure to Chicago.
- We need more affordable mass transit.
- Let's go for light rail to Madison next!

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wisecide@sewrpc.org.

Thank you.

82298 v4

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name JOHN IAFFALANO

Affiliation _____

Mailing Address SG7 W12852 EMERALD CT
MUSKEGO, WI 53150

Comment
I TRULY BELIEVE THE ECONOMIC
VITALITY AND FUTURE GROWTH OF THIS
REGION WILL BE HEAVILY DEPENDENT
UPON THE ABILITY TO PROVIDE
ALTERNATIVE AFFORDABLE TRANSPORTATION
LIKE THIS RAIL CORRIDOR FROM
KENOSHA TO MILWAUKEE. IT SHOULD
ALSO BE LOOKED AT EXTENDING THE
LINE NORTH OF MILWAUKEE TO THE
NORTHERN SUBURBS.

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Thank you.

82298 v4

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name John G. Bell

Affiliation _____

Mailing Address 2742 South Superior
Milwaukee, WI 53207-2328

Comment
1/4 of 1% sales tax would be a
small price to pay to have
METRA extend to downtown
Milwaukee.
at one time students who
lived in Milwaukee attended UW
and commuted by rail to and
from Madison daily.
commuters by rail can walk
on trains and the METRA, if
they have a seat an enormous
saving of time!

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Thank you.

82298 v4

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name Claude Vander Veer

Affiliation Greater Milwaukee Green Party

Mailing Address 3340 East Allerton Avenue
Cudahy
Wisconsin 53110-1016

Comment
Will this connect eventually to Madison,
to Twin Cities; to Janesville; to
LaCrosse.

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Thank you.

82298 v4

OVER

I'd like to address the people who don't want
their tax dollars to subsidize the RR

Our taxes already subsidize airlines, and the
gasoline/cars infrastructure. And that
subsidy is enormous.

I personally would like to subsidize an
alternative to 1 person occupancy cars. That
form of transport (cars) is a dinosaur.

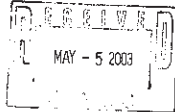
People - are dying this day to support our
addiction to oil.

It's also killing us by way of pollution,
by way of accidents

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin



Name JOHN DRANA

Affiliation TAX PAYER

Mailing Address 5519 So Rosewood Ave
CUDAHY WI 53110

Comment WE SPENT 3 BILLION DOLLARS ON A FAILED
SEWER SYSTEM, 400 MILLION ON A NEW
STADIUM WITH A LEAKY ROOF AND NOW
A CHOD TRAIN SYSTEM SO A FEW
RIDERS CAN GO TO CHICAGO FOR LUNCH
THE STATE IS 3.2 BILLION IN THE RED THE
COUNTY IS BROKE AND THE CITY OF
CUDAHY CANNOT AFFORD POLICEMAN BUT
THE TRAIN SYSTEM KEEPS CHUGGING
ON. WHAT A WASTE OF TAXPAYERS
MONEY (NO MORE TAXES)

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiselide@sewrpc.org.

Thank you.

82298 v4

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin



Name Edward Reinke

Affiliation _____

Mailing Address 7451 W. Honey Creek Drive
Milwaukee, WI 53219-3968

Comment I am very much in favor of the Metra Extension for
the KRM commuter Rail. I would much rather use
my tax dollars for this worth while project than be-
ing taxed for the Miller Baseball Stadium that was
implemented a short time ago. I strongly believe all
professional athletes are obscenely over paid and that
the owners of these professional teams are just as
culpable as the athletes. I appreciate your hard work
and hope this will become a reality before 2006 (the date
mentioned in the "Frequently Asked Q's re the Potential KRM
commuter Rail" written hand out).

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Thank you.

82298 v4

FROM :

PHONE NO. :

P01
1191

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name Annison, Rosemarie

Affiliation _____

Mailing Address 3920 E Burn Rd
Dak Green, WI 53154

Comment I do not find this project (word not used)
in the best interest of any Wisconsin or federal state
citizens. The 15 miles radius study is "B.C."
Further, the project is not in the best interest
of the city of Oak Creek. Instead, the city would
benefit more from expansion of private transit
is more centrally located. Further, expansion
would also require development in an area which
not developable and could risk in such the old
rapid transit tracks along as a garden area
again to people its big benefits.

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Thank you.

82298 v4

FROM :

PHONE NO. :

P02

also, safety is a primary concern. The
and to ensure that the data on the
the passenger lines which it states has not
been seriously coupled with the projected state
and related to increased overcrowding along the
tracks, especially around the proposed central
stations, increased numbers of dangerous children
and pedestrians.

I am requesting that the following:

1. What will the fare schedule be?
2. (on the Chicago - Reno line and
the new line? Are projected ridership
currently being generated?
3. Who is using the existing service?
4. What is the engine position?
5. Should it have to participate in build
or stations?
6. Should it generate any revenue
for this transit company. How much?

Page 2 - Rosemarie Annison

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

May 1, 2003
Cudahy City Hall, Council Chambers
5050 S. Lake Drive
Cudahy, Wisconsin

Name Mr. Myranda Hadjinian

Affiliation _____

Mailing Address 3350 E Allerton AvenueCudahy WI 53110-1016

Comment Commuter rail transportation would not only decrease the traffic congestion but would also improve the air quality in SE Wisconsin. Overall, this kind of transportation option would be a "win-win" situation for our health, our stress levels, our dependence on

foreign oil, job opportunities, and business development. It is the right thing to do!

I work in downtown Milwaukee at Northwestern Mutual, and besides myself, have many friends who commute (individually) in their cars from the southside of Milwaukee, the southern suburbs and Racine and Kenosha areas, who would be willing to try this (and highly likely find it a smart and enjoyable way to travel).

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Thank you.

82298 v4



Kenneth Yunker
SEWRPC
PO Box 1607
Waukesha, WI 53187

May 1, 2003

Dear Mr. Yunker

Thank you for informing me of the meeting to be held May 1st, 2003 at City Hall in Cudahy.

I appreciate the opportunity to express the importance of the Metra Extension to our community.

First, Cudahy has a strategic location to Mitchell International Airport that will allow a convenient means of moving people from the south (as far away as Chicago) to our airport. This in itself will increase economic growth to the airport, as well as growth to Cudahy's business community.

Second, Powerade Iceport has broken ground on one of the largest ice sport facilities in North America and will draw tens' of thousands of youths, their families, and fans from Chicago and southeastern Wisconsin. The Metra Extension would be well used by this group.

Third, the Metra Extension will allow a means of convenient transportation to and from Milwaukee Racine, and Kenosha Counties for employment purposes.

Fourth, the Metra Extension would allow safe and convenient travel to the many festivals at Summerfest, the Milwaukee Art Museum etc. and this would also have positive influence on the City of Cudahy.

The City has designated property for a train station and has plans for hotel accommodations, restaurants, and entertainment that will serve the passengers of the Metra Extension very well.

3569 East Barnard Avenue Cudahy Wisconsin 53110
414-483-8615 www.cudahychamber.com



Mr. Yunker, your consideration of my comments on behalf of the Cudahy Chamber of Commerce are greatly appreciated.

Sincerely,

Paul D. Burkhardt
Paul D Burkhardt, President
Cudahy Chamber of Commerce

3569 East Barnard Avenue Cudahy Wisconsin 53110
414-483-8615 www.cudahychamber.com

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

MAY - 5 2003

Name LOUIE SEABOLTAffiliation Private citizen, businessman

Mailing Address 704 Waters Edge
Racine WI 53402

Comment SE Wis. needs commuter rail regardless of projected costs. It should access as many people as possible with quality, on-time service.

Building more roads perpetuates our pollution, congestion and oil-dependence problems.

Thank you to everyone for their efforts to make KRM a reality.

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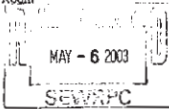
Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin



Name Beryl Brown
Affiliation Concerned Citizen
Mailing Address 600 Oregon St.
Racine
WI 53405

Comment I support mass transit rail
service between Kenosha Racine -
Milwaukee for the following reasons
1- Pollution Control and reduction
2- Efficient use of resources
3- Reduce dependency on oil
4- Personal convenience
5- Safety (reduce highway accidents)
6- Sustainable growth
Finally, - it just makes sense.

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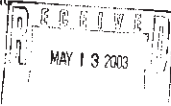
Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin



Name C. M. KARLS
Affiliation
Mailing Address 557 HARVEY -
RACINE, WI 53405

Comment I would be happy
to see rail service to
our area - would open
up many opportunities
for shopping & entertainment,
and, of course, employment
for those in the workforce.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wisride@sewrpc.org.

Thank you.

82298 v3

MAY-09-2003 15:23

CITY OF RACINE-HLTH DEPT.

262 636 9564 P.01/01

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Thelma Riederer
Affiliation
Mailing Address 1507 Auburn Dr
Racine, WI 53402

Comment I support the extension of the metro because
it will assist in developing the Milwaukee - Racine -
Chicago economic corridor.
I believe it will save lives by reducing number
of auto commuters and reducing air pollution by
reducing carbon highways.
It will increase number of job applicants because
of availability of metro vs. carpool for
commute.

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Thank you.

82298 v3

MAY-09-2003 14:49

HEALTH DEPT. LABORATORY

262 636 9576 TOTAL P.01

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Robert Barry
Affiliation Agri-Racine College - Program Agri-Racine
Mailing Address 1435 Spring Valley Drive
Racine WI 53405

Comment Having viewed the Wire Ride Newsletter, I agree with the opinion memorandum
of construction - not local service as proposed by the letter. This is a Newsletter
that the port by distance, too far to travel and could serve to promote greater
rail commuter use throughout the entire region. Norank, limit a 100-year
trip throughout the region would be possible. Perhaps give on vehicles
and allow people to move along the corridor under strict policies on weekends.

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Thank you.

82298 v3

TOTAL P.01

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

MAY 1 4 2003

Name Beverly Newman

Affiliation _____

Mailing Address 109 Westminster Dr.
Racine, WI 53402

Comment I am very excited at the prospect of extending
and expansion to Racine & Milwaukee. The
known solution is marginal at best,
due to disputes that it seems unworkable
that we are still one person one car
so society. We know the damage to the
environment plus as every morning
to handle a mountain of highways which
just gets bigger & bigger as the cars
to drive anything with someone who
SAV's in urban landscape?

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Thank you.

MAY 13 2003 2:42PM

NO. 734 P. 1



RACINE COUNTY ECONOMIC DEVELOPMENT CORPORATION

April 30, 2003

Phil Evenson
Executive Director
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Dear Mr. Evenson:

This letter is being provided as the formal comments of the Racine County Economic Development Corporation (RCEDC) with regard to the extension of commuter rail in Southeastern Wisconsin. The RCEDC is in support of the Committee recommendations with regard to this important transportation alternative.

The March, 2003 the unemployment rate in Racine County was 8.7 percent, compared to 6.5 percent for the State of Wisconsin. The City of Racine unemployment rate for this same time period is 13.0 percent. Since 1999, the recently completed Racine County Economic Development Plan (EDP) estimates that Racine County has lost over 3,000 jobs.

In 2002, the RCEDC Board of Directors and the Racine County Board adopted the EDP (summary copy provided herewith). The EDP includes seven challenges that we must face in order to realize a more sound economic future, including "Racine County being the catalyst for the realization of the Milwaukee-Chicago Corridor". A strategy in support of this challenge is the implementation of the commuter rail extension that is being proposed here.

Commuter rail is crucial to the economic vitality of southeastern Wisconsin. The concept of corridor development, so important to cities across the United States, requires a transportation infrastructure. While I-94 connects Chicago and Milwaukee, it bypasses both the City of Racine and the communities and suburbs to the east.

The Racine County Economic Development Plan has endorsed the importance of corridor development. The dynamics of the regional workforce, with large numbers of people living and working in different cities, emphasize the direct benefit of a fully realized corridor to businesses and individuals throughout Racine County. Recreational and cultural opportunities that provide linkages to Chicago and Milwaukee are also of tremendous importance. A commuter rail line can transform the communities between Chicago and Milwaukee and become the catalyst for an economic and cultural renaissance.

4701 WASHINGTON AVE., SUITE 215, RACINE, WI 53406 PHONE: (262) 638-0234, FAX: (262) 638-0250, EMAIL: rcedc@racinecountyeconomic.org

MAY 13 2003 2:42PM

NO. 734 P. 2

Phil Evenson
April 30, 2003
Page Two

The RCEDC commissioned a study of the potential development impact of commuter rail on our community by TIP Development Strategies that we have previously provided to the Commission. While this study focuses on the development potential surrounding one station (Racine), it is mindful of the larger opportunity associated with all the stations between South Milwaukee and the METRA connection south in Kenosha, including the proposed second station in Racine County, the Caledonia station. Economic benefit can occur in ways that can be measured quantitatively (such as tax revenue) and in indirect ways that speak to the vitality of a city or a region. The quantitative scenarios presented in this report make a compelling argument that costs associated with operating the line can be—at least partially—offset by increased development.

Our study cited several implications for Racine County, including:

- *Commuter rail can have a positive impact.* A confluence of active public policy and favorable real estate market conditions has led to successful transit-oriented development (TOD) in several U.S. metropolitan areas including Washington, DC; Portland, Oregon; and San Francisco, California. Based on a review of transit oriented development efforts across the country, those that have succeeded have consistently 1) worked with market forces, 2) enjoyed the cooperative support of transit agencies and local government, and 3) been of a scale appropriate to the station setting.
- *The conditions for success exist in the Racine station area.* The current development plans for the station—regardless of the extent of economic impact—are a viable redevelopment model for the city to pursue. The use of the former Western Publishing Building to house non-profit (supplemented by service-oriented businesses); the stabilization of a transitional neighborhood; transportation alternatives for local residents; and linkages to other parts of the city and county are all enhanced by commuter rail service. Proximity to bus service, the availability of suitable properties for redevelopment, the current mix of property types, and the potential for increased traffic in the center city enhance the viability of station redevelopment.
- *Commuter rail and transit-related development would contribute to the stabilization of neighborhoods around the Racine station by increasing employment and transportation opportunities.* More than one quarter of households in the area do not own a motor vehicle. This lack of transportation alternatives likely contributes to lower labor force participation rates, as well as dramatically higher poverty rates and current high unemployment. Commuter rail would provide access to regional jobs for this population. Although homeownership rates in the area rose during the 1980s at a pace slightly above

MAY 13 2003 2:42PM

NO. 734 P. 3

Phil Evenson
April 30, 2003
Page Three

that of the county and the state, additional gains depend on a continued rise in household income levels, which have also outpaced county and statewide figures in the last decade.

- *If an aggressive development strategy is pursued, the impact of the station and related development on property tax could be significant.* Additional property tax revenue generated by transit-oriented development within one-half mile of the Racine station is estimated at \$1.5 million over a 10-year period, an increase of 7 percent over the baseline forecast for the study area (Scenario 1). Using a more aggressive approach—one in which stakeholders work to expand development opportunities around the station and to link this development with other parts of the community—the impact of Scenario 3 could be as much as \$6.7 million over 10 years, or 30 percent above the baseline scenario.
- *If the analysis is extended to a three mile radius of the station—which encompasses virtually the entire city of Racine—the annual impact of a successful commuter rail line would be between \$3.3 million and \$4.1 million in additional property tax revenue for the city.* When this figure is combined with the scenarios modeled for properties within one-half mile, the estimated annual impact of transit-oriented development would range from \$3.6 million to \$6.7 million.

A more significant increase in economic impact—beyond that demonstrated in this analysis—would require a vision not unlike that indicated in the recently completed Task Force 2020 Ad Hoc Committee Report, *Final Report and Recommendations for Effective Utilization of Shared Revenue*. Light rail and commuter rail stations have shown dramatic increases in property taxes, sales taxes, increased employment and higher economic diversification. This level of impact, however, requires substantial redevelopment on behalf of retail businesses and commercial services, as well as a wider mix of housing and public amenities to support station growth. The 2020 report envisions such growth through the use of revenue sharing funds for redevelopment projects. This approach to development is already underway, as evidenced by the proposed construction of the State Street bus terminal.

There were also several implications for corridor development and Racine County, including:

- *Workforce matters.* A survey of several major Racine area employers indicates that a large number of employees live outside of the city of Racine. It is expected that this finding will apply to other major employers in the region. As a result, linkages between the communities along the line can be strengthened by the proposed commuter rail. These linkages will allow the local and regional

Phil Evenson
April 30, 2003
Page Three

workforce to grow in ways they could not if they were only able to draw on local labor. Serving a larger commuting population helps bolster the argument for a Milwaukee-Racine-Chicago corridor, especially in light of expected aging of the workforce and therefore, available job opportunities.

- *The corridor matters.* Regional growth patterns across the country show the economic importance of linkage of small and medium-sized communities to larger metropolitan areas. The potential for a commuter rail line that expands transportation alternatives can transform the Chicago Milwaukee corridor.
- *It is likely that other stations along the line, especially those with greenfield development opportunities, would realize higher gains than those estimated for Racine.* From a cost-benefit standpoint, the Racine Transit Station is not fairly representative of other stations. The primary differences between the Racine station and others include the extent of existing development, the possibility for new commercial projects, the proximity of neighborhoods, and existing demands on available space. By applying a methodology similar to that used herein, however, communities can more readily estimate the tax base benefits.
- *All commuter rail stations are portals to the city in which they are located.* If ridership is limited to commuters, the potential for cities along the line to benefit from a flow of visitors to local businesses is dramatically reduced. The presence of off-peak (evening) service in the long run would increase the contribution commuter rail can make to the corridor's vitality.

Every station has the potential to be a "pulse center" that, collectively, helps create a positive and powerful image for the region. It becomes clear, therefore, that a strategic regional approach to KRM stations would be highly advantageous. This means that cities have the potential to increase property tax revenues (and, ultimately, create commercial and retail employment opportunities) by the ways in which they approach station development. Planning and zoning, tax increment finance districts, targeted incentives, and infrastructure improvements are options with strategic implications.

These findings make a compelling argument for business and community support of a KRM commuter rail line. Should you have any questions, or need any additional information, please contact me directly at 262-638-0247.

Sincerely,

Gordon M. Kaczala
Gordon M. Kaczala
Executive Director

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name JEAN ROHAN
Affiliation HOV AUDUBON SOCIETY -
Mailing Address 1612 S. MAIN ST.
RACINE, WI 53403
Comment Racine needs the economic boost that a commuter rail would bring.
I rode the Metra not long ago from Winthrop Harbor to Chicago. It was wonderful.
I ride quite often on a wheel chair and the first car was wheel chair friendly - definitely a pleasant kind of transportation!
This transit option of commuter rail seems to be the most effective offering the best service - high comfort, with the greatest potential for excellent service.
It would help to reduce pollution.

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Thank you.

82298 v3

** We had to go to Winthrop Harbor to avoid the long standing in Racine which is not very friendly to handicapped people. Racine has been without rail service for forty years. It's time to remedy that situation. The Racine is presently handicapped friendly with ground level tracks.*



RACINE COUNTY OFFICE OF THE RACINE COUNTY EXECUTIVE WILLIAM L. McREYNOLDS

730 Wisconsin Avenue
Racine, WI 53403
(262) 636-3273
Fax: (262) 636-3649
willamm@racineco.com

POSITION PAPER ON COMMUTER RAIL COUNTY EXECUTIVE WILLIAM L. McREYNOLDS

I support the concept of extending commuter rail service to Racine County. I believe that having commuter rail service in Racine County would assist the economic development of the County and Southeastern Wisconsin. However, I cannot support any plan for bringing commuter rail to Racine County that involves a subsidy from the property taxpayers of the County. That is not an acceptable option at this time.



To: Kenosha-Racine-Milwaukee Commuter Rail
Metro Extension

Racine Public Hearing

From: Roger Caron
President
Racine Area Manufacturers and Commerce
300 5th Street
Racine, WI 53403
262-634-1931

As president of the Racine Area Manufacturers and Commerce, a Racine based non-profit association representing over 800 businesses employing approximately 35,000 employees, I believe KRM Commuter Rail is a must-have...for so many reasons.

The Kenosha-Racine-Milwaukee (KRM) commuter rail extension is a rare and extraordinary opportunity to help us become a winning city in a winning region. Here's why the Metra extension is a "must-have" for Racine.

Commuter rail will improve the value of our community. It only takes a quick look to the south to see how property values increase in communities served by the Metra. Economic activity and capital investments increase when people and businesses are attracted to the convenience and accessibility that a train station offers. Improved property values, and new jobs grow the tax base something we desperately need.

Commuter rail will help to attract businesses and jobs to Racine. Today's businesses require modern, convenient and reliable regional access to a diverse and high quality workforce. Having transportation choices and lifestyle amenities like commuter rail provides this essential access and will keep our college graduates here and attract the bright young talent that are our economic future. Young talent prefers jobs in locations that provide rail transportation for commuting. Demographic projections show that within the next decade, a declining national workforce population will mean that finding and keeping talent will be the most critical issue facing businesses in the United States. Racine must develop the transportation amenities that attract and retain talent and businesses if we expect our economy to thrive. And, we certainly need to assist our existing employers with good access to labor so that they can stay in Racine.

Three of Wisconsin's largest cities will be served by the Metra Extension and the entire corridor will be better connected to one of our nation's premier cities-Chicago. The educational, cultural and economic opportunities that are aligned along the Milwaukee-Racine-Chicago route are enviable, to say the least. Developing this incredible potential is a key part of the Racine County Economic Development Plan. The economic plan prioritizes commuter rail as a catalyst in developing this economic corridor. We must begin to function as a corridor to realize our full range of economic opportunity.

RACINE AREA MANUFACTURERS AND COMMERCE
300 5th Street, Racine, WI 53403
Ph: (262) 634-1931 Fax: (262) 634-7422
www.ramrac.com

This is not just true for the cities with planned stops on the train route. When cities are strong, suburbs benefit. The entire corridor will become healthier from the improved labor force, tax base and regional competitiveness that commuter rail can assist in building.

In our densely populated and highly developed corridor, we have few opportunities to significantly improve mobility. Racine is very fortunate to have an existing right-of-way available for use in its front yard now. Trying to obtain a new right-of-way for commuter rail would be virtually impossible. Costs associated with assembling such a land package would be exorbitant. By using existing right-of-way, KRM Commuter Rail can provide convenient and reliable mobility in a corridor that hasn't any other viable options for increasing mobility to the densest populations of workers, employers and residents. This right-of-way is an incredibly valuable asset that could easily disappear if not used. We've already lost one rail right-of-way that can never be regained.

Over 360,000 jobs and 540,000 in population are projected within 3 miles of the planned Wisconsin train stations alone. This represents a considerable opportunity to communities on the route that have ongoing unemployment issues. The very people who cannot afford automobile transportation or do not have a license to drive would have access to a regional job market that is currently unavailable to them. The 6th Street neighborhood where the Racine train station is planned is one of many areas that will certainly benefit from improved access to jobs and education as well as the economic benefits that the rail service will provide.

Commuter rail should be a priority for Racine. If we do not seize this opportunity today, we will certainly regret our shortsightedness in the years to come as our city and region struggle to be economically competitive. KRM commuter rail is a small investment in growth that will leverage huge returns for our community.

Metra Extension
Public Hearings
Kenosha-Racine-Milwaukee Commuters
Gateway Technical College Campus
April 30th, 2003

My name is Morris S. Reece; I reside at 1439 Crabapple Dr., Racine, WI.

Unfortunately due to a prior commitment I am unable to attend this evening's hearing.

My comments: I am in full support of the Metra Extension proposal from Kenosha-Racine-Milwaukee. Unequivocally, I believe this is a part of a mature approach to developing our economic and employment connection with the rest of the world, clearly in an area where we seem to be so disconnected from fertile economic growth.

Finally, this is an opportunity that will cost us less now and our children and grandchildren will respect this wonderful legacy we collaboratively have left them to build on, for their future economic growth and development. This is the right thing to do RIGHT NOW!

Thank you
Morris S. Reece

WRITTEN COMMENT
PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name MARK M GIESSE

Affiliation NONE

Mailing Address 1520 BRYN MAWR AVE
RACINE, WI 53403
m.m.giesse.com

Comment I AM INTERESTED IN "FULL RAIL"
(NO BUS SUPPLEMENTS) RUN
AS FREQUENTLY AS IS
SENSIBLE, "HIGH LEVEL."

THANK YOU.

04/30/03

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Thank you.

82298 v3

WRITTEN COMMENT
PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name JOHN SIEBERT

Affiliation CITIZEN

Mailing Address 8007 DOUGLAS AVENUE
RACINE, WI 53402

Comment I'm in favor of the METRA Expansion because it would
provide a viable option to driving. With congestion
on the viaduct, we need options to the freeways.
No city's ever reduced congestion by building more
freeways. Those who drive will be happy that some
of us got off the roads.

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Thank you.

82298 v3

WRITTEN COMMENT
PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name PAT FORTY

Affiliation

Mailing Address 1800 GRAND AVE
RACINE WI 53403

Comment I'M ALL FOR THE
PLAN TO RUN THE
METRA TO MILWAUKEE
THRU RACINE.

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Marilyn Nemeth
Affiliation _____
Mailing Address 8033 Old Spring St.
Racine, WI 53406-3243

Comment
We need Kenosha-Racine-
Milwaukee Transit - I and
many other Senior Citizens
would really use it!

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Thank you.

82298 v3

April 30, 2003
363 E. Point View Dr.
Racine, WI 53402

To: South Eastern Wisconsin Regional Planning Commission

Dear Sir,

SEWRPC has heard many good reasons to go ahead with KRM commuter rail. I can think of one that perhaps hasn't been mentioned.

There are people in Wisconsin who don't want to live in sprawling development bound in by highways, parking lots, malls and heavy traffic. Fortunately we have an alternative along the lake where older communities, with narrow streets and less traffic are the norm and a joy to live in. The Commuter rail would keep our communities along the lake alive and prospering and serve as an alternative for people who want to live in a less harrasing environment and with travel options. The difference between living along the lake and living a bit away from the lake is stark. New developments inland are built for cars - not for walking or biking, not for the safety of children, not for ease of shopping, not for community.

Unfortunately SE Wisconsin is developing along the lines of Los Angeles which has just been declared the worst city in the US in which to live. It is living proof that a network of highways to the nth degree does not solve traffic problems - but compounds them by encouraging sprawl and the resulting traffic gridlock. I know, I lived there for a few years. One would think that the LA experience would have warned other cities and states not to rely on freeways alone as a means of moving people around.

I think that to spare Wisconsin from the fate of southern California, we need to proceed with KRM as soon as possible but not stop there. We need WisDOT to adopt an all over strategy for a basic commuter rail system in the state linking our major cities. Business and housing tend to flock around depots which many would find a preferable way to live and work. It would help contain sprawl and give purpose and unity to development.

Yours truly,

Nancy Duerstel
Nancy Duerstel

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Mike Glasheen
Affiliation City of Racine Transit Planner
Mailing Address 730 Washington Ave Room 304
Racine, WI 53403

Comment
Extension is long overdue. Should
be done before Manguette interchange
repain work is started.

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Raymond W. Hake
Affiliation Racine County Board 5th District
Mailing Address 3706 Duane Ave
Racine, WI 53404

Comment
I support need for rail service to
city of Racine. We have people in
need of this service from elderly, children,
handicaps who would make use of these
services.
I represent 8,300 people on the
far north side of Racine
Sincerely,
Raymond W. Hake

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name MARLY MCILVAINE

Affiliation _____

Mailing Address 1022 VILLA RACINE 53403

Comment

ALL TRAVEL AROUND THE COUNTRY, MY PREFERRED MODE
IS PUBLIC - PLACES, BUSES, TRAINS, SUBWAYS.
PUBLIC TRAIN/BUS TRANSIT IS EFFICIENT, AFFORDABLE,
LESS CONGESTING AND POLLUTING.
WE ARE IN A TRANSIT BACKWATER AND
NEED TO GET A GOOD SYSTEM IN PLACE
WHICH WILL ADD TO OUR COMMUNITY'S APPEAL
AS A FINE PLACE TO LIVE, WORK AND PLAY.

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name JAMES D. HUTCHE

Affiliation _____

Mailing Address 2621 EISENHOWER DRIVE
RACINE WI 53405-2109

Comment

I SUPPORT THE FULL IMPLEMENTATION OF
HIGH CAPACITY COMMUTER RAIL BETWEEN
CHICAGO AND MILWAUKEE DUE TO THE
ECONOMIC AND ENVIRONMENTAL BENEFITS.
THE "RIPPLE EFFECT" IN LAND USE AND
EMPLOYMENT WILL BE BENEFICIAL FOR
ALL COMMUNITIES INVOLVED.

Thank You!

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name GEORGE GROBLINGER

Affiliation _____

Mailing Address 900 LAKE AVE.
RACINE WI 53403

Comment

I STRONGLY SUPPORT METRA
EXTENSION.

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PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name JEAN McGRAW

Affiliation SIERRA Club, Kenosha Racine Land Trust

Mailing Address 5921 Lombardy Circle Racine 53406

Comment

I will never drive to Chicago again - the
congestion, traffic, horrendous weather, endless road repairs &
delays, narrow side street parking problems - that
if there were good rail transportation with no
congestion, I would take advantage of Chicago's cultural
events. I hate sprawl. I want to see central
cities revived & much less commuting - anything
to cut down on the traffic - and construction has to
be cheaper than the endless road construction which
never solves traffic problems. I am a former
city planner who commutes the North Shore with regular

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name RANDALL VAN DUSEN
Affiliation _____
Mailing Address 4036 MANHATTAN DR
RACINE WISCONSIN 53402

Comment 1) Suggest the Calumet Station be located at 3 mile road on the SW corner of Douglas w/ parking on the North side. This location could be tied in with the Racine Airport "Batter Field" to serve as a general Aviation & limited Commercial service with rail access to Milwaukee & Chicago Downtown. Picking up from Miggins field closure. The Airport has facilities bordering the track at 3 mile road.
2) Encourage passenger Ferry service up river to where the Root River goes under Sixth Street. This abandoned Mainline is next to the tracks and about 2 blocks South of Racine station a walkway would tie the two.

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Thank you.

3) Consider buying used RVCs from BC Rail & Alaska Rail to Supplement service increasing # of runs at times of lower ridership, & these could PK-Ship to create trains if end stops staggered

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Betsy Georg
Affiliation _____
Mailing Address 3237 Nicholson Rd
Franksville, WI 53126

Comment I support the extension of commuter rail from Kenosha to Milwaukee. It is important that we stop spending so much money on pavement and focus instead on mass transit. Commuter rail will enhance the quality of life in southeastern Wisconsin. Most importantly, though, it will lead to a cleaner environment.

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Thank you.

82298 v3

WRITTEN COMMENT

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name BETTY M. LARSEN
Affiliation _____
Mailing Address 2250 Hayard Ave. #110
Racine, WI. 53404

Comment Commuter Rail is a wonderful gift to the environment - expands the area of available employment opportunities - has a plus for attracting new employers - saves them using freeways - adds "fun" to expanded shopping trips - makes cultural events more available - just makes GOOD SENSE!

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Thank you.

82298 v3

WRITTEN COMMENT

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name JAMES J. BURZAK
Affiliation CITY OF RACINE
Mailing Address 730 WASHINGTON AVE
RACINE, WI 53403

Comment I AM EXTREMELY IN FAVOR OF EXTENDING COMMUTER RAIL THROUGH RACINE TO MILWAUKEE. NOT ONLY FOR THE ECONOMIC BENEFITS TO THE CORRIDOR, BUT TO AFFORD AN ADDITIONAL MODE OF TRANSPORTATION CONNECTING CHICAGO AND MILWAUKEE. THE AREA IS BECOMING INTO A LARGE METROPOLIS THAT REQUIRES AS MANY TRANSPORTATION OPTIONS AS CAN BE MADE AVAILABLE IN ORDER TO MOVE PEOPLE BETWEEN VARIOUS AND RESIDENTIAL AREAS. COMMUTER RAIL CAN HELP THE PEOPLE MOVEMENT WITHOUT THE NEED FOR TRANSPORTING FROM ONE MODE TO ANOTHER. THE CITY OF RACINE IS IN THE PROCESS OF REHABILITATING THE FORMER CAN DEPOT, WHICH WOULD SERVE AS AN EXCELLENT COMMUTER STOP. IT IS ALSO ADJACENT TO A MULTI-MODAL TRANSFER STATION THAT WILL GIVE

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Thank you.

COMMUTER RAIL PROVIDES ACCESS TO RACINE'S MASS TRANSIT SYSTEM THAT WILL AFFORD ACCESS TO MUCH OF THE RACINE AREA, ESPECIALLY THE DOWNTOWN AREA.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Tom Reyle
Affiliation Potential Rider
Mailing Address 16870 Drake Court.
Brookfield WI 53005

Comment
The KRM computer link connecting Milwaukee to Chicago will be one of the most significant assets to our area long term. It will provide transportation to people spanning economic and entertainment opportunities that will be nothing but a positive impact on our economies. This will also provide me with an alternative transportation to and from work to my home. The commuter rail will also help our area keep pace with other leading edge national cities.
Thank you

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Thank you.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Leo Edelstein
Affiliation
Mailing Address 3706 Douglas #801
Racine, WI 53402

Comment
Support extension of Metra to Racine - Milwaukee. Rail much preferred vs. bus. Would take Metra to both Chicago and Milwaukee on business and avoid the auto mess on I-94 and I-294.
Thank you.

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Thank you.

82298 v3



COUNTY BOARD OF SUPERVISORS

PHONE 614-635-2571
Racine County Courthouse Toll Free
1-800-242-4202

Testimony from Supervisor Diane M. Lange
Racine County Board, District 3

Re: Metra Rail Hearing
April 30, 2003
Gateway Technical College
Racine, Wisconsin

My comments support the need for the Metra rail expansion project that will better link our community to the Milwaukee-Chicago corridor. Racine County has engaged in implementing a vigorous economic plan to energize the economic engine for our area. This Metra expansion project is a critical component to this plan.

We have strong educational, business, and community partners that help us to provide an increasingly well-trained workforce as well as help provide the intellectual capital to generate innovative ideas and ways of doing things. Through the leadership of the Racine County Economic Development Corporation in which Racine County government is a strong partner, we are working creatively outside of the "Racine County" box and seeing the need to think more regionally to grow an economy. We want to strengthen our connections to other educational, cultural, business, and worker interests in this Milwaukee-Chicago corridor.

Last summer, in June, our county board received a briefing on the Southeastern Wisconsin Regional Freeway System Reconstruction Study and Preliminary Recommended Plan. The 270-mile freeway system is nearing the end of its service life and will be requiring major reconstruction. Part of the regional plan prepared by the Southeastern Wisconsin Regional Planning

Racine County Uses 100% Recycled Paper

Commission called for us to figure out ways to curtail sprawl and significantly expand public transit. Even if light rail and commuter rail are expanded, they predict increased congestion and freeway traffic volume.

The estimated cost for this freeway reconstruction was an eye-popping \$6.25 billion dollars over 30 years if an additional two lanes are added to 127 miles of the freeway. If we just reconstruct and meet the modern design standards with no additional lanes, that amount would be reduced by 12% of that cost, but congestion would be much higher. "Rear-end crash rates are 5-15 times higher on congested freeway segments" according to that report.

Meanwhile the American Lung Association gave our county an "F" for air quality. Increased auto congestion is one important contributor to this. As a public health nurse and a county board supervisor, I am concerned about the health as well as financial impact of this. This poor air quality in six counties in Southeastern Wisconsin and "severe ozone non-attainment" for our transportation system status are already limiting local business from expanding or relocating to our area. Expanding public transit is a key task that we must engage in if this is to be turned around.

Our neighbor, the state of Illinois, received \$450 million from the US government for rail support. Our state needs to more aggressively go after this money and put a priority on getting a comprehensive rail plan developed. I believe our federal legislative officials will then be successful in getting Wisconsin a more fair slice of the federal tax pie to meet the transportation needs of our region.

Getting the Metra Rail expansion will help us provide part of the infrastructure needed to retain and attract business to grow our economy and improve our environment. We have not failed to plan, and we don't plan to fail.

Thanks for your time.

Sincerely Yours,

Diane
Diane M. Lange
2908 Ruby Ave.
Racine, WI 53402
262.639.0356

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name TONY FERRARO
Affiliation _____
Mailing Address 115 MICHIGAN CT.
RACINE WI
53402

Comment
WITH 17% UNEMPLOYMENT
RACINE'S PRIORITY IS ECON.
DEV. WHICH RELYS ON
MOVEMENT OF PEOPLE WHO
TRANSACT BUSINESS. RAIL
ACCESS IS MANDATORY FOR
RACINE TO IMPROVE ACCESS
TO MARKETS. WE NEED RAIL
NOW!!

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Thank you.

82298 v3

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name ROBERT HENZL
Affiliation HOSTAK HENZL & BICHLER
Mailing Address 840 LAKE AV
RACINE WI 53403

Comment
DEFINITELY IN FAVOR.
COST IS NOT SIGNIFICANT WITHIN
CONSIDERING BENEFITS TO BE DERIVED.
DEFINITELY NECESSARY FOR CHICAGO-MILWAUKEE
CORRIDOR DEVELOPMENT.

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Thank you.

82298 v3

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Liz Staehler
Affiliation Instructor - Gateway Tech College
Mailing Address 5016 N. Woodburn
Whitefish Bay, WI
53217

Comment
- Metra
- enough (high level) of service
- Conveniently placed stations
(e.g. downtown Milw -
Milwaukee side sites
and downtown
Racine sites)

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Thank you.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Robert Greco
Affiliation _____
Mailing Address 3826 28th Avenue
Kenosha WI

Comment
I think this addition to the
metra route is a good idea.
It would ~~also~~ serve me well
considering I may be going to
school in Milwaukee and
could use the transportation.

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Thank you.

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Helene J. Warner
Affiliation Sierra/Conservation Coalition/ etc.
Mailing Address 444 N Green Bay Rd
Racine WI 53404
(California)

Comment
(1) Rail rail rail for convenience & time
- transferring vehicles convenient
- value of public transport
if I have to transfer (wait) I might
as well drive
has no time improvement over cars
still on Hwy's. (since we do not have a bus)

Bus must be comfortable, leg room, etc.

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Thank you. Signature for Racine's economic growth.
over

82298 v3

Because we stuck into Lake, 1-94,
giving straight from Kenosha to all to like
has passed us by. (indirectly)

We have not maintained Hwy 20 as
limited access freeway for any
connection from 194 to Racine, esp at plain

Therefore Rail will reconnect the
of city with our metropolitan
neighbors. in a way that
buses traveling on 194 cannot.

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Guadalupe (Wally) Rendón
Affiliation President, Hispanic Business & Professionals Assoc.
Mailing Address 833 Lombard Rd.
Racine, WI 53402-4056

Comment
SEE Attachment.

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Thank you.

82298 v3



HISPANIC BUSINESS & PROFESSIONALS ASSOCIATION, INC.
833 Lombard Avenue Racine, Wisconsin 53402-4056
(262) 681-9730 e-mail grendon@wi.net

Good afternoon, thank you for coming here and allowing us to contribute our input on the importance of the K-R-M commuter rail.

Governor Doyle was here this past Friday and had a great cross representation of Racine County. He used the analogy of the states economy to the injured Eagle that was nurtured back to health and released back into the wild.

I would like to use that same analogy to describe the economic status of our minority community...however, the difference between the eagle representing the minority community here and the one representing the state is that while the one representing the state was nurtured back to complete health, our eagle is only nurtured with a band aid...a band aid which will last for a brief moment and then fall off, revealing the injury that has been there all along.

The Racine minority community has one of the highest unemployment ratings in the state...the Racine-Kenosha-Milwaukee Commuter rail would provide the transportation opportunities that seriously hinder our community when seeking employment someplace other than Racine. When people have jobs, everybody wins.

We view this as more than a band aid...it is a means to an end...an end that will provide hope for persons who will use it to go to jobs, visit relatives living between the Milwaukee-Chicago Corridor...Please let us do what ever needs to be done to see that this project comes into being.

Respectfully,
Wally Rendón
Guadalupe (Wally) Rendón, President
Hispanic Business and Professionals Association, Inc.

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name MELANIE BEHL

Affiliation _____

Mailing Address 2600 LA SALLE ST
RACINE WI 53402

Comment I BELIEVE THIS WOULD BE A GREAT
INVESTMENT IN THE GROWTH & DEVELOPMENT
OF RACINE. I AM VERY SUPPORTIVE &
THINK IT WOULD BE A SHAME IF IT
WASNT SUPPORTED!! WE DEFINITELY NEED
THIS!!

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Thank you.

82298 v3

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Jim LattinAffiliation SC9 PlusMailing Address 704 Wilshire Edg
Racine WI 53402

Comment Please make this commuter
rail happen for Racine -
it is badly needed to create
jobs, improve our environment
and quality of life.

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Thank you.

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Jill MengeshaAffiliation housewifeMailing Address 3720 North Bay Drive
Racine WI
53402

Comment Please include my name in any
(public or private) endorsement
of commuter rail.

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Thank you.

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Paul Burdick

Affiliation _____

Mailing Address 1732 Villa St
Racine WI 53403

Comment Racine really needs this as soon
as possible.

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Thank you.

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April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Franklin Billebeck

Affiliation 414 William St.,

Mailing Address Racine, WI 53402

Comment

Rail alternative is much needed. Do it!
Then move to extend commuter rail to radiate
out of Milwaukee to Waukegan, Illinois,
Waukegan to West Bend, etc.

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Thank you.

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CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name LINDA I. SCHUBERT

Affiliation

Mailing Address 333 LAKE AV #802

RACINE, WI 53403

Comment

AS A COMMUTER WHO USES THE TRAIN
FROM KENOSHA TO HUBBARD WOODS, IL, I'VE
COME TO REGARD THE TRAIN RAILWAY AS A
VERY VIABLE MEANS OF TRANSPORTATION. I DRIVE
FROM RACINE TO KENOSHA EACH MORNING &
WOULD GREATLY WELCOME THE EXTENDED
SERVICE. I SEE FAMILIES FROM KENOSHA
TAKING THE TRAIN INTO CHICAGO FOR VARIOUS
FUNCTIONS - SOME OF WHICH MUST BE
RECREATIONAL. THESE SAME PEOPLE COULD MAKE
THE SAME USE OF THE FACILITIES IN MILWAUKEE

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Thank you.

KEEPING THOSE DOLLARS IN WISCONSIN

I HIGHLY RECOMMEND THE HIGH LEVEL EXPANSION. THE
MOST BEAUTIFUL HARBOR ON LAKE MICHIGAN ATTRACTED US
TO RACINE. A QUALITY TRAIN SYSTEM WILL KEEP
US HERE.

82298 v3

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 30, 2003
Racine Gateway Technical College, Great Lakes Room
Racine Building
901 Pershing Drive
Racine, Wisconsin

Name Ricardo D. Garza

Affiliation

Mailing Address 3610 Gracien Rd.

Apt. #3

Racine, WI 53405

Comment

I am in support of the
rail and bus alternative concept. It
is something that is needed at this
time. We should embrace this concept
as it will lead to further economic
development & growth in the region.
We must embrace this as a part
of a larger vision of rising that will
connect people with employment in
the respective cities. People would have
access to the amenities available along the route.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukegan, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

Thank you.

It is access to opportunity.
I also

82298 v3

I thank the members of
the Southeastern Wisconsin
Regional Planning Commission
for this opportunity to present
this statement.

QUICKCABLE

4/30/03

SEWRPC
Kenneth Yunker
PO Box 1607
Waukesha, WI 53187-1607

Re: Metra Extension

Dear Kenneth Yunker,

In southeast Wisconsin, we need reliable transportation alternatives, which is why we are strongly in favor of the Kenosha-Racine-Milwaukee commuter rail Metra extension.

Corporately, I know we would use Metra. I also know that some of our employees who live in northern Illinois would use Metra.

Also, as immediate past president of the new Racine Art Museum, located in downtown Racine, I know that visitors from Milwaukee and Illinois could use Metra to visit the museum, greatly increasing tourism revenue in our community.

Metra would reduce congestion on our roads and decrease environmental pollution as well.

Yours truly,

John Shannon

President/CEO

John K. Shannon, Jr., President/CEO

Quick Cable Corporation • 3700 Quick Drive • Franksville, WI 53126
Phone 1-262-824-3100 Ext. 211 • Fax 1-262-824-3199
Website www.quickcable.com • E-mail jshannon@quickcable.com

Testimony Regarding Commuter Rail Service Extension April 2003

My perspective is that of a 13-year Racine resident and business professional who has been commuting to Milwaukee for the past nine years.

I firmly believe that Southeastern Wisconsin's future growth depends upon a balanced transportation options for its residents. Call it a three-legged stool. While this region has invested heavily in a highway system and airports, we still lack a crucial third leg: efficient, frequent intercity rail service. It makes good long-term sense to expand our options.

An investment in rail would enhance the area's overall transportation infrastructure. That's because commuter rail offers many benefits that highway and air options can't deliver. These include energy efficiency, land-use enhancement, improved air quality and extending the lifespan of existing roads and bridges. Most importantly, this third leg of the stool can provide better mobility for people to travel to and from jobs and home. This aspect, in particular, holds tremendous promise for residents of Racine, Caledonia, Somers, South Milwaukee, Cudahy and St. Francis.

We don't have to look far to see where the commuter rail has realized its potential. As northern endpoints of Chicago's Metra system, Kenosha and Antioch, Ill., have blossomed over the past decade. In fact, Metra, which already provides 300,000 daily passenger trips, is planning two additional commuter lines and has launched three initiatives to increase its overall commuter train capacity.

Commuter rail is catching on in other metropolitan areas. Los Angeles, Dallas/Fort Worth and Seattle have recently made successful investments in commuter rail while new systems are planned for Minneapolis/St. Paul, Salt Lake City and Portland. Leaders in all of these cities have recognized that a balanced transportation infrastructure is required for long-term success.

But as with these other locations, commuter rail won't just happen. Establishing a balanced transportation system will require planning, vision and calculated risk. Southeastern Wisconsin's commuter rail expansion carries an estimated \$152 million price tag and is expected to have annual operating expenses of \$10.4 million. Yes, that's a tidy sum but can we even fathom the long-term cost of simply maintaining the status quo?

Recent estimates of \$6 billion to rebuild Southeastern Wisconsin's freeways is a hint of what lies ahead. But that investment, as large as it is, won't link the communities of the established population corridor as well as commuter rail.

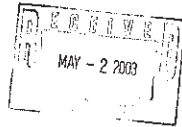
I hope that our political and business leaders won't be dissuaded by arguments over funding expanded commuter rail. Instead, I urge them to seek federal New Start program dollars and a state commitment for the needed capital expenditures. I also encourage the establishment of a regional transportation authority to manage the rail system's operating expenses. In fact, I believe that commuter rail could be the catalyst for Southeastern Wisconsin local governments to begin working together to reach their potential as a powerful economic region.

Finally, on a personal note, access to a good job has made it possible for my family to put down roots in Racine. But, the tradeoff for me has been countless hours behind the wheel in growing traffic congestion. I look forward to commuter rail as an alternative that will improve my productivity and enable my family to continue to call Racine home.

Thank you for this opportunity to testify. Feel free to call, write or e-mail with questions.

Paul Holley
620 Ohio St.
Racine, Wis. 53405-2202
262-637-9093
holley@rootcom.net

cc: Mayor Gary Becker, County Executive Bill McReynolds, Rep. Paul Ryan, Sen. Cathy Stepp, Rep. Robert Turner, Roger Caron, Transit NOW.



April 29, 2003

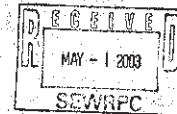
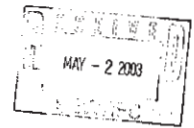
SEWRPC
PO Box 1607
Waukesha, WI 53187-1607

To Whom It May Concern:

Please consider expanding the Metra service up to Milwaukee with the stops along the way. This would be such an improvement for commuters to Milwaukee. I live in Kenosha and know many students (my daughter being one of them) and workers that commute north either daily or in the case of students several times a week. The train would be so much safer, especially in the winter time. I feel strongly about this because our daughter totalled her car (thankfully she wasn't injured) while commuting three times a week to Concordia this past semester. I don't know if the train would have stopped at a convenient area for her, but I know that many people commute to UW- Milwaukee, and MATC from our area. The train combined with the bus system could provide a safe, clean transportation network that would hopefully decrease traffic on the major highways to and around the Milwaukee area. Again please consider approving this plan.

Thank you,

Claudia Dahl
Mrs. Claudia Dahl
5725 52 Avenue
Kenosha, WI 53144



1626 North Prospect Avenue
Apartment 507
Milwaukee, Wisconsin 53202
April 29, 2003

Southeastern Wisconsin Regional Planning Commission
Attention: Mr. Kenneth Yunker
Post Office Box 1607
Waukesha, Wisconsin 53187-1607

Dear Mr. Yunker:

Please support the extension of Metra train service from Kenosha to Racine and Milwaukee. To achieve success with any investment, diversification is critical. Thus, when investing in a transportation system, you must support more than cars and highways. Unlike expanded highways, the proposed train service would be accessible, affordable, and reliable, while revitalizing urban areas and protecting the environment.

Thank you for considering these comments.

Sincerely yours,

Thomas A. Nowicki
Thomas A. Nowicki

April 28, 2003

Southeast Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

Dear Sir or Madam:

I write this letter in favor of extending the Metra rail service northward from Kenosha to Racine and Milwaukee. I am a resident and tax payer in Milwaukee, Wisconsin - I have lived here for 12 years and am a professor at UW-Milwaukee. I support the Metra extension for several reasons:

1. Having a rail service to the southern suburbs of Milwaukee end to Mitchell Airport will help many of us city residents do our jobs faster and more efficiently.
2. The Metra extension will lead to lighter traffic on Interstate 94 and other roads between Milwaukee and Kenosha.
3. Rail service to Mitchell International Airport will make it a more attractive alternative to O'Hare for travellers in the Kenosha area and even northern Illinois. It will greatly ease the troubles of parking (and the high parking rates) at the airport.
4. Since the tracks and right-of-way already exist, it's a relatively cheap and quick alternative to building more highways, which usually means condemning businesses and homes, and worsening the economic health of surrounding regions.

Thank you very much for your consideration. Please allow the Metra extension to go forward, and help put our economy "back on track"!

Paul Brodwin
Paul Brodwin
Associate Professor, Dept. of Anthropology
University of Wisconsin-Milwaukee
Home address: 2208 E. Beverly Road, Shorewood, Wisconsin 53201

Adjunct Associate Professor of Bioethics
Medical College of Wisconsin

April 28, 2003 07:18 PM
608-251-1655

Mr. Kenneth Yunker
Southeast Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

Subject: Please move forward on KRM Metra Extension

Dear Mr. Kenneth Yunker:

I support the KRM Commuter Rail Metra Extension in Southeast Wisconsin. It affects our household directly in that my wife commutes daily to Chicago and now drives to the Kenosha terminal of the Metra. She is one of scores of Racineans who already commute by Metra. Many, many more would do so if it stopped in Racine. There would be commuters both north and south.

The necessary right of way already exists from Kenosha to Milwaukee. A commuter train would provide clean, mass transportation taking hundreds of autos north and south off the Interstate.

Its potential is more than promising in that three of Wisconsin's largest cities would be included on the extension.

Racine and Kenosha's downtown areas would both benefit from the extension. It would encourage more housing in the center of the three cities, Kenosha, Milwaukee and Racine, especially with the cost of oil and gasoline going up through the roof.

In Washington DC folks use their rail transportation to pick up their friends and family arriving at Reagan National. Our daughter uses it often to meet us when we visit. Why not the same at Billy Mitchell?

Please include my comments in the public record on KRM Metra Extension.

Yours truly,

Glen Halbe
1736 Park Avenue
Racine, WI 53403-2761

Hill & Hill

5000 Willow Spring Drive • Racine, Wisconsin 53402 • (262) 639-9355 Fax (262) 639-5033

April 25, 2003

SEWRPC
P.O. Box 1607
Waukesha, WI 53187-1607

To Whom it May Concern:

SEWRPC has done a superb job in their studies for KRM. WisDOT should go along with these plans and put commuter rail and other forms of mass transportation high on their agenda. They should do more than concentrate on highways.

I am writing in favor of the Kenosha-Racine-Milwaukee Commuter rail initiative. It seems odd that it's taken so long to give us this option for inter-city travel between the largest cities along the Lake Michigan shore. Illinois is very forward thinking in its plans to extend their Metra system. Wisconsin should take this small first step to develop a commuter rail system along the same lines.

Give people more travel options that are convenient and inexpensive. Chicago's rail-spoke system has kept Chicago downtown viable and easily accessible from outlying areas. One reason Milwaukee downtown has melted away is because the only way to get there from outlying areas is by car. Racine downtown has suffered the same fate. It was a mistake to take the old North Shore commuter line away. The KRM would be a way of restoring it. SE Wisconsin is a rapidly developing area. We need more travel options than just highways. Development tends to congregate around rail depots making concentrations of housing and jobs more convenient for those who choose to work and live near them. Avoid sprawl, go for the Kenosha-Racine-Milwaukee Commuter Rail initiative.

Sincerely,

Emily J. Hill
Emily J. Hill
EJH/sj

Kenneth Yunker
SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Dear Mr. Yunkers;

I am writing in support of the Metra Extension from Kenosha to Milwaukee, with stops in Caledonia and Racine.

Many benefits would be derived from the extension:

- Improvement of the environment, due to reduced number of automobiles
- Would attract jobs and economic development in our area
- Would bring more visitors to Racine
- Have a more relaxed workforce, by avoiding the stress of daily road commutes

Thanks for considering these comments.

S. B. Walsh
- S. B. Walsh

TO: SEWRPC

FROM: Louise Petering, 7229 N. Santa Monica Blvd., Fox Point, WI 53217

RE: WISERIDE Proposal

Date: Thursday, April 24, 2003

WISERIDE Commuter Rail
The Plan presented here today is a step forward in addressing auto commutes and increased traffic on I-94 in the Kenosha, Racine, Milwaukee corridor. However, in the long run, it alone will not address traffic, land use and development issues in areas around the urban centers served by the plan. My reservations about WISERIDE center not on the Plan itself but on the absence of a mandatory planning tool for all of southeast Wisconsin. Such a tool is needed to guide development and redevelopment fostered by WISERIDE and experienced outside the narrow rail KRM corridor.

I have two specific concerns related to WISERIDE. The first deals with conserving open space and its benefits; the second with curbing low density urban sprawl around cities served by commuter rail, especially Milwaukee.

1.) WISERIDE itself does not assure preservation of open spaces critical to the long term viability of Southeastern Wisconsin. Given the attractiveness of open areas in Wisconsin, WISERIDE will likely draw population north. This poses a threat to these spaces, specifically to environmental corridors, prime agricultural lands, and rural lands outside the planned urban service area. Since the early 1970's we have experienced scattered, haphazard, often unattractive and energy wasteful development along I-94. WISERIDE thankfully proposes organized development and redevelopment within a half mile radius of commuter stations to the east of I-94. Hopefully that will mute further haphazard development of outlying areas for a time. But it does not guarantee preservation of open areas that recharge the water table, cleanse the air, and provide natural and recreational respite from the urban environment. These features are provided by environmental corridors, prime agricultural lands and rural areas outside the planned urban service area. And WISERIDE does not assure their preservation.

2.) As a North Shore resident and Trustee in the Village of Fox Point, I am concerned that WISERIDE along with SEWRPC's proposal for widening I-43 will contribute to problems associated with low density urban sprawl. The current proposal to widen I-43 through the north shore to four lanes in each direction already threatens to remove community infrastructure and erode the tax base of several municipalities. By itself, the current I-43 proposal means increased traffic loads north out of Milwaukee and a doubling of noise, light, air and water pollution in areas along I-43. Add to that easier commutes to Milwaukee, "Metra" facilities could foster additional development north beyond Milwaukee. The past two decades have seen land development in southeast Wisconsin increase around 35% while the population increase has been much lower, about 3%. WISERIDE does not address the problems associated with low density urban sprawl that the plan itself may foster.

Commuter rail
In summary, while WISERIDE itself is a step in the right planning direction, alone it could be counterproductive for the region. To assure the Plan delivers on its promises, Southeast Wisconsin needs mandated SMART GROWTH to conserve open space, to address problems associated with low density urban sprawl, and to assure development of the region in a wholesome manner. Together WISERIDE and mandated SMART GROWTH would foster wise use of our lands and infrastructure. Together they would assure a viable future for all of southeast Wisconsin and its citizens.

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name *Stephen J. Juma*

Affiliation *Western Association*

Mailing Address *633 W. Wisconsin Ave. #405
Milwaukee, WI 53203*

Comment *Great project! The Western Association
support the Metra extension. ~~the~~
The businesses in western are confident
that this will improve the ability of
business to attract and retain workers.
The metra will also help our tourism
in Milwaukee making it easier for visitors
from Chicago and the region to
access all that our downtown offers.

The connection to the airport is essential.*

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Thank you.

82298 v2

*Also, it is important that all
transit modes ~~the~~ come together
in an intermodal facility.

I can't wait to ride!*

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name *Lilith Fowler*

Affiliation

Mailing Address *2949 N. Hackett Ave
Milwaukee WI 53211*

Comment *I would like to see the commuter rail
service built at the high level
of service - if there is not a
critical mass/frequency of
trains, people will not use it.

The benefits of rail over bus
clearly outweigh the greater cost -
also, train is far more appealing
to riders.*

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Elvira Trethewey + Andrew Fisher

Affiliation _____

Mailing Address 2530 N Bodell Ave
Milwaukee WI 53211

Comment _____

Go for Commuter Rail Alternative!
Link stations with MCTS, Amtrak,
proposed Milwaukee commuter, proposed
high speed rail & other public transit
services to ensure high levels of use,
publicity & effectiveness.
I will ride it! (if only rail)

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name DAVE M'ISAN

Affiliation SELF

Mailing Address 1717-88th ST
KENOSHA, WI 53140

Comment _____

Let's do it!! We're (SE via) are 30 yrs
behind in Mass Transit. Metro is a
wonderful transit provider!!

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Adrian L. Vesperman

Affiliation Disabled Adult

Mailing Address 2139 S. 5th St
MKE, Wisc. 53207

Comment _____

Milwaukee has been backward in this area
for too long. It's time to move forward to
the 21st Century. We have far too many
people who have stood in the way
of progress. We have a chance to
reach for the stars, we should do it.
We can cut the amount of cars + buses
on the freeways, thus making less
pollution.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name JANICE A. KOTOWICZ

Affiliation DEPT. OF CITY DEV.

Mailing Address 2579 S. WENTWORTH

Comment _____

THIS SHOULD HAVE HAPPENED
YESTERDAY! IT'S LONG OVERDUE.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name MYRTLE KASTNER

Affiliation MASS TRANSIT USER

Mailing Address 1129 N. JACKSON ST. #1107
MILW. WI 53202

Comment YES! METRA
ALL THE WAY!
FOR CONVENIENCE
FOR SUSTAINABLE DEVELOPMENT
FOR THE ENVIRONMENT

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Thank you.

82296 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name BARRY STURANT

Affiliation Bay View Bicycle Club

Mailing Address 525 N 20th St Apt 308
Milwaukee WI 53233-2552
bsturantmke@yahoo.com

Comment Would like provision for bicyclists to
take their bicycles with them aboard
the trains, giving us the option
to use our bikes as our destination

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

Thank you.

82296 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Richard L. Stefanik

Affiliation

Mailing Address 270 E. Highland Ave. Apt. 225
MILWAUKEE, WI 53202

Comment I would the Metra Line extended from
Kenosha to Milwaukee. It would decrease
air pollution from autos. I am against the
bus alternative.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

Thank you.

82296 v2

WRITTEN COMMENT

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name GERRY BRODZICK

Affiliation CR. BOARD OF SUPERVISORS (MILW)

Mailing Address 901 N. 9th St., MILW
(414) 378-4237 Home: 961-0124

Comment I ENTHUSIASTICALLY SUPPORT THIS
EFFORT. LET ME KNOW HOW I CAN
ASSIST.

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Thank you.

82296 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Gus RiccaAffiliation Natl Assoc. of Railroad PassengersMailing Address 1910 E. Jarvis StreetShoswood, WisconsinWIS 53211

Comment I support extending Metra Commuter Rail
north of Kenosha to Racine & Milwaukee.
The Wisconsin State portion of the Funds
should come from the Marquette interchange/
I-System Plan. The expressway rebuild is
excessive and politically polarizing. The Metra
extension is a wiser use of the budget.

Thursday - April 24, 2003

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Ch. A. RiccaAffiliation Mailing Address 40674 N. 14th StreetMilwaukee, WI 53204

Comment I Support Commuter Rail

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name JAMES A. FRASHER, JR.Affiliation Ret.Mailing Address 443 North 41st St.Milwaukee, WI 53208-3851(Box on the north side)

Comment I think this would be good for
the city of Milwaukee and down
South too. They now feel money
for everything they paid use it for
this service. At one time they
had the commuter to the west
and I am sure people would use it.

JAF

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Julie GmendenAffiliation Greater M.I. FilmMailing Address 1020 N. BroadwayMilwaukee, WI 53202

Comment I think commuter rail is the way to go.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Joyce Tang Boyland
Affiliation Alverno College
Mailing Address 3927 N. Cramer St.
Milwaukee, WI 53211-3030

Comment The continued growth of our region's economic + cultural development hinges on the availability of commuter rail to R-M-R-C. Alverno just lost two outstanding faculty members in the Community Leadership + Development program (one of them was a woman who lived in Kenosha, one who lived in Evanston) because the commute was no longer tenable. A bus or bus/tail option would have been, for them, only minimally better than the unbearable commute (which was not acceptable) but a commuter rail-only option would have kept them in Milwaukee, keeping their students at Alverno's leadership and development in the hands-on Alverno way. The CLE dept is devastated and may not recover - so much the need for up-and-coming communities.

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Thank you.

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WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Joyce Tang Boyland
Affiliation Murray Hill Neighborhood Association
Mailing Address 3927 N. Cramer St.
Milwaukee, WI 53211-3030

Comment The amount of ridership depends greatly on the level of service. I know I have had to stop taking the bus to work because the schedule cutbacks didn't allow me to get to work when I needed to be. For this reason, high level of service -> high ridership -> less congestion -> less \$ spent on Sisyphus highway expansion - learn the lesson of other cities who have expanded highways only to fill up again, because the root causes of congestion were not addressed.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Jim RAVED
Affiliation Policy Director
Mailing Address 3101 N. Herbert Ave.
Milwaukee, WI 53211

Comment I am very supportive of this commuter rail plan. It is my opinion to address freeway issues.

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CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Michael BRADY
Affiliation Private Citizen
Mailing Address 4718 W. Bluemound
Milwaukee, WI
53208

Comment I support both the medium + high level commuter rail options to Milwaukee. I would urge County Supervisor WHITE to see his way to support less costly MARGARET INTERCHANGE + NO WIDENING OF MILWAUKEE COUNTY INTERSTATE ROADS TO REDUCE OTHER TRANSPORTATION COSTS IN SE WISCONSIN. I would support strongly options that provide an option for bike riders to take bikes on the commuter rail. Commuter rail offers great opportunities for community + economic development.

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Thank you.

82298 v2

COMMUTER RAIL - YES!
NO WIDENING FREEWAY LANES
IN MILWAUKEE COUNTY!

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Michael Swedish
Affiliation Mech. Engineer;
Mailing Address 527 Robertson St.
Wauwatosa, WI 53213
Comment IT'S ABOUT TIME!

Alternative modes of transportation are essential for economic development in the future. Commuter rail is attractive because it takes vehicles off of highways (unlike buses). I believe that the cost would fairly quickly be overtaken by the benefit of economic development in the corridor.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Don Rizer
Affiliation Citizen
Mailing Address 6604 Cedar St.
Wauwatosa, WI
53213

Comment I support the Commuter Rail alternative as the most likely alternative to persuade use of transit in lieu of personal auto. Trains offer significant benefits not available in a bus alternative. Most significant is a bus alternative does not avoid highway traffic congestion or weather issues impacting wheeled travel.

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CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Robert Strauss
Affiliation Downtown Resident
Mailing Address 236 N. Water St.
Milwaukee, WI 53202

Comment Anyone with any foresight should support the KRM Commuter Rail project. It is paramount to have a system like this if Milwaukee wants to be a big league city. I support whole heartedly!
Good Luck!
A MUST for the future.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name SOE COLLOVEN STRAUSS
Affiliation Property Owner
Board Member Historic Third Ward Assoc.
Mailing Address 236 N. Water St., 4th Floor
MILWAUKEE WI 53202

Comment THE COMMUTER RAIL MAKES MUCH BETTER SENSE THAN A BUS LINE. THE ROAD ARE ALREADY TOO CONGESTED. THIS IDEA ^{will support} ~~will support~~ THE OPTIMUM USE OF EXISTING RESOURCES. THE RAIL ~~IS~~ ^{project} ~~MAKES~~ BOTH ENVIRONMENTAL & ECONOMIC SENSE.

Soe Colloven Strauss

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name NICHOLAS LAJOIE
Affiliation _____
Mailing Address 1127 N. CAES ST. #3A
MILWAUKEE, WI
53202
Comment _____

WITH THE SKY-HIGH COSTS OF
\$6 BILLION+ TO FIX THE MARQUETTE
INTERCHANGE AND LOCAL INTERSTATE
NETWORK, IT IS SHAMEFUL THAT
ANYONE WOULD BACK AT THE RELATIVELY
LOW-COST, HIGHLY EFFICIENT, RAPID
OPTION OF RAIL TRANSIT IN METRO
AND DOWNTOWN MILWAUKEE.

CREATE A LOCAL TRANSIT AUTHORITY AND
IMPLEMENT COMMUTER RAIL, THE MILWAUKEE
CONNECTOR AND HIGH SPEED AMTRAK NOW!

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be
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Thank you.

82298 v2



For more information contact:
Lisa MacKinnon, Policy Director (608)-663-9049 or,
Ward Lyles, Transportation Analyst (608)-663-1097

April 24, 2003

Statement on Kenosha-Racine-Milwaukee Corridor Study of Commuter Rail and
Bus Alternative

1000 Friends of Wisconsin would like to express its strong support of the Kenosha-
Racine-Milwaukee Commuter Rail line (KRM line), medium level of service. Increased
commuter rail service is a positive step towards a more balanced transportation system in
Southeastern Wisconsin.

First and foremost, the KRM line will encourage better land use and development
patterns – particularly the redevelopment of vital downtown centers with a mixture of
offices, retail stores and residences near the train stations. The development of the KRM
line represents the first major step in Southeastern Wisconsin to reverse the more than 50-
year trend of increasing dependence on automobiles and sprawling development.
Sprawling development is widely recognized as a major environmental and social
problem and is strongly correlated with traffic congestion, loss of agricultural and natural
lands, lower air and water quality, increased costs to taxpayers, increased rates of obesity
and asthma, and segregation.

In addition to its positive land-use impacts, the KRM line will also create other benefits
for communities, businesses, and individuals.

For communities, increased development in downtown areas serviced by the KRM line
will boost local economies, increase the property tax base and increase communities'
attractiveness to tourists. Denser development will also mean that local services such as
garbage collection and snowplowing can be provided to residents in a more efficient and
cost-effective manner.

For businesses, workers throughout the region will have increased access to jobs. Clients
and business partners will have increased access as well, particularly those traveling to
and from Milwaukee and Chicago. And, working in a community with a vibrant
downtown that is linked to nearby communities as well as regional metropolises is a
major draw in attracting workers.

For individuals, the KRM line provides an alternative to commuting by car. By allowing
for reading, relaxing and working while traveling, rail systems such as the KRM line
allow for a more productive, less frustrating commute. For instance, families and
individuals can save thousands of dollars per year by reducing their dependence on cars.
And, inclement weather has little impact on the convenience or safety of rail travel.

Finally, while the KRM line is not regional in scale and connects only lakeshore
communities it is a very important first step in the construction of a balanced
transportation system – a transportation system that promotes sustainable land use,
responsible economic growth, and meets the needs of all people.

1000 Friends of Wisconsin and The Land Use Institute educate citizens and policy-
makers about the benefits of responsible land use. We advocate for healthy urban and
rural communities and the protection of our economic, cultural and natural resources
statewide.

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Chris Hansen
Affiliation MPS - Retired
Mailing Address 2933 N. Stowell Ave
MILW, WI 53211
Comment _____

I am strongly in favor of the
commuter rail alternative
as presented by the SEWRPC
advocacy committee. I see
many pluses for my personal
use - I go to Kenosha almost
weekly - and I see many
pluses for commuters in general.
Instead of driving, they can
work, read, sleep while on
the train. They'll arrive
at the same time, and a lot more
safely.

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at the registration table or given directly to a SEWRPC staff member. Additional comments will be
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Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262)
547-1103 or e-mail at wisecide@sewrpc.org.

Thank you.

to Racine monthly
to Racine once
or twice annually.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Jeff Bray
Affiliation Milwaukee Resident
Mailing Address 1422 E. Russell Ave
MILWAUKEE WI 53207
Comment _____

STRONGLY IN FAVOR OF THE RAIL ONLY
ALTERNATIVE. RAIL WILL PROVIDE THE RELIABILITY
AND TIMELINESS OF THE PUBLIC TRANSPORTATION
NETWORK.

I just moved here from Raleigh/Durham
NC. THE STATE JUST APPROVED A PLAN TO
CONNECT DUNHAM/IRTP/MILWAUKEE/CARY
AND RACINE - IN AN EFFORT TO REDUCE
AUTOMOBILE USAGE/TRAFFIC & POLLUTION.
MILWAUKEE NEEDS THIS!

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Thank you.

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Thomas Martinka
Affiliation Milwaukee Local 2337
Mailing Address 3035 W. Wisconsin Ave Milwaukee WI Apt 706 53208
Comment

I think the metro ext. is a great idea linking lakeside cities to Chicago + Milwaukee and between more jobs less urban sprawl. Also I wish to state my voice against any freeway lane expansion in Milwaukee County - and wish SEWRPC had more votes from the counties near the lake (on board). Clearly the people of Milwaukee County have spoken out against 1960s style freeway building promoting urban sprawl and weakening the heart of

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Thank you.

82298 v2



KRM Commuter Rail Metra Extension Hearing
Milwaukee - Thursday, April 24, 2003
Downtown Transit Center

I am Peter W. Beitzel, Vice President of the Metropolitan Milwaukee Association of Commerce (MMAC). The MMAC is a four county Chamber of Commerce representing more than 2,000 businesses in Milwaukee, Waukesha, Washington and Ozaukee Counties.

The MMAC has a Blueprint for Prosperity which outlines a set of strategies that will empower metro Milwaukee to compete successfully with other regional economies. We believe these initiatives will create higher wage jobs, more capital investment, more business starts, and better quality of life for more of our citizens.

The KRM commuter rail extension is part of our blueprint that we support. I have been involved in the advisory group that SEWRPC has used as a sounding board for the study of the commuter line. We agree with the selection of the medium range of service and feel it is appropriate to take the next step to begin the EIS/design process. We support the proposal to have the State of Wisconsin be the lead agency. The services would likely be contracted with METRA, the Chicago area commuter rail provider. The issue of local funding needs to be addressed. The final estimates on the cost of the capital and operating costs have to be more exactly determined before a build decision is made.

The project promotes significant economic development in the older urban areas along Lake Michigan. Investment will occur near the stops. Housing options would likely expand. People with no cars or two wage earner families will use these stops as one or both of them may use the commuter train as opposed to a car to get to work. People can live near a station and commute north or south to jobs in northern Illinois, Kenosha, Racine, Milwaukee and stops in between. This also will support attendance of entertainment venues.

We also see a slight benefit in reducing the need for auto trips on I94 or on state/local roads. This is not expected to be overly significant, but it will happen. People will make housing decisions based on a fixed line that connects many employment nodes. This will help attract people to the region who use these systems in other metro areas. Young professionals are likely users of this system. It provides options.

www.mmac.org

756 North Milwaukee Street, Milwaukee, Wisconsin 53202
Phone 414.287.4100 Fax 414.271.7753

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Laura Wake
Affiliation Resident
Mailing Address 1422 E. RUSSELL AVE MILW WI 53207
Comment
① I support the commuter RAIL option. It provides the best results for the investment.
② Consider extended service - more than medium service. Especially on weekends & night of PAVINIA
③ Consider a BAY VIEW Stop. This could bring great economic development to the area.

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Thank you.

④ I returned to Milwaukee after time away. I'm the kind of young talent that Milwaukee & WI is looking to attract. Milwaukee has become an interesting unique & great place. It is GREATLY lacking good quality mass transit. This is a must do!

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Tim Kiefer
Affiliation
Mailing Address 1007 N Cass St 410 Milwaukee WI 53202
Comment
I support commuter rail with the "High" level of service. I believe it will help strengthen downtown Milwaukee, help our environment, and reduce automobile traffic congestion.

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Thank you.

82298 v2

April 24, 2003

I strongly support the expansion of the Metra System from Chicago up to Milwaukee. I have lived in Milwaukee for three years (since graduating from UW-Madison), and have never owned a car. As a result, I am very well aware of the strengths and weaknesses of Milwaukee's public transportation options. The Amtrak, while reliable, is too expensive for me and many of my friends and colleagues to use on a regular basis.

I have often wanted an affordable and reliable way to travel to Chicago. An option such as the Metra would allow me to apply for many jobs in the Chicago area that would be untenable otherwise. I would love to be able to continue living in Milwaukee while working in Chicago. More generally, easy access to Chicago would provide a new wealth of choices for both business and leisure for many Milwaukeeans. I know I would visit Chicago far more often if I could get there quickly and cheaply.

On an environmental level, the Metra can only be perceived as an improvement over car travel. It would reduce traffic, pollution, and accidents on I-94. Once in Chicago, one wouldn't need to find and pay for parking (or worry about a car while visiting the museum). I am confident that as more Milwaukeeans hear about such an option, we will hear more enthusiasm for the plan, particularly if gasoline prices and insurance costs keep rising.

If the City of Milwaukee wants to be seen as a cosmopolitan center, we will have to embrace more sensible urban solutions - the Metra expansion is a perfect example. It is a straightforward, simple solution to a growing problem. Regardless of what the price tag comes to now, an expansion of this type will only cost more later. Therefore, we should implement the Metra expansion as soon as possible.

Jocelyn Koehler
2216 E. Ivanhoe Pl.
Milwaukee, WI 53202

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name JOHN SIEBERT
Affiliation CITIZEN
Mailing Address 339 W. VINE STREET
MKE, WI 53212
Comment _____

In favor of expanding the line to Milwaukee. I believe we need more transit options than we have now. Some of us will ride the trains & be very happy. When we do, we won't be on the roads. This should make those who would not consider leaving their cars very happy!

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April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name GARY OG B. RATHOD, AIA
Affiliation ENGINEER ANDERSON
Mailing Address 611 N. BROMONTA, 517
MILWAUKEE, WI 53202
Comment _____

I would like to express my support to the Kenosha-Racine-Milwaukee Commuter Train Project. It would have positive, economic, social and environmental impact.

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Thank you.

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April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name John PERIARD
Affiliation Commercial Association of REALTORS WISCONSIN
Mailing Address john@corn.com
Comment _____

Terrific concept!

Great for the transportation needs of the entire region.

Will be great for business along the corridor.

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CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name JEREMY R. FOLTING

Affiliation MILWAUKEE SCHOOL OF ENGINEERING

Mailing Address Room 308 RWT
P.O. Box 353
MILWAUKEE, WI 53201-0353

Comment I CONCUR WITH THE ADVISORY COMMISSION
THAT A STATE-FUNDED CONTRACT WITH
MTA WILL BE THE BEST SOLUTION.
MTA HAS ON-TIME RATES OF
OVER 90% ON ALL OF ITS LINES.
I ALSO BELIEVE THAT THIS SERVICE
WOULD BE WELL SERVED TO EXTEND
TO MILWAUKEE'S WESTERN SUBURBS.
IF MULTIPLE LINES ARE DESIREABLE, A
REGIONAL AUTHORITY WOULD BE BEST,
TAKING ITS LESSONS FROM MTA.

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CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Pat & Dana Ludwig

Affiliation

Mailing Address 2917 S. Logan
Milwaukee 53207

Comment * What is the estimated cost of a
round trip fare?
* What is the construction time line?
* Please get bails to Milwaukee,
Dela area, Deer City?

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Rob Schendel

Affiliation

Mailing Address 918 S. 31
MILWAUKEE WI 53215

Comment Commuter rail is essential.
SE Wisconsin definitely needs the commuter rail
alternative with the most direct, and fastest
service.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Rose Stietz

Affiliation Milwaukee Resident

Mailing Address P.O. Box 12152
MIL. WI 53242

Comment I have been extremely frustrated with SEWRPC
in past years. We speak & speak & speak &
are not heard. Another Hearing is scheduled
in what appears to be an attempt to get the response
you they wish. It appears buses are the only choice
given to non-chinese riders in Milwaukee.
So - if we get the MTA commuter to Milwaukee
how will we efficiently circulate those riders
when they get here? Chicago has rapid transit &
buses. Until we are willing to seriously look at
community transportation here in Milwaukee, if can
only give great feedback.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Jennifer Runquist

Affiliation _____

Mailing Address 3002 E. Kenwood Blvd
MIL, WI 53211

Comment _____

I support the Metra Rail (1) Land Use Impact (2) Economic Impact (Jobs in Milwaukee easier to commute to) (3) Air Pollution Reduction. Although this project will not impact air pollution greatly, the transportation sector is very polluting and movement towards rail, in general, should help move toward a lower pollution transportation system.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name MICHAEL HOWDIE

Affiliation _____

Mailing Address 1430 N. 40 ST
MILWAU 53208

Comment _____

TOTALLY SUPPORT

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Bu Moore

Affiliation GIBRA CLUB (GREAT WATERS GROUP - MILWAUKEE AND WAUKESHA CITIES)

Mailing Address 4260 So. Victoria Circle
New Berlin WI 53151

Comment TO ME, THE AMAZING THING IS THAT WE NEED TO BE HERE AT ALL. CITIZENS OF EUROPE, OF JAPAN, OF SCORES OF LESSER DEVELOPED COUNTRIES IN BETWEEN AND A DOZEN US CITIES WOULD SAY, "WHAT TOOK YOU SO LONG?", OR "WHY DID YOU ELIMINATE A WELL-WORKING PUBLIC TRANSIT SYSTEM IN THE FIRST PLACE?" USING A QUARTER OF THE ENERGY OF AMERICANS, THESE WISE GOVERNMENTS AND PLANNERS HAVE ALWAYS KNOWN THE VALUE OF A SYSTEM THAT EFFICIENTLY MOVES ALL THE CITIZENS, NOT JUST THOSE WHO CAN (OVER)

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Thank you.

82298 v2

JUST AS AN ASIDE = AFFORD AN AUTOMOBILE. A SYSTEM THAT SAVES TIME & MONEY, ~~ELIMINATES~~ PROVIDES FOR CLEANER AIR AND DECREASES SPRAWL. THERE'S JUST NO DOWN SIDE. I ASK YOU TO IMAGINE, FOR A MOMENT, A COUNTRY WITHOUT INTERSTATE HIGHWAYS. BEGINNING IN THE 1950S, WE WOULD HAVE DEVELOPED A FULL SYSTEM OF HIGH-SPEED, COMMUTER AND INTRA-CITY RAIL OR SOMETHING EVEN MORE ADVANCED. PEOPLE WOULD LIVE CLOSER TO STATIONS, INNER CITIES WOULD BE VIBRANT, AND POLLUTION WOULD BE A NEGLIGIBLE PROBLEM. & AIR VISIBILITY WOULD BE VIRTUALLY LIMITLESS, GLOBAL WARMING WOULD NOT BE A CONCERN, AND THE LOSS OF FARMS AND FARMLAND WOULD BE ALMOST NONEXISTENT. WE'RE BEHIND, BUT WE CAN CATCH UP. THE METRA EXTENSION IS A GOOD STEP. IT SHOULD NOT ONLY BE EXTENDED TO MILWAUKEE, BUT SHOULD BE PART OF A LARGER PLAN TO INCLUDE HIGH-SPEED RAIL, MORE COMMUTER RAIL, AND RAPID INTRA-CITY TRANSIT TO MOVE PEOPLE ONCE THEY HAVE REACHED THE CITY.

LET'S PLAN FAR AHEAD, LET'S CATCH UP TO THE WORLD!

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Eric Paulsen

Affiliation _____

Mailing Address 234 N. Broadway #607
Milwaukee, WI 53202

Comment I believe adding this rail service is a terrific idea and
needs to be implemented ASAP. The economic development
potential for the cities involved is one positive; more flexibility
in transit options is another.
If funding is an issue, perhaps changing the I-43
winning from 4 to 6 lanes instead of 4 to 8 from Silver Spring
to Bannock might do the trick. (and I'm very pro-freeway by the way)
Like most people, I urge support of the rail alternative -
rail is much more attractive and desirable than bus and it would
be worth the higher cost - which in this case is more of an
investment.

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Arthur W. Riemer

Affiliation _____

Mailing Address 1591 S. Moorland Road #107
New Berlin, WI
53151

Comment I am very impressed with the
depth of your study.
Please keep up your good work
and get the service in place
as quick as you can.
Thank you
God Bless You
Arthur Riemer

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Vivian Corres

Affiliation concerned citizen, volunteer, educator, non-
mentalist

Mailing Address 1707 N. Prospect Ave. # 8D
Milwaukee, WI 53202-1909

Comment I support extension of metro train. Simpler, faster,
less pollution, I understand. Keep it affordable.
Make it accessible for handicapped. Allow
bicycles, strollers, etc. at no extra cost.
(Trains in England have spaces in certain cars)
Have service late enough so people can go
to festivals, theatre, etc. I have missed
meetings about bike paths, but there
should be a bike path Milwaukee to Chic.
How about a bike path all the
way along it, not just at
of course many other paths
have services early enough to get to work.

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Thank you.

Thank you!

82298 v2

INDEPENDENCE FIRST Fax: 414-291-7525 May 5 2003 9:24 P. 02

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Toni Burton

Affiliation Independence First

Mailing Address 600 W. Virginia St.
Milwaukee
WI 53204

Comment The Metro is another way for people
with disabilities to use public
transportation at a lower price.
Accessible transportation for people
using wheelchairs. Accessible
restrooms for people using wheelchairs.
Absolutely fantastic!

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name MICHAEL PARKER
Affiliation NONE
Mailing Address 205 N. WATER ST.
#305
MILWAUKEE, WI 53202

Comment CONGRATULATIONS ON THE PROPOSED
PLAN TO EXTEND THE METRA TO
DATE I HAVE NOT HEARD OF ANY OPPOSITION
TO THE PLAN - THAT'S IN ITSELF IS
INCREDIBLE.
I LIVE & WORK IN THE MILWAUKEE DOWNTOWN
AREA BUT REALLY HAD NO INTEREST
IN VISITING THE CHICAGO AREA UNTIL
I HEARD ABOUT THE METRA.

PAGE 1 OF 2

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Thank you.

82298 v2

WRITTEN COMMENT

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KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name Susan Halkowski
Affiliation
Mailing Address 3769 S. GRIFFIN AVE.
MILWAUKEE, WI 53207

Comment I strongly support the rail alternative - ideally,
at the high level of service which would, I feel,
draw a more diverse (& thus larger) set of users -
for business, education, shopping, entertainment, etc.
I feel it is essential to start implementing these sorts
of regional transportation operations for economic,
environmental, & simply quality of life reasons.
This rail link would be a boon to all of the communities
involved. The bus/rail or bus only options would not be
as attractive to potential users as would a good rail option
and thus would not provide the same 'bang for the buck'
for the investment. (Bus only is less successful, less used options,
the rail bus & not bus only plans would not provide the

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same economic, environmental & quality of life benefits, either.)

Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 24, 2003
Downtown Transit Center, Harbor Lights Room
909 E. Michigan Street
Milwaukee, Wisconsin

Name MICHAEL PARKER
Affiliation
Mailing Address

Comment I ALSO UNDERSTAND THAT THE METRA'S
ARE WHEELCHAIR ACCESSIBLE. I HAVE
THAT NEED.
PLEASE CONSIDER THE NUMBER OF
PEOPLE THAT CAN BE TRANSPORTED
BETWEEN THE 2 CITIES WITHOUT THE
USE OF AN AUTOMOBILE? A SHUTTLE
FROM THE SUMMITFEST GROUNDS TO
THE TRAIN STATION COULD MOVE AN
INCREDIBLE NUMBER OF PEOPLE. GOOD LUCK!

PAGE 2 OF 2

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Thank you.

82298 v2

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name Diane Giles
Affiliation Private Citizen
Mailing Address 7624-18th AVE
Kenosha, WI 53143

Comment WE IN "KENOSHA + RACINE" AREA DESPERATELY
NEED GOOD RELIABLE PUBLIC TRANSPORTATION TO
THE JOBS IN MILWAUKEE + CHICAGO. IT'S
ESSENTIAL FOR LOW INCOME FAMILIES, WHO
DO NOT HAVE RELIABLE TRANSPORTATION (i.e. CARS)
AND JUST AS IMPORTANTLY WE NEED TO LOWER
THE # OF VEHICLES ON I-94 AND OTHER STATE
HIGHWAYS. AIR QUALITY IS TERRIBLE & THE
EPHISTS PROVE IT. ASTHMA IS GOING THROUGH THE
ROOF! WE NEED THE TRAINS OR RAIL SYSTEM / BUS
AND HAVE IT WELL PROMOTED SO PEOPLE BREAK THEIR

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Thank you.

82298 v1

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3320 30th Avenue
Kenosha, Wisconsin

Name Cynthia St. Marie-Cole
Affiliation Executive Director, Kenosha Area Chamber of Commerce
Mailing Address 715 56th Street
Kenosha, WI 53140
262-654-1234

Comment
The Kenosha Area Chamber of Commerce has served as a resource for our Kenosha Area Community and Businesses for 87 years. As a Coalition of Concerned Businesses and organizations, our Board of Directors has endorsed the Metra extension concepts. Alternatives to preserve and enhance our location advantages in the future such as commuter rail are essential. The Metra extension would provide an important link to resources and opportunities needed for the continued growth of our Kenosha Area business and industry as well as our economy.

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Thank you.

02208 v1

2

Remarks

Kenosha County Executive Allan K. Kehl
Public Hearing at Gateway Technical College
April 23, 2003

There are some Key Benefits that were not mentioned in the study that you have before you. I would like to highlight them if I may:

Investment in: GROWTH

Regional Economic Corridor Development:

KRM is essential for long-term sustainable growth. Growth infrastructure investments are key now. Growth is key to turn our state's economy around.

- Existing right of way is once in a lifetime opportunity, can't afford not to do it.
- Creating and attracting jobs
- Reversing the brain drain and improving the quality of life in our region

We need to choose our investments carefully and position ourselves for economic growth. The KRM project is key to our growth.

We can't afford to not take advantage of this opportunity.

Economic Development

Revitalize city centers:

How—draws residents, businesses.

- Some are planning stations as center of revitalization: Kenosha, Racine, Cudahy, South Milwaukee and Oak Creek.
- Great examples on Metra line in IL: Arlington Heights, Evanston.

- We need to serve downtown centers. KRM commuter rail plays perfectly into the revitalization visions of downtowns all along the rail line.
- We don't have to look very far for an example of increasing property values in areas surrounding the train station. Here in Harbor Park in Kenosha, there were 60 acres of lake front property left vacant after the Chrysler plant closed. The property was assessed at \$0. One of the key goals of the development was to attract Chicago workers that would use Metra for their daily commute to work. There are 250 total units in this project. 84 units are now completed, and they were all sold before completion. With 1/3 of the project completed and 2/3 under construction, the property is now assessed at \$25 million. The property tax revenue will be about \$700,000. When the project is completed in 2004, it is expected to carry a value of about \$50 million, providing approximately 1.2 million in annual property tax revenues.
- Property values increase. Metra states that property values go up an average of 6.7 % in cities that have train stations.

In closing, I would like to say that developing the Chicago – Kenosha – Racine – Milwaukee corridor is critical to our economic future. This corridor could become one of the nation's most important economic corridors and commuter rail is the link that connects our local economies together. This Metra extension is the catalyst for realizing the success of this economic region and we need to move it forward.

Background from Study Report

- Commuter rail is a key component in developing Milwaukee-Chicago economic corridor.
- 147,500 projected jobs are within 1/2-mile walking distance of train stations in Wisconsin alone.
- Commuter rail is important as a marketing and workforce development tool. It increases mobility for all, draws businesses and new jobs and helps expand the labor force by attracting new talent.
- Commuter rail is comparable in costs and service levels to other new systems (operating costs).
- Serves minority, low income and mobility impaired populations well.
- Commuter rail will assist in implementing the regions land use and transportation planning goals.
- Costs are affordable and funding is doable with 80% of the capital costs coming from federal programs. Additionally, a new funding source was identified: FTA 5307 formula funds for fixed guide way in urban areas over 200,000 in population.
- No funding sources will divert funds from existing transit services.
- Adding passenger capacity is very efficient and cost effective. Unexpected or temporary swells in rider ship are easily absorbed.
- Would reduce peak hour traffic on the area highways from 4.1% - 12.2%, depending on the specific highway being addressed.
- Will improve air quality and has no significant negative environmental impacts.

Commuter rail provides good rider ship, is simple to navigate and has high-perceived value.



WISCONSIN ALLIANCE OF CITIES

14 W. MIFFLIN STREET #206 • MADISON, WI 53703-2576
(808) 257-5881 FAX 257-5882 www.wiscities.org • EMAIL: wiscall@inxpress.net

Appleton

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Marinette

Marshfield

Menasha

Merrill

Milwaukee

Monroe

Neenah

Oak Creek

Oshkosh

Racine

Sheboygan

Stevens Point

Superior

Two Rivers

Watertown

Waukesha

Wausau

Wauwatosa

West Allis

West Bend

Whitewater

Wisconsin Rapids

April 23, 2003

TO: SEWRPC

FROM: Edward J. Huck

RE: Metra Extension

The Wisconsin Alliance of Cities strongly endorses preliminary engineering for the Metra Extension project. Seven weekday round trips from the Milwaukee area through the Racine and Kenosha area will revitalize the cities along the railway. It will not only contribute to the financial and social health of Kenosha, Racine and Milwaukee, but of the Southern region and indeed the entire state.

This rail line will change development patterns. Currently I-94 pulls development from cities south of Milwaukee and east of the I-system. This proposal will bring much needed development back to those cities.

Commuter rail will tie Wisconsin more closely with Chicago. The great city of Chicago is a major financial center. It is essential that Southern Wisconsin tie itself to Chicago while Western and Central Wisconsin tie themselves to Minneapolis/St. Paul. Chicago and Minneapolis are two of the country's most powerful economic magnets.

This rail system will provide access to higher paying jobs for both men and women. Metra takes people in both directions and is an affordable alternative to those who do not use autos for transportation purposes.

Metra will reduce the need for more lane miles for the I-system. The Metra Extension can avoid loss of land, more sprawl, dirtier air and water.

This proposal's time has come. Never before has there been such an opportunity. The Wisconsin Alliance of Cities says, "Let's move forward now."

Thank you for your consideration of these comments I will now answer any questions.

Sustainable Cities for the 21st Century

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name Allison Werner

Affiliation ---

Mailing Address 8043 Green Street

Racine, WI 53402

Comment

Commuter rail has great potential
to revitalize SE WI and create a
better connected corridor between
Milwaukee + Chicago.
Funding is the obvious obstacle.
The Federal funds seem to be available -
we need to convince the community
that the benefits will affect all of
us not just a few of us and therefore
financial support should come from
the State and/or the counties.

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Thank you.

82268 v1

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name Bon Haubrich

Affiliation Town of Janesville

Mailing Address 900-100th Ave

Kenosha, WI 53144

Comment

I favor Corridor Transit Project.

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Thank you.

82250 v1

To: SEWRPC

FROM: Jane Haubrich

RE: Comment on Kenosha-Racine-Milwaukee Commuter services

I support the Commuter Rail—High Level of Service alternative.

The commuter bus or the combination rail and bus alternatives are NOT viable alternatives. I ride the Wisconsin Coach Line (Coach USA) buses from Kenosha to Milwaukee on a daily basis. While our bus driver is always courteous and tries his best, the current bus runs give extremely poor and unreliable service. The buses are uncomfortable for a 90-minute ride and frequently break down. The Kenosha-Milwaukee run consistently operates with the oldest buses, which have the most problems. If the temperature is 85 or above, we are guaranteed not to have air conditioning or even windows to open. When the Marquette Interchange and other road projects begin like the Sheridan Road improvements between Kenosha and Racine, delays will become even worse. I will not recommend this bus service to any other potential riders.

The Commuter Rail—High Level of Service will give a dependable, comfortable ride to commuters. My husband has ridden the Metra system to Chicago for years. When we decided to return to Wisconsin to be close to our families, we chose to live in Pleasant Prairie because of its proximity to the Metra Station. The train is always on schedule and there are few, if any, technical problems. It is a safe, pleasant ride with a convenient schedule.

The Commuter Rail—Medium Level of Service does not provide enough trains to be beneficial for most commuters.

The commission should also note the additional benefits of such transportation services. Over the years, we have seen the economic impact of the Metra Stations at the various stops along the way. Shopping districts and other businesses flourish in its path. My husband has spotted businesses along the way that would interest us. As a result, we have made purchases at those same businesses. We also witnessed the "technical corridor" spring up in Naperville, Illinois. Part of the credit is due to the easy access to and from Chicago via the Metra system.

I urge SEWRPC and the communities involved to support wholeheartedly the Computer Rail—High Level of Service.

Jane Haubrich
9145 Cooper Road
Pleasant Prairie, WI 53158

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name Anne C. Berge
Affiliation Kenosha County Board
Mailing Address 1606-59 Street
Kenosha, WI 53140

Comment As a former rider on the old North Shore Line, I am
well aware of the advantages of rail transportation
between Milwaukee & Chicago & points in between.
The heyday of the North Shore was at a time when fewer
people owned cars and automobiles and rail transportation offered
an opportunity for the people between Chicago & Milwaukee
to access cultural opportunities of larger cities. Many people
commuted to schools in both cities. Many people commute
to work in both cities.
It seems to me that unless there is additional mass transportation,
there will be not be enough parking space for all of the automobiles.
I am strongly in favor of rail only.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

Thank you.

82298 v1

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name Jamie S. Burch
Affiliation Ken Rail
Mailing Address 6140 15th Pl, unit 31
Kenosha, WI 53140

Comment The benefits to individuals who work in downtown
Milwaukee would be as follows in reference to commuter
trains:

- frees up time to do personal work while riding train at rest
- eliminates parking fees which average \$10-\$15 a month per car
- allows parents to more accurately predict the time they
will be home for their children after school because
of the strictly followed schedules - adding quality of life.
- allows persons who otherwise would not be able to access the
higher paying jobs in the larger metropolitan areas, to access those
- eliminates the expense of maintaining automobiles and buying
gas for daily trips.

I had worked in downtown Milwaukee and lived in Racine while trying to raise a family. I had used the Metra in Washington DC, Virginia, & Maryland while on work assignments. The savings in time & expenses for travel while using the Metra made all the difference in maintaining a tight schedule with contacts spread across 2 states & Washington DC area. It allowed me to regroup between contacts.

Thank you.

82298 v1

95-14-93 97:22 DALLASHAVID

ID-2192325648

P01/01

WRITTEN COMMENT

PUBLIC INFORMATIONAL MEETING AND HEARING
KENOSHA-RACINE-MILWAUKEE
CORRIDOR TRANSIT STUDY

April 23, 2003
Kenosha Gateway Technical College, Madrigano Auditorium
3520 30th Avenue
Kenosha, Wisconsin

Name THOMAS ARDEN
Affiliation
Mailing Address 905 69th Street
KENOSHA, WI 53143-5409

Comment I am very much in favor of commuter
rail extending from Kenosha to Milwaukee.
I believe that there is a real
opportunity that has presented itself
would like to see a medium level of service
initiated at the earliest possible date
however through train service from Chicago
to Milwaukee through the Lakefront
communities would have enormous economic,
environmental and societal benefits to all
of Southeast Wisconsin.

Written comments may be recorded on this sheet, and on any attached pages as may be necessary, and left at the registration table or given directly to a SEWRPC staff member. Additional comments will be accepted through May 16, 2003, and may be sent to the SEWRPC offices, P.O. Box 1607, W239 N1812 Rockwood Drive, Waukesha, Wisconsin 53187-1607. Comments may also be submitted via fax (262) 547-1103 or e-mail at wiseride@sewrpc.org.

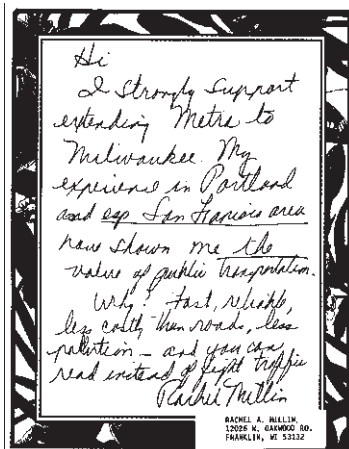
Thank you.

82298 v1

Jack C. Holmes
3215 N. Humboldt Blvd
Milwaukee WI
53212
4/19/03
APR 22 2003
To SEWRPC:

I believe that the Metra Extension is something that is badly needed in this region. This system is clean, reliable, easy to use and affordable. This extension should help to revitalize our cities by building tax base by developing regional economy. This in turn would provide regional access to jobs. It would also help the environment by taking some cars off the road. Instead of commuters being stressed out by traffic jams, they could relax or work on their way to work on the train. This system can only benefit our region.

Sincerely,
Jack C. Holmes



April 11, 2003

Kenneth Yunker
Southeastern Wis. Regional Planning Commission
P.O. Box 1607
Waukesha WI 53187-1607

Concerning: Commuter Train extension from Kenosha to Milwaukee

This is a good idea for many reasons, and I hope SEWRPC agrees and recommends this service. Reasons:

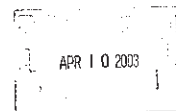
- Reduces pressures to produce sprawl by concentrating people in downtown areas
- Trains deserve as much government subsidy as cars
- Trains pollute less per person per mile
- Rail right-of-ways use much less land than highways
- Passenger cars for the trains are made in Milwaukee (All right, I know this is just a selfish economic reason!)

Please consider this a positive response for the public hearings coming up April 23-May 1; I am unable to attend.

Russell C. Evans

Russell C. Evans
519 W29051 Cambria Road
Waukesha WI 53188
(Yes, it's out in the former countryside (Town of Genesee), with no public transit! I'd use it if it were feasible, though.)

Sharon B. Maier
3948 N. Harcourt Pl.
Shorewood, WI 53211



Mr. Kenneth Yunker
PO Box 1607
Waukesha, WI 53187-1607

April 9, 2003

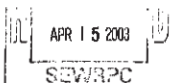
Dear Mr. Yunker,

I'd like to express my strongly felt opinion that the Planning Commission should move ahead with the Metra Extension plan.

The KRM Metra Extension will help to revitalize and strengthen our communities. It will link homes, work, shopping and entertainment districts together and provide jobs in our downtowns, older neighborhoods and existing communities. Commuter trains are accessible to people with strollers, bicycles and those with disabilities or who don't own a car. The Metra Extension is a transportation choice that will reduce traffic, pollution and sprawl and provide a healthier environment for our children.

I thank you,

Sharon Maier



Prudential Financial

Prudential Securities Incorporated
5500 Bth Avenue, Suite 101
Kenosha, WI 53140
Tel 262 658-4891 800 522-7422
Fax 262 657-2557

April 8, 2003

Mr. Kenneth Yunker
SEWRPC
PO Box 1607
Waukesha, WI 53187

Dear Ken:

I'm writing to voice my approval for the expansion of the Metra Commuter Rail Extension, as well as express a few concerns. As a current Metra commuter who lives in Lake Forest, Illinois, and takes the train to Kenosha, the benefits to this project are loud and clear.

I perceive the main purpose of the expansion is to revitalize each town and alleviate traffic, and to that end I feel the "express train" issue must be addressed. With several corporate headquarters in North Chicago (Abbot Labs), Racine (Johnson), and Lake Forest, a new commuter rail would be a great addition to it's thousands of employees. However, failure to make this daily journey shorter with express trains will jeopardize the merits of the expansion.

Currently, it is my understanding that an express train is being discussed, and I challenge the committee to formally add this to the proposal. For example, something like a Chicago-Foxton-Wilmotte-Lake Forest-North Chicago-Waukesha-Kenosha-Racine-Milwaukee would be ideal.

In a world getting smaller and smaller, the demand for high-speed express trains from Milwaukee to Chicago will be even greater five or ten years from now. With that in mind, I encourage you to outline plans for an express train with considerably less running times, and make a new proposal to the state.

All the best,

Ed
Edward Fitzpatrick
Financial Advisor

Ken -
I enjoyed Rosemary's presentation @ Rotary last week. Best wishes,
-Ed

B-41

April 7, 2003

Mr. Kenneth Yunker
SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Dear Mr. Yunker:

We are eager and ardent supporters of the KRM Commuter Rail Metra Extension in SE Wisconsin. It would use existing right-of-way, and is a user-friendly, reliable, safe alternative to congested highways -- and the need to keep building them.

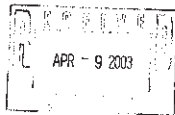
It is also a positive link between SE Wisconsin and the greater Chicago metroplex. Nice.

We need more transportation options in SE Wisconsin, not more freeways. Investing in trains seems much smarter, efficient and economical than widening highways.

Thanks for hearing us out.

Paul & Mary

Paul and Mary Counsel
3453 N. Lake Drive
Milwaukee, WI 53211



April 6, 2003

Wise Ride
PO Box 1607
Waukesha, Wisconsin 53187-1607

To Whom It May Concern:

I recently received a newsletter from the WiseRide organization outlining some proposals for commuter rail/bus alternatives from Milwaukee to Chicago. I would like to add my comments and experiences to the information already available to the committee.

First let's look at what we have now:

1. Metra train service between Kenosha and Chicago.
2. Wisconsin Coach Lines service between Kenosha and Milwaukee.
3. Amtrak service between Milwaukee and Chicago.
4. Usable train stations-working now-in Kenosha, Racine, and along the Metra route to Chicago.

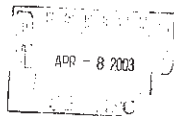
Due to my age (54) I have a knowledge of previous commuter systems designed to get people off the highway and on to a alternative means of travel to reach their destination. If you will recall, the North Shore Line made trips between Milwaukee and Chicago frequently during the day, was non-polluting, and as I recall reliable. However, that particular rail system went out of business in 1963 due to lack of passengers (who probably took the interstate). Had it been running today, I suspect it would have been making money hand over fist since it seems ideal for WiseRide purposes. Much of the track area formerly occupied by the North Shore has been built upon; houses moved onto so that the land the North Shore used is not available at present.

The Metra rail system was at one time considered for expansion into Racine. That effort was kaboshed when President Reagan cut back expenditures for the railroad system. Bus service (Wisconsin Coach Lines) does not go to downtown Chicago (to the best of my knowledge). Amtrak service between Milwaukee and Chicago is expensive-but some persons still use it day in and day out to commute. Train stations in Racine and Milwaukee plus other stops along the way-often times do not exist or do not operate.

The other fly in the ointment is how do persons get to a train/bus stop? Many cities do not have provision for public transportation for servicing train/bus stations and it will be difficult to get such an arrangement procured for a project of this sort. Transferring to another travel mode (transfers of any kind) often prove difficult and tedious at best simply because different traffic patterns or usage requirements make getting on another route to take you where you want to go a gamble. In Racine I have ridden the Bus System for a while now and have seen buses either arrive at a stop early or late, inconveniencing potential passengers to the point where they do not like to wait (myself included) in inclement weather for a bus to arrive or for the next bus to come along. The end result many times is a person deciding to arrange another type of transportation to work/school/job/appointments in order to satisfactorily arrive at the desired destination on time consistently. While this has been my experience with the Racine bus system I do not doubt that any other type of transportation would be subject to the same/unfortunate conditions.

So it appears some obstacles need to be overcome:

1. Obtaining suitable land to construct a new bus/rail system
2. Getting persons to the new bus/rail system
3. Maintaining a consistent scheduling procedure



It is not believe these problems will be overcome due to past/current history and practices. The only way to alleviate this problem is when people in the Southeast Wisconsin corridor have to do something to solve transportation problems. When cars lose their popularity due to high operating costs, the roads are not adequate, roads need lot of repairing, etc.

Do not forget the Milwaukee-Chicago route is only one problem up for consideration. What about Milwaukee-Madison? Or Milwaukee-Green Bay? Or some other requirement?

In my opinion the whole problem is caused by persons desiring to work in one location and live in another less expensive location as well as companies choosing to build their business facilities away from the City source of labor and then later on crying to get people for work. In either case the solution is to have people work where they live (to a reasonable extent). Look at what has to be done to get persons to work at S.C. Johnson's Waukegan plant-a dedicated Bus line from the City of Racine! And so how is Racine expanded? A new prison is put in!

The whole effort on the part of the WiseRide Committee appears to be somewhat of a snakescreen. People are invited to live in one place and work in another without others really knowing about it. In the end if push comes to shove many companies will hire persons only if the persons can live close to where they work (residency requirement).

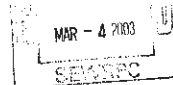
Human nature being what it is-the commuter system must be of high quality, consistent, dependable, and must capture other persons' intention that cars are out and a commuter transportation system is in. How will that be done? By raising operating costs for cars so that they are not as cheap to operate as they are now. As far as I am concerned things like that are beyond the scope of the WiseRide Committee and it appears to me that any attempt at this point to institute any of the proposed solutions will fail and the end result will be a lot of wheel spinning. The Committee appears to have done it's job with respect to the Milwaukee-Chicago corridor and should consider other potential problem corridors.

I recommend that none of the present providers of transportation be allowed to go under: like the North Shore did. Once it is gone, it will be gone forever and that we cannot afford. I do not favor any of the proposed alternatives at the present time simply because I believe they will not be successful.

Best of luck in future endeavors.

Sincerely,

James C. Gregersen
504 Augusta Street
Racine, Wisconsin 53402



3 MARCH 2003

ROBERT J. BARKER
2358 SOUTH 13th STREET
MILWAUKEE WISCONSIN
53215-3113

SOUTH EASTERN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
P.O. BOX 1607
WAUKESHA WISCONSIN
53187-1607

GENTLEMEN:

IT IS PLEASING TO NOTE THAT YOU ARE AT LEAST GETTING THE IDEA THAT RAIL SERVICE IN SOUTHEASTERN WISCONSIN MAY ALLEVIATE SOME OF OUR TRANSPORTATION PROBLEMS.....YOUR PROBLEM IS THAT YOU HAVE YET TO COME TO UNDERSTAND THAT COMMUTER RAIL IS NOTHING MORE THAN SLOW, DOUBLE DECK HEAVY WEIGHT COACHES TUGGED ABOUT BY SLOW MOVING DIESEL ENGINES.

IF WE ARE GOING TO HAVE VIABLE RAIL SERVICE BETWEEN MILWAUKEE AND CHICAGO, IT MUST CONSIST OF LIGHT WEIGHT, HIGH SPEED ELECTRICALLY POWERED TRAINS THAT RUN FREQUENTLY, SAY EVERY HALF HOUR AND HAVE A ROUND TRIP FARE OF BETWEEN \$4.00 & \$5.00.

WHEN THE OLD NORTH SHORE LINE QUIT, NIGHT AND WEEK-END LIFE IN THE CITY OF MILWAUKEE SUFFERED A DRAMATIC DECLINE, ONE FROM WHICH IT HAS NEVER FULLY RECOVERED..

IF THE PLANNING COMMISSION IS TRULY SERIOUS REGARDING A SOUND AND VIABLE TRANSPORTATION SYSTEM, THE WISCONSIN TURNPIKES WILL BECOME TOLLWAYS TO FINANCE UPKEEP, AND AN EXTENSIVE LIGHT RAIL SYSTEM CONNECTING WITH CTA-METRA AND THE LIGHT RAIL LINE INTO MITCHELL AIRPORT AND DOWNTOWN MILWAUKEE WILL BE BUILT. .

THE URBAN AREA OF SOUTHEASTERN WISCONSIN WANTS TO VISION ITSELF AS COSMOPOLITAN...COMMISSIONERS, BEER, BRATS AND BASEBALL IS NOT A COSMOPOLITAN IMAGE.

NOW THEN, TAKING A LOOK AT THE CASINO THAT IS GREATLY TO BE EXPANDED IN DOWNTOWN MILWAUKEE...IF WISCONSIN REALLY IS SERIOUS IN ADVOCATING THIS AS A CASH COW, THEN IT WOULD BE WISE INDEED TO GET CTA-METRA ELECTRIC TRAINS RUNNING INTO MILWAUKEE AND IN SO DOING TAP THE POTENTIAL GAMBLERS FROM THE CHICAGO AREA.

Robert J. Barker
ROBERT J. BARKER

Public comment regarding KRM
Commuter Rail Metra Expansion

FEB 21 2003

February 19, 2003

I favor expanding Metra from
Kenosha northward to Milwaukee.

I live in Milwaukee but frequently
travel to Kenosha, and therefore this
service would be useful to me.

In addition, building this system
will help protect our environment and
will reduce traffic congestion on
I-94.

Sincerely,

Tim Kiefer

1007 N Cass St Apt 410
Milwaukee WI 53202

December 16, 2002
363 E. Point View Dr.
Racine, WI 53402

To: Ken Yunker - SEWRPC
916 North East Ave
P.O. Box 1607, Waukesha 53187-1607

Dear Mr. Yunker,

I attended the Metra meeting in Ives Grove December 11 and want to compliment you on your great presentation. It was clear, positive, to the point, balanced, and understandable to the layman. Thank you for that. More people would have attended if it were not for Joe Andre's funeral in Kenosha.

Many of us hope that the Metra extension becomes a reality in the near future. Wisconsin has an extensive highway system but is shockingly lacking in transportation options. Widening I-94 will do nothing for those of us who are already avoiding driving on I-94. The population is aging and as time goes on, more people will opt out of the heavily used freeways. People love their cars. I do too but that doesn't mean we want to drive everywhere. I would never get to Chicago if it wasn't for Metra and Amtrak. It would be a dream come true if one could go from Racine to Milwaukee and eventually to Madison and elsewhere on commuter rail. The DOT should push a new agenda and give us better choices.

Why is funding such a problem? Highways and airlines are heavily subsidized so why is it difficult to imagine subsidizing a small train initiative as a public good?

Yours truly,

Nancy Duersten
Nancy Duersten

CC: Ken Leonard.

Werner's Dairy Queen
7106 Washington Ave.
Racine, WI 53406
1-262-886-8853

February 18, 2003

SEWRPC
Kenneth Yunker
PO Box 1607
Waukesha, WI 53187-1607

Mr. Yunker,

To all of you politicians and journalists who feel commuter rail service is needed, learn a simple lesson from author Kurt Vonegut: "Paddle your own canoe." Don't expect everyone else to do things for the "greater good." If we all take care of our own business, we won't need you to help us.

I would like to express my concerns about the Commuter Rail Service being proposed and have my feelings heard at the public meeting. I am strongly opposed to this rail service. I do not care that it is 80% funded by Federal Programs. I still have to pay the taxes that fund the Federal Programs.

Everything I have read to date in the RAMAC Review or the Racine Journal Times has indicated that this endeavor is expected to lose money every year. Ridership will not support it. That means it will be a continuing tax burden to me and the rest of the already overtaxed citizens of Wisconsin.

The program will never be successful because you cannot get people to give up the freedom of their automobiles. The assertion that there are 147,500 jobs within 1/2 mile of the train stations is meaningless.

Who is going to walk 1/2 mile in the snow, rain and cold once they get off the train? Who is going to want to spend another 1/2 hour or more trying to get public transportation to get them to their destination away from the train station?

This is an illogical, ill advised, unwanted, unneeded and soon to be unused albatross.

Stop it before it becomes another tax drain on the Wisconsin public. If there is support for Commuter Rail, let it pay for itself. If it can not, it should not be done.

Sincerely,

Robert Werner
Robert Werner



Appendix B-2

WRITTEN COMMENTS RECEIVED VIA ELECTRONIC MAIL AND THROUGH THE STUDY WEB SITE

Date received: 5/16/2003
Name: Laura P. Byxbe
Organization:
Address: 3132A S. New York
Milwaukee, WI 53207

Comments:

I endorse the Metra Extension because it will:

- * Assist in revitalizing our economy
- * Develop the Milwaukee-Racine-Chicago economic corridor
- * Provide easy, reliable regional access to labor, education and jobs
- * Build our tax base
- * Make us more competitive in attracting business and talent
- * Increase property values near stations and community-wide
- * Improve our air quality
- * Make our city a better place to live and do business
- * Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

Date received: 5/16/2003
Name: Janice L. Franke
Organization:
Address: 5858 S. 112th Street
Hales Corners, WI 53130

Comments:

I support the commuter rail system. We need to move in the direction of inexpensive commuter rail rather than more and more highways. There will be less air pollution and less dependence on foreign oil.

Date received: 5/16/2003
Name: Marilyn A. John
Organization: Taxpayers Against Airport Growth
Address: 1061 Tuscola Lane
West Bend, WI 53095

Comments:

This message is also from my husband. We are very interested in cutting down the amount of pollution, traffic and congestion in the city of Milwaukee. Light-rail will allow the people in the inner city to have methods of transportation, especially since a high percentage can not afford cars.

Light rail will also eliminate the need to ruin the beautiful city of Milwaukee by increasing the Marquette Interchange to ten lanes or whatever ridiculous plan has been promoted recently. The transportation designs for highways have lacked vision and the light rail idea has been given little attention. Act now! Let's get started with light rail to save the city of Milwaukee.

Date received: 5/16/2003
Name: Russell J. Burkel
Organization:
Address:
Comments:

I attended the hearing in Cudahy on May 1.
I think the benefits of a commuter rail system connecting with the Chicago Metra are obvious. It would definitely improve the economic health and quality of life of southeastern Wisconsin. Concerning the level of service, I agree with the concept of an extension of the existing Kenosha - Chicago service. Frequency of service should be the same. The cost projections however seem very high. To high. Have Metra or SEWRPC considered and shopped for used rail coaches? If Amtrak cuts back on long distance rail there may be coaches available. Surely serviceable used coaches are available in North America.
Also the track and signal costs at \$69.9 million seem very high. Has a worldwide search been done to find the most cost effective signalling systems?
The British have a saying, "Value for Money". Rail at \$150 million plus, does not pass the test. Cost reduction is the key to taxpayer support of this effort. If the cost of rail is not reduced, I then think the bus alternative is the only feasible system.

Date received: 5/16/2003
Name: James Gallagher
Organization:
Address:
Comments:

I am very interested in having new rail options develop between Milwaukee and Chicago. I think that extending the Metra into Milwaukee is a great way to do this. I believe this is a great alternative to driving for commuters and weekend travelers. It would also be a great way to improve air quality and cut down on the load on highways by cutting down on automobile travel.

However, I believe that if the Metra is to be expanded, proper consideration should be given to promote it to encourage people to use it as a replacement for driving. Discounts, tax relief and advertising should be considered as part of the plan.

Date received: 5/16/2003
Name: ruth k. trujillo
Organization: greater milwaukee green party
Address: 1001 e. keefe ave
milwaukee, wi 53212

Comments:

having the metra extend to milwaukee would be a wise idea for all local economies involved. it would assist people find jobs because of easy transportation, cut down on pollution and provide a great tourism boost to wisconsin.

this seems like a no brainer to me. the tracks are already there, they just need improvements. we should also be thinking of other transportation choices besides the freeway system because we need to develop a 21st century mindset here in wisconsin if we want to compete with the rest of the bigger cities. milwaukee and wisconsin both say we want to keep the young professionals here, this would one avenue to help.

Sincerely,

ruth trujillo
co-chair
gmgp

Date received: 5/16/2003
Name: David N. Boucher
Organization:
Address: 1727 North 34th Street
Milwaukee, WI 53208

Comments:

Improved commuter rail service linking communities in southeastern WI with Chicago and each other is long overdue. I commend those visionaries willing to put in the effort to push rail service - light or heavy - in the region. I will willingly use it, especially if there are accommodations for bicycles. Rail and cycle are natural companions - I have used the combination regularly on the east coast. This is a much greater priority than highway expansion, particularly as the county of Milwaukee is concerned.

Thank you
David Boucher

Date received: 5/16/2003
Name: Barry N. Stuart
Organization: milbtw
Address: 525 N. 20th St. Apt.308
Milwaukee, WI 53233-2552

Comments:

Milwaukee needs local rail service if it wants a strong, vibrant economy. We need a more diversified transportation system, of which freeways are only one component. Any plan for investment requires a certain degree of diversification, in the case of personal investment to limit risk, in the case of transportation systems to increase the efficient movement of people and goods, strengthening the economy of Southeast Wisconsin and giving more of our people easier access to opportunities in Southeast Wisconsin and Northeast Illinois. Metra's local train service is a relatively affordable method of increasing personal mobility in the region. Let's extend Metra to Milwaukee!

Date received: 5/16/2003
Name: Kay Gregor

Organization:
Address:

Comments:

We are very fortunate to have the right of ways still in place. I hope our leaders will see that we move smartly to take this opportunity to expand train travel. it is not only smart, but it is the right things to do for so many reasons: mobility of employment opportunities, the environment, less pollution. culture advantages, cost is not that high in relationship to other expenditures: ball parks, terrorism training (recent Chicago run-through), etc. This is an important part of our infrastructure!! Please do the right thing, you can even raise my taxes to do so.!! Kay Gregor, Racine - age 58 homeowner and employed by a non-profit organization in downtown Racine.

Date received: 5/16/2003
Name: John D. Griffith
Organization: Tri City National Bank

Address:
Comments:

Tri City National Bank endorses the Metra Extension because it will:
* Assist in revitalizing the Greater Racine economy by attracting employers seeking locations that provide a wide variety of transportation options and easy access to Racine area sites.
* Develop the Milwaukee-Racine-Chicago economic corridor by stimulating access of people and employers into the Greater Racine community.
* Increase our tax base through surrounding development where Metra links are established and increased employment expansion
* Stimulate increased investment in quality of life and destination point businesses through ease of access to Lakefront and Downtown Racine areas.
* Create greater employment opportunities for Greater Racine area residents, particularly within the Central-City of Racine, by providing access to Chicagoland and Milwaukee area employers.
* Make the Greater Racine area a more attractive place to live and do business
* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor
* Achieve one of the seven challenges of the Racine County Economic Development Corporation's Economic Development Plan for Racine, calling for the creation of a Chicago-Racine-Milwaukee Economic Corridor. This challenge can only be truly met through a viable transportation link between the three communities. We urge you to proceed with this planned expansion as both the initial start-up and annual investments will have a positive impact on the Greater Racine market.

Date received: 5/16/2003
Name: Bill Sell
Organization: Bike The Hoan Coalition
Address: 316 N. Milwaukee #555
Milwaukee, WI 53202

Comments:
Mr. Ken Yunker
SEWRPC

Dear Ken

As you know, I live and work between Bay View and downtown. I commute by bicycle when I can. I am writing in support of the Metra plan. In fact, when my business needed me to do so, I commuted to Chicago. Driving was such a chore that it eroded my ability to work effectively in an executive sales environment. Amtrak at that time was just not flexible enough for my needs. And too costly, even when it became available. A friend commutes every day, but he has a 6 figure salary, and a family who needs to be in Milwaukee.

I lived in Hales Corners when there was an interurban transit system. In 20 minutes we were on 3rd and Michigan, but I was too young to appreciate what the value of that was.

Please do not be tempted to compromise on Metra with the plan to mix bus and rail. Once your clientele has to monkey around with transfers and schedules, the car or Amtrak will begin to look relatively attractive and the value of Metra will be corroded.

A fixed rail alternative, according to my reading, will attract economic development. And there will be a day when gasoline is no longer cheap, and rail by then will be much more costly than it is now.

One more thing: to work with your Illinois planners to convince Metra of the value of bringing bicycles on board. If we ever get to a weekend service, that might be the chance to give this bike transit a good test. Oh, yes, I would love to have Metra take me and my friends to Highland Park on summer evenings, to the Ravinia music festival. Someday.

best of luck on this plan.
Bill Sell

Date received: 5/16/2003
Name: Nancy Davlantes
Organization:
Address: 5983 Sugarbush Lane
Greendale, WI 53129

Comments:

Please add my name to those support the extension of the METRA rail line into Milwaukee. I would welcome the opportunity to ride the train to Chicago and to stops in between. We need alternatives to the automobile and I think this is a great idea!

Thanks for taking my comments.

Date received: 5/16/2003
Name: Maureen A. Schuerman
Organization:
Address: 8757 S. Knollhaven
Oak Creek, WI 53154

Comments:

Dear Ladies and Gentlemen,

I am in full support of extending the Metra train through Racine, the south suburbs of Milwaukee and the city of Milwaukee.

I live and have a business in Oak Creek and I travel to Chicago approximately once a week. Taking a train to Chicago would allow me to grow my business as well as reduce my car emissions.

In the end, I would be able to improve our state by bring more money into Wisconsin by expanding my business and by improving the environment in our area.

Because of these benefits to our state, I ask you to support the extension of the Metra train line.

Thank you for considering my input.

Sincerely,
Maureen Schuerman

Date received: 5/16/2003
Name: Rene O'Connor
Organization:
Address:
Comments:

I fully support the KRM. This is exactly what we need to grow.

Date received: 5/16/2003
Name: Sharon M. Ward
Organization: Wardski's Inc
Address: 1979 S. 15 St.
Milwaukee, WI 53204

Comments:

I think the Metra as proposed will be a valuable assest to those of us in southeastern WI and will also provide alternate transportation to those communities services by Metra both in WI & IL.

It will also allow less congestion at O'Hara as Mitchell Field in Milwaukee will be more easily reached and vice-versa.

Date received: 5/16/2003
Name: Kit (Vivian M.) Keller
Organization:
Address: W62 N799 Sheboygan Road
Cedarbrug, WI 53012

Comments:

I heartily support the Chicago Metra extension, and other innovative proposals like it. I grew up in the midwest and lived in the Washington, DC area for five years before coming to Wisconsin in 1993. In Washington, DC I observed that public transportation helped mitigate traffic congestion and also improved the economy, safety, and friendliness of the neighborhoods around stations. Although the Metra extension is

different than Washington, DC's Metro system, the proposed Metra extension is a step in the right direction.

I found that my life in our nation's capital region was easier because of the benefits of a well-planned multi-modal transportation system. The system was so good that it enticed me to use it and leave my car at home. My daily walk one mile to the station and one mile from the station to my office helped to keep me in great physical condition. As we plan our transportation system, we really need to be thinking about making healthy physical activity part of community design. It is a growing national priority in the face of obese children who now evidence serious diseases once reserved for obese adults and obese adults who have chronic diseases that could have been prevented through a more active life style.

We have designed physical activity out of our transportation system. We need to change that!

I have followed the Metra issue in the newspaper and via newsgroups and want to weigh in personally to say "make this happen!" We owe this to future generations. The traffic congestion and the frenetic and dangerous driving behavior of many motorists in Southeastern Wisconsin is not taking us in the direction of a sustainable region that people and businesses really want to invest in. We need to turn the tide and focus on long-term transportation that is sustainable and makes sense. Will people adjust their behavior like I did? Yes, I believe they will. I continue to make healthy transportation choices, and it seems to inspire other people. My life and my neighborhood is better because of the daily transportation choices I make.

We need to put as much time, money and effort into promoting public transportation and other alternatives like bicycling and walking as we have committed to encouraging people to drive automobiles at an ever faster pace in ever larger cars that use ever more fuel.

I highly recommend making pedestrians the first priority in the design of stations and the ingress and egress areas. The result will be a greater sense of "welcome, we're glad to see you" for everyone. In developing the plans for the Metra extension, please be sure to include bikes on the system as well as bike parking at the stations.

Since moving to Wisconsin 10 years ago, I have increasingly wondered why there is such resistance to light rail (another transportation option I highly encourage). The economic development opportunities that accompany a well-planned light rail system as remarkable and much needed in Milwaukee. I just returned from Portland, Oregon. That city is living evidence of what 25 years of solid planning can do to promote improved community quality of life. Our region is falling behind. We need to take a more courageous and sustainable, well-planned approach to all that we do. That's smart growth.

Thank you for your consideration!

Date received: 5/16/2003
Name: Barbara A. DeMatthew
Organization:
Address: 2108 Geneva St
Racine, WI 53402

Comments:
Racine really needs to have the metra come here. By connecting Milwaukee/Racine/Kenosha and the Greater Chicago area - it would improve the economy and the environment in southeastern Wisconsin.

Date received: 5/16/2003
Name: M. Williams
Organization:
Address: 3145 South 47th Street (Apt. 5)
Milwaukee, WI 53219

Comments:
To Whom It May Concern:

I am in support of the Commuter Rail Alternative for the KRM corridor study. It is my strong impression that this alternative will better serve Milwaukee and neighboring lake front communities in SE Wisconsin if it also accommodates the following:

1. Audible/Visual information (especially emergency exit information) in a multi-lingual format
2. Facilities for persons with limited mobility, persons with disabilities and/or low-vision (steps, seats, schedules, etc..)
3. Facilities to accommodate bicycles, walkers, wheelchairs on the commuter trains AND short & long term bicycle parking at each anticipated station (racks, lockers, etc.)

4. The commuter rail service should coordinate with local transit service at all anticipated stops. Local transit service should accommodate all of the before mentioned travel needs (bikes, walkers, wheelchair, etc.) to provide seamless transportation options.

5. If possible, the commuter rail travel time from Milwaukee to Chicago (and vice versa) should be improved. The current predictions are that commuter rail service will take over 2 hours one way.

Thanks for your time.

Date received: 5/16/2003
Name: Therese M. Van Ryne
Organization: Leadership Racine
Address: 3541 Pleasant Lane
Racine, WI 53405

Comments:
I endorse the Metra Extension because it will:
* Assist in revitalizing our economy
* Develop the Milwaukee-Racine-Chicago economic corridor
* Provide easy, reliable regional access to labor, education and jobs
* Build our tax base
* Make us more competitive in attracting business and talent
* Increase property values near stations and community-wide
* Improve our air quality
* Make our city a better place to live and do business
* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor
Thank you for all you do! Have a great weekend!

Date received: 5/16/2003
Name: David Schlabowski
Organization: The Bicycle Federation of WI
Address: 1845 N. Farwell Ave., Suite 220
Milwaukee, WI 53202

Comments:
I am writing in support of the Metra KRM extension to Milwaukee. I support spending transportation funds on mass transit. I also support increased spending on multimodal links. To that end, I would like to see Metra offer bicycle storage on a regular basis should it connect to Milwaukee.

Thanks You,

Dave Schlabowski
Milwaukee Program Manager
The Bicycle Federation of WI

Date received: 5/16/2003
Name: Paul W. Roberts
Organization:
Address: 1801 Park Ave.
Racine, WI 53403

Comments:
Hello-
I am in favor of the extension of passenger rail service beyond Kenosha Wis. to Milwaukee Wis. with stops in between.
I would love to park my car and ride the fast, reliable, resource efficient mode of transportation that is enjoyed by some of the most advanced thinking societies in the world.
That would be one less car from Racine to Milwaukee at least 5 days a week and often 6 or 7.
Lets get this happening and get a sustainable economy going.
Thank you for your time,
Paul Roberts

Date received: 5/16/2003
Name: Bonnie B. Prochaska
Organization: Sustainable Racine
Address: 413 Main Street
Racine, WI 53403

Comments:
Last year the Sustainable Racine Advisory Board officially endorse to support the efforts being made to extend the commuter rail line up to Milwaukee.

From it's inception, Sustainable Racine has identified the need in the Greater Racine Area that rail service needs to be available from Milwaukee to Chicago. Giving more people the opportunity to live, work and enjoy the Greater Racine area.

The Sustainable Racine Advisory Board strongly endorses the extension.

Date received: 5/16/2003
Name: Debra S. Truckey
Organization: Racine Area Manufacturers and Commerce
Address: 300 5th Street
Racine, WI 53402

Comments:
PLEASE! Keep the funding in the budget for the KRM Commuter Rail project. This connection between people and employment opportunities is critical as we think forward to our next generations.

Please don't lose sight of this valuable project.

--
Debie Truckey
Mobility Manager
RAMAC
262-681-1830
dtruckey@wi.rr.com

Date received: 5/16/2003
Name: John T. Dickert
Organization: Racine Planning Commission
Address: 2400 Kinzie Ave.
Racine, WI 53405

Comments:
As a member of the planning comission in Racine and a Realtor for Coldwell Banker, I can assure you that there is nothing more important for the growth and revitalization of Racine than commuter rail. As a person who has had the privalege to have traveled the world, one common denomonator for every great city I have witnessed is the strong support of their infrastructure and mass transit.

The need is necessary and vital to our long term sustainability.

Help us grow together.

John

Date received: 5/15/2003
Name: Rosanne Kuemmel
Organization:
Address: 4227 Harvest Ln
Racine, WI 53402

Comments:
I wish to voice my opposition to the extension of Metra (or any other rail service) north from Kenosha to Milwaukee. We cannot afford this in good economic times much less when our economy is struggling. Racine has the highest unemployment in the state, and we cannot afford to spend millions of dollars in start-up costs and subsidies every year. The well is dry!!!

Date received: 5/15/2003
Name: Joan T. Rack
Organization:
Address: 4324 S. Lenox Street
Milwaukee, WI 53207

Comments:
I am in favor of the commuter rail plan to extend Metra from Kenosha to Milwaukee. It will provide an inexpensive means of transportation between Chicago and Milwaukee. I've wanted this service extended for many years. However, I support the higher level of service, which would include several trains running in the evening. This will allow people from Illinois to attend sports, festival and theater events in Milwaukee, as well as Wisconsinites doing the same in Chicago. Perhaps costs could be saved by not running as many trains during midday, but adding trains in the evening. A second benefit of the extension would be to attract air passengers to Mitchell Field. I look forward to hearing of the progression of this plan.

Date received: 5/15/2003
Name: Joshua Waldoch
Organization:
Address:
Comments:

To who it may concern,

I totally disagree with the notion of a commuter rail from Kenosha to Milwaukee. There already is Amtrak, and if that is not located exactly right, it would be much cheaper and cost effective than adding something that will cost \$15 million annually after initial start up costs. I don't see how Wisconsin with a \$2 bil. deficit and rising, can afford to bring that kind of an increase without having to increase taxes that are already going to be increased to fix our budget problems. Wisconsin doesn't need anymore increases when it already is one of the highest taxed states. Another reason I disagree with the commuter rail is that it will be a failure. I don't believe, and haven't seen high enough demand for there to be commuter rail. Once again I will use Amtrak as an example. Not to long ago it had to cut back on routes because there was not enough people using it. I don't see how this will be any different. Milwaukee is not Chicago. Again, I state that I am extremely opposed to the idea of a commuter rail system.

Date received: 5/15/2003
Name: Ron Vandenboom
Organization:
Address: 524 124th St
Franksville, WI 53126

Comments:
Commuter rail has been over, and over been proven to be a waste of money and energy. Nobody rides them, they are useless.

Date received: 5/15/2003
Name: Gladys Simandl
Organization:
Address: 4371 S. Lake Drive
Cudahy, WI 53110

Comments:
I support and applaud your efforts to expand the Metra to Milwaukee. This will increase recreational and educational activities to the people of the county. Thanks

Date received: 5/15/2003
Name: Leona G. VandeVusse
Organization:
Address: 4371 S. Lake Dr.
Cudahy, WI 53110-1241

Comments:
I support extending the Metra line into Milwaukee. It will be a great benefit to my community (Cudahy) and will expand recreational and educational opportunities for me personally. Please expedite the process of extending train travel for all citizens to improve commuting and reduce pollution. Thank you. Feel free to contact me if I could be of additional assistance (414-744-9941). Dr. Leona VandeVusse

Date received: 5/15/2003
Name: James Morrison
Organization:
Address: 620 North St.
Racine, WI 53402

Comments:
My wife Sylvia and I favor establishment of commuter rail north from Kenosha through Racine and on to Milwaukee. We currently make use of the Metra system by driving to Kenosha and riding to Chicago from there. Currently, because we are senior citizens, we have senior passes from Metra which saves us 50% in rail costs. Also, we believe commuter rail will benefit the communities by offering opportunities for employment and enable existing companies to recruit employees from outside their communities. This is a forward-looking step that Southeast Wisconsin must have.

Date received: 5/15/2003
Name: Mary Louise Mussoline
Organization:
Address: 2969 N. Shepard Ave
Milwaukee, WI 53211

Comments:
I support the Metra because I think that public transportation via train will enhance our economic base by linking communities to jobs and entertainment. The East Coast trains are very valuable and convenient, we should have similar service. Saves on time, traffic and environment.

Date received: 5/15/2003
Name: Charles Merten
Organization:
Address: 1037 White Rock Ave.
Waukesha, WI 53186

Comments:

Comments on Milwaukee Racine Kenosha Chicago Corridor Transit Study.

I attended the May 1, 2003 Meeting held at Cudahy, listened to some of the presentation and the comments given by participants at that meeting. That's the only meeting I attended, but I felt compelled to give my comments concerning the proposed plans for this transit corridor. Besides, written comments were encouraged.

This transit corridor already has the greatest amount of public and private transit, anywhere in the state of Wisconsin. I will be concerned here, with Milwaukee to Chicago runs, but it must be understood that there are generally, an equal number of return trips available. Existing transportation modes follow:

Amtrak. Milwaukee to Sturtevant to Glenview to Chicago. Milw departure times are: 0620, 0800, 1050, 1PM, 3PM, 5:45PM, and 7:30 PM. 7 trips daily except Sunday when the earliest one is eliminated. This gets passengers to Chicago in around one and one half hours. One-way fare is \$20.

Wisconsin Coach Lines, Kenosha Service. Eight Coach Lines Buses run from Milwaukee to Kenosha via Racine and intermediate stops. Milwaukee Departures are: 0515, 0700, 0850, Noon, 2PM, 4:25PM, 5:15PM & 9 PM. Nine return trips. Current Bus fare to Kenosha is \$4. Typical Milw to Kenosha time is One Hour 25 minutes.

These Coach Lines Buses can meet with Metra Trains, Kenosha to Chicago. There are as many as 24 Metra stops in between Kenosha and Chicago. Trains leave Kenosha at 0555, 0617, 0653, 0715, 0751, 0849, 2:49PM, 5:51PM, 1135PM. That makes Nine, Southbound. A typical time from Kenosha to Chicago is One Hour, 33 min, although they vary a little depending on intermediate stations that may be skipped. There are 8 return trips to Kenosha. Current One way Adult fare is \$6.10.

Many of the comments heard at the Cudahy meeting concerned that there is no way for people to go from Chicago to Milwaukee or Milwaukee to Chicago for cultural events and the like, probably because the last Amtrak Train isn't late enough. [Leave Milwaukee at 7:30 PM and Leave Chicago at 8:05 PM.]. People should investigate transit options more carefully.

Nobody mentioned Greyhound. I will. Nobody mentioned airline travel. I won't.

Currently, Greyhound runs 13 trips from Milwaukee to Chicago at the following times: 0315, 0700, 0800, 1045, 12:30 PM, 1:15 PM, 2, 3, 6, 7, 8 PM, 9:45 and 11:45. Note that the 0700, 12:30 PM and 3 PM runs stop at Kenosha and Waukegan and Skokie, on their way to Chicago Downtown. Those trips with the extra stops, take around 3 hours. The Milwaukee to Chicago direct trips take One hour 45 minutes, typically. This is only 15 minutes longer than Amtrak. Fare is \$13. There are 13 trips Chicago to Milwaukee with 3 of them involving Kenosha.

The above is existing transit within the corridor. Not mentioned are transit systems within Milwaukee, Racine and Kenosha, which can disperse riders from existing train or bus stops. This includes Racine service to Sturtevant, an Amtrak station location.

Now, from what I understand, the recommended proposal is to purchase Four train sets and have Chicago's Metra operate them. They would run from Milwaukee to Chicago. Even with these trains, Milwaukee to Kenosha time would be close to one hour. This is 25 minutes less than the current bus time. Even if this train were available right now, nobody would take this route from Milwaukee to Chicago. Why? Because it would take too long. Milw to Kenosha would be 1 hour and Existing Metra Kenosha to Chicago is One hour 33 minutes. Total time then would be TWO hours 33 minutes, around an hour more than Amtrak. Not likely to be too popular.

Back to the 4 train sets. "Each would have from 3 to 8 cars", I read somewhere. After the Cudahy meeting ended, I asked a member of the audience who did testify and who seemed knowledgeable about the METRA system, how many passengers each typical coach would carry. He indicated 152 for each bi-level coach. So this train set could carry a total of 456 to 1216 passengers. Can you visualize 500 passengers getting onto each of the many trains that leave Milwaukee for Chicago? Of course not. The argument must be made that when trains (or busses for that matter) are at the beginning of a run, there are few passengers. They fill up as the mode of transportation progresses to the Destination at the population center. Therefore, larger longer trains are needed at the start of a run so they can 'fill up' as they progress toward Chicago in this case.

Much of your proposed plan is all-wrong in so many ways. Lets look at a couple examples, one from History. What did Railroads do on smaller runs when their passenger count was drying up but they hadn't gotten permission to abandon the route yet? I remember seeing pictures of these cars. One was a RDC car. This was

about the size of one passenger coach and had a diesel engine built in to run the thing. Bud was one of the manufacturers of these. Another was something called a Gas-Electric car. This wasn't as large as the RDC but there was a gasoline engine in it for power. What could be done, then, since the ridership would not be present, at least right away, is to start out with smaller capacity like a RDC (which stands for Rail Diesel Car) and if ridership warrants, add another one. They can be operated in Multiple Units if desired. Someone must make something like this car somewhere in this world. Try countries from the former Soviet Union, or China. Further, forget about Metra operating to Milwaukee. Leave them end at Kenosha as they do now. Run these RDC cars Milwaukee to Kenosha with whatever stops in between are desired. Think of all the Media flack you would get if you actually did run an 8-car train from Milwaukee. It would look empty, even at Kenosha, because it would be.

Another example from a different mode of travel. I had occasion to use the computer to find information on an airline flight from Rhinelander to Milwaukee. They use a Beech BE-1900D Prop plane, which holds 19 passengers and 2 pilots. No restroom. Now why wouldn't they use a 747 or 707 or DC-9-30, which holds 84 passengers? Probably because it is not cost effective. That is, there isn't enough traffic or passengers to warrant using such a large aircraft. As the passengers arrive at the 'HUB' of Milwaukee, they would TRANSFER to a larger plane for a flight to Boston, for example.

From comments heard at the Cudahy meeting, I get the idea that some people do not like the idea of Transferring from one train to another. Tough. Let them get used to it. The airline transfer at Milwaukee is a good example, above. I had occasion with a group, to go to South Bend, Ind. We drove to Winnetka because there were no decent Metra connections on Saturday. We took the CTA to I think it was Randolph St, where we walked a block or so to the underground South Shore Line station for our trip to South Bend. But between Winnetka and Downtown Chicago, we had to transfer from one CTA train to another, by crossing from one side of some station platform to the other. Now, I was certainly glad that others in the group knew how to do this, since I would get all messed up with such activities. Getting off the CTA at the right place in Downtown Chicago is another problem. But what I am trying to point out here is that transfers are part of the transportation scheme. And one has to live with it.

If a passenger in Kenosha wanted to get to Chicago in a hurry, they would do well to investigate first traveling to Racine, thence to Sturtevant to catch Amtrak.

There are those who consider the cost of Amtrak to be excessive. Amtrak costs \$20 while this proposed plan would cost about \$10.10. This last figure is currently the case also. These figures are from Milwaukee to Chicago. The solution is to increase the subsidy for Amtrak. All the ground transit modes are subsidized anyway. Perhaps a Milw to Chicago ticket could be \$15 instead of \$20. That may even increase ridership.

Comment was made about travel from Wisconsin to Northern Suburbs in Illinois. This option currently exists with a Coach Lines bus transfer to Metra in Kenosha, or via Greyhound to Waukegan.

Summarizing then, in my view, of the three transit choices that remain from who knows how many have been considered, they are all wrong. In fact, there are already so many transit choices in the Milwaukee Kenosha Corridor; it makes the rest of the state look sick. I have a cottage in Tomahawk. Do you think I can get to Tomahawk by public transportation? No Way. The closest I can get is Wausau or Rhinelander. Here you spend a ton of money on STUDIES, when there already exists many modes of public transportation in that Milwaukee to Kenosha corridor.

I am not even sold on the RAIL option, but it does make some sense that this method would provide transportation OFF the Road where congestion is just bound to get worse, over the years. Besides, the rail option is faster from Milwaukee to Kenosha by perhaps 25 minutes.

Again, if the rail corridor path from Milwaukee to Kenosha is to be considered, then methods of rail transportation as mentioned earlier, NOT EIGHT CAR TRAINSETS, would certainly be more cost effective. Then, if and when the traffic warrants, greater capacity can be added if and when ridership increases at a later time. Much later. Then, some of the comments about re-vitalizing areas along the rail corridor may come true.

Where does the money come from? I heard comments that other than the Federal Transit grants, the remainder of the funds should come from the State. Local funds MAY be used for renovation Depots. This is what I heard at the Cudahy meeting. Well, the State is billions in the hole and funding will not exist from this source. Therefore, I would propose a ½% sales tax be assessed in the communities thru which the transit corridor passes, with less for Milwaukee because it does not pass THROUGH Milwaukee County. Perhaps 0.1% for Milwaukee County. The fare structure could reflect this also. Lower fares for residents of these 3 counties. I also heard at the Cudahy meeting that the Kenosha Parking lot near the Metra Depot is often full. The solution would be for Kenosha to increase the size of the parking lot. Or to provide another parking lot somewhere and public transit or shuttle bus between the station and the park lot.

I hope my comments have been acceptable; even they seem to go against the

preferred method listed in Bulletin 3. I have not read the other 2.

Thank You,

Charles Merten
1037 White Rock Av.
Waukesha, WI 53186

Submitted via internet 15 May 2003

Date received: 5/15/2003
Name: Richard A. Hansen
Organization: Johnson Financial Group
Address: 555 Main Street, Suite 400
Racine, WI 53403

Comments:

As a major employer and catalyst for the betterment of Racine and southeastern Wisconsin, the Johnson Financial Group is greatly supportive and excited about the proposed commuter rail extension in the Kenosha, Racine and Milwaukee corridor. Currently, over 650 of our associates live in these communities and commute to our various locations each day.

Our company does business in various parts of the state, but primarily in southeastern Wisconsin. Our associates conduct business meetings in Racine, Kenosha, Milwaukee and Chicago. A commuter rail service, such as proposed, would be a great benefit to our business; enhancing the ease of doing business with our clients and our colleagues. The service would allow our associates to perform more efficiently and effectively.

During non-business hours we feel certain that our associates would use the commuter rail service to improve their quality of life and participate more actively in the professional and social lifestyles uniquely available in metropolitan Chicago and Milwaukee.

As our company grows, and to further strengthen the synergies with our internal and external partners, there is a greater need for our associates to work in (and commute to and from) the cities of Racine and Kenosha. Both cities are growing rapidly; adding new/anchor businesses daily. Companies are requesting that new associates relocate to move to these communities. In fact, as a company, we've found that it is challenging to hire new associates due to their family needs and the difficulties they've found in commuting into Racine and/or Kenosha.

Please accept this response as a formal statement of support of the proposed commuter rail service by the Johnson Financial Group and its members. Thank you.

Date received: 5/15/2003
Name: Sandie J. Mitcheltree
Organization:
Address: 2747 North 53rd Street
Milwaukee, WI 53210

Comments:

I hope I'm not too late to voice my support for continuing the Chicago Metra up to Milwaukee.

I currently use the Metra, but must drive to Kenosha to do so. Milwaukee is a fine city. Let's make it better by providing more transportation options. Get people out of those cars!!!

Date received: 5/15/2003
Name: Keisha Smith
Organization:
Address:
Comments:

As a Milwaukeean who travels frequently to Chicagoland for both business and pleasure, I definitely favor the expansion of the Metra line. It would also be a great boon for Milwaukee tourism. I know that many of my Chicago friends associates would attend more of the festivals, etc if they could ride the commuter rail here.

Date received: 5/15/2003
Name: Kenneth J. Schuh
Organization:
Address: 6629 Hillcrest Drive
Hartford, WI 53027-8851

Comments:

I fully support the expansion of Metra into more of Southeastern Wisconsin. For several years while living in the Chicago suburbs, I was a regular Metra rider. The dependability and reliability of the trains were exceptional. Riding Metra sure beat

sitting in traffic. I like the idea of rail service expansion, and I like the idea of expanding an existing reliable system (Metra) vs. Wisconsin trying to build a new system. I would hope that some day this could expand northwest and west of Milwaukee.

Let's take advantage of this opportunity now and reap the benefits, rather than trying to do it 20 years from now, when it will be much more difficult.

Metra's recent addition of a new line (the North Central Service) a few years back seems to have been a big success. The existing Wisconsin Central tracks were used, but needed the upgrades for passenger service. Likewise, the existing Union Pacific tracks are there between Kenosha and Milwaukee, let's make the upgrades, and get this done. The region should continue to move forward in this direction.

Thank you for your service in planning the future of Southeastern Wisconsin. Please consider Metra's expansion in those plans going forward.

Ken Schuh

Date received: 5/15/2003
Name: Jay Larkey
Organization:
Address: Fox Point, WI
Comments:

Public comment submitted for the record by telephone call from husband and wife:

From Dr. Jay Larkey (retired) and Lois Malawsky of Fox Point, 414-352-4190. Both are in favor of the Metra extension and improved public transit services. This would be a much more prudent use of resources than continuing to widen highways. Eventually extending commuter rail service to the west and north (if Milwaukee) would also be good. Extending the Metra service would allow them to get rid of one of their cars.

Comment taken over the phone by OPD, 5/15/03, 11:45 a.m.

Date received: 5/15/2003
Name: John C. Murphy
Organization:
Address: 5801 Washington Ave.
Racine, WI 53406

Comments:

I am supportive of the idea of extending rail from Racine to Milwaukee and from Racine to Kenosha...and our family would use it.

I am still confused about the cost of implementing the project and the anticipated cost benefit.

Thank you

Date received: 5/15/2003
Name: Hollis Russinof
Organization:
Address: 2853 W. Giddings St.
Chicago, IL 60625

Comments:

Dear Metra-

Yes!! I would like to see the Metra line continue to Milwaukee. I would use it often!!

Date received: 5/15/2003
Name: Georgia L. Herrera
Organization:
Address: 723 Main Street
Racine, WI 53403

Comments:

Dear Interested Parties:

Please register my strong support for the extension of commuter rail into Racine County and all points north to Milwaukee County.

I have taken the Metra system in the past to commute to work in Chicago. I would surely use Metra to commute to Milwaukee for my court appearances I given the opportunity. I would also use the rail system to take my children into Milwaukee. I currently use Metra to go to Chicago museums regularly. I have used Amtrak, but it is expensive.

Please give this installation of Commuter Rail into Racine County all due consideration.

Thank you

Date received: 5/15/2003
Name: Brian Day
Organization:
Address:
Comments:
Dear Sirs:

As co-founder of Just Cause Wisconsin, I feel it necessary to explain our position on Light/Metro Rail. The cost ar outweighs any benefits. Mor accessible highways provide more at a far lower cost, and they will be used. We don't have the urban sprawl of New York, L.A. or Chicago. Better use of tax dollars could be used to upgrade our existing freeway system and future development of a freeway corridor east of I-94.

In a time when our budget is at a deficit and our existing freeways need repair, we can not spend money on a system that has failed in other areas of the country. JCW strongly urges you to vote against ANY plan where light/metro rail is involved.

Date received: 5/15/2003
Name: John Hanrahan
Organization:
Address: Racine County
, WI

Comments:
I am very much opposed to the proposed expansion. The cost is grossly out of control and is a burden the tax payers can not afford to bear. Ridership is low and will not increase. It is a waste of money.

Date received: 5/15/2003
Name: MARLENE M. SCHERRER
Organization:
Address:
Comments:

WE CANNOT AFFORD MORE COSTS TO TAXPAYERS. LET'S TRY TO LIVE MORE BY THE 'WAY IT WORKS' IN ECONOMICS, RATHER THAN FALLING INTO THE TRAP OF 'DOING WHAT DOESN'T WORK' like overspending, or spending what we don't have.

Let's not have commuter rail UNLESS AND UNTIL we have the money to pay for it without taxpayer subsidy.....THAT'S MY VOTE !
Thank you.

Date received: 5/14/2003
Name: Cari M. Piorier-Seal
Organization:
Address: 6248 S Creekside Dr. #13
Cudahy, Wi 53110

Comments:
Establishing a link between the southeastern part of Wisconsin and Chicago is long overdue! Easy access to Mitchell International Airport would most definitely increase tourism to Milwaukee, allow Illinois travelers to book out of Milwaukee. How wonderful also for Milwaukeeans to have easier access to Michigan Avenue! A "poll" among 22 of my acquaintances all indicated a definite "YES" for extending the Metro line. For once, keep this proposal alive; Milwaukee - and Wisconsin - needs this link! Progress for our state. YES! YES! YES!!

Date received: 5/14/2003
Name: Cindy Evanoff
Organization:
Address: 8424 Stonegate Road
Wind Lake, WI

Comments:
To Whom It May Concern:

I would like to comment on the proposed commuter rail from Kenosha to Milwaukee. This is probably one of the biggest wastes of taxpayer dollars that could be thought of. We do not have major traffic issues in this area from a commuting standpoint and the cost per rider will be exorbitant. Check out the number of passengers that would ride this on a daily basis to and from Chicago/Milwaukee/Kenosha. I have ridden on Amtrack for business and it is not overcrowded. Please exercise some common sense and spend our tax dollars a little more wisely so that the MAJORITY of taxpayers will benefit from something and not the minority. We are a republic after all and majority rules, not the politically correct minority.

B-50

Date received: 5/14/2003
Name: Dorothy Clare Jacobs
Organization: Private citizen
Address: 209 Montana Avenue
South Milwaukee, WI 53172

Comments:
After thoroughly reading the information provided online I must say that I am very impressed. I have long thought that commuter service between Racine and Milwaukee is badly needed. Are there plans to extent this service to the Northern and Western suburbs in the future? It seems that the idea of light rail between Waukesha and Milwaukee has died, but the transportation needs are still there.

At this point I am in favor of this service. I will do more investigation into the possible negative sides to this issue.

I actually wish the service was running now, as I am about to enter nursing school at the downtown MATC campus. It would be wonderful to just get on the train to downtown and then transfer to the circulating bus and get to class in a bit more than an hour without the headache and expense of parking.

Sincerely,

Dorothy Clare Jacobs

Date received: 5/14/2003
Name: Debby Pizur
Organization:
Address: 809 Hawthorne Ave.
South Milwaukee, WI 53172

Comments:
I am my family are excited by the prospect that the Metra will be extended to the Milw. area. We have used Metra catching it at Kenosha to go to Chicago. We would visit Chicago more if we could catch the Metra near the airport.

Date received: 5/14/2003
Name: Donald A. Wescher
Organization: Greater Milwaukee Green Party
Address: 2110 6th Ave.
South Milwaukee, Wi 53172

Comments:
Please support the proposed metro rail link between Kenosha & Milwaukee. I have long been concerned about living in a more sustainable society, having been involved in the First Earth Day in 1970. I subsequently learned how various large corporations connected with the automobile industry bought up over 100 municipal trolley lines around the U.S. and then dismantled them to eliminate such competition they were later convicted of anti-trust violations but each corporate executive received a fine of just one dollar (!) and each corporation \$10,000 after spending millions to buy up the trolley lines in the first place (there was a documentary about this on public television in recent years). Now we have rush hour congestion needing billions of dollars to continually expand expressways, etc. Indeed, as others have coined the phrase--we now have two seasons here in the midwest, "winter & construction." Ivan Illich, a writer, once wrote that if we added up all the hours we spent upon our automobiles, we actually would get to our destinations faster if we walked there. And that does not even include such factors like perhaps part of the motivation for our military interventions in Iraq and probably elsewhere involving the usage and control of diminishing oil resources. Indeed some analysts feel that we are very close to reaching the peak of oil production on Earth--then what do we do? People complain about the costs of mass transit, but has there ever been a good comparison of rail vs. auto costs that include such things as the accident rates, increased pollution causing higher health care costs (I am a retired nurse), costs of maintenance and expansion, etc.? I was impressed by some of the excellent mass transit systems in Europe when I was in the U.S. Army in Germany and realized that you can only get so many cars in a densely populated area before causing congestion and therefore needing very costly expansion. The proposed rail link provides an option that can relieve such congestion/expansion, which I hope you will support. Thank you.

Date received: 5/14/2003
Name: Dona Poelman
Organization:
Address: 2935 Forest View Circle
Franksville, WI 53126

Comments:
I just wanted to voice my opinion that I think the expansion of the Metra is a rip-off to taxpayers and will actually worsen Racine's economy, and I am vehemently against it.
I find the anecdotal arguments for this to be utterly insulting. Taxpayers should get

clobbered so that retired folks can go down to Chicago to play? Why should I have to work harder so that their leisurely transportation can be more relaxing? Taxpayers should have to pay for the fact that certain families don't want the hassle of two cars? Some of us have to have two cars--I drive throughout the day for my job, and my husband works third shift. Why should I have to pay for another family's transportation plus my own?

I have heard the argument that this will bring jobs. Studies have proven that this is a "wash" due to just as many people leaving town for jobs as coming to town for jobs. As an active member of the Racine community, and a hiring manager myself, I believe that Racine will see the worst on both sides on this. Our largest companies have made it clear that they want this system BECAUSE they want to hire from outside of Racine, rather than tap into the many unemployed persons in our own community. (it's an old joke in arranging speakers "they have to live a minimum of 60 miles away to be considered an expert.") On the other hand, our most talented people will leave to find jobs because of Racine's currently weak economy. In other words, I think this will worsen our downward spiral, on top of draining off more tax dollars.

But the most compelling thought to me is this. Aren't there better ways to spend \$15 million per year to improve our economy than this?

Date received: 5/14/2003
Name: Ellen Ferentz
Organization: Future Milwaukee
Address: 759 N. Milwaukee
Milwaukee, WI 53202

Comments:

To whom this may concern:

The commuter rail is an idea long, long overdue. It is environmentally friendly, conducive to building community relations, the right thing to do and the wave of the future. People will take advantage of the train. They will look forward to relaxing to and from their destination, connecting with family, colleagues, friends or just having the time to read the day's news. Please continue to see this through. Rail is a big way to connect. In this day and age connecting, staying connected is what it is all about. Thank you.

Date received: 5/14/2003
Name: Dawn Matlak
Organization:
Address:
Comments:

To whom it may concern:

I was given this e-mail as a contact to voice my support for a train running from Milwaukee, through Racine and Kenosha and down to Chicago. I feel it is a long overdue move, as it will encourage people to travel back and forth more w/o having to shell out for gas and parking, as well as be better for the environment, make the cities more accessible, and drive up visitor/tourism. Thank-you

Date received: 5/14/2003
Name: Marilyn Goris Wiseman
Organization:
Address: 2865 N. Prospect Avenue
Milwaukee, WI 53211

Comments:

Dear SEWRPC Commissioners,

I strongly urge you to move forward with plans to extend the Metra Commuter Rail from Kenosha to Milwaukee. This would benefit the public, our economy and our environment in Southeast Wisconsin. Poor air quality in Southeast Wisconsin is bad for our health and bad for our economy. The extension would give people an alternative to driving cars to Chicago and the communities south of Milwaukee. Fewer cars on the road mean less air pollution. Cleaner air means fewer pollution related health problems. Extending the commuter rail would develop our regional economy and bring more people (with fewer cars & pollution) to spend money in Milwaukee.

I prefer to take the train versus driving, it is safer, convenient, I can read the newspaper or do my work and it is healthier for our environment. Since Amtrak reduced the Hiawatha schedule, we have fewer options for travel to Chicago. The extended commuter line would increase these options.

Thank you for including my comments in this public decision.

Date received: 5/14/2003
Name: Robert Nemanich
Organization:
Address: 2808 La Salle St.
Racine, WI 53402

Comments:

Dear Sirs:

I am enthusiastically in favor of extending the commuter rail system north from Kenosha through Racine County to Milwaukee.

It will provide so many benefits to the economy, to the lives of its citizens, reduction of pollution and increase the land values of the communities adjacent to which the rail line would serve.

It is a no-brainer!

Date received: 5/14/2003
Name: Marilyn Joyce
Organization:
Address:
Comments:

To Whom It May Concern:

I strongly support expansion of train service from Kenosha to Racine and Milwaukee. This move would encourage tourism to two fine cities. It would also cut help to improve the environment in this highly polluted area.

Date received: 5/14/2003
Name: Joey Lalor
Organization:
Address:
Comments:

To whom it may concern:

I was given this e-mail as a contact to voice my support for a train running from Milwaukee, through Racine and Kenosha and down to Chicago. I feel it is a long overdue move, as it will encourage people to travel back and forth more w/o having to shell out for gas and parking, as well as be better for the environment, make the cities more accessible, and drive up visitor/tourism. Thank-you.

Date received: 5/14/2003
Name: Cathy D. Mason
Organization:
Address: 4414 5th Ave
Kenosha, WI 53140

Comments:

I believe I missed the deadline to submit a formal vote in favor of the SE Wisconsin commuter railroad expansion--but I do want to extend my support for the plan. It would expand work, travel and commercial possibilities for everyone in the area. I know I would shop and patronize cultural events in Milwaukee much more often if rail service were available. Thank You--Cathy Mason, historian and writer from Kenosha.

Date received: 5/13/2003
Name: Jeff Moore
Organization:
Address: 6744 middle rd. #2
Racine, WI 53402

Comments:

Dear sir:

I am concerned that this foolishness about expanding light rail into Racine is not being looked at with much intelligence at all. Just where do you guys plan on getting the 20 million dollars that is going to be needed at the local level? I am really curious to find out who has these deep pockets that you are trying to shove your greedy hands into. Even if that figure was only going to be 10 million there is no way in the world that Racine taxpayers can afford that kind of money, our property taxes are high enough!

What kind of fool thinks that downtown racine is going to become some kind of bustling tourist trap? There is no way people are going to take an hour trip on a train just to see racine's downtown. They can go to Milwaukee or Kenosha or Chicago, in the same amount of time and they will be able to get to these places alot faster too. Racine is nothing special that it needs to spend that kind of money so that a few hundred people can use a train that is being subsidized by the entire state. I hope smarter heads prevail and shoot this stupid project down where it belongs, the trash bin.

Date received: 5/13/2003
Name: Christine Harris
Organization: UPAF
Address: 929 N. Water St
Milwaukee, WI 53202

Comments:

I endorse the Metra Extension because it will:
* Assist in revitalizing our economy
* Develop the Milwaukee-Racine-Chicago economic corridor
* Provide easy, reliable regional access to labor, education and jobs
* Build our tax base
* Make us more competitive in attracting business and talent
* Increase property values near stations and community-wide
* Improve our air quality
* Make our city a better place to live and do business
* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

Thank you for listening.

Date received: 5/13/2003
Name: Bety Ben
Organization:
Address:
Comments:

i totally support the metra extension from kenosha to milw. the availability of commuter rail service will allow racine residents the opportunity to expand job opportunities which they desperately need. it will be a plus for businesses that would come to racine. commuter rail would be a blessing for the environment. racine has an existing station that will also be the city bus transfer station which is another plus. we need to get people out of expensive and polluting cars for transprtation and get them back on good old trains.

Date received: 5/13/2003
Name: Stevan M. Sreckovic
Organization:
Address: 909 Willow Lane
South Milwaukee, WI 53172

Comments:

To whom it may concern:

Commuter rail is long overdue in Southeastern Wisconsin. I have lived in Washington, DC, the past few years, and the Metro system here is the only thing holding regional transit together. Northern Virginia (for those of you who may have been there) is an example of what must NOT be done. Freeways and six-lane roads are built non-stop to accomodate growth, and are jammed almost the moment they are built. Mass transit, especially rail, is an excellent complement to the current system, and can take a far heavier passenger burden than roads. I say we go for it!

Sincerely,
Stevan M. Sreckovic

Date received: 5/13/2003
Name: Stevan M. Sreckovic
Organization:
Address: 909 Willow Lane
South Milwaukee, WI 53172

Comments:

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Sincerely,
Stevan M. Sreckovic

Date received: 5/13/2003
Name: Tom Oesau
Organization: Time Out New York
Address:
Comments:

To whom it may concern:

Although I am not currently a resident of Racine, I spent my entire childhood in the area. It's an region of tremendous resources. In the last decade, I've grown anxious to see the area meet its potential. Racine's historic roots and breathtaking waterfront make it a potential utopia. It just needs some work in its sense of community.

The New York subway is my sole means of transportation between home in Brooklyn and my magazine of employment in Manhattan. I appreciate the train for a plethora of reasons. Taking the train alleviates the cost of maintaining a car, reduces road and highway traffic and dismisses the responsibility of driving safely. More substantially, the train has become an easy medium between my two cultural worlds

Albeit unrealistic to have this non-car-owning lifestyle in Racine, the Metra extension would open up a whole new population to commuters in the area. My commute in New York is essentially a small-scale version of what could potentially happen with Racine's connection to its larger neighbors. Obviously, Metra would open up the option of Chicago commuters to live in Racine. In more subtle ways, however, it can help broaden the cultural experiences of these neighboring communities. It's important to acknowledge how little experience most Racine residents have of the streets of Chicago, especially considering their close proximity to its urban core. This commuter rail can open up a convenient and inexpensive channel for Racine to know this seemingly distant city. As well, it can open the floodgates of day-trippers to Racine who can discover it's charming downtown and museums. Opening up these cultural gates helps Racine identify its niche in the larger community.

I have always been a supporter of a rail system between Milwaukee and Chicago. Not only does it link the two, but it opens up a world of communication between their smaller neighbors.

Thanks for your time

Date received: 5/13/2003
Name: Gleda L. Dreke
Organization:
Address: 1711 Chapman Drive
Waukesha, WI 53189

Comments:

It would be very benefical to have the Metra from Milwaukee to Chicago. With our family living in Highland Park, we could visit more often! As it stands now, I have to take the Amtrac to Glenview and then find some way to get to Highland Park. My family and I would use this train quite often. Thank you for your consideration.

Date received: 5/13/2003
Name: Nicole L. Maney-Bralick
Organization: Ashley Nicole
Address: 1017 Milwaukee Ave
South Milwaukee, WI 53172

Comments:

I think having a commuter train would be great!! As a business owner it would bring a lot more people into the business area that normally wouldn't be able to make it.

South Milwaukee isn't always the easiest place to get to if your not from the area, being able to take a train would make it more convenient for people!

It will also bring in more revenue for the area and would help make South Milwaukee a very attractive place to come, not just for the businesses but for people to come and see our great town and park system.

Thank you,
Nicole

Date received: 5/13/2003
Name: Jerold P. Franke
Organization: WISPARK LLC
Address: 301 West Wisconsin Avenue
Milwaukee, WI 53203

Comments:

I strongly support the extension of Metra from Kenosha through Racine to Milwaukee, especially if it is part of a well planned intermodal transportation system. The benefits of commuter rail in SE Wisconsin would be very significant.

Date received: 5/13/2003
Name: Joe Sabol
Organization:
Address: 6328 Washington Ave
Racine, WI 53406-3918

Comments:
To Whom It May Concern:

I support efforts to establish the METRA Extension from Milwaukee and Racine to Chicago.

I have an occasional need for my business to travel to Chicago and I look forward to the opportunity to get on a train and read, write, and prepare for my work. Driving my car is hectic and consumes fuel and creates pollution (although my car is in tune, it still emits CO2!) I would also use METRA for pleasure travel to Chicago.

I have used METRA from Kenosha in the past, but a stop in Racine would be more convenient. I use AMTRAK from Sturtevant, too.

I suggest the route include a stop at Milwaukee's Mitchell Field - then Wisconsin would truly have an integrated transit plan, like many cities in Europe.

I would support increased fuel tax to pay for METRA costs.

Joseph E. Sabol
6328 Washington Ave.
Racine, Wisconsin 53406-3918
tel: 262.886.5482
e-mail: sabol@execpc.com

Date received: 5/13/2003
Name: Joseph E. Sabol
Organization:
Address: 6328 Washington Ave.
Racine, WI 53406-3918

Comments:
To Whom It May Concern:

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I have used METRA from Kenosha in the past, but a stop in Racine would be more convenient. I use AMTRAK from Sturtevant, too.

I suggest the route include a stop at Milwaukee's Mitchell Field - then Wisconsin would truly have an integrated transit plan, like many cities in Europe.

I would support increased fuel tax to pay for METRA costs.

Date received: 5/13/2003
Name: Jean Seidel
Organization:
Address: Milwaukee, WI

Comments:
Dear Mr.Yunker,
This email is to encourage you to extend commuter rail to Milwaukee from Chicago. I lived in Chicago for many years, and often had to make trips to Milwaukee, and would have indeed liked the option of a day train up here rather than driving. In addition, since I have been living here in Milwaukee I have had occasion to pick up friends at the Kenosha station, which was obviously not very convenient.

After living abroad in Germany for 9 years, I found the train system to be a wonderful alternative to driving as it allowed easy access to the downtown areas, without the cost of parking. I feel it is important for the economy as well as for the environmental health of this country to reduce our dependence on oil burning vehicles as much as possible and to provide good public transportation. thank you for your consideration.

Date received: 5/12/2003
Name: William Chesen
Organization:
Address:
Comments:

Dear Mr. Yunker,

I just wanted to send you a quick note asking you and the other members of SEWRPC to support the extension of Commuter rail service from Chicago to Racine and Milwaukee. This would be a valuable asset to our community as it would continue to encourage growth in our area by providing easy access to the major employment areas. It may also encourage office development in our area as employers may build corporate H.Q. here as they would still have easy access to their manufacturing facilities located in the major metropolitan areas. Thank you for your consideration in this matter and thanks to all the members of SEWRPC for the help they provide to Wisconsin.

Date received: 5/12/2003
Name: Dianne Copus
Organization:
Address:
Comments:

Please extend the rail system for those of us in Milwaukee who love going to Chicago and don't want to spend a fortune before we get there. It would be greatly appreciated and much used.
Thank you.

Date received: 5/12/2003
Name: GIGI OLIVER
Organization: CITY OF RACINE PURCHASING DEPT
Address: 826 PARK AVE
RACINE, WI 53403

Comments:
I ENDORSE THE METRO SYSTEM. I BELIEVE IT WILL OFFER OPPORTUNITIES FOR WORK AND EDUCATION TO INNER CITY AS WELL AS YOUNG GRADUATES. IT WIL OFFER THEM THEM A CHANCE TO BROADEN THEIR SCOPE WHEN SEEKING JOBS AND HIGHER EDUCATION. FOR THE CITY OF RACINE IT WILL BRING LIFE TO OUR CITY AND ALLOW SOME DIVERSITY (NETWORKING OF DIFFERENT PEOPLE OR BUSINESS OWNERS) I MYSELF WILL UTILIZE THIS SERVICE; IT'S HARD WHEN TRAVELING TO CHICAGO AND YOUR SEEKING ADEQUATE PARKING WHEN YOU CAN JUST USE THE RAIL TO AND FROM YOUR DESTINATION.

Date received: 5/12/2003
Name: Collee S. Jones
Organization:
Address: 412 Chicago Street
Racine, WI 53405

Comments:
I'm all for it!

Date received: 5/12/2003
Name: Charles V. Ricchio
Organization:
Address:
Comments:

I endorse the Metra Extension because it will:

- * Assist in revitalizing our economy
- * Develop the Milwaukee-Racine-Chicago economic corridor
- * Provide easy, reliable regional access to labor, education and jobs
- * Build our tax base
- * Make us more competitive in attracting business and talent
- * Increase property values near stations and community-wide
- * Improve our air quality
- * Make our city a better place to live and do business
- * Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

I look forward to the day that commuter rail service returns to our community.

Date received: 5/12/2003
Name: David J. Wohlgemuth
Organization:
Address: 5402 Westmore Drive
Racine, WI 53406

Comments:
David J. Wohlgemuth endorses the Metra Extension because it will:
* Assist in revitalizing our economy
* Develop the Milwaukee-Racine-Chicago economic corridor
* Provide easy, reliable regional access to labor, education and jobs
* Build our tax base

* Make us more competitive in attracting business and talent
* Increase property values near stations and community-wide
* Improve our air quality
* Make our city a better place to live and do business
* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

Thank you

Date received: 5/11/2003
Name: valerie k. mazelis
Organization: city of racine building dept
Address: 730 washington ave
racine, wi 53403

Comments:

i have always loved the train... i started on the old north shore from milwaukee to chicago when i was 2 years old to visit santa claus at marshall fields - then it was the chicago-northwestern station on state street here in racine to visit my girlfriend in milwaukee as a teenager... i also took the old milwaukee road to st louis with the porthole windows and geodesic dome car and velvet couched lounge and have also done more amtrak trips from chicago to texas to seattle than i can count and the past couple years my boyfriend and i have driven to kenosha or waukegan mostly (a more frequent schedule...) to take the metra to spend a night in chicago and i REALLY REALLY REALLY would love to be able to leave from racine to go to chicago or milwaukee - thank you for listening to my ramble and please keep me in touch and let me know if there's anything i can do to help.
there is nothing like the train...

Date received: 5/11/2003
Name: Mike Conley
Organization:
Address: 7433 N Bell Rd
Fox Point, WI 53217

Comments:

Hello,
I support extending rail service from Chicago to Milwaukee, extending beyond the current Kenosha service. I believe rail is an important alternative to automobile transportation, both economically and environmentally. With the increasing numbers of Milwaukeeans who travel to Chicago for work or pleasure, I believe rail travel to be a necessity.

Thanks

Date received: 5/10/2003
Name: Susan M. Torosian
Organization:
Address: 1244 Grove Avenue
Racine, WI 53405

Comments:

I would like to see the Metra Extension because it will:

* Assist in revitalizing our economy
* Develop the Milwaukee-Racine-Chicago economic corridor
* Provide easy, reliable regional access to labor, education and jobs
* Build our tax base
* Make us more competitive in attracting business and talent
* Increase property values near stations and community-wide
* Improve our air quality
* Make our city a better place to live and do business
* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

Date received: 5/10/2003
Name: Daniel Wright
Organization:
Address:

Comments:

As a Racine resident I believe that rail service being available to Chicago & Milwaukee would be an excellent advantage to the area. It would allow transit to Chicago to be much easier and less of a hassle than driving, and Milwaukee service would open up new opportunities to enjoy that city without the nuisance of highway delays. This would be an environmental plus as well, to get autos off the highways.

Date received: 5/9/2003
Name: Bryan W. Stedman
Organization: Stedman Family
Address: 3300 Southwood Drive
Racine, WI 53406

Comments:

Kenosha-Racine-Milwaukee Commuter Rail

My family endorses the Metra Extension because it will:

* Assist in revitalizing our economy, which is really needed at this time.

* Develop the Milwaukee-Racine-Chicago economic corridor. To me, this is very important. We have to look at the great picture and realize we need Chicago.

* Provide easy, reliable regional access to labor, education and jobs; plus it will provide another way for me to take my family to Cubs games :)

* Build our tax base, bigger tax base is good.

* Make us more competitive in attracting business and talent, another good thing. So far we've been anti-attractive, be nice to change things.

* Increase property values near stations and community-wide, this may take some time but it the long run it will happen.

* Improve our air quality, true, unless of course they build a bigger coal plant oak creek. But every bit helps.

* Make our city a better place to live and do business; hopefully it will attract people from Chicago to come live in our community. They may still work in Chicago, but he they'll be paying taxes here.

* Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor, sounds smart to me, the plan will use existing rail lines. Maybe later some can be added, be nice to see it go to Waukesha, and Madison. But right now I think Kenosha, Racine and Milwaukee is a no-brainer.

Bryan & Tiffany Stedman
262-554-7926

Date received: 5/9/2003
Name: Jennifer Connolly
Organization:
Address:
Comments:

I am just writing in hopes that my vote for the Metra commuter rail service will help in the decision process. I live on the northeast side of Racine and I commute to Abbott Park, Illinois (Waukegan Road and Buckley) every day. If the Metra came through Racine, it would be a huge blessing. I originally grew up in the northwest suburbs of Chicago and lived downtown Chicago for several years. All of my family and friends are still there so I do a great deal of driving every week.

Not only would the Metra assist the people of Racine to get to Illinois, I believe the Metra will help the economy of Racine by encouraging people to visit!

Please help make it possible for the Metra to come to Racine!!!!

Thank you

Date received: 5/9/2003
Name: Gregory S. Stone
Organization: Kenosha Unified School District #1
Address: 7211 S Tifton Drive
Franklin, WI 53132

Comments:

Hi:

I am entirely in favor of extending the Metra line into Milwaukee. It makes total sense for workers that commute between these areas, and to encourage more entertainment dollars to move between these large metropolitan areas. Anything to get the cars off the road because, of course, the environment is a primary reason to make this happen. We need more forward thinking proposals like this one.

Good luck in your pursuits!

Greg Stone

Date received: 5/9/2003
Name: James Casey
Organization:
Address: Peoria, IL
Comments:

To the Southeastern Wisconsin Regional Planning Commission:

This email is an unqualified note of support for the extension of the Metra line from Kenosha into downtown Milwaukee. I rode the Metra line both from Kenosha and Highland Park, IL into Evanston, IL while I worked at Northwestern University. 99% of the time it was on time. Not only is Metra reliable, but it also is a nice way to commute to work. If I lived in the Milwaukee-Chicago corridor, I would surely use the line.

So I urge SEWRPC to support and plan for the Metra extension. SEWRPC should also properly rebuild the Milwaukee freeway system (NOT the way Mayor Norquist thinks it should be done) and should push for completing the "Gap Closure" between the Stadium-North and Fond du Lac Freeways. Community participation at the Lake Parkway should be utilized.

I wish SEWRPC the best of success in its efforts to properly plan for southeastern Wisconsin's future.

Date received: 5/9/2003
Name: Dawn M. Laznicka-Imberi
Organization:
Address: 2229 Loraine Ave
Racine, WI 53404

Comments:

I think the Metra is a wonderful idea and should be considered for many reasons. I myself lived in Japan for two years and found that trains were the best way to travel. They gave me time to concentrate on other things like reading and work instead of driving. I currently drive to Kenosha to take the train to Chicago and the outlying areas or I go to Sturtevant and pay for an expensive Amtrak ride. I do not know that it will catch on with the whole population but I am sure that there are a great many people who would prefer to commute to jobs by train from Racine. It also would help with conserving energy and creating better air quality.

Date received: 5/9/2003
Name: Amy R. Watson
Organization: University of Wisconsin - Milwaukee
Address: 2310 E Hartford Avenue
Milwaukee, WI 53211

Comments:

To Whom It May Concern:

The prospect of commuter train service between Milwaukee and Chicago is a very exciting one for the University of Wisconsin - Milwaukee. It is important for us to develop viable transportation alternatives to reduce the parking demand in and around campus. The KRM Commuter Rail extension has the potential to directly affect that issue. Such a transportation service would also link Milwaukee to major population and job centers along the KRM corridor, creating better access to UWM for thousands of potential students, faculty, and staff.

Our ability to attract and retain students, faculty, and staff would be greatly enhanced by regional transportation amenities like commuter rail. Discussions about commuter trains in Milwaukee have been ongoing for over a decade and finally momentum and support are building, and I am hopeful that we will see commuter trains in Milwaukee soon. UWM supports the KRM Commuter Rail project because it will:

- Assist in revitalizing our economy;
- Develop the Milwaukee-Racine-Chicago economic corridor;
- Provide easy, reliable regional access to labor, education and jobs;
- Enhance our ability to attract talented students, faculty and staff;
- Increase property values near stations and community-wide;
- Improve our air quality;
- Make our city a better place to live and do business.

As a collaborator with Transit NOW, UWM recognizes the importance and effectiveness of Transit NOW's work to help educate the community about KRM Commuter Rail, and to help facilitate the support and cooperation required for this important project to become a reality.

Sincerely,

Amy Watson
Community and Local Government Relations
University of Wisconsin - Milwaukee

(414) 229-5188

Date received: 5/9/2003
Name: Diane I. Schacht
Organization: City of Racine
Address: 730 Washington Avenue
Racine, WI 53403

Comments:

As private citizen, I endorse the Metra Extension because it will develop the Milwaukee-Racine-Chicago economic corridor, assist in revitalizing our economy, build our tax base, improve air quality, make our city a better place to live and do business and provide easy, reliable regional access to labor, education and jobs.

Date received: 5/9/2003
Name: Steven J. Torosian
Organization: Young Professionals of Racine
Address: 1244 Grove
Racine, WI 53405

Comments:

Commuter Rail should be whole heartedly supported for a great many reasons, some of which I detailed below:

- 1) Economic Development is critical to this area
- 2) The geographic area being considered has a high concentration of economically disadvantaged citizens. Providing access to jobs should be an important consideration in this decision
- 3) Commuter Rail will move from fractional based cities into regional based mentalities and develop an important Chicago-Milwaukee corridor.
- 4) It will attract jobs and young talent.
- 5) It makes us more competitive
- 6) Environmentally it makes sense
- 7) It reduces highway traffic and repair costs
- 8) It leverages private/public investments
- 9) It's fun to ride trains
- 10) It increases property value and tax revenues
- 11) Commuter Rail is convenient for young and old alike
- 12) Revival of Rail initiatives increases desire to renew communities
- 13) Having access to large quantities of quality employees is a major consideration for business location, more than bricks and mortar
- 14) Less run-off pollution from highways
- 15) Rail fares are similar to bus fares
- 16) Better access to more colleges
- 17) It will not divert funding sources from existing transit services
- 18) 80% of the funding will come from federal sources and 10%+ from state sources
- 19) It's a great return on investment
- 20) There seems to be widespread support for this initiative. How often does that happen?
- 21) Sprawl reduction in a heavily populated areas
- 22) Safer than driving
- 23) Workforce development applications are huge!
- 24) Now is the time for action!
- 25) No one loses! We all win by this proposal!

Date received: 5/9/2003
Name: Sawyer DeMint
Organization:
Address: 212 Illinois Street
Racine, WI 53405

Comments:

I endorse the Metra Extension because it will:

- * Assist in revitalizing our economy
- * Develop the Milwaukee-Racine-Chicago economic corridor
- * Provide easy, reliable regional access to labor, education and jobs
- * Build our tax base
- * Make us more competitive in attracting business and talent
- * Increase property values near stations and community-wide
- * Improve our air quality
- * Make our city a better place to live and do business
- * Be a smart investment in mobility using existing rail right-of-way in a densely

populated corridor

Date received: 5/9/2003
Name: lincoln d. fowler
Organization: alterra coffee roasters, inc.
Address: 2211 n. prospect ave.
milwaukee, wi 53202

Comments:

I am an owner of Alterra Coffee and can speak for both myself and the organization.

We beleive strongly in public transport, especially rail links, and encourage the establishment of the metra link.

Alterra Coffee Roasters and I both endorse the Metra Extension because it will:

- * Assist in revitalizing our economy
- * Develop the Milwaukee-Racine-Chicago economic corridor
- * Provide easy, reliable regional access to labor, education and jobs
- * Build our tax base
- * Make us more competitive in attracting business and talent
- * Increase property values near stations and community-wide
- * Improve our air quality
- * Make our city a better place to live and do business
- * Be a smart investment in mobility using existing rail right-of-way in a densely populated corridor

Date received: 5/9/2003
Name: Dan G. Taivalkoski
Organization: The Beacon Tavern & Grill
Address: 3113 Douglas Avenue
Racine, WI 53402

Comments:

I fully support the commuter rail concept. It increases my customer base by giving me access to customers from Chicago to Milwaukee in addition to possibly supporting my existing customers living in Racine by allowing them to continue to reside here while working elsewhere. The costs associated with this proposal are dwarfed by the benefits.

Date received: 5/9/2003
Name: Doug Selky
Organization:
Address: 6650 Apollo Drive
Racine, WI 53406

Comments:

Dear Sir/Madam:

This proposition is a win-win scenario for Racine and Milwaukee. I personally would use the train to commute to night school in Chicago from Racine as opposed to driving to Kenosha, which is a 1/2 hour drive from my residence. I would also use the METRA to commute to work in Milwaukee and would welcome the opportunity to get work done on the ride to the office. Please put me down as an avid supporter of this measure.

Doug Selky

Date received: 5/8/2003
Name: Mary McIlvaine
Organization:
Address: 1022 Villa Street
Racine, WI 53403

Comments:

Hello:

I support the Metra Extension. I am a former North Shore passenger in Racine and have since early grade school mourned the demise of this handy transit option.

The hard life lesson of highways is that more pavement does not mean less congestion. Relatively speaking, rail transit seems able to accomodate far more people with less additional expense. We have experienced seemingly endless highway congestion on parts of most car trips and are among those who avoid Chicago because of road congestion. There is always a jam or clog even in so-called off-peak hours.

Similarly, we have been in large city train and subway stations with thousands of others, all of whom are able to get on the trains they need to, and who are promptly taken to their destinations.

While teeming thousands of passengers daily is not what I foresee for Racine, I would guess Metra would have a very healthy start here. It would help us in ways beyond transit in terms of merchants and services attracted to accessible neighborhoods.

Right now we are at a turning point as a city with ever more tourist attractions and more appealing neighborhoods offering competitively priced housing. We need to realize that a sound investment in transit infrastructure would pay huge benefits to many people, as was detailed at the April 30 hearing in Racine.

It is also time to think of those who are not able to afford expensive private transportation. We need systems which are available to everyone.

Date received: 5/8/2003
Name: Joelyn Olen
Organization:
Address: N101 W16049 Santa Fe Drive
Germantown, WI 53022

Comments:

I am adding my voice to the many who want to see the Metra extended from Kenosh all the way to Milwaukee. Commuter rail is a clean, reliable, affordable way for people to travel from community to community and state to state.

The AMTRAK is a fine train system but does not service enough communities and ha become very expensive. The Metra works well for the suburban Chicago area. With the number of commuters between the Chicago area and the Milwaukee, Racine, Kenosha area it makes sense to extend from Kenosha to Milwaukee. The existing rail is in place for this to happen.

Date received: 5/8/2003
Name: Timothy Richter
Organization:
Address: 442 East Fremont Place
Milwaukee, WI 53207

Comments:

SEWRPC:

I wish to express my support for the expansion of the Metra commuter train to Downtown Milwaukee. This is a very reasonable investment that would benefit Milwaukee probably even more than Chicago. I know I would frequently use the trair as a means to travel to Chicago rather than taking my car. Currently, Amtrak service is simply too expensive of an option.

It is essential for the Greater Milwaukee Region have more transportation options. Milwaukee is a big city and desperately needs alternatives to highway transportation and slow bus service. This is a very smart investment.

Thank you

Date received: 5/8/2003
Name: Diane Rosenfeldt
Organization:
Address: 2064 Douglas Avenue
Racine, WI 53402-4616

Comments:

Ladies and Gentlemen:

I am strongly in favor of the proposed K-R-M Metra extension. I have been commuting to work in Milwaukee via Wisconsin Coach Lines (WCL) for almost 30 years, and am painfully aware of the shortcomings of existing transit options.

I choose to ride the bus because it's still less expensive, less stressful and more environmentally responsible than driving, but I have watched the level of WCL's service slide steadily downhill over the years. Since Greyhound stopped coming into Kenosha and Racine, WCL has had a monopoly on bus service in the K-R-M corridor, and has responded not by enhancing its service but by cutting it back at every opportunity. Our route is not subsidized by Racine or Kenosha Counties, and the buses we get are often substandard (i.e. no air conditioning or heat; doors, brakes, lights or seats that are broken; improperly maintained rest room; smells from battery acid in the passenger area), while the newer, better buses are either saved for charters or sent to the upscale, county-subsidized Waukesha routes. Over the past few years, WCL has radically changed run times with no regard to the true needs of its riders, and has altogether cut out all but a few runs (though subsequent outcry did cause it to ultimately rethink a couple of these choices). Our route is considered by WCL to be downscale, and we've actually been told that we don't get the better buses because it's felt that we'll vandalize them. In fact, the ridership on the commute-time routes is largely "regulars", professionals in a variety of fields, and most of us have better things to do than magic-marker our names on the upholstery. The point is that WCL, while an *existing* alternative to mass transit, can't be depended upon to serve

the mass transit needs of Kenosha and Racine Counties in the future because it simply does not want to be bothered.

I also echo some of the speakers at the hearings in urging that *more* than "medium" service be implemented for K-R-M. I would love to be able to get to a cultural event in Chicago or Milwaukee without having to worry about driving conditions or parking. I think that having hassle-free access available to cultural amenities as well as business opportunities can only increase the appeal of Kenosha and Racine as "bedroom" communities.

The K-R-M proposal can ONLY benefit everyone. I hope that this initiative goes forward, and sooner rather than later!

Date received: 5/7/2003
Name: Dale Egle

Organization:

Address:

Comments:

TO WHOM IT MAY CONCERN,
I WASN'T ABLE TO ATTEND ANY OF THE RECENT MEETINGS HELD REGARDING THE EXPANSION OF THE METRA TRAIN FROM KENOSHA TO MILWAUKEE, DO TO MY SCHEDULE. MY WIFE AND I ARE VERY MUCH IN FAVOR OF THE EXPANSION, FOR MANY REASONS MANY OF WHICH I'M SURE WERE MENTIONED AT YOUR MEETINGS. I FEEL THE MEDIUM SCHEDULE FOR THE TRAINS WOULD PROBABLY BE BEST TO START. PLEASE GO FORWARD WITH THIS PLAN. I HAVE ALSO WRITTEN MY REPRESENTATIVE PAUL RYAN REGARDING MY SUPPORT IN THIS MATTER. THANK YOU AND GOOD LUCK.

Date received: 5/7/2003
Name: Lauren

Organization:

Address:

Comments:

Dear reader,

As a resident of Lake County Illinois, I would love it if the metra line was extended beyond Kenosha to Milwaukee. As it is now, I don't have to drive to Chicago and battle with parking which is wonderful. However this is not the case for Milwaukee. Because I live almost equidistantly between these two cities, along with the rest of the northern Illinoisins, it would be a blessing to ride the train to Milwaukee as well. Because I go to school in Milwaukee, this would open up doors for me and other students when comming home and arranging things. Traffic on this line would go up quite a bit. I know a lot of students in Milwaukee that like to go to Chicago. I hope that this line extension proposal makes way.

Date received: 5/7/2003
Name: Barbara Eisenberg

Organization:

Address: 2661A N. Fratney
Milwaukee, WI 53212

Comments:

I am very much in favor of extending the Metra to provide commuter rail service from Kenosha to Racine and Milwaukee. The commuter rail alternative would provide the greatest benefits.

- Convenience
- Direct service without need for transfer
- Most reliable in variable weather conditions
- Greatest passenger comfort
- Shortest travel time
- Job opportunities
- Economic development along the communter corridor
- Adaptable to potential future growth in passenger numbers
- High level of service

Sincerely,

Barbara Eisenberg

Date received: 5/6/2003
Name: Susan K. Maciolek

Organization:

Address: Milwaukee, WI

Comments:

I totally support the efforts to extend Metra north into Wisconsin. It's a much needed link between the metro areas of Chicago and Milwaukee. I grew up in Illinois when the Northwestern trains still went all the way to Milwaukee, and I never understood why that service was stopped.

Being able to take a commuter train in either direction would allow workers access to a broader job market. It would also allow people to choose from a greater variety of recreational choices, not to mention help the environment by reducing the number of cars on the road. And it's bound to be more economical than Amtrak. Amtrak simply isn't a practical option for commuters.

Please do everything possible to ensure that Metra service is extended to Milwaukee.

Date received: 5/6/2003

Name: Moreau and Marilyn MacCaughey

Organization:

Address: Racine, WI

Comments:

Gentlemen:

We feel that extending the Metra line through Racine and on to Milwaukee will be a distinct advantage to Southeastern Wisconsin. It will provide opportunities for easy traveling between cities in the Milwaukee - Chicago megalopolis, whether it be for business or pleasure. All of the cities included in this area have a wide variety of attractions, businesses, academic insitutions etc., many of which are of world-wide caliber. and of great appeal to both locals and visitors.

Funding will be a challenge but should not be insurmountable.

The old North Shore line had many fans for many years. Metra should be able to attract similar popularity. And reduce auto dependence in the process.

Good luck!

Date received: 5/6/2003

Name: Donald B. Lawson

Organization:

Address: 707 Hawthorne Ave.
South Milwaukee, WI 53172-1733

Comments:

Hi.

I'm in favor of expanding Metra service to bring it all the way to Milwaukee. I would hope that this expanded service would include stops in Racine, South Milwaukee, Cudahy, and Milwaukee.

The reasons for my opinion are:

1) The efforts to bring more people into downtown Racine (via marina development etc.) will be enhanced by allowing people living in downtown Racine to commute by train to either Chicago or Milwaukee.

2) My son, who has epilepsy, may never be able to drive a car. He lives with us in South Milwaukee. He hopes to attend Shimer College in Waukegan. Metra service would allow him to commute from his house to school and back.

Thanks for opening up this issue to public comment!

Date received: 5/6/2003
Name: Ron Bares

Organization:

Address:

Comments:

I am in favor of extending Metra to Milwaukee.

Date received: 5/6/2003
Name: Cheri Briscoe

Organization:

Address: 2777 N. 68th St.
Milwaukee, WI 53210

Comments:

To SEWRPC re: Metra Extension hearings,
I wish to testify in support of the Metra Extension proposal. When I go to Chicago, I prefer to take the train, because I can spend my 90 minutes reading while traveling, plus I don't have to pay expensive parking costs, or to use my time searching for a parking place. Metra would expand my train transportation choices, and would be cheaper. I urge you to support the proposed Metra Extension. Of course, the air pollution prevention and savings of costs of expensive freeway widening, plus additional safety concerns, would be an added advantage.

Date received: 5/6/2003
Name: Gary Becker
Organization: City of Racine
Address:
Comments:

I am in full support of extending the Metra service from Kenosha to Milwaukee. The reasons for this are many; from local benefits to regional concerns.

The regional benefits to Metra are many. This will give employees and employers the ability to move within the region easier than they do now. In today's economy people need options in transportation choices, presently the options are not as good as they should be. The Metra extension will help to connect the Milwaukee-Chicago corridor in a way that it has never been linked before. This will give the area the start to building a regional economy that can attain its' potential to be a bigger power in the Midwest than it currently is.

From a local standpoint this will be one of the keys to revitalizing the Racine area. We have led the state of Wisconsin in unemployment for over seven years. Within walking distance of the Metra stations will be the type of good paying family supporting jobs that the people of Racine need. This will enable our residents to have the transportation system they need to get to these jobs.

The location of the Metra station in Racine will also be in an area that we have worked hard at in improving the housing and surrounding area. The addition of the Metra will only accelerate the pace of improvement in this inner city section of Racine

Date received: 5/6/2003
Name: Nancy Dominski
Organization:
Address: 2423 N. Cramer
Milwaukee, WI 53211
Comments:

I am sending this e-mail to let you know you have my full support in extending the Metra rail to Milwaukee.

I'm very happy to hear you intend to use existing rail. I would support a light rail system in Milwaukee even if new track was needed, but I know many people here would not. Hopefully, the use of existing rail can reduce the cost to taxpayers and keep the fares low. I have been to cities and countries with advances light rail systems and have really enjoyed the benefits commuter rail can offer.

With the continued expansion of the Milwaukee area, it's nice to see some minds are addressing our current and future transportation needs. I can't think of a better time to implement transportation alternatives. I would hope use of a system like this could reduce consumption of natural resources.

In addition, an effective system with ridership can help the environment. It is my understanding that even a few riders (that would otherwise drive to Chicago) can greatly lower pollutants.

In order for this extension to be a success, the extension will need to be AFFORDABLE. The current Amtrak commuter to Chicago is very costly (\$40.00 round trip per person). It's less expensive to drive and PARK IN CHICAGO! Especially if you have more than one person. The high cost discourages use of the train and increases dependence on personal vehicles. I am very glad we have the Amtrak. It is certainly a step in the right direction. However, is too costly to be an alternative source of public transportation.

Hopefully, the Metra extension will provide competition which will lower the cost of Amtrak so more people will ride, yet allow both to remain in business.

Should the Metra come to Milwaukee and be affordable, my personal use would be 6-12 times per year.

If there is anything I can do to help bring the Metra extension to Milwaukee, please let me know.

Date received: 5/5/2003
Name: Richard Schreiner
Organization:
Address: 912 East Pleasant St.
Milwaukee, WI 53202
Comments:

Dear Members of the Committee,

I would like to submit two items to supplement my testimony of May 1 in Cudahy.

1) Regarding METRA as operator: As the committee knows, METRA operates its various lines under a variety of arrangements. In some cases it owns the tracks and

employs crews directly. In other cases it rents use of the tracks but operates with its own employees. Finally, there are lines where the landlord railway operates the train: with its employees under a "purchase of service agreement". The line being considered for extension to Milwaukee is in the latter of these categories.

My comment is that if Wisconsin contracts with METRA, and METRA in turn contracts with Union Pacific, we might be paying a "double mark-up" for the service.

A related question arises about operation the mile or so of Canadian Pacific tracks near the Milwaukee depot. Since that depot was built as a "union depot" by predecessors of UP and CP, there might be existing arrangements for crew "run-through" on the approaches to the depot.

2) Finally, I would like to submit for the record a letter to the editor published in the Milwaukee Shepherd Express a few years ago:

All Aboard Supporting Commuter System

Thank you for the article regarding commuter rail ["On Track for Commuter Rail," Aug. 10 Shepherd Express Metro]. Most commuter rail operations in North America have Web sites that contain very valuable information; they're important because Milwaukeeans have no meaningful contemporary experience.

Data from the old Milwaukee Road service to Watertown is almost 30 years old. The often-criticized Amtrak extension to Watertown in 1998 was a half-baked scheme that provided some subjective data, but not much else. In addition to the poor schedules and poor station locations, one couldn't expect people to change their commuting habits for a service that was guaranteed to stop after only three months.

I have been a user of Chicago's Metra system and its predecessors for more than 20 years. One thing I find most interesting is the number of people who use it for trips other than the suburb-to-city commute. Many get on and off at all stops, in both directions, going to tourist and entertainment venues (Brookfield Zoo, Chicago Botanic Garden and Arlington Park to name just a few).

I don't expect that many people would ride all the way from Chicago to Milwaukee by commuter rail. Amtrak provides a fast intercity service for that market. The proposed lake route would most likely be used for trips to and from Kenosha, Racine, Evanston Lake Forest, Mitchell Airport, etc. This is similar to the East Coast, where it's possible to get from Philadelphia to New York by commuter rail, but people opt for the faster Amtrak service if they're going that far.

While start-up costs seem high, they are modest compared to road construction and maintenance. The fares charged are a matter of both public policy and market conditions. Toronto's commuter rail agency (GO Transit, founded in 1967) recovers more than 80% of its costs from revenue. This frankly surprised me, since Canada takes a very liberal attitude about funding public transit. For service on seven rail routes and nine supplemental bus routes, GO Transit's annual subsidy requirement for operating and capital is CDN\$106.58 million (about \$71 million in U.S. dollars). This provides service to some 39 million passengers per year-not a bad investment, in my opinion.

Date received: 5/5/2003
Name: Jennifer Halverson
Organization: IndependenceFirst
Address: 600 W. Virginia Street
Milwaukee, WI 53204
Comments:

To Whom It May Concern:

I am emailing you in support of the Metra Expansion Plan. I think the proposed idea will have many invaluable results.

First of all, extending the train further into the Milwaukee area will reach more commuters. Commuters who currently drive to Chicago because of an inconvenience to drive to meet the train where it currently ends could now take the train to work on a daily basis. This expansion plan would also benefit those who are uneasy driving in Chicago as well. People who once avoided day trips to Chicago may now choose to do so because the concern of driving through Chicago traffic will be eliminated. Also, college students who are originally from the Milwaukee area would enjoy the convenience and affordability of taking the train, if the expansion plan could take place.

I am confident the expansion plan would be a success. Please consider this when deciding on the future of Metra. Also, please keep up the great work in providing wheelchair accessible cars with accessible restrooms on trains for those who may need them. This provides an invaluable opportunity to those who wish to travel and need accommodations as well.

Thank you.

Date received: 5/5/2003
Name: Brigit Yach
Organization: Grtr Milwaukee Convention & Visitors Bureau
Address: 101 W Wisconsin Avenue, Ste 425
Milwaukee, WI 53203

Comments:

Please, please allow this project to be put in motion. I would most definitely use this mode of transportation for a daily commute.

Thank you!

Date received: 5/4/2003
Name: Sonya Jongsma Knauss
Organization:
Address: Milwaukee 53212

Comments:

I heartily applaud SEWRPC for considering other forms of transportation than highways. I and many others I know strongly support the plan that is currently being studied to expand the Chicago Metra system as far north as Milwaukee's downtown area. I think that would be a huge step in the right direction.

Thank you for considering my opinion.

Date received: 5/3/2003
Name: jon h. ytri
Organization: mwhsra
Address: 333 w dayton st apt 316
madison, wi 53703

Comments:

I think it's an excellent idea. It may help revitalize downtown Kenosha, Racine, and Milwaukee. It will be good for tourism in those three cities. It will decrease traffic. It may be a catalyst for train service to other Wisconsin cities.

Date received: 5/2/2003
Name: Michelle M. Kregel
Organization: Access One Inc
Address: 2536 N. Wayne Ave, #2R
Chicago, IL 60614

Comments:

I think this is a great idea. I live in Chicago now, and many of my family and friends are in Milwaukee. The Amtrak is nice, but quite expensive in my opinion. I would love to be able to take the metra all the way to Milwaukee. It sounds like a cheaper option than Amtrak. Not even to mention all the people who would inevitably use it to commute, and free up our highways! There is virtually no viable public transportation option from Milwaukee to Chicago. A Metra extension makes perfect sense.

Date received: 5/2/2003
Name: Steven M. Marcinkowski
Organization: Private citizen
Address: 9316 Durand Ave
Sturtevant, WI 53177

Comments:

To whom it concerns:

I wish to express my support for the expansion of the Metra System to downtown Milwaukee. It would provide greatly needed alternative transportation options to the Greater Milwaukee Region.

Thank you for your time,

Date received: 5/2/2003
Name: Dana J. Jones
Organization:
Address: 2428 S. Woodward Street
Milwaukee, WI 53207

Comments:

I wanted to express my EXTREME SUPPORT for the KRM project. Since moving to Milwaukee 7 years ago I have always believed the Metra should come to Milwaukee. On my many trips to Chicago - I often times will drive to various Metra stations in the northwest suburbs - leave my car, and Metra into the city. This saves me money on gas and parking, relieves me of the stress of driving, and besides - taking the train is just plain fun! After living in Europe and visiting other times - it is a pain to return the U.S. and feel so stranded with our lack of efficient, affordable public transportation. And working in the hospitality industry in Milwaukee - also very frustrating to explain

to our transportation friendly out-of-state and out-of-country guests that there is no quick way to get from "here to there", where ever there may be.

KRM makes sense. It makes sense for business, for leisure, for the economy, for the environment, and it would be a dream come true for me! I only live three miles from work - but I would certainly love to take the train and save my employer \$100 per month on parking costs. I would love to be able to take the Metra to Chicago. And I'm certain our Chicago visitors and workers that come to Milwaukee would love to be able to take the Metra here.

This idea is long overdue. Do not let it be deterred! Milwaukee needs and wants the Metra!

Sincerely,
Dana Jones

Date received: 5/2/2003
Name: Stephanie Behne
Organization:
Address: 429 Random Drive
Amery, WI 54001

Comments:

To whom it concerns:

I wish to express my support for the expansion of the Metra System to downtown Milwaukee. It would provide greatly needed alternative transportation options to the Greater Milwaukee Region.

Thank you for your time.

Date received: 5/2/2003
Name: Nancy Frank
Organization: Department of Urban Planning
Address: P.O. Box 413
Milwaukee, WI 53201-0413

Comments:

I am writing to express by support for the plan to bring commuter rail up from Kenosha to Milwaukee. I reviewed the bus transit alternatives, and found the commuter rail option to be substantially preferable. In particular, the economic development opportunities associated with commuter rail are well established. Cudahy has already begun to plan in this direction. Although implementing the plan entails some (substantial) cost, the increased efficiency in the use of existing infrastructure (track) is an important consideration in favor of this plan.

Thank you for this opportunity to comment.

Date received: 5/2/2003
Name: jay c. blanchett
Organization:
Address: 2107 e beverly rd
shorewood, wi 53211

Comments:

I support the Metra extension for these reasons:

1. It would provide an alternate commuter path between Chicago & Milwaukee. Currently freeways are the only option. Buses are subject to the same freeway delays as cars, without the advantages of rail travel such as laptop outlets, restrooms, smooth cornering and braking, generous seats and legroom.
2. It would provide a cheap ride between Chicago and Milwaukee. For two years (1996-1998) I rode Metra about twice a week between Kenosha and Downtown Chicago. It cost me about \$30 per week, including parking & gas costs from downtown Milwaukee. Amtrak would have cost more than \$120 per week. To drive all the way would have cost me more than \$40 per week.
3. Those who prefer or insist on driving all the time should be thankful for a rail option. They should be glad to pay gas tax to support it, too. Why? Those of us who prefer to use rail (and buses, and bicycles) would free up space on freeways and roads and in parking lots. They should be thankful that, in addition to gas taxes, they are not also paying tolls and higher costs for parking.

That said, you need to make sure people are aware that there are currently 26 stops on the non-express trip between Kenosha and Northwestern station, and the extension plan would make it something like 30 stops. You get what you pay for. Thanks.

Date received: 5/2/2003
Name: Natalie Behne
Organization:
Address: 2527A N. Cramer St.
Milwaukee, WI 53211

Comments:

To whom it concerns:

I wish to express my support for the expansion of the Metra System to downtown Milwaukee. It would provide greatly needed alternative transportation options to the Greater Milwaukee Region.

Thank you for your time

Date received: 5/2/2003
Name: Katherine Kane
Organization:
Address:
Comments:

I heard an interview on WUWM At Ten this morning, and wanted to wish you the very best in your goal to get a Metra Rail extension to Milwaukee. I fully support this initiative.

An alternative to highway driving is needed along this corridor. I had a consulting assignment in Racine, and would have loved to have been able to take the train instead of driving every day. With a rail alternative, I would also consider taking consulting assignments in Kenosha.

We also need to think about a rail alternative between Milwaukee and Madison!

Date received: 5/2/2003
Name: Michael Maki
Organization: Children's Health System
Address: 9000 West Wisconsin Avenue, PO Box 1997
Milwaukee, WI 53201

Comments:

I cannot tell you anything new about the advantages of extending Metra to Milwaukee, I can tell you my personal experience and opinion. I am an IT professional with a disability. Although I am securely employed now, I have gone through long periods of unemployment due to lack of transportation. I was offered positions in Racine, Kenosha, Kohler and Waukesha. I had no way to get to these jobs. Instead of adding to the economy, I was helping to drain it. There are many people who don't drive due to expense, disability or choice. And a large percentage of those are unemployed due to a lack of transportation. There is money to be made in other communities and brought back to our community.

I support the Metra plan for economic reasons.

Date received: 5/2/2003
Name: Beata E. Pawlikowski
Organization:
Address: 3218 S. Springfield Ave.
Milwaukee, WI 53207

Comments:

I am very happy that plans to expand/return commuter rail to Milwaukee from Chicago are progressing so well. I firmly and completely support extending the service all the way to Milwaukee.

I believe that ridership will only be successfully increased by Milwaukeeans, if the rail service itself reaches the city. Efforts to connect existing rail service by busses will not have the desired effect:

- a) busses will only further the congestion on expressways.
- b) busses are never popular with businessmen needing to reach the city and their jobs in a timely manner.
- c) busses are not as reliable time-wise.

The rail is already laid. The effort to extend the line will be minimal and the reward great.

As a currently displaced Chicagoan, I look forward to being able to take inexpensive, reliable public transportation to Chicago at many times of day. I hope that the travel times will allow theatre-goers to also utilise train transportation.

I firmly support this project and hope that it will be completed soon!
Sincerely,
Beata Pawlikowski

Date received: 5/2/2003
Name: Roseann M. St. Aubin
Organization:
Address: 1623 N. 49th
Milwaukee, WI 53208

Comments:

I am eager to see the Metra extension to Milwaukee. Environmentally it is a sound idea to provide access to modes of transportation other than automobiles.

I understand current plans do not envision an express train on the route, but want to be counted in support of that as well.

Date received: 5/1/2003
Name: Amber Engel
Organization:
Address:
Comments:

Please count me on your list of people who support the the metra rail extension to Racine and Milwaukee county. I already use this system from Kenosha to Chicago and wish the extension would have existed when I lived in Racine! I know I will utilize the extended service and think it would be a great benefit both to residents in the area and to bring people to our cities to visit.

Thanks for considering my voice in this matter!

Date received: 5/1/2003
Name: Brett Barbakoff
Organization:
Address:
Comments:

To whom it may concern at Metra,

I would like to vote for the Metra extension to go all the way to Milwaukee. I am for it because I live in Wilmette and go to school and live in Milwaukee and I would like a cheaper closer fare to and from Milwaukee. This would make my life a whole lot easier if this was created. Hope it passes.

Date received: 5/1/2003
Name: Diana Sullivan
Organization: IndependenceFirst
Address: 600 W. Virginia St.
Milwaukee, WI 53204

Comments:

I would like to comment that the Metra system would be a big positive for people with disabilities. Public transportation is the only transportation that is available to people with disabilities. With the Metra coming north to Milwaukee, many people will have more opportunities to travel for jobs, travel to Chicago for a reasonable price and be accommodated well. The accessible restrooms in the trains are awesome!!! Please consider including the additional stops in our southern Wisconsin communities. This is a good thing for many people!

Date received: 5/1/2003
Name: paul chilsen
Organization:
Address: Somers, WI 53140

Comments:

I fully support extension of Metra commuter service on to Milwaukee. It is an excellent idea and should be developed expediently.

Is there a petition I can sign?

Good luck and please keep the people more informed about this because I believe you will find a broad base of support for it.

Date received: 5/1/2003
Name: Renee Billman
Organization:
Address:
Comments:

As an ordinary citizen, I would like to express my opinion on the possibility of extending the Metra train to have a stop in Racine, I see this as a bold, futuristic, long range planning project. What a wonderful thing it would be, not only for less air pollution from the cars, but convenience for so many who do not like facing the prospect of driving I-94 each day. Our family votes in favor of the Metra for Racine. Thank you.

Date received: 5/1/2003
Name: Marcy Hufendick
Organization: University of Wisconsin-Parkside
Address: PO Box 2000
Kenosha, WI 53141

Comments:
To Whom It May Concern:

As a member of the UW-Parkside staff, I would like to express my support for the metra rail extension to Racine and Milwaukee county. Having this extension would provide immersurable support for our students who live in these communities as well as those students who spend social time in Milwaukee as consumers of the wonderful businesses in the Milwaukee area.

Date received: 5/1/2003
Name: Brian L. Anderson
Organization:
Address:
Comments:

I would first like to thank Fred Patrie, the Study Advisory Committee, and SEWRPC for the time and work that went into this study. Your time and commitment is appreciated.

I am writing in support of the extension of Commuter Rail from Kenosha to Milwaukee. This extension is important to the vitality of the communities served and the economic growth that will be created by this extension. In addition to the economic development, businesses along the corridor will have greater access to a diverse workforce. In Racine an intermodal site is being developed around the renovation of an historic station, which will serve as the Racine Station. This station is in Racine's central city, which has the highest unemployment rate in the state. Commuter rail will give these unemployed workers greater access to jobs along the corridor.

This project will provide safe and inexpensive mass transit to improve the quality of life in the region and help make us competitive with other areas of the county already served by commuter rail. This project will help to relieve traffic congestion on I-94 and will cost far less than the Marquette Interchange and other freeway expansions, while reducing car emissions in the area.

As Chairman of the Downtown Racine Corporation, commuter rail will provide greater access to our downtown and all of our new downtown cultural attractions. This, along with other tourist attractions downtown will be a huge economic boom to our shops and restaurants. The train will also provide an opportunity for Racine residents to have easy access to cultural events and other activities all along the corridor.

With \$7 million of Federal New Starts money and \$400,000 in the current state budget for this project, it is time for The Wisconsin Department of Transportation to take the lead and begin preliminary engineering. My last comment is that I would support the highest level of service in order to provide greater access along the corridor for jobs and cultural events.

Date received: 5/1/2003
Name: DeAnn Stone
Organization:
Address: 7211 South Tifton Drive
Franklin, WI 53132

Comments:
I am writing in support of the metra extension to the Milwaukee Area. As a Milwaukee County resident who commutes to Kenosha county and has commuted for the last 8 years, I have seen the traffic on south 94 increase substantially over the years. I think that this would provide an opportunity for us to positively impact the environment by reducing the wear and tear on the freeway system, reducing emissions from motor vehicles and reducing the number of vehicles (a disposable commodity) that need to be purchased over time. It would be a short sighted decision for the state not to move in the direction of encouraging trains as a viable and convenient source of transportation.

Date received: 5/1/2003
Name: Jon Richards
Organization:
Address:
Comments:
Dear Mr. Yunker:

I am writing to you in my continued support of expanded METRA rail service from Kenosha to Milwaukee.

This proposal is a win-win for everyone. From business looking to expand and

seeking more employees, to workers seeking jobs, expanded service with stops in the population centers of southeastern Wisconsin would help promote a better economy. It also helps all commuters in the area and lowers traffic congestion and pollution.

In addition, tourism stands to be helped, throughout downtown Milwaukee and along the lakeshores of Racine and Kenosha by offering expanded opportunities for our neighbors to visit.

I will continue to work and support state funding to help get the preliminary engineering completed. I am confident that with the continued support from elected officials, businesses and community and environmental groups, that we will be able to all work together to achieve this rail expansion.

Date received: 5/1/2003
Name: Steve Miner
Organization: City of Cudahy
Address: 5050 S Lake Drive
Cudahy, WI 53110

Comments:
To SE Wisconsin Regional Planning Commission,

I live in Cudahy and I go to Chicago fairly regularly. I am writing to support the extension of the Metra line. I think it would be very useful for Milwaukee County residents and it would help the economies of the communities immediately surrounding the proposed new stops.

Thanks for letting me comment.

Date received: 5/1/2003
Name: Karen Carnabucci, MSS, CICSW, LSW, TEP
Organization: Companions In Healing
Address: 216 Merrie Lane
Racine, WI 53405

Comments:
I strongly support the extension of the Metra route from Kenosha to Racine and Milwaukee.

Date received: 5/1/2003
Name: Thomas Friedel
Organization: City of Racine
Address:
Comments:

Please add my name to the list of elected officials endorsing the concept of commuter rail for the Milw. - Chicago corridor.

Many years ago the need for improved transportation in the region was well documented. The preferred plan was the lake freeway. The Hoan bridge was built and went nowhere. Recently the freeway was completed up to Layton Avenue. Let's hope it ends there. This is a better alternative. We already have a "freeway". It runs from Milwaukee to Chicago on the Union Pacific right-of-way.

The testimony at your public hearing at Gateway in Racine on April 30 needs no repetition. Everyone there supported the plan. The time is right. The region in undergoing massive revitalization. This plan will add the mobility needed to make our investments in the infrastructure pay off. If you build it, they will ride. Let's get going!

Date received: 4/30/2003
Name: Jennifer Schaap
Organization:
Address:
Comments:

I heard about the project to extend the commuter train to Milwaukee, and I would like to voice my support, because, unfortunately, I won't be able to attend the hearings. It is a logical extension of what already exists. I believe in public transportation over the expansion of our highways and I do believe this train would be used by many people, including myself. I would like to see more trains installed in Southeast Wisconsin. I think that many young adults are turned off from Milwaukee because it is quite large but doesn't have the maneuverability like other big cities. It seems many young adults are moving out of Milwaukee to go to those big cities and not many are moving to Milwaukee. I think an idea like this could only help the city.

Thank you

Date received: 4/30/2003
Name: R Jones
Organization:
Address:
Comments:

Thank you for this opportunity to comment on the proposed commuter rail extension from the City of Kenosha to Milwaukee.

As Commissioner of Public Works for the City of Racine I strongly support the extension of rail from Kenosha through Racine to Milwaukee. Commuter rail will provide an important economic boost to the entire Racine area community. Extension of commuter rail will provide a needed link to both Chicago and Milwaukee making Racines assets available to these large markets. As importantly commuter rail will also send a psychological message that Racine is truly a part of the Chicago /Milwaukee metropolitan area making it a viable place to work, live and recreate while also having the amenities of the large city close at hand.

The City of Racine is taking a very proactive stance to commuter rail by planning for and implementing a multimodal transportation center at the site of the former CNW railroad station. This project consists of construction of a Bus transfer facility, the remodeling of the historic train station and the construction of an adjacent parking facility. The remodeled train station which will initially serve our bus patrons will provide a ready depot when train service begins.

I would urge you to support the commuter rail option for the betterment of the Racine area.

Date received: 4/30/2003
Name: Connie Mellem
Organization: Village of North Bay
Address: 116 S. Vincennes Circle
Racine, WI 53402

Comments:

As I am unable to attend this evening's public meeting concerning the extension of the Metra train line from Kenosha, I would like to once again state that I am in support of this project. I attended your first informational meeting some time ago, and have been watching the process evolve since then; first, as a private citizen, and now also as a Trustee with the Village of North Bay.

When I lived in Illinois, I commuted on both the Northwestern and Rock Island lines, finding them a much better option than driving. Not only was travel in this manner less stressful, but it is less polluting overall. I understand that the monetary cost of such a program is a consideration, but extending or building more highways will also require expenditures, and, I see any additions in that area only accommodating more traffic, thus more congestion and pollution.

Thank you for providing me this opportunity to express my views.

Sincerely,

Connie Mellem

Date received: 4/29/2003
Name: Barbara D. Sharp
Organization:
Address: 414 Romaine Avenue
Racine, WI 53402

Comments:

I strongly support the Metra extension to Milwaukee.

Date received: 4/29/2003
Name: steve w. kerr
Organization: n/a
Address: 4641 n. ardmere ave.
milwaukee, wi 53211

Comments:

as a 16 year old milwaukee area high school student who does not have a drivers' license and has an increasing number of friends in Chicago, I believe this plan for extension of the Metra to be a great one. It gives Milwaukee's slow transit system a run for its money, and provides a longer route for visits southward. Also, it would surely decrease the amount of traffic in Milwaukee's greater metropolitan area, in turn decreasing the number of accidents and jams which clutter the news so frequently in these parts. I'm sure that, if built, this extended rail system would prove to be a powerful asset to Milwaukee as it continues its rise to being one of the great cities worldwide. Thank you.

Date received: 4/29/2003
Name: Peter A. Giersch
Organization: The Legacy Group
Address: 200 S. Executive Dr., Suite 101
Brookfield, WI 53005

Comments:

To Whom It May Concern:

I was at a Rotary Club Milwaukee meeting today where we heard a presentation on the Metra extension. I simply want to say that as a businessman and as a citizen of SE WI I would love to see the Metra extension run up to Milwaukee. Frankly, I would like to see it run all the way to Bayshore. Some sort of mass transit option between the Northshore and Downtown is sorely needed.

At any rate, the current proposal would be an improvement over the dismal public transportation now available. I have lived in London and Paris and have traveled all over Europe and every single major city I visited or lived in had excellent and viable public transportation -- except Rome. But that's another story.

Good Luck!

Date received: 4/29/2003
Name: Carolyn Leaman
Organization:
Address:
Comments:

I know this is a needed and beneficial connection rail to build. I support your efforts to get it done; it will greatly be attractive to business commuters and tourism along the lakefront communities.

Date received: 4/29/2003
Name: Jay R. Goldberg
Organization: Director, Healthcare Technologies Management Program
Address: Room 501 Olin Engineering Center, P.O. Box 1881
Milwaukee, WI 53201-1881

Comments:

To Whom it May Concern:

I was unable to attend the public meeting on April 24 regarding the extension of the Metra commuter line to Milwaukee.

I am a professor at Marquette University in Milwaukee and live in Libertyville, IL. I commute 4 to 5 times per week between Libertyville and Milwaukee (1 hour). If the Metra commuter rail line was extended to Milwaukee, I would ride the train 4 to 5 times per week between Lake Forest, IL and Milwaukee.

I support the extension of the Metra line to Milwaukee. It would make my commute much easier, more productive, and less damaging to the environment.

Thank you.

Date received: 4/29/2003
Name: Lynn Mitmoen
Organization:
Address: 6017 65th Street
Kenosha, WI 53142

Comments:

Add my voice to those in support of extending the Metra line from Kenosha to Milwaukee. I always thought it was inefficient to end it in Kenosha.

Date received: 4/29/2003
Name: Debra Starks
Organization:
Address: 1411 Villa Street
Racine, WI 53403

Comments:

I believe the money used to study and expand the service could be better utilized by subsidizing Amtrak which already has service between Chicago and Milwaukee. They could then lower fares and offer more stops and more trains. The Racine city bus already provides service between downtown Racine and the Amtrak station and if necessary there could be shuttle service. There are tracks in place and maintenance of the tracks I believe is handled by Canadian Pacific. This would also provide a service for all of Racine County, not just the city of Racine.

Date received: 4/28/2003
Name: Timothy L. Haas
Organization:
Address: 6017 W. Lisbon Ave.
Milwaukee, WI 53210

Comments:

I have been looking forward to the possibility of this Metra extension for years! I think it would do wonders for both increasing the availability of jobs in outlying areas, as well as just for tourism. Please make this a reality soon!

Date received: 4/28/2003
Name: Jackie Reid Dettloff
Organization:
Address:
Comments:

I am writing in support of the idea of extending the Metra commuter rail system into Milwaukee County. We have often driven down to Kenosha to hook up with the train there. The idea of having a terminal in Milwaukee sounds fantastic to me. I hate that boring, ugly drive to Chicago.

Date received: 4/28/2003
Name: Paul Brodwin
Organization: University of Wisconsin-Milwaukee
Address: 2208 E. Beverly Road
Shorewood, WI 53201

Comments:

Dear Sir or Madam:

I write this letter in favor of extending the Metra rail service northward from Kenosha to Racine and Milwaukee. I am a resident and tax payer in Milwaukee, Wisconsin -- I have lived here for 12 years and am a professor at UW-Milwaukee. I support the Metra extension for several reasons:

1. Having a rail service to the southern suburbs of Milwaukee and to Mitchell Airport will help many of us city residents do our jobs faster and more efficiently.
2. The Metra extension will lead to lighter traffic on Interstate 94 and other roads between Milwaukee and Kenosha.
3. Rail service to Mitchell International Airport will make it a more attractive alternative to O'Hare for travellers in the Kenosha area and even northern Illinois. It will greatly ease the troubles of parking (and the high parking rates) at the airport.
4. Since the tracks and right-of-way already exist, it's a relatively cheap and quick alternative to building more highways, which usually means condemning businesses and homes, and worsening the economic health of surrounding regions.

Thank you very much for your consideration. Please allow the Metra extension to go forward, and help put our economy "back on track"!

Date received: 4/28/2003
Name: Michael K. Stanich
Organization: Harbor Park Investments, LLC
Address: 708-57th Street
Kenosha , WI 53140

Comments:

Dear Transnitnow,

I was unable to attend your recent meeting at Gateway in Kenosha due to a personal move. However, I was encouraged to read the press and the momentum that seems to be building for this project.

My "two cents" on the subject are the following:

1. The dynamics of rail service increase the prospects of Kenosha's Downtown revitalization effort to move beyond the "speculative & recreational marketplace" into a strategic position for habitation for citizens/employees of corporate America right here. It will give deep roots and support to redevelopment efforts. Those looking at doing business here want to be in for the long haul.
2. Ride on I-94 between Kenosha & Milwaukee any day of the week... (Having spent time in the great Los Angeles marketplace in the early 80's, I witnessed a glimpse of our future.) The more solutions to congestion that are addressed NOW, the better off we'll all be! JUST DO IT!

Date received: 4/28/2003
Name: Pascal Malassigné, FIDSA
Organization: Milwaukee Institute of Art&Design
Address: 273 E. Erie Street
Milwaukee, WI 53202

Comments:

I am in favor if it because it would be a great service to the mke community

Good luck in acheiving this worthwhile goal

Date received: 4/28/2003
Name: Hedy Pflugrad
Organization:
Address:
Comments:

The only question I would have is this: why wouldn't the commuter train be a good idea? I certainly can recognize the advantages to having the train extend to Milwaukee. This is to show you my support for the idea.

Date received: 4/28/2003
Name: Stephen J. Tyler
Organization:
Address:
Comments:

As a RCEDC Board Member, a member of the business community, and a resident of Racine, I wish to express my support for the Metra Extension of commuter rail from Kenosha to Milwaukee.

Date received: 4/28/2003
Name: Joseph N. Kiemen
Organization: Citizen
Address: 4800 Ridgeway Ave.
Racine, WI 53406

Comments:

I am an avid supporter to extend Metra through Racine and Milwaukee for several reasons. First of all, my wife and I take the Metra from Kenosha to Chicago to attend the Art Institute and other sites in the Windy City. So, we make use of this type of transportation. Secondly, the extension of the Metra line will, I believe, lead to the expansion of business development along the proposed Metra corridor extension. Third, the extension of Metra will take additional automobiles off highways and thereby decrease pollution. This is a benefit to the environment. Therefore, I am a strong supporter of the extension of Metra through the Racine and Milwaukee corridor.

Date received: 4/28/2003
Name: James B. Hayes
Organization:
Address: 405 N 39th St apt 5
Milwaukee, WI 53208

Comments:

I support the Metra extension.

Date received: 4/27/2003
Name: paulette risley
Organization:
Address: 7918 south 66 street
franklin, wi 53132

Comments:

Dear Sir;

I encourage the extention of the Metra rail to the Milwaukee area. My family and I have been using the Metra this past year to enjoy Chicago and other stops. We found the price, ease, and convenience of the Metra brings us back again and again. If it would not be for the Metra we would not have enjoyed Chicago as often and as economically. Please extend the rail, the communities and enviroment will benefit from it!
Thank you,
Paulette Risley

Date received: 4/27/2003
Name: Debi Rexhausen
Organization:
Address: 3601 Haven Avenue
Racine, WI 53405

Comments:

I'm in favor of having Metra commuter rail service extending through Racine to Milwaukee. My family and I (there are 7 of us in all) have driven to Kenosha and taken Metra into Chicago for many years now. It's a real treat for my kids to sit back and watch the scenery from the upper deck of the train car. It's nice for me not to have to drive into Chicago and try to find a parking spot. If we do get Metra service, I look forward to using it more often (easier to access) to go to Chicago and to Milwaukee. Also, I look forward to welcoming visitors to Racine - I'm excited to share the Cat'n Around Racine cats as well as the improvements being made to both State Street and Downtown.

Date received: 4/27/2003
Name: Andrea Nevins
Organization:
Address:
Comments:

I love the train to Chicago from Milwaukee, it is very important that these two cities are easily linked!

Date received: 4/26/2003
Name: Ralph L. Ludwig
Organization:
Address: 5509 Cambridge Lane #3
Racine, WI 53406

Comments:

Regarding the proposed extension of the Metro through Racine to Milwaukee, I am not in favor of this. You only have to look back to what happened to the old North Shore railroad service to see what is likely to happen again if the Metro is extended. Further, I am not in favor of the total populace paying for the extension via additional taxes.

With a greater percentage of the working class now driving cars to work than was the situation when the North Shore railroad was in vogue, you can only surmise what will happen. There is no way that the Metro would be able to duplicate the convenience, nor the flexible timetable, that can be had with the private automobiles that the general public is able to experience.

The bottom line is--the Metro extension would be doomed even before it would get started.

Date received: 4/26/2003
Name: Kevin Klandrud
Organization:
Address: Brookfield, WI
Comments:

There are many items that I find troubling regarding the proposed \$166.2M dollar capital cost expenditure for the proposed rail/bus project in the Kenosha-Racine-Milwaukee corridor.

1. The highest estimate of riders is 5100 trips per day. That is about 2500 people riding the train/bus round trip on a weekday basis. Over 10 years at the highest projected ridership that equates to \$12.76 per trip, or \$25 per round trip per person. And that's just the initial capital costs. Annual operating cost is projected at \$18.6M per year, or \$186M for 10 years. This equates to \$14.30 per trip, or \$28.60 per round trip. Add this to the initial cost and you end up with \$53.60 per round trip ticket.
2. The projections of revenue from ticket sales is expected at \$3.2M per year. This means that the taxpayer is going to subsidize the system \$320M over the above 10 year period.

Why are we going to spend \$320M over 10 years just to say that we have commuter rail? If the fleet of commuter buses doesn't work, or times and destinations need to be altered that can happen. Once you sink your money into rail, you are stuck. Trains don't go where there are no tracks. The commuter rail proposal needs to be struck down and our freeway system needs to be upgraded so that people have the freedom to move from one place to another with the least amount of restriction. Commuter rail is dead. Let's keep it that way.

Date received: 4/26/2003
Name: Sarah K. Patch
Organization:
Address: 3133 N. Marietta Ave #10
Milwaukee, WI 53211

Comments:

I have two questions, rather than comments:

1. Is there any way to improve the traveling speed of the proposed rail option? Sample travel times as posted on page 4 of the spring newsletter are not at all appealing. (160 minutes between Milwaukee and Chicago?!?!). How does the 34mph average speed for the proposed Metra extension compare with successful commuter rail programs in other cities? (I think CalTrain has got to move faster than 34mph; certainly BART travels faster than that!)

2. What are the proposed passenger fares?

I trust the travel times and fares were taken into account when estimating ridership levels. Wouldn't a more rapid transit option be even more appealing and draw more passengers?

Date received: 4/25/2003
Name: Todd T. Temperly
Organization:
Address: 408 Fremont
Lake Mills, WI 53551

Comments:

I work for Kraft Foods in Madison, WI. Kraft's main headquarters is in Northfield, IL. Once or twice a year, I am required to attend meetings in Northfield. Whenever I go, drive to Fox Lake, IL which is 1 1/2 hours away and ride the Metra train to the Northbrook station. Kraft has an employee shuttle van from the Northbrook station to it's campus. It is a very safe way to travel and I get to avoid the traffic congestion.

Whenever my family and I travel to downtown Chicago for recreation, we always use the Metra train from Fox Lake. www.metrarail.com has plenty of information on how to transfer to the CTA buses and trains from Union Station to the major tourist destinations. Thanks to Metra, we do not need a car to travel to downtown Chicago.

Kraft also has a training facility at the O'Hare Plaza. I am required to take a class there once or twice a year. Whenever I travel there, I drive to Harvard, IL which is 1 1/4 hours away and ride the Metra train to the Park Ridge station. I ride a Pace bus(#290) to the Cumberland transit station which is only one block from O'Hare Plaza. The Cumberland transit station is right next to the Interstate which is pretty much a parking log during rush hour. By integrating bus and train service, I can move about the suburbs of Chicago without a car.

Ultimately, I would like to see commuter train service to Watertown, WI so we could visit downtown Milwaukee more often. The traffic congestion and the lack of train service to Milwaukee is the reason why we prefer to visit Chicago rather than Milwaukee.

Train service to Watertown first depends on the success of the Kenosha-Racine-Milwaukee Metra service.

Date received: 4/25/2003
Name: CD
Organization:
Address:
Comments:
Hello:

Saw the posting indicating that the Metra could be moving north to Milwaukee. I'd really welcome the addition. Amtrak is a bit pricey. Right now, I only do the run to Chicago, an average of once per week, primarily due to the cost.

Another plus would be the addition of an area on the Metra where commuters could put bicycles. I'd find it great to be able to put a bike on the Metra, and ride it from the Metra station to to my destination in the loop.

Any chance of that happening as well?

Thanks.

Date received: 4/25/2003
Name: Pauline b. Dorsan
Organization:
Address: 8593 w lake pointe drive
Franklin, wi 53132

Comments:

As a frequent visitor to the Chicago area,I would be very much in favor of extending the Metra into the Milwaukee area.It is an affordable and pleasant experience.I hope this expansion will eventually take place.

Date received: 4/25/2003
Name: Laura Wisniewski
Organization:
Address:
Comments:

Hello,

I wanted to write and tell you that I am very excited about the Metra link to Racine. I have been riding the Metra every 6 weeks to Downtown Chicago to have my hair done and to shop. I recently stopped doing this as my day is lengthy doing this by also driving to Kenosha to take the train. However, a stop in Racine would also enable me to do this again without using my whole day to accomplish this. It has also been becoming increasingly difficult to find a parking space at the Kenosha station. There have been spaces down the street behind one of the buildings but when I return in the evening it is poorly lit and I feel very unsafe. Groups of men stand in areas around the depot at night and thus my husband and I are feeling this is not the safest. He, my brother-in-law, my sister and I also like to take the train to the Chicago Art Museum and we take our children down frequently for other events. My husband and brother-in-law (who are not small men) did not like how they felt arriving back in the evening when we were parked behind the building, when there were several small groups of men scattered around the area looking as is they were hanging out. I know students from the Prairie School take the train down to do research at the college libraries in Chicago. How easy that would be for my daughter to take the metra from Racine (only taking several minutes to drop her off and pick her up from the station), rather than her driving to Kenosha (if she had a car available to leave in Kenosha all day).There are many positives about the ability to travel to Chicago for many people. I have lived in Milwaukee for 45 years and have worked in Milwaukee for over 30 years. There are very few people who even know about the Metra. If this were expanded, I'm sure people who have never utilized this wonderfu mode of transportation would certainly find this worthwhile. I have always found the Metra to be clean. I have enjoyed the cafe by the Kenosha station. The owner is wonderful and makes a great breakfast. Always a must before spending a day in Chicago. I hope my comments have been helpful.

Date received: 4/25/2003
Name: Cate Phillips
Organization: Capstone Designs
Address: 2440 S Delaware Ave
Milwaukee, WI 53207

Comments:

I am writing to express my interest in a metra line from Chicago to Milwaukee. I think that a link between these two cities would be beneficial culturally as well as economically.

Date received: 4/25/2003
Name: Lucia Vergara
Organization:
Address:
Comments:
To Whom It May Concern:

I was asked to write to your company in regards to having a Metra train from Chicago to Milwaukee. I believe that is a great idea considering I live in Chicago & have visited many of my friends that reside in Milwaukee. I either drive or take the Amtrak. I feel the Metra would be convenient, less traffic, & less expensive versus driving or taking the Amtrak. I'm sure there are plenty of people from Milwaukee that commute by car or Amtrak to work in Chicago. It would more convenient & less expensive for them as well. I hope this helps in your decision.

Date received: 4/25/2003
Name: James and Mary Ann Furrie
Organization:
Address: Racine, WI
Comments:

We are resident in Racine County and have attended hearings regarding the Metra extension for a number of years. We fully support this transportation system, one which would connect from Kenosha through Milwaukee by Metra rail. It is difficult to understand why this process has taken so long, while our community is suffering

such economic troubles. We want our federal tax dollars to come back to this area to help improve the conditions in this hard hit corner of Wisconsin. Bringing the trains here in an efficient manner will bring us back into the mainstream of the larger urban community. By allowing passengers to live, and spend their money here, in Racine and to work and travel into the larger urban community, we will draw more residents who can afford our housing and build our property tax base. It will be beneficial in drawing more talent to this community, to work right here in our own industries, while still being connected to much larger choices in southeast Wisconsin and northern Illinois.

Reasonable people understand the need to support systems that make communities strong. Whether it is a park system, a zoo, or a library, user fees will never fully pay the way. It takes public support. It takes a long view of what this Racine community needs to make it strong again. Negative attitudes kill communities.

Our neighbor to the south, Kenosha, could have rolled over and died when the Chrysler plant closed. Instead it had to evaluate its strengths, spend money, look to the future, and find new ways to survive. As industries close and talented people leave Racine, we are called to do the same. For Wisconsin, and Racine in particular, we must face the reality that people are leaving this area for much brighter futures elsewhere. If we don't grab this chance to move into the 21st century, we will continue our pattern of a disastrous economic decline. We send our tax money to Washington. It is time to return that hard earned transportation money back to our community before it is too late.

Date received: 4/25/2003
Name: Lori A. Johnson
Organization: Meetings & Incentives
Address: 10520 7 Mile Rd
Caledonia, WI 53108

Comments:

Favor of the proposal and think it is a wonderful idea - please make it a go!

Date received: 4/25/2003
Name: Chelsey Wood
Organization:
Address:
Comments:

The commuter train from Chicago to Milwaukee would be very useful to both me and many people that I know.

Date received: 4/24/2003
Name: David M. Karnes
Organization:
Address: 4017 S 5th Pl
Milwaukee, WI 53207

Comments:

We need METRA

If Milwaukee does not move forward in implementing commuter rail it will fall behind as a city. Linking Milwaukee to Chicago and the environs between would provide a viable alternative to travel by auto at a cost people could afford. I am a college student who is frustrated with the cost and hassle of driving and having an alternative mode of transportation would be very beneficial to me. I am currently working on a Civil Engineering degree at UW-Madison and hopefully when I graduate I can work on solving South Eastern Wisconsin's transportation problems.

Date received: 4/24/2003
Name: Dolores C. Pino
Organization: self
Address: 7200 Wilson Terrace
Morton Grove, IL 60053-1142

Comments:

I enthusiastically support all three of the new rail projects for southeast Wisconsin. Rail is the most efficient, safest, and least-polluting form of transportation. This country needs a nation-wide high-speed rail, and a high-quality regular speed rail system, and to phase out routine, mass transportation by jet plane (which is an insane and barbaric idea and reality).

Date received: 4/24/2003
Name: Kyle M. Kirschling
Organization: UWM
Address: 2600 E Kenwood Blvd
Milwaukee, WI 53211

Comments:

As a college student without a car, I see a commuter rail line such as this a convenient way to nearby cities. I find greyhound to be inefficient and, frankly,

degrading. No respectable person would find bus travel to Milwaukee suitable. A commuter rail such as this provides a quick way to get right to the heart of Milwaukee. Additionally, rail is a sustainable form of transportation. I see the future of auto transportation cloudy. Increased congestion, lack of access to downtown, and gas prices cause me to question its future viability. Rail will encourage high density development and reduce sprawl. These are very valuable consequences in a growing metropolitan area.

Date received: 4/24/2003
Name: Thomas Cassidy
Organization:
Address:
Comments:

I would like to send this e-mail in support of proposed plans to: "The extension of a commuter [METRA] rail line further north into Racine and Milwaukee. I have spent much of the last twelve years in Rome and Italy, and will soon be returning to the Milwaukee area. In my experience Europe puts our public transportation system to shame! I believe METRA can be a viable (though I doubt 'subsidy free') addition to the transportation mix in South East Wisconsin. It will also I believe strengthen the economic ties between South Eastern Wisconsin and Northern Illinois to the benefit of both.

Thank you

Date received: 4/24/2003
Name: Cathy Rose
Organization:
Address: 3481 N. Lake Drive
Milwaukee, WI 53211

Comments:
I firmly support extending the Metra system from Chicago to Milwaukee. This would be an asset for businesses along the route and the citizens of southeastern Wisconsin. Please support this.

Date received: 4/24/2003
Name: Mark E. Miller
Organization:
Address: 2029 E Newton Ave
Shorewood, WI 53211

Comments:
I'm in favor of the Metra extension to Milwaukee.

Thank you.

Date received: 4/24/2003
Name: Don L. Leistikow
Organization: none
Address:
Comments:

Many years ago, studies have shown that eventually a strip city will exist from South Bend, Indiana to Sheboygan, Wisconsin. It is obvious that balanced transportation must exist throughout and this includes the Milwaukee Metro Area. We are also aware of the monetary investments and capital growth everywhere a form of rail transportation exists or is implemented.

Economic growth and investment has revitalised many CBD's across the USA since rail transit has been restored. As odd as it may seem, people just do not support bus lines as they do rail transit. Even the bus 'Trolleys' have not attracted the ridership that would cover their expense. That alone should tell us something. Cleveland's expansion into additional rail transit in its CBD has found new investment and a retrenchment of business with the installation of new electric transportation. Even the noon lunch hour has attracted downtown staffers to board an LRV for a quick ride to a favorite luncheon spot, which was unheard of previously. The public is attracted to rail transportation and will support it when they will not 'ride the bus'. Case in point, is the Chicago - Kenosha Metra commuter line. Certainly, this should have been done long ago. Racine and the metro communities of South Milwaukee, Cudahy and Saint Francis will contribute to the ridership as will Milwaukee as origin and destination points. Unfortunately, recent roadway improvements and relocation on Milwaukee's southside did not include bridge abutments for double tracks. This lack of foresight and long range planning will require correction as the double track should be restored between Kenosha and Milwaukee. I suspect that we have a highway oriented Department of Transportation at the State level, to thank for that oversight. The cities that are moving forward, are those that have rail transportation both local and commuter in concept. Train travel is less expensive to build, maintain and operate, than the comparative cost of construction and maintenance of the ever

demanding widening and repair of the freeway system. Billions to trillions of dollars are spent without regard, on our freeway system which now reaches far away into our northern vacation country where motor vehicle counts are far less than we endure down here. Therefore, the vehicle cost per mile of freeway constructed is far more expensive per unit than where we require it in our shrinking industrial areas in Southeastern Wisconsin. Yet, we all are paying for it.

We must diversify our transportation in our major cities and enhance them with a comprehensive network of connections which will aid the user with convenience and choice in our transportation future. Therefore, we need the extension of Metra from Kenosha into Milwaukee as soon as possible. Downtown Milwaukee is already undergoing a major overhaul and rebuilding. Business and Condominiums are attracting a transition of migration back to the CBDistrict. The growth pattern is moving back. The advantage of a local train service along the Lake Shore will find plenty of support from the public, many of whom are now driving down to Kenosha to board Metra, there.

Please approve an extension of Metra north from Kenosha into Milwaukee.
Don L. Leistikow
Industrial Traffic Manager, Retired

Date received: 4/24/2003
Name: Warren Klandrud
Organization: Taxpayer
Address: 1319 Prairie
Racine, WI 53406

Comments:
As a concerned taxpayer, do the math. Spend approx. 156 million initially-18.6 million annually-fares would only be 3.2million annually. Just what we don't need another white elephant. France/Engl-and, just mothballed the Concorde because they were subsidizing every ticket sold. We would be doing the same thing. People in the 25mi.radius, of Kenosha can drive down there and take the metra, as I have done. All you have to do is read the fact's in The Journal Times April 23.2003 page 9A
I do not see how any-one can support this plan.

Date received: 4/24/2003
Name: Mark Miller
Organization:
Address:
Comments:
I'm all for the proposed extension of the Metra line to Milwaukee.

Thank you.

Date received: 4/24/2003
Name: Bill Zabriskie
Organization:
Address: 1404 N.121st St.
Wauwatosa, WI 53226

Comments:
Yes, I support the idea of extending Metra service provided it can be done w/o too big a subsidy. It would be nice if this service could connect with Mitchell Field in some user friendly way.

Date received: 4/24/2003
Name: Sonja Rajkovich
Organization:
Address:
Comments:

I understand that you are seeking comments concerning a new Chicago-to-Milwaukee Metra route. I am very much interested in using such a route, and would like more information about it. Would it be possible to board at stops between downtown Chicago and Milwaukee, or are you proposing a new high-speed train with no stops in between? The closest Metra station to my home is in Park Ridge, Illinois. I have also used the Metra station near the Jefferson Park subway station inside Chicago. I would love to be able to travel from either of these stations to Milwaukee.

Thank you very much for considering my comments.

Date received: 4/24/2003
Name: Brian Belli
Organization:
Address:
Comments:

Please include my vote to extend the Metra to Milwaukee. I believe this would be great for both cities.

Thank you

Date received: 4/24/2003
Name: Laura Knudson E. Knudson
Organization: Racine resident
Address: 2613 Gillen Street
Racine, WI 53403

Comments:

I am strongly in favor of extending the Metra line to Milwaukee because of the social, cultural, ecological and economic benefits the line would bring to our community. I would just like to write you a few lines of support because I will not be able to attend next Wednesday's meeting.

Having lived in both Europe and South America for many years and having enjoyed excellent public transportation, I am astonished that there are groups of people in the Racine area who could be against the plan. It seems to me that it would be for the greater good in our community and it would serve both individuals and area businesses.

The line would make it easier for people to get jobs in the Chicago and Milwaukee areas. It would enable people of all socio-economic backgrounds to have access to cultural events and world-class museums in these cities without having to invest in cars and without polluting the environment.

Please count on my support for this much needed public works project.

Sincerely,

Laura Knudson

Date received: 4/24/2003
Name: Laura L. Ricci
Organization:
Address: PO Box 11692
Milwaukee, WI 53211

Comments:

I am very excited by the prospect of commuter service from Kenosha, making the Milwaukee/Chicago line more accessible for the residents in SE Wisconsin.

After seeing the outstanding success of the California Roseville/Sacramento/San Jose commuter line, this seems to be an ideal opportunity to reduce automobile traffic and accommodate dual-career families (or simply families with the usual variety of education, entertainment and work-related travel needs).

I'm sorry I'm unable to attend the public workshop, but now that I'm on your mailing list, I'll know in advance about future opportunities to learn more and support your efforts.

Thanks,
Laura Ricci

Date received: 4/24/2003
Name: LeRoy F. Roberts
Organization: Senior Citizen
Address: 5635 College Point Court
Racine, WI 53402

Comments:

These comments may have been made previously by me and not received because I did not click on the submit button.
Racine needs the extension of the Metra to both Racine and Milwaukee because at the present time Racine has practically no public transportation link to travel out of the city by other than personal car or the bus between Milwaukee and/or Kenosha. Racine is literally isolated to those that need to commute to jobs in other adjacent cities. For people who are unable to drive automobiles, there is no simple way to travel. All too often the cost overshadows the need which restricts community growth. We don't even have the benefit of Taxi service and this is understandable because we have no rail service. Kenosha has six (6) Taxi companies because they have rail service that is actually growing.
We remember the Metra station a few years ago, it was in a run-down area, but visit it now. It is very nice and in fact surrounded by apartments and condos.
Yes Racine would be very short-sighted to not push hard for the extension of Metra to Racine and Milwaukee.

Date received: 4/24/2003
Name: Gretchen K. Romanshek (and family)
Organization:
Address:
Comments:

Please pass my comments on to the Advisory committee studying rail service extension from Kenosha to Milwaukee. We are in favor of continuing rail service to Racine and Milwaukee. We must think forward and approve this for the work force in both directions. This would help bridge the gap between IL and Wisconsin. Also we believe it will help the tax bases in Racine for property and jobs. We are not totally against funding part with our tax dollars, if we can pay for a sports field we need to support this that will enhance all our lives. Thank you

Date received: 4/24/2003
Name: Nikhil Jain
Organization: R S InfoCon, Inc
Address: 701 Grand Ave
Racine, WI 53403

Comments:

Hi,

I am very excited to know that there is a plan to extend metra from kenosha to Milwaukee covering racine and other close by areas.
This will really bring chicao closer to us making new job opportunities. This is certainly a great step towards the economic development of Racine area.

Thank You

Date received: 4/24/2003
Name: robert simmelink
Organization:
Address: shorewood, wi
Comments:

I will not be able to attend any of the meeting, however I am in favor of extending the METRA service into milwaukee.
Thank you

Date received: 4/24/2003
Name: Daniel Ziebell
Organization:
Address:
Comments:

Just wanted to add my two cents: as a Milwaukee downtowner I would love to see a Metra line between Milwaukee and Chicago. It's been long overdue.

Date received: 4/24/2003
Name: Kyle Lillis
Organization:
Address:
Comments:

I am writing to express my strong support for extending the Metra line up to Milwaukee. I live in Milwaukee and travel to Skokie 3-5 times a week for work. Many people I have worked with and I would benefit greatly from this project.

Date received: 4/24/2003
Name:
Organization:
Address:
Comments:

I am in favor of the METRA extension and would use it often.

Date received: 4/24/2003
Name: Krista Chapdelaine
Organization:
Address:
Comments:

please bring in metra! I live in milwaukee and do consulting in chicao. I was thinking of moving down there but would stay here if there was a metra line!!!!!!]

Date received: 4/24/2003
Name: Regina, Katie, John Levek
Organization:
Address:
Comments:

Comments:

Dear Mr. Evenson:

I am writing you on behalf of my daughter, Katie Levek, son, John Levek, and myself to support the extension of the Metra. This is an idea that is years overdue. When I moved to Kenosha in 1988 I was traveling back and forth for classes at U.W. Milwaukee and often wished the Metro went that far. My children have had a hard time getting to and from Milwaukee because such a system does not exist. Right now any U.W. Milwaukee students, or MATC Milwaukee students and other Milwaukee colleges and university students have to have a car in order to live at home and commute to school. This would be a great savings in terms of room and board for many students who now cannot afford to live in Milwaukee and have to commute.

In addition, I truly believe that many disabled and retired citizens would make use of the Metro to go to Milwaukee to enjoy the festivals, the Museum, concerts, fine arts, restaurants, water front activities and other fine activities that Milwaukee has to offer if they didn't have to drive! I myself am disabled, and did not have a chance to visit my daughter while she was attending U.W. Milwaukee as much as I would have liked. I wish I would have had the opportunity to ride the Metro.

And last but not least it would be great for commuters, cut down on air pollution which is effecting the air in Kenosha, and perhaps would bring downtown Kenosha alive again!

If there is anything that I can do to help bring about this Metro extension, you can count on me.

Date received: 4/24/2003
Name: Michelle C. Schneider
Organization:
Address: 5428 North Meadows
Racine , WI 53402

Comments:
I think its a great idea.
I would prefer to take public transportation, instead of using my car.

Date received: 4/24/2003
Name:
Organization:
Address:
Comments:
Yes definitely extend the commuter train to Milwaukee; seems like a natural, and it would keep a lot of cars off the road thereby promoting cleaner air and safer highways.

Date received: 4/24/2003
Name: Ann M. Ruffalo
Organization:
Address: 725 Ohio St
Racine, WI 53405

Comments:
I am in favor of the metra extension to Milwaukee.

Date received: 4/24/2003
Name: Diane Halligan
Organization:
Address: 2025 E. Greenwich, Unit 2
Milwaukee, WI 53211

Comments:
I fully support the KRM Commuter Rail Metra Extension in SE Wisconsin.

1. It will provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, so this is a golden opportunity to take advantage of the situation before the right-of-way is obliterated.
2. It will cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic on the freeway system does not solve the congestion problem.
3. Investing in trains is more economical than creating wider highways.
4. It will be an accessible and practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. People will be able to commute to work or wherever without having to use automobiles.
5. It will cut air pollution.
6. It will revitalize cities, build tax base, attract jobs and talent, develop regional

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economy, clean our environment, and provide regional access to jobs.

This is a great opportunity to do all the things listed above. DO NOT SQUANDER IT; VOTE YES FOR IT, AND START THE PROCESS TODAY!

Date received: 4/24/2003
Name: Terrie L. Lewandowski
Organization:
Address: 3205 Hearatland Lane
Racine, WI 53402

Comments:
My comment to the State is why would you want to add additional freeway lanes when this is a perfect option to driving. There is less stress, less road rage, less accidents and congestion. By using the rail you reduce air pollution, which is a major concern. There are so many cities around the country that offer rail and can be such a convenience to so many people. You have my vote on this for sure!!

Date received: 4/24/2003
Name: Joan I. Brenner
Organization: Meetings and Incentives
Address: 10520 Seven Mile Rd
Caledonia, WI 53108

Comments:
I am in favor of this project. Please include my 'yes' vote.

Date received: 4/24/2003
Name: John Axne
Organization:
Address: 1430 Victoria Cir N
Elm Grove, WI 53122

Comments:
Hello,

I recently moved my family and business to the Milwaukee area from downtown Chicago. I run a small graphics/web design studio and maintain my Chicago clients needs by occasionally commuting via AmTrak. However the schedules involve me having to spend the whole day in Chicago due to the few departure times of the AmTrak trains. If you miss the 5pm train from Chicago, you have to wait 3 HOURS before the LAST train at 8pm. It would be great to have a METRA line allowing more options to depart and return.

There are several people I know who would prefer to live in Milwaukee than a Chicago Suburb. It's big city life without the big city headaches. I know it would draw businesses and residents to the Milwaukee downtown area if there was an easy way to get back and forth between the two cities.

Lastly, there are plans to start 3 years of construction on I-94, the only main artery between Milwaukee and Chicago. Having an alternative method of transportation to bypass this upcoming headache would be fantastic. Even now, it takes the same amount of time (even less during rush hour) to travel by train than it does to drive without the cost of having to park downtown Chicago (\$23/day).

So, YES you can count my vote for extending the rail from Kenosha to Milwaukee. There's nothing wrong with some competition with AmTrak, it helps provide better services for the end customer.

Thanks for your time.

Date received: 4/24/2003
Name: Anita a. Carr
Organization: Meetings and Incentives
Address: 4817 Kingdom Ct
Racine, WI 53402

Comments:
Yes..I want rail service....to Milwaukee. I live in Racine County and when I want to go downtown Chicago -- I drive to Kenosha to pickup the metra.

It would be a great time saver and money saver to use it to go downtown Milwaukee.

I would go downtown Milwaukee a lot more than I do now. I go about 2 times a week

GET THE TRAIN GOING!

Date received: 4/24/2003
Name: David J. Del Frate
Organization:
Address: 7803-23rd Avenue
Kenosha, WI 53143

Comments:

I feel Southeast Wisconsin citizens benefit from being at the north end of the Metra line into Chicago. Friends, family, and myself use Metra for a quick, comfortable, convenient ride into Downtown Chicago for business and pleasure. I highly recommend its use to anyone eager to visit Chicago. Riding Metra totally eliminates the biggest troubles in visiting Downtown Chicago or anywhere in between; getting there and parking there.

Now we consider extending the Metra line into Downtown Milwaukee. I think it's a great idea. I look forward to exploring Milwaukee the same way I've explored Chicago

Regards,
David J. Del Frate

Date received: 4/23/2003
Name: Mary Paetsch
Organization:
Address: 614 E. Main St.
Waterford, WI 53185

Comments:

I am a resident of Waterford in Racine County. My son resides in Chicago, and I would thoroughly enjoy a commuter train from Racine to Chicago. This would make a visit so much easier for me.

Please extend this service.

Date received: 4/23/2003
Name: Matt Spaanem
Organization:
Address:
Comments:
Hi,

I live in Milwaukee and I would love to have the metra come all the way up here, I have a lot of friends in Chicago and this would be a great way for me to be able to visit them more often.

Date received: 4/23/2003
Name: John c. Hess Jr.
Organization:
Address: 1421 North Hawley Road
Milwaukee, WI 53208

Comments:

Our community needs to place more emphasis on mass transportation rather than exhausting all of our resources on more freeways.

Date received: 4/23/2003
Name: Daniel Collins P.E.
Organization: Director and Founder Engage Networks
Address:
Comments:

To whom it may concern,
As a technology business owner and Milwaukee area resident, I find easy access from Chicago to Milwaukee to be an important service for both economic growth, and the convenience of customers and employees. The Wisconsin Technology Council has identified the Chicago-Milwaukee economic development corridor as one of the prime opportunities for high wage growth in the Wisconsin economy. Easy access is one of the most important infrastructure issues relating to this economic development corridor.
This thesis was also part of the conclusion of the Work Group on Job Creation and Economic development, convened at Governor Doyle's request, to identify key aspects of growing the Wisconsin economy. Finally, the extension is environmentally responsible when we evaluate the quality of air and living in the great state of Wisconsin. Thank you for your consideration.

Date received: 4/23/2003
Name: Michelle
Organization:
Address:
Comments:

I have taken the Metra between Kenosha and Chicago. I would like to see more times for the existing Metra from Kenosha to Chicago.

In addition, I would LOVE to see it extended to Milwaukee!!!

Date received: 4/23/2003
Name: Greg and Gail Pokora
Organization:
Address: Racine, WI
Comments:

We strongly support the establishment of the rail system extension.....

Date received: 4/23/2003
Name: Nick Waldron
Organization:
Address: 920 N 28th St #102
Milwaukee, WI 53208

Comments:

I fully support a (long overdue) rail system in Milwaukee. Those concerned with the tax implications need to look at the big picture. Sure, expanding the interstates would solve the problem for now, but as the population of southeastern Wisconsin continues to spread, we'd only be forced to build more roads in the future. A rail system would take care of those problems all at once.

It would also do more to reduce the African-American unemployment rate than an expanded interstate since the rail system would make it easier for those without cars to find employment in areas outside of the city. Please don't reward the prejudices of those who don't want a rail system because of this.

But finally, a rail system would encourage more tourists to visit Milwaukee. One of the biggest reasons Milwaukee doesn't have more tourism is because Chicago is seen as being just like us, but bigger, with more to do and easier to get around. With the proposed rail system, many tourists who currently only visit Chicago would be encouraged to ride the Chicago transit to Kenosha and ride our rail all the way to downtown Milwaukee.

Thank you for your time.

Date received: 4/23/2003
Name: Christina Windberg
Organization:
Address: 497 Sunnyview Drive #5
Oak Creek, WI

Comments:

I would love for the commuter rail to be extended into downtown Milwaukee. I live in Oak Creek. There is only one city bus in the morning near my apartment and it doesn't make an evening trip. When my car broke down I had to take a cab to work. It would be great to have the option to commute vs. drive into work everyday.

Date received: 4/23/2003
Name: RICHARD C. KRATSCCH
Organization:
Address: 2919 W. Michigan St.
Milwaukee, WI 53208

Comments:

I sincerely believe that a modern rail system is needed. One that can beat travel by car and is run often enough to be handy for the most people.
This means a system with short dwell time and fast start and stopping ability. Of course this would mean a all electric MU system, but of course at the onset this would be too costly. So the alternative would a DMU system maybe using the Colorado DMU that has been making its rounds thru out the country.
A system has to be fast & convenient, to be a success.

Thank you Richard Kratsch

Date received: 4/23/2003
Name: Dan Ritter
Organization:
Address:
Comments:

I am writing to encourage support of an extension of the commuter train to Chicago which currently starts at Kenosha. It would represent an advance in the effort to reduce pollution, traffic jams and high blood pressure. I hope you are able to influence the outcome in favor of this latest attempt to extend this service.

Date received: 4/23/2003
Name: Don Lintner
Organization: Instructional Technology Support
Address: 900 Wood Rd.
Kenosha, WI 53141-2000

Comments:
Dear SEWRPAC:

Extending the Metra line to Milwaukee would greatly increase opportunities for those of us in southeastern Wisconsin to use public transportation. I live in Oak Creek and work at UW-Parkside in Kenosha. Currently, there is NO option for public transportation for me. The Metra extension would give me the chance to leave the car at home at least several days a week. This would save me money and it would also cut down on the emissions I generate that add to the already marginal air quality in this part of the state. My wife also attends conferences in Chicago for her job and the Metra extension would eliminate the auto trip to downtown Milwaukee of Sturtevant to catch the Amtrak train.

We would also find the Metra helpful in getting to downtown Milwaukee for shopping, theater attendance and similar activities. I think the Metra would prove especially useful with the upcoming Marquette interchange reconstruction.

Please, let's give the citizens of SE Wisconsin a decent public transportation system.

Date received: 4/23/2003
Name: Robert Tanzilo
Organization: OnMilwaukee.com, Monferrini in America
Address: P.O. Box 2
Milwaukee, WI 53201

Comments:
I think extending Metra service to Milwaukee is a wonderful idea. My wife and I make frequent trips to Chicago and always consider the rail option, which, sadly, at the moment, isn't a financially viable option (it's cheaper for two people to drive and pay for parking than to take the Amtrak). Metra service would be considerably more economical (even more so than driving) and the trip duration would be comparable to going by car. It's hard to believe that anyone -- other than auto manufacturers and petroleum corporations -- could possibly be opposed to a convenient, eco-friendly, inexpensive way to travel between Milwaukee, Racine, Kenosha and Chicago, such as once existed.

Date received: 4/23/2003
Name: Dorota Nelson
Organization:
Address: 2440a S. Kinnickinnic Ave.
Milwaukee, WI 53207

Comments:
I would love to see the Metra line in Milwaukee. It'd be the best thing that happened to the city in the last 50 years!

Date received: 4/23/2003
Name: Michael J. Serpe
Organization: County of Kenosha
Address: 1010 56th Street
Kenosha, WI 53140

Comments:
For all of the reasons already pointed out in the study, there are two that mean the most to me personally.
1.) If we miss this chance to develop the rail service, the opportunity will be gone forever.
2.) If we are to put a multi-modal surface transportation system in place for our region, the KRM rail system is the lynchpin to its success.
Our regional ability to compete rides on the rails of this project. Future generations will either praise us or curse us depending on our success in seeing this through.

Date received: 4/23/2003
Name: Mark M. Giese
Organization:
Address: 1520 Bryn Mawr Ave.
Racine, WI 53403

Comments:
I am in favor of full commuter rail service (as opposed to a more limited service with bussing supplements) running as frequently as is sensible.

Thank you.

Date received: 4/23/2003
Name: Nicolas Lampert
Organization:
Address:
Comments:

hello,
As someone from Milwaukee who regularly visits Chicago, I would very much value a commuter train. The Amtrak is simply too expensive. I know many people in Milwaukee who work a number of days in Chicago who would also value this service. The environmental and economic impact of a commuter train is a win, win situation. Thank you for your time

Date received: 4/23/2003
Name: Ariana Huggett
Organization:
Address: Milwaukee, WI
Comments:

A commuter train is much needed to link Chicago to Milwaukee. I would welcome the extension and use it often!

Date received: 4/23/2003
Name: George R. Daniels
Organization: Managing Director, Quantilex, LLP
Address: 3756 Honey Tree Lane
Greenfield, WI 53221-3216

Comments:
Please extend Metro to Milwaukee

A far South-side Milwaukee stop would be nice. That would probably gather a lot of downtown Milwaukee - South-side Milwaukee passengers as well.

Date received: 4/23/2003
Name: Niedra North
Organization:
Address: 8077 N. 62 St.
Brown Deer, WI 53223

Comments:
I think the extension of the rail line is really important to our growth. I vote for it.

Date received: 4/23/2003
Name: Jerry Rannow
Organization:
Address: Mount Pleasant, WI
Comments:

A resounding YES on commuter rail! It was the past and can now be the future!

Date received: 4/23/2003
Name: Stan Postornio
Organization:
Address:
Comments:

As a business owner and citizen of Racine, I cannot emphasize how important the commuter rail extension would be to the economic development and the quality of life of SE Wisconsin. Other areas of the country continually strive to improve the quality of life of their citizens and this is certainly a draw in wanting to locate your business and family to that area.

Helping transportation among the SE Wisconsin corridor with the KRM extension is certainly a beneficial allocation of our tax dollars.

Date received: 4/23/2003
Name: Shana Stein
Organization:
Address:
Comments:

Please consider extending the commuter train from Kenosha to Milwaukee.

Date received: 4/23/2003
Name: Chuck Braasch
Organization:
Address:
Comments:

My friends and I would LOVE to have a Metra extension between Chicago and

Milwaukee... We always want to go to Chicago but it's a pain to drive (and decide who's driving) and Amtrak is too expensive. If the fare is just right, we would make a lot of use of the system.

Date received: 4/23/2003
Name: Anthony D. Belli
Organization:
Address:
Comments:
YES!

That would be very ideal. I love going to Chicago but only make it down two or three times a year because I don't want to drive all the way down, or to Kenosha and then jump on the train. That would be awesome for business and travel for both Chicago and Milwaukee.

Date received: 4/23/2003
Name: Kelly M. Gaglione
Organization: KAHLER SLATER ARCHITECTS, INC.
Address: 111 West Wisconsin Avenue
Milwaukee, WI 53203-2501

Comments:
I am writing in support of an extension to the Metra that would run from Chicago to Milwaukee. I believe that the extension would increase economic development across the entire corridor. Living in Franklin, I also might use the Metra to get to and from work in downtown Milwaukee.

I also support an express train from Milwaukee to Chicago. My husband uses the Amtrak from Milwaukee to Chicago and back at least twice per week. Driving into Chicago would be so difficult, he would surely make trips less frequently which reduces a positive impact on development.

I would be glad to expand upon this if necessary. Thank you.

Date received: 4/22/2003
Name: Dale Shidler
Organization:
Address:
Comments:
i would LOVE To see this train brought all the way to milwaukee. i think it would do so many good things for milwaukee and the environment to have this happen!

Date received: 4/22/2003
Name: Robert A. Scheidt, Ph.D.
Organization: Department of Biomedical Engineering
Address: 1515 West Wisconsin Avenue
Milwaukee, WI 53233

Comments:
Dear SEWRPC,

I live in Chicago, IL and commute to Milwaukee via AMTRAK daily. I am a Biomedical Engineering professor at Marquette University and conduct stroke rehabilitation research at the Rehabilitation Institute of Chicago. I am very much in support of your regional rail initiative, as it would allow me to move to the Kenosha/Racine area, while still having convenient access to both Milwaukee and Chicago. While I support AMTRAK and love the service it provides, regional (Metra) rail could offer improved access to Southeastern Wisconsin, a place I'd like to live. Unfortunately, living in Kenosha/Racine would be too inconvenient w/r/t transportation between both Milwaukee and Chicago. Your initiative will solve my dilemma.

Date received: 4/22/2003
Name: Brooke Maroldi
Organization:
Address:
Comments:

Hello,
As a Milwaukeean who loves to visit Chicago, but hates the drive, I would very much like to see a Milwaukee-Chicago Metra commuter train! The Amtrak line is terribly expensive and what ends up happening to me -- and many people I know -- is that I don't go as often as I'd like.

I really hope that the Milwaukee-Chicago Metra becomes a reality.

Date received: 4/22/2003
Name: Joseph Kubisiak
Organization:
Address: 3148 N. Richards St.
Milwaukee, WI 53212

Comments:
Dear SEWRPC,
I would like to let you know I strongly support the use of mass transit systems and the proposed extension of Chicago Metra to downtown Milwaukee. Has the possibility of a similar line to Milwaukee suburbs or Madison along I-94 been considered?

Date received: 4/22/2003
Name: Kurt Meinke
Organization: Milwaukee Institute of Art & Design
Address: 273 E. Erie Street
Milwaukee, WI 53202

Comments:
I would like to see the commuter train from Chicago extended to Milwaukee. I would use this service often. I travel to Chicago on business and pleasure often and hate the drive. I especially dislike the traffic.

Date received: 4/22/2003
Name: Diane Martin
Organization:
Address: 1136 E. Chambers Street
Milwaukee, WI 53212

Comments:
I support the idea of linking the Lake Michigan corridor counties with the Metra system. Anything we can do to keep more cars off the road and less CO2 in our air, the better. This air corridor is currently one of the most polluted in the country, and with the spectre of 2 more coal burning power plants along the lakefront looming, it can only get worse.

Date received: 4/22/2003
Name: Roy Staab
Organization:
Address:
Comments:
A commuter train would be wonderful..

Milwaukee to Chicago. Please do it. again..

Date received: 4/22/2003
Name: Linda K. Draft
Organization: UW-Parkside
Address: 900 Wood Road
Kenosha, WI 53141-2000

Comments:
Please accept this message as a vote of support for the METRA extension into Milwaukee. I would ride the train instead of driving to downtown Milwaukee.

Date received: 4/22/2003
Name: James L. Michel
Organization: CRB Insurance
Address: 1400 Newman Rd
Racine, WI 53406

Comments:
I think the possible rail connection is an excellent idea. Many years ago, when I-94 was first constructed, I remember that the merchants and politicians felt that, if the expressway went through the city, that people would pass right by. Instead, by being so far away from the city, people pass by because it's inconvenient to drive the 20 minutes it takes to get to downtown Racine from the expressway. Hindsight is 20/20. We have an opportunity to make it more convenient to get to Racine. It would eliminate the pollution created by people driving to Racine as well as help generate interest in stopping without being inconvenienced.

In addition, people who can't find jobs in Racine may have a better opportunity of finding one in one of the other major cities on the route without moving out of their homes here. It may help attract businesses by increasing their base of employees to choose from.

I think it's time to make Racine more convenient for people to get to. It would have a positive affect on business opportunities both from the employer and employee standpoint. In addition, we have a number of people in the Chicago area mooring

their boats in Racine. The convenience of riding the rail into town would generate even more activity in the vicinity of the downtown area.

Date received: 4/22/2003
Name: Amy Hauber
Organization: Lawrence University
Address:

Comments:
I am writing to support the extension of the commuter train all the way to Milwaukee.

Date received: 4/22/2003
Name: Amanda C. Tholen
Organization:
Address: 2425A S Kinnickinnic Ave
Milwaukee, WI 53207

Comments:
I received an email about your study, and the possibility of connecting to the Metra from Milwaukee. As a driver that travels between Milwaukee & Chicago 5-6 times a month, I would support this 100%. I would love to park my car & use this service (i occasionally use Amtrak, but often can't afford to shell out \$40 bucks for the round trip ride). Again, I'm in full support of this, as I'm sure my Chicago friends will as well...

Date received: 4/22/2003
Name: Erik J. Olsen
Organization: Dimensional Finishes LLC.
Address:
Comments:

Having the metra would truly increase my small business opportunities. Its about time.

Date received: 4/22/2003
Name: Sara Stum
Organization: Milwaukee Institute of Art & Design
Address:
Comments:

Extending the Metra System to Milwaukee would be such a boon for Milwaukee; its culture and commerce. Currently, I take the Metra from Kenosha twice a month. I find it to be very economical and a good experience - however it is not very convenient. I imagine I would use it much more often if there was a stop in Milwaukee. Thank you for this forum.

Date received: 4/22/2003
Name: Judith Harway
Organization:
Address:
Comments:

I am writing to express my very strong support of the idea of extending Metra commuter service from Chicago all the way to Milwaukee. Besides the fact that my husband's work takes him to Chicago several times a week, I know many people here in Milwaukee who bemoan the fact that limited Amtrak scheduling makes it hard to take the train to the Loop for shopping, cultural events, etc. I would especially like to encourage the possibility of Metra service running into the night, as that would enable Milwaukeeans to attend concerts and theater in Chicago and return conveniently.

Thank you very much. Please keep me posted of any developments in the Metra service.

Date received: 4/22/2003
Name: David M. Thiel
Organization: Johnson Financial Group
Address: 701 N 8th St
Sheboygan, WI 53081

Comments:
I am excited for southeastern Wisconsin! I support the Metra extension and look forward to service beyond Milwaukee into Sheboygan, Green Bay and beyond. This is an excellent opportunity for the region and the state. You certainly have my endorsement!

Date received: 4/22/2003
Name: Carolyn Lawton
Organization: Human Resources
Address: Box 2000, 900 Wood Rd.
Kenosha, WI 53141

Comments:
I would like to encourage the extension of the Metra line to Racine and Milwaukee. With all the cars in southeast Wisconsin and the problems they create, the train would be a welcome alternative. My family would certainly use it. Thank you.

Date received: 4/22/2003
Name: John P. Stoltenberg
Organization:
Address: N8362 State Highway 67, P.O. Box 596
Elkhart Lake, WI 53020-0596

Comments:
Dear Sirs;

My wife and I are in favor of extending Metra service from Kenosha north to Milwaukee because AMTRAK service frequently has been unreliable. We have a daughter in Milwaukee, and a daughter in Chicago. As we get older, and the traffic on I-94 gets worse, we will be using Metra instead of driving to Chicago.

Date received: 4/22/2003
Name: Mercedes Thauer
Organization: Retailworks, Inc. and Solterra Studios
Address: PO Box 688
Cedarburg, WI 53012

Comments:
Yes, I would like to see it continued to Milwaukee!

Date received: 4/22/2003
Name: Josie Osborne
Organization: MIAD
Address: 273 E. Erie Street
Milwaukee, WI 53202

Comments:
Yes!

I commute between Chicago and Milwaukee on a semi regular basis but would do it more if it were more affordable and the schedule was better. Milwaukee and Chicago compliment each other nicely and deserve to be more connected.

I support the commuter train.

Date received: 4/22/2003
Name: Francis Ford
Organization:
Address:
Comments:

I think it is a good idea to have a commuter train from Chicago to Milwaukee, I do not understand why there is not a great need for this, and why it is not all ready going, it's a good idea.

Date received: 4/22/2003
Name: Mark Klassen
Organization: Department of Art and Art History
Address: 700 College St.
Beloit, WI 53511

Comments:
Please extend the commuter train from Kenosha to Milwaukee. I often travel from Milwaukee to Chicago and would love to take advantage of public transportation.

Date received: 4/22/2003
Name: Jamal Currie
Organization:
Address:
Comments:

To Whom It May Concern,
I am very much in support of extending a commuter rail from Kenosha to Milwaukee. The extension of this train line would serve the City of Milwaukee both environmentally and economically and would increase the quality of life in Milwaukee by adding another option for traveling outside of the city.

Date received: 4/22/2003
Name: Greg Ryan
Organization: eCommandos, Inc.
Address: 231 Buffalo Street, Suite 303
Milwaukee, WI 53202

Comments:
Hello

I strongly support the extension of the Metra commuter train from Chicago to Milwaukee.

Date received: 4/22/2003
Name: Anne Ghory-Goodman
Organization:
Address: 1775 West County Line Rd
Milwaukee, WI 53217

Comments:
Yes,
Please extend the commuter train to Milwaukee.

Date received: 4/22/2003
Name: Greg Patterson
Organization: New Horizons Computer Learning Center
Address: Racine, WI

Comments:
As a Racine County business person, I believe it is critical to the long term vitality of the county that we extend commuter rail. Racine and Kenosha sit on the precipice of creating an environment that embraces the future. Part of that future will be mobile workforce. To ensure access to the best talent, we must have economic and social options for our citizens and commuter rail is a step in that direction.

Date received: 4/22/2003
Name: Sarah J. Daleiden
Organization: Milwaukee Institute of Art and Design
Address: 273 East Erie Street
Milwaukee, WI 53202

Comments:
To Whom It May Concern:

I strongly encourage you to extend the Metra train route from Chicago to Milwaukee. As an active proponent and user of public transportation, it would be of great benefit to this community and help Milwaukee develop as an urban center. I used to ride the train from South Bend to Chicago during my time in school at the University of Notre Dame and found it to be comfortable, convenient and invaluable. Please help put Milwaukee on the map and offer us an alternative, eco-friendly solution to driving.

Please keep me updated to future development.

Date received: 4/22/2003
Name: Nancy Siker
Organization: Milwaukee Institute of Art and Design (MIAD) Library
Address: 273 E. Erie St.
Milwaukee, WI 53202

Comments:
I would love to see Metra service extended north of Kenosha to Milwaukee.
I am unable to come to the hearing on Thursday but I hope that this is well attended by supporters of this change.

Date received: 4/22/2003
Name: j e. kassner
Organization:
Address: 1032 n osborne blvd
racine, wi 53405

Comments:
Great idea - let's do it smartly....

Date received: 4/22/2003
Name: Thomas Wontorek
Organization:
Address:
Comments:
We travel to Chicago frequently and would love to take the train rather than drive. The Amtrak schedule is too restrictive and the cost is too great for more than a single

passenger. The more frequent service and lower cost would be a great benefit. We look forward to the extension of service to Milwaukee.

Date received: 4/21/2003
Name: Suchi K. Perry
Organization:
Address: 3719 15th St. #2B
Kenosha, WI 53144

Comments:
I have been a resident of Kenosha, WI for about 4 years, and I have been commuting to my workplace, Abbott Laboratories in North Chicago, IL. I have been working there since 1994. Since I live on the north side of Kenosha, my car commute is approximately 45-50 minutes, given varying traffic conditions. I have used the Metra for leisure trips to Chicago from the North Chicago station, because the Metra station is right across from my workplace. This makes trips to Chicago very convenient for me when I take the train from North Chicago. However, I generally make more car trips to Milwaukee for leisure year-round, especially during the festival season, which can amount to 4-5 times a week during the summer.

I could definitely use the rail stop proposed for North Kenosha/Somers area, since it is closer to where I live than the downtown location, and I could avoid most of the downtown Kenosha traffic. This proposed station would help both my commute to work, and also my trips to Milwaukee. I know several other people who live in my apartment complex and work at Abbott Laboratories. The rail expansion would assuredly be useful to those of us who live on the North side of Kenosha. The rail option would be much more convenient, since I would not be required to transfer over to a bus at Racine.

If you need me to answer any more questions, please feel free to send me an e-mail.

Thank you for your attention.

Suchi K Perry
Research Stability Operations Dept. R4P1
Abbott Laboratories
1401 Sheridan Road
North Chicago, IL 60064-6270
Ph. (847) 938-9848

Date received: 4/21/2003
Name: Scott D. Stearns
Organization:
Address: 939 E Homer St, #9
Milwaukee, WI 53207

Comments:
I'm in favor of the Metra extension to downtown Milwaukee. Having an affordable rail connection to downtown Chicago could do wonders for commuters as well as tourists going to Chicago and for visitors to Milwaukee.

I don't think it would be seen as a competitor to Amtrak since that is a regional form of ground transportation. It's not practical for the regular commuter to pay the fares Amtrak charges.

Thank you for the opportunity to comment.

Date received: 4/21/2003
Name: David P. Dauchy
Organization:
Address: 5223 Willowview Road
Racine, WI 53402

Comments:
Wiseride Project Group,

Although it will cost more, option #1 of having a dedicated rail service between Milwaukee and Chicago with stops in between will really help SE Wisconsin gain reliable access to the bigger markets. Kenosha can get its access to Milwaukee back as many commute from there by car and Racine can finally get access to both markets, besides having to use I-94.

Racine stands to benefit the most as many could use the time on the train to read and/or relax before and after work. More workers in both major metropolitan areas could choose to live in Racine, since it is affordable and would have good access to both big cities. Property Values can only go up as Milwaukee is only a short train ride away. I really hope that this project becomes a reality.

Good Luck,

David Dauchy

Date received: 4/21/2003
Name: Michael Burke
Organization:
Address: 1024 Hayes Ave.
Racine, WI 53405

Comments:
Dear sir/madam,

Although I will not be able to attend the upcoming public hearings, I would like to express my strong support for the proposed KRM commuter rail. I believe commuter rail is one of the most progressive actions this area can take at this time. I think it will result in a financially healthier area, will reduce sprawl and take some of the pressure off our highway system. And I think it would breathe life into our inner cities -- certainly here in Racine.

I think not using our existing rail right of way would be penny-wise and pound-foolish in the long run. Please give the most serious consideration to proceeding with this project.

Date received: 4/21/2003
Name:
Organization:
Address:
Comments:

I am writing in support of the proposed KRM train line extension. As a business owner and a resident of SE Wisconsin I want transportation options for myself and my employees. I hope by providing this train line we may increase the quality of life in SE Wisconsin a be able to be a more desirable place to live for younger and older employees and employers. My tax dollars should be going towards projects like the KRM line extension.

Date received: 4/21/2003
Name: David E. Shreiner
Organization: Shreiner Company
Address: POB 347
Killbuck, OH 44637

Comments:
I would encourage any possible expansion of Metra trains to Milwaukee.

I travel on busines at least once per month to Chicago on Amtrak from Ohio.

Many customers are within easy walking distance in Chicago from Metra and CTA: but any expansion of service would help.

David Shreiner

Date received: 4/21/2003
Name: Gordon R. McCoy
Organization:
Address: 1642 E. 56th St., #1205
Chicago, IL 60637

Comments:
I am writing to express my favorable opinion and support of the development of a commuter rail line in southeast Wisconsin.

The proposed line would provide seamless, convenient, safe, and environmentally clean public transportation linking the metropolitan areas and suburbs of southeast Wisconsin with one another and with the Chicago metropolitan area in Illinois.

The proposed line would be a big step in providing for a more balanced transportation system. Alternatives to driving are especially needed in times of severe traffic congestion on I-94 and road construction.

If the proposed commuter line could be ready for initial operation by the onset of the rebuilding of I-94 later in this decade, that would be a huge plus and should enable the project to garner additional federal funding as well.

I travel to southeast Wisconsin and especially Milwaukee frequently, both for pleasure and in my role with a religious group, in which I am called to visit churches in Wisconsin. It would be a pleasure to be able to visit all the churches via train travel.

Thank you for attention.

Gordon R. McCoy

Date received: 4/21/2003
Name: Harris M. Cohen
Organization: RailTravelUS
Address: 730 Sheridan Road
Highland Park, IL 60035

Comments:
The states of Wisconsin and Illinois should invest in upgrading the current Metra/Amtrak/CN line that is used between Chicago and Milwaukee. With improved protection at grade crossings & upgraded track & signals, existing Amtrak trains would be able to travel at top speeds of 110 MPH, cutting the Chicago-Milwaukee trip time to just over an hour. Additionally, frequencies should be increased to once an hour, and business class should be added to the trains. This would be more efficient and a better way to spend money than investing in the slower commuter rail for the region.

However, Milwaukee should also consider purchasing DMU's (Self-propelled vehicles such as from the Colorado Railcar Corporation, which provide operational flexibility and are less costly to operate than commuter rail. These trains should travel between Milwaukee and its suburbs, such as Watertown & Kenosha/Racine, providing commuter rail for the region.

Please contact me if you have any questions, or would like more information on the ideas I have just submitted.

Thank you.

Date received: 4/21/2003
Name: George and Nancy Scripko
Organization:
Address:
Comments:

Dear Mr. Yunker and Mr. Caron,
Just finishing reading your excellent article in RACINE JOURNAL TIMES. We wanted to show our support for the cause with this email. Your points regarding "investment in the future" should help convince those who only see the price tag.
As retirees who have ridden trains in the USA and all over the world, we want to put in the plug for "senior mobility." As the roadways become increasingly congested and unsafe, those with less than perfect eyesight and reflexes would be encouraged to be out and about being active and healthy.
Some worry that government subsidy might be needed. Well, road construction and the aviation industry certainly are already. Once we have educated the populace to the comfort of this lifestyle, we may begin to see the auto is great for many circumstances, but not every situation. Even now I wish AMTRAK would offer some "two for one" rates to Chicago to get Racineites thinking rail. If they do it once, they will again and again.
Another idea might be to contact local senior groups in each community.
Hope to get to Gateway for meeting.

Date received: 4/21/2003
Name: Jonathan Helstad
Organization:
Address: 6551 Mariner Dr. #2
Racine, WI 53406

Comments:
To whom it may concern:
I have lived in Racine, WI all of my life and have worked at Abbott Laboratories in North Chicago, IL for the last 13 years. It is about a one hour drive each way for me to get from home to work. A Metra route that goes from Milwaukee to Chicago would be perfect for me. I would use it every day to get to work, as the North Chicago station is adjacent to the North Chicago Abbott site. I have used Metra for travel to Chicago many times and have enjoyed the experience, and with a station in Racine, would use Metra more frequently for trips to Milwaukee and Chicago. Please feel free to contact me if I can offer you any more information.

Date received: 4/21/2003
Name: Ricky Heldt
Organization:
Address: 348 E. Oklahoma #8
Milwaukee, WI 53207

Comments:
Please extend the Metra to Milwaukee. I would use it to go to Chicago. It would be great all the way around!

Date received: 4/20/2003
Name: FRED AND MARGARET WHITE
Organization:
Address:
Comments:

WE ARE IN FAVOR OF THE METRA EXTENSION INTO MILWAUKEE. WE WOULD USE THE EXTENSION INTO MILWAUKEE MORE FREQUENTLY THAN THE EXTENSION THAT GOES INTO CHICAGO. WE LIVE IN THE KENOSHA AREA.

Date received: 4/20/2003
Name: Ronald and Marilyn Jacob
Organization:
Address: 5215 Kinzie Ave.
Racine, WI 53406

Comments:

Dear Mr. Yunker:

We strongly support the development of a Metra commuter rail service between Racine and Milwaukee, with connecting service to Chicago. It is vital that Racine has a commuter rail link to Chicago in order to attract more businesses and residents to the city. The Amtrak service is not adequate. Although it is fast, it is extremely expensive, as well as unreliable. It is no substitute for reliable, cheap commuter train service to Milwaukee and Chicago.

Our daughter has lived and worked in Chicago for 11 years. She has considered moving to Racine and commuting to her job in Chicago, but the lack of train service between Racine and Chicago has been the deciding factor against her moving back to Racine.

I strongly urge Racine to move forward with commuter train service that links the city to both Milwaukee and Chicago. It is important that we have commuter train service in order for Racine to continue to grow as a vibrant, economically strong community. Please, let's not have Racine make the same mistake it did 30 years ago when the North Shore commuter train service was discontinued.

Thank you.

Date received: 4/19/2003
Name: F C. Seitz
Organization:
Address: Kenosha, WI
Comments:

Since we will not be able to attend the meetings on this matter, we are interested in going on record that we do support such a project. . . .

We agree that it will be an important addition to all of the localities involved and will provide many benefits and conveniences for many in the future. . . . We know from past experience the convenience this form of transportation supplied and we are confident it would fill a vital need for this area in the future years. . . .

Date received: 4/19/2003
Name: Michael B. Thompson
Organization: Family Foot Clinics of Wisconsin, S.C
Address: 201 - 68th Place
Kenosha, WI 53143

Comments:

As a citizen of Kenosha who occasionally uses Metra to Chicago, I support the extension, as long as it can be done at a reasonable cost. I recognize that "reasonable cost" may have many different interpretations. However, as long as the cost would not noticeably affect my income, property, or sales tax payments, I favor it.

I see many benefits, particularly lower highway maintenance costs, environmental improvement, and increased convenience for the several million of us living in this corridor.

Shortly after I send this email, my wife and I will drive to a play in Chicago. I have been making this trip for many years, and have seen my average drive time increase from 75 minutes to 120 minutes, even though Saturday afternoon is far from a peak driving time. Even at allowing two hours, I hope we do not encounter any traffic congestion or we'll miss the start of the play! I would be pleased to use Metra instead if there were enough week-end trains to match my schedule conveniently.

Thank you for this opportunity to express my opinion.

Date received: 4/19/2003
Name: Benjamin A. Budde
Organization:
Address: 1932 East Kenilworth Pl
Milwaukee, WI 53202

Comments:

I am a regular Amtrak commuter to Chicago and beyond and I am in full support of the proposed Metra line. I do have a couple of concerns however.

1. Would the implementation of a commuter rail service through this corridor jeopardize the relevance and therefore the future of heavy rail North out of Chicago? This is a concern because, of course, should Amtrak survive it's current woes, Milwaukee needs to stay relevant to Northwest rail travel by staying in the Chicago-Minneapolis corridor.

2. Whether the Hiawatha stays or goes with the building of the Metra line, the knee-jerk reaction would be to merely run the train a few times a day, making practical use of the system for day-trippers and shoppers unlikely. One would rather spend an hour and a half in the car and deal with parking than spend the same amount of time on a train plus an hour or two waiting before hand in each direction. To make the Metra truly functional, the SEWPRC has to stand up to political pressure to limit the number of daily runs due to cost projections and recommend frequent daily trains to encourage casual traffic. Furthermore the trains have to run well after bar time at least on the weekends to make nightlife traffic accessible. This only helps Milwaukee by encouraging Chicagoans and others to come here, spend their money and acquaint themselves with our city while discouraging drunk driving on Wisconsin freeways.

Thank you very much for your time.

Date received: 4/18/2003
Name: Larry Govin-Matzat
Organization:
Address:
Comments:

Of course metra should be extended to Milwaukee and beyond. I wish some accommodation could also be made to allow transport of dogs and other pets, perhaps a special car.

Date received: 4/17/2003
Name: Brian J. Peters
Organization: IndependenceFirst
Address: 600 W Virginia Street
Milwaukee, WI 53204

Comments:

As a former resident of Northern Illinois and a current resident of Oak Creek, I believe that a Metra extension would be highly desirable. From comments made by many people in Milwaukee area in the past, driving to Chicago area is often perceived as stressful and something to be avoided. A Metra ride from various Wisconsin communities into Chicago could connect both metropolitan areas more closely.

Date received: 4/16/2003
Name: Jenna Smith
Organization:
Address:
Comments:

Please, oh please... make this happen! I am one WFB woman who would use this a lot if it were coordinated. I currently use Amtrak but would enjoy another option.

Good luck!

Date received: 4/16/2003
Name: Karen Underwood
Organization:
Address:
Comments:

I ride public transportation on a consistent basis within the city limits. I truly appreciate having the option of traveling that way as opposed to wrestling with traffic. Just recently, I took some friends with me from Milwaukee to Chicago for a shopping excursion in February. We thoroughly enjoyed our trip; however, it would have been more convenient to have picked up the train right from here as opposed to going down to Kenosha to catch it. I am unable to come to the public hearing but I wanted to take time to express my interest in this idea. Thank you for your consideration.

Date received: 4/14/2003
Name: Gay A. Birkholz
Organization:
Address: 1043 - 91 street
Pleasant Prairie, WI 53158

Comments:

The Metra Extension to Milwaukee would be a good thing for the Southeastern communities. As the population grows so only will ridership. Every time I have taken the metra to Chicago it has been well used. I think once people learn of the extension to Milwaukee it too will be well used.
Looking forward though to the Kenosha station improvements.

Date received: 4/11/2003
Name: Deborah Eisel
Organization:
Address: 1600 S. Main St.
Racine, WI 53403

Comments:

I so wanted to attend one of the public hearings on the plan for a commuter rail from Chicago to Milwaukee but will be out of town. I live in Racine and am a freelance writer/editor who works regularly with contacts and designers in Chicago. I would love to take the train from Racine to downtown Chicago and many stops in between. My husband and I often meet for dinner in Highland Park on his way home. I take the train from Kenosha, and then we stop on the way home and pick up my car. I'd much rather travel from Racine. I travel once a week to the loop in Chicago or northern suburbs. Right now I drive to Kenosha and take the train in or drive in to Lake Forest and take the train. I also have a friend who comes up to work with me twice a month. She can't take the train to Racine so I must pick her up in Kenosha. It would greatly facilitate our work if train service were extended to Racine. I'd also love to take the train in to Milwaukee rather than drive...there seems to always be construction on 94. And I feel guilty about all the gasoline use and pollution.

I have one other concern...scheduling. With so many stops into Chicago and the thought of adding more in Racine and possibly other towns between Racine and Kenosha, I'd suggest some staggered schedules. For example, when I need to go into Chicago to an evening event, I'm forced to drive to Lake Forest to have more flexible travel options. (I don't feel safe in Waukegan downtown alone late at night.) Only one late train comes all the way to Kenosha....If I miss it, I'm stuck. Whereas all the trains go to Lake Forest. I'd suggest some trains that stop, for example, in Racine, Waukegan, Lake Forest, Highland Park, Evanston, Rogers Park and downtown Chicago. Those are all big and busy stops that I use and that provide connections to buses, etc. All those smaller stops on every train schedule slow the trip down and make commuters debate the merits based on time and costs. My schedule generally calls for me traveling after rush hour...so please consider the needs of nonrush travelers when you make your determinations and schedule trains. I am so excited about the possibilities. Please consider my enthusiastic support to the idea and I would love to help in any way that I can.

Date received: 4/11/2003
Name: Shiraune Thompson
Organization:
Address:
Comments:

My name is Shiraune Thompson, and I think the commuter rail is an awesome idea. I travel to Milwaukee a lot and I hate the highways. A commuter rail will help me save my gas and the stress of highway driving. I've also been thinking about working in Milwaukee but have never pursued it because I heard about the high parking prices as have a lot of my peers. If this is successful, I will definitely consider commuting and traveling to Milwaukee and even Chicago more! I really hope this happens. Best of luck to you all!

Date received: 4/11/2003
Name: Jettie L. Cornett
Organization: Greater Grace Temple Church
Address: 522 N. Memorial Dr
Racine, WI 53404

Comments:

Greetings! My name is Pastor Jettie L. Cornett of Greater Grace Temple Church. I would like to say that I think it is a wonderful idea to have a commuter rail that extends from Milwaukee to Chicago. I like to travel to Chicago and the new rail would save a lot of time and gas for me personally. I would really like to see this Commuter Rail happen. On behalf of Greater Grace Temple church, I wish everyone who works on this project success! Have a blessed day!

Date received: 4/9/2003
Name: Kelly Voss
Organization: Martha Merrell's Bookstore
Address: 312 Sixth St.
Racine, WI 53403

Comments:

As a business owner in downtown Racine, I would like to express my absolute support for this project. We need this service in order to "compete" with Kenosha for their Chicago market, & we will hopefully become a "hub" for Milwaukee folks looking to relocate their family outside of the city. The sooner the better in my mind. Thanks for your consideration.

Date received: 4/9/2003
Name: Elysse M. Chay
Organization: n/a
Address: 1855 N Cambridge Ave #102
Milwaukee, WI 532021733

Comments:

public transit is woefully underfunded in milwaukee. i'm a uw-milw alum and a master's candidate at marquette, and i live on the east side. the lack of commitment to improving mass transit is one of the main reasons i am shifting the focus of my job search to cities other than milwaukee.

Date received: 4/8/2003
Name: Lon A. Couillard
Organization:
Address: 3428 S. 86th Street
Milw, WI 53227

Comments:

I support the KRM Commuter Rail Metra Extension proposal. Reducing SE Wis auto & truck traffic will benefit our environment & preserve our landscape, and reduce impacts of highway widening.

Date received: 4/6/2003
Name: Mercedes
Organization:
Address: Racine, WI

Comments:

Let the process begin. This 'over studying' of the potential just raises the costs and makes the process more complicated. I have been listening, attending, utilizing and promoting "mass transit" for a LONG TIME. And the costs get higher and the reasons, anti/pro, just cycle around.

The alternatives do not give a true picture of ridership potential. The mailer covered it well by saying that Commuter Rail was the best alternative. YET, it did not include (to my knowledge) the costs for road construction, parking and total environmental effects of private passenger vehicles beyond 'gridlock'. Now some other thoughts:

My reason for using 'private passenger vehicle' is because so many people now drive pickups, SUVs, vans instead of cars/automobiles. They use more fuel and pollute more. Are usually heavier so wear/tear on road surface greater. Take up more room on the road and parking lots. Cost more to purchase and cost more to dispose of.

I know many claim that 'mass transit' must pay its own way. Since when did 'private passenger vehicles' pay their own way!? This fallacy needs to be curtailed ASAP. Roads, parking lots, etc are paid for with tax dollars and subsidies. Oh! Let us not forget the junk yards and landfills full of old vehicles and their other wastes.

The primary "gridlock" I noticed is from those opposed to utilizing a shared experience. One that mass transit provides. Some relaxed time to/from destinations.

The ridership will increase greater than projected in the newsletter, because many cannot afford a vehicle, maintenance of vehicle, possible tolls, parking, insurance and whatever else is involved in owning & using a private passenger vehicle.

Who is dragging their heels, delaying the start of this 'commuter rail' extension. We need to rebuild and extend commuter rail to all areas of the state; like once it was (or as close to it as possible).

A'weaving a touch of universal peace and tranquility,
Mercedes in Racine

Date received: 3/28/2003
Name: Timothy Kiefer
Organization:
Address: 1007 N Cass St, Apt 410
Milwaukee, WI 53202

Comments:

I support the "Commuter Rail -- High Level of Service" alternative.

The "Commuter Rail -- Medium" option provides too few trains for the service to be convenient.

The "Commuter Bus" and "Mixed Train/Bus" options are inferior for two reasons. First, traveling by bus is considerably less comfortable than traveling by train. Second, buses, unlike trains, are subject to traffic delays. This will be a particularly important consideration once the Marquette Interchange project starts. Although the buses will not travel directly through the interchange, they will be affected by traffic diverted from the interchange area.

In sum, I urge SEWRPC to recommend the "Commuter Rail -- High Level of Service" option.

Date received: 3/28/2003
Name: Tony Ferraro
Organization:
Address: 115 Michigan Court
Racine, WI 53402

Comments:

Thank you for the report regarding the alternatives...It is imperative that we implement your recommendation ASAP to SAVE the SE Wisconsin economy. The state must know that economic failure in SE Wisconsin will mean failure for the entire state. A full court press, led by commuter rail access between Milwaukee and Chicago through Kenosha and Racine is absolutely required NOW to avoid a quick economic decline. We will continue to loose people, especially economically mobile people, to regions with greater access to employment.

Please keep up the great work!!

Date received: 3/27/2003
Name: Kim Poehlman
Organization:
Address: 4930 James Ave.
Racine, WI 53402

Comments:

Dear Mr. Yunker:

I support the extension of commuter rail between Kenosha and Milwaukee. In addition to being good for business and economic development, I believe - that over time - commuter rail will benefit the environment. Similar rail systems in other U.S. cities have proven successful and exceeded expectations for ridership. With proper planning, including public relations, I believe commuter rail can also be successful in Southeastern Wisconsin.

Date received: 3/23/2003
Name: Michael J. McGuire
Organization:
Address: 1712 E. Iron St.
Milwaukee, WI 53207

Comments:

I sometimes use and am familiar with the Metra system. Expansion to Milwaukee is vital for economic growth in SE WI. The strictly rail alternative is the only alternative that will succeed, because: 1. A bus alternative will not attract a large clientele.

- busses are subject to traffic/weather problems...trains just roll by - on time
- busses are restrictive and not roomy...people can get stuck with undesirable seatmates or fellow passengers (just change cars in a train)
- busses are not interesting but a train ride usually is
- busses (unfortunately) to many are not "cool" and many just will not use them
- it is easy to take a group or a family on a train but not on a bus 2. Trains get noticed. They portray permanence and stability. People will build their plans around them and they become part of one's life.

Metra will open economic/social links between Milwaukee and Racine/Kenosha. The cities are actually close but seem to many far apart, even rather foreign. Driving is not easy between the cities. I-94 is far to the west of Racine/Kenosha proper.

A Metra line into Milwaukee should include a south side stop between Cudahy and downtown Milwaukee. Plenty people will take it into downtown and back from the south side. People going south who live on the large south side should not have to go downtown and try to find a place to park. Going downtown to park always discourages people.

In Chicago, the Metra has stops close to the loop...not just at the adjacent suburb. Historically, the former Milwaukee Road and Northwestern had south side stops. One stop was at National Ave. and one was at Lincoln Ave..

A Bay View site would be ideal as a south side Metra stop. Enough old industrial area is near the train lines to offer a parking/train stop site.

Date received: 2/19/2003
Name: Peter Baumbach
Organization:
Address: 3585 S. Rivershire Dr. Apt 2
Greenfield, WI 53228

Comments:

I firmly support a Milwaukee-Racine-Kenosha-Chicago(via Metra) rail link. As our traffic levels in the Milwaukee area are approaching that of Chicago, we need ways to keep traffic flowing. This would take pressure off the freeway, benefit low-income people who need access to jobs, and those who prefer public transit to driving hassles. (Even though I have a car and easy access to parking, I usually take the U-bus from Greenfield to UWM.) Also, I visit Chicago quite a bit, and I would much rather take a comparably priced rail ride down than the Greyhound or driving. I think there are a lot of people who would take public transit if they knew of the benefits.

One of the biggest problems I think with Milwaukee public transit is that the routes are confusing and it's not advertised very well. Better route maps and an ad campaign that touts how hassle-free, environmentally-friendly, and patriotic (I don't think people rejoice as much as they used to over filling their tanks with Saudi oil) public transit is, would go a long way.

Also, I would advocate putting toll-booths up on the borders of our state or around south east Wisconsin. As strong as our knee-jerk against tolls are, it doesn't make a whole lot of sense that Wisconsin subsidizes interstate traffic. It's not like Illinoisans are going to stop driving up north over a 75 cent toll, and trucks aren't going to avoid Wisconsin over a couple of bucks. This money could be used to fund a better state rail system, which could stave off further freeway expansion. In the long run, rail could save the state money, reduce air pollution, and maybe even revive a little bit of Wisconsin's progressive tradition. Thank you for hearing me out.

Sincerely,
~Peter Baumbach~

Date received: 2/12/2003
Name: Nancy Kozlowski
Organization:
Address: 7919 60th Ave #104
Kenosha, WI 53142

Comments:

Being a daily Kenosha News reader, your Metra article appealed to me, reasons being: Kenosha/Racine has many residents commuting to Milwaukee for employment, recreation, entertainment, visiting family perhaps, and visa versa for Milwaukee residents to travel to our area as well, and may or may not have transportation available at all times. The 32 mile metra extension would be a real 'plus' for such circumstances, or for those who just don't feel like driving & paying the gas prices; it is an exciting plan in my book !!! Best of Luck on this one.

Date received: 2/12/2003
Name: Christopher Venckus
Organization:
Address: 17010 Winfield Road
Bristol, WI 53104

Comments:

Being a resident of Southeastern Wisconsin, I feel that the possibility of adding commuter rail between Kenosha and Milwaukee would be great! It would help ease congestion and give folks like myself the option of taking the train to Milwaukee for work and other social activities rather than driving. I'm 100% for this plan.

Date received: 1/5/2003
Name: Richard J. Martin
Organization:
Address: 1653 1/2 Thurston Avenue
Racine, WI 53405

Comments:

Extension of the commuter rail (METRA) service to and through the city of Racine is essential for the vitality of the community. Without this service, Racine will continue to become more isolated from the metroplex that is forming along the I-94 corridor. Businesses in Racine require convenient connections to Chicago and the airports of Chicago and Milwaukee. The citizens of greater Racine demand access to the cultural outlets of Chicago and Milwaukee without the additional expense for tolls and parking.

This past summer, I took the weekend METRA service out of Waukegan, because of a limited schedule to Kenosha, to Chicago twice. I found the trips very affordable and convenient. Upon learning about the "contenting" CTA trains, I was able to get to my destination with only a short walk. If people in Racine are educated about the train service to Chicago along with easy connections to the "sights" in the city, they will realize that driving and parking are no longer an option. Volunteer guides may even be an option.

Date received: 12/12/2002

Name: Steven Rabinowe, M.D.

Organization:

Address: 4077 Lighthouse Dr.
Racine, WI 53402

Comments:

Commuter rail should include Racine and Caledonia. This is a developing corridor between Milwaukee and Chicago and rail service is definitely needed! The sooner the better! It is overdue.

Appendix B-3

WRITTEN COMMENTS RECEIVED VIA POSTCARD DISTRIBUTED BY THE SIERRA CLUB

From: _____	23 cent U.S. Postal Stamp HERE
Address _____	
City/State _____	
Zip _____	
<p>SEWRPC c/o Sierra Club 222 S. Hamilton, #1 Madison, WI 53703</p>	

Name _____
Address (see reverse side)
Email (please) _____
Phone _____
<p>Dear SE Wisconsin Regional Planning Commission:</p> <p>I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:</p> <ul style="list-style-type: none">• Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.• Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.• Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.• Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.• Reduce sprawl by directing future development to existing communities around transit stops.• Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports. <p>Why not rail?</p> <p>Sincerely,</p>

PERSONS WHO SUBMITTED SIERRA CLUB POSTCARD

Last Name	First Name	Address	City	State	Zip
Aiken	Theresa	260 E Highland Ave Ste 700	Milwaukee	WI	53202
Altstadt	Diana	6417 W North Ave Apt 206	Milwaukee	WI	53213
Anderko	Dr. Laura M.	3564 N Murray Ave	Milwaukee	WI	53211
Anderson	Gloria-Jeanne	3053 A South Shr	Milwaukee	WI	53207
Anderson	Vicki	4501 120th St	Pleasant Prairie	WI	53158
Anderson	Janet	10210 Whitnall Edge Cir Unit E	Franklin	WI	53132
Anderson	Ed	5036 N Ardmore	Whitefish Bay	WI	53217
Anthony	Susan B.	4773 N Oakland Ave	Whitefish Bay	WI	53211
Antonacci	Richard H	PO Box 235	Milwaukee	WI	53201
Arey	Bette	11509 Parkview Ln	Hales Corners	WI	53130
Arnold	Larry L	1240 Pioneer Trl	Waukesha	WI	53186
Ashenfelter	Janice	N9W30119 Lang Udsigt	Waukesha	WI	53188
Attonito	Yvonne	1620 Menomonee Ave	South Milwaukee	WI	53172
Austin	Donald H	2359 N 72nd St	Wauwatosa	WI	53213
Babb	Phyllis	201 W Coventry Ct #117	Milwaukee	WI	53217
Bachand	Linda	411 E Miller Ct	Lake Geneva	WI	53147
Baclawski	Ann Marie	3034 Gilson St	Racine	WI	53403
Baier	Amy	324 N Few St	Madison	WI	53703
Baldwin	Alan L.	1969 E Lakeshore Dr	Twin Lakes	WI	53181
Bales	Jon	2739 N Prospect	Milwaukee	WI	53211
Barfield	Marabeth J	2765 N Pierce St	Milwaukee	WI	53212
Barrett	Thomas	12215 W Bluemound Rd	Wauwatosa	WI	53226
Barry	Jayne	1559 WhiteRock Av	Waukesha	WI	53186
Bartelt	Frances	4055 N Downer Ave	Milwaukee	WI	53211
Bartelt	Bruce	2527 W Wending Dr	Glendale	WI	53209
Bartol	John F	4651 N 110th St	Milwaukee	WI	53225
Barton	James & Ann Patterson	2642 No 116th St	Wauwatosa	WI	53226
Bascom	Debbie	2056 N Ludington Ave	Wauwatosa	WI	53226
Bass	Roberta	4013 N Downer Ave	Milwaukee	WI	53211
Bean	Michael	1140 N Sunnyslope Dr #202	Racine	WI	53406
Beaumier	Gary	1415 Lake Shore Rd	Grafton	WI	53024
Becker	Byron	3940 N Downer Ave	Shorewood	WI	53211
Becker	Karen	6381 W Donna Dr	Brown Deer	WI	53223
Beisenstein	Rob	2103 N 61st St	Wauwatosa	WI	53213
Bell	Joyce	1524 N 51 St	Milwaukee	WI	53208
Belmont	Rebecca	648 37th Ave	Kenosha	WI	53144
Belongia	Lynn	1244 Oregon St	Green Bay	WI	54303
Bendix	Shirley M.	2221 Summit Ave.	Racine	WI	53404
Benzing	Mark	PO Box 250584	Milwaukee	WI	53225
Berg	Craig	3741 E Van Norman Ave	Cudahy	WI	53110
Berge	Lila	1529 Crabapple Dr	Racine	WI	53405
Bevic	Nada S	4221 N 94th St	Wauwatosa	WI	53222
Biegaj	Sandra	2814 S Kinnickinnic Ave	Milwaukee	WI	53207
Bielinski Homes		PO Box 1615	Waukesha	WI	53187
Bjorklund	David A	500 W Bender Rd Apt 92	Glendale	WI	53217
Black	Julie	3200 N Bartlett Ave	Milwaukee	WI	53211
Blackman	Jane	714 E Roberta Ave	Waukesha	WI	53186
Blanco Martinka	Ana	3035 W Wisconsin Ave Apt503	Milwaukee	WI	53208
Blise	Christine	6627 17th Ave	Kenosha	WI	53143

Last Name	First Name	Address	City	State	Zip
Bloyd	Dorothy J & Paul	1633 N Prospect Ave No 6A	Milwaukee	WI	53202
Boetkher	Ellen	1438 N 69th St	Wauwatosa	WI	53213
Bolstad	Jim & Joey	4040 N Maryland	Shorewood	WI	53211
Bond	Kathy	2502 E Jarvis	Shorewood	WI	53211
Bonk	Jo-Ann	4403 N Sheffield Ave	Milwaukee	WI	53211
Boone	Vera	3031 E Lakeshore Dr	Twin Lakes	WI	53181
Boone	Ross	3031 E Lakeshore Dr	Twin Lakes	WI	53181
Borg	John & Lori	924 E Juneau Ave Apt 302	Milwaukee	WI	53202
Bos	Evert J	8035 N 62nd St	Brown Deer	WI	53223
Bott	Edward	7620 Church St	Wind Lake	WI	53185
Bowen	Ruthe Ann	1112 E Knapp St Apt 14	Milwaukee	WI	53202
Bowen	Diane	9150 N Santa Monica Blvd	Milwaukee	WI	53217
Bowen	Rich	4272 N 87th St	Milwaukee	WI	53222
Bowman	Cara	605 LaBelle Ave	Oconomowoc	WI	53066
Boyer	Dorothy	1969 Lakefield Rd	Cedarburg	WI	53012
Bradley	Alexa	2733 N Stowell Ave	Milwaukee	WI	53211
Bradley	Marya A	2733 N Stowell Ave	Milwaukee	WI	53211
Bradshaw	John	2729 N Shepard Ave Apt 4	Milwaukee	WI	53211
Brewer	Marge	2723 N 50th St	Milwaukee	WI	53210
Brielmaier	L.J.	3768 North Bay Dr	Racine	WI	53402
Brinton	Terry	1610 College Ave	Racine	WI	53403
Briscoe	Cheri	2777 N 68th St	Milwaukee	WI	53210
Brondino-Carini	Denise	4633 N Larkin St	Milwaukee	WI	53211
Bruesch	Jane A	3987 Bay Shore Dr	Sturgeon Bay	WI	54235
Bucholz	Karl	4478 N Cramer St	Shorewood	WI	53211
Buffett	Jennifer	2840 N Stwell	Milwaukee	WI	53211
Burback	Thelma L	8611 W North Ave #5	Milwaukee	WI	53226
Burch	Tim	7466 S 46th St	Milwaukee	WI	53132
Burgess	Mary	1840 N Prospect Ave	Milwaukee	WI	53202
Burke	Michael T	1024 Hayes Ave	Racine	WI	53405
Burkross	Tonia	1020 45th St Upper	Kenosha	WI	53140
Byrnes	Clinton J	921 South Spring St	Beaver Dam	WI	53916
Cable	Joyce	2775 N 67th St	Milwaukee	WI	53210
Cairo	Carol	8905 29th Ct	Kenosha	WI	53143
Calvert	Nan & Jeff	2040 Creek Ridge Dr	Racine	WI	53402
Camitta	Marsha	904 W Labelle Ave	Oconomowoc	WI	53066
Carlson	Mildred M	5612 35th Ave	Kenosha	WI	53144
Carmody	Patricia	3438 South Indiana Avenue	Milwaukee	WI	53207
Carnabucci	Karen	216 Merrie Ln	Racine	WI	53405
Cartwright	Leah	6203 W Wells St	Milwaukee	WI	53213
Casper	Jean & Dennis	2711 N Hackett Ave	Milwaukee	WI	53211
Casper	Tony	524 E Jefferson St	Oconomowoc	WI	53066
Casper	Dawn	5709 Cedar Pl	Madison	WI	53705
Cassiday	Karen	9810 14th St	Kenosha	WI	53144
Castillo	Edward	212 W Wilbur Ave	Milwaukee	WI	53207
Castillo	Jennifer	2332 N Oakland Ave 104	Milwaukee	WI	53211
Chadnow	Avrum	839 N 11th	Milwaukee	WI	53233
Chanadek	Frank	910 E Meinecke	Milwaukee	WI	53212
Chapman	Tom	4525 N Larkin St	Shorewood	WI	53211
Chapman	Patricia Tobin	910 85th St	Kenosha	WI	53143

Last Name	First Name	Address	City	State	Zip
Chevalier	Tina	3828 S 1st St	Milwaukee	WI	53207
Chew	Carol	8920 North Lake Dr	Bayside	WI	53217
Chivers	Linda	438 Richard St	Waukesha	WI	53189
Christensen	Pedar	4442 N Cramer St	Milwaukee	WI	53211
Christensen	Sandra	2004 Wustum Ave	Racine	WI	53404
Christiansen	Terry & Cynthia	2221 21st St	Kenosha	WI	53140
Church	Liisa	7125 N River Rd	Milwaukee	WI	53217
Ciatti	Roxanne	3146 S Illinois Ave	Milwaukee	WI	53207
Cieslewicz	John	7577 N Beloit Rd	Milwaukee	WI	53219
Ciezki	Caren	2229 E Fernwood	Milwaukee	WI	53207
Cinis	Ilona	4305 N Marlborough Dr	Shorewood	WI	53211
Clare	Robert D	950 W Riverview Dr	Milwaukee	WI	53209
Clark	Charles	1390 St Augustine Rd	Hubertus	WI	53033
Clarke	Jeanette	2544 A Wauwatosa Ave	Wauwatosa	WI	53213
Cofta	Arlene T	1612 E Irving Pl	Milwaukee	WI	53202
Collins	Carol	7300 W Dean Rd Apt 1050	Milwaukee	WI	53223
Collins	Mark	W137 N8263 Parkview Dr	Menomonee Falls	WI	53051
Conley	C V	4456 N Frederick Ave	Milwaukee	WI	53211
Conlon	Shirley	2804 N Oakland Ave	Milwaukee	WI	53211
Connelly	Kerry & Geri	4811 Bluffside Dr	Racine	WI	53402
Cory	David	3324 N Summit Ave	Milwaukee	WI	53211
Cote	James & Debra A.	1020 Illinois St	Racine	WI	53405
Counsell	Lee	1916 Wisconsin Ave Apt 307	Racine	WI	53403
Counsell	Paul & Mary	3453 N Lake Dr	Milwaukee	WI	53211
Courtney	Patricia M	2177 N 70th St	Milwaukee	WI	53213
Craig	Bob	7931 Cooper Rd	Kenosha	WI	53142
Cranley	Janet	1003 Arthur Ave.	Racine	WI	53405
Crawford	Amy	839 N Marshall St #34	Milwaukee	WI	53202
Cuje	Peter	1431 N 69th St	Wauwatosa	WI	53213
Cummings	Garrie L.	6121 51st Ave.	Kenosha	WI	53142
Czarnezki	John & Mary	3313 S New York Ave	Milwaukee	WI	53207
Dadkhah	Lara	PO Box 170225	Milwaukee	WI	53217
Dagelen	Dianne	8444 Hill St	Wauwatosa	WI	53226
Dagelen	Kathy	3221 W Vogel	Greenfield	WI	53221
Dahl	Miriam G	1700 W Bender Rd Apt 162	Glendale	WI	53209
Dahlke	Carol	2606 N 115 St	Wauwatosa	WI	53226
Daines	Tom	3725 S Sunset Dr	Milwaukee	WI	53220
Daley	Dorothy	3629 Gregory St	Madison	WI	53711
Dallosto	Joli & Ray	632 E Lake View Ave	Milwaukee	WI	53217
Daniel	Eddee	2013 Ludington Ave	Wauwatosa	WI	53226
Daniell	Constance	1037 E Ogden Ave	Milwaukee	WI	53202
Darrow	Julia	133 W Montclair Ave	Milwaukee	WI	53217
Davis	Robert Clarke	10330 32nd Ave	Pleasant Pr	WI	53158
Davis	Mark & Beth	4658 N Elm Tree Rd	Glendale	WI	53209
Davis	Kim	1915 N 49th St	Milwaukee	WI	53208
Davison	Betty C	216 N 5th St	Delavan	WI	53115
Dean	Karen		Milwaukee	WI	
Dean	Jason	3270 N Bartlett Ave	Milwaukee	WI	53211
DeBonis	Mary Beth	2106 Grand Prix Dr	Racine	WI	53406
Dee	Charlie	2024 N Hi Mount Blvd	Milwaukee	WI	53208

Last Name	First Name	Address	City	State	Zip
Denzin	Matthew	3872 N 60th St	Milwaukee	WI	53216
Derenne	Rebecca	817 N Chestnut Ave	Green Bay	WI	54303
Dermody	Richard	2813 E Crawford Ave	St Francis	WI	53235
Dermody	Cathleen	2813 E Crawford	St Francis	WI	53235
DeRoche	Robert	4759 Sterling Dr	Greendale	WI	53129
Desch	Frank	241 S James St	Waukesha	WI	53186
Desien	Joanne	4686 N Lake Dr	Whitefish Bay	WI	53211
Devona	Don	1919 N Summit Ave	Milwaukee	WI	53202
DeVries	Kathy	2019 E Lake Bluff Blvd	Shorewood	WI	53211
DeYoung	Sharon	3071 S Superior St	Milwaukee	WI	53207
Dickmann	Evelyn	1633 N Prospect Ave Unit 19E	Milwaukee	WI	53202
Dickson	Robert G	9122 N Lake Dr	Bayside	WI	53217
Dimow	Joan	2941 N Farwell Ave	Milwaukee	WI	53211
Doellman	Janet	4948 N Berkely	Whitefish Bay	WI	53217
Dollhausen	J	7217 W Wabash Ave	Milwaukee	WI	53223
Donegan	P	2202 N 73	Wauwatosa	WI	53213
Donohue	Peter M.	2961 N Hackess ???	Milwaukee	WI	53211
Dorresteyn	Paul	10 Lathrop St	Madison	WI	53705
Doukas	Gayle	8520 W Redwing Dr	Franklin	WI	53132
Drake	Douglas	3055 N Gordon Cir	Milwaukee	WI	53212
Drake	Doug	1126 S 70th St Ste S106A	Milwaukee	WI	53214
Drescher	Gary	2525 S Shore Dr Apt 4F	Milwaukee	WI	53207
Dretzka	Roland N	6424 Larchmont Dr	Racine	WI	53406
Drillas	Sarah	2838 N Fratney St Apt 1	Milwaukee	WI	53212
Driscoll	Mary Beth	3015 S Wentworth Ave	Milwaukee	WI	53207
Druse	Marion & Fred	830 N 72nd St	Wauwatosa	WI	53213
Dunajski	Peg	4459 N Oakland #2E	Shorewood	WI	53211
Durnall	Maria Cadenas and Jennifer	1106 E Knapp St Apt 207	Milwaukee	WI	53202
Eaton	David & Gloria	12649 East Shoreland Dr	Mequon	WI	53092
Eckstein	Kenneth C.	5623 W Howard Ave	Milwaukee	WI	53220
Eells	Grace	919 s 89th St	Milwaukee	WI	53214
Ehlert	Lois	839 N Marshall	Milwaukee	WI	53202
Eisenberg	Barb	2661A N Fratney ST	Milwaukee	WI	53212
Ellefson	Diane	4943 N Woodburn	Whitefish Bay	WI	53217
Elliott	William	4521 N Marlborough Dr	Shorewood	WI	53211
Erdmann	Jennifer	6703 100th Ave	Kenosha	WI	53142
Erdmann	Lisa	1302 Eder Ln	West Bend	WI	53095
Eserkaln	Paul & Mandy	10185 W Coldspring Rd #206	Greenfield	WI	53228
Faber	Eileen	1501 Ramona Dr	Racine	WI	53405
Fairbanks	Dean	2770 S 47th St	Milwaukee	WI	53219
Faucett	Marilyn	2814 S Kinnickinnic Ave	Milwaukee	WI	53207
Feliciano	Andre B and Elaina	2927 Ivanhoe Gln	Fitchburg	WI	53711
Fendt	V	1724 N Franklin Pl	Milwaukee	WI	53202
Fenelon	Mary	1030 E Montana Ave	Oak Creek	WI	53154
Ferris	John	801 Stevens Ave	Portland	ME	
Fervoy	Bill & Linda	2536 Green Haze Ave	Racine	WI	53406
Ferwerda	Mary Lynn	1716 W Wisconsin Ave Apt 541	Milwaukee	WI	53233
Fetting	Ted F	1101 W Wells #1103	Milwaukee	WI	53233
Fetting	Sabina	4626 W Auer Ave	Milwaukee	WI	53216
Feuerstein	Carol	12044 N Mary Hill Ct	Mequon	WI	53092

Last Name	First Name	Address	City	State	Zip
Fine	Paula	5348 N Diversey Blvd	Milwaukee	WI	53217
Fine	Sidney	1229 N Jackson #302	Milwaukee	WI	53202
Fink	Catherine	102 No 86 St	Wauwatosa	WI	53226
Finnell	Wayne A	2716 26th Ave	Kenosha	WI	53140
Fisher	Phil	1824 E Linnwood Ave	Milwaukee	WI	53211
Fisk, MD	David	7103 N Barrett	Fox Point	WI	53217
Flick	Geralyn	1913 E Olive		WI	53211
Flynn	Mary Kay	1532 S 86th St	West Allis	WI	53217
Fogarty	Barbara J	220 Augusta St	Racine	WI	53402
Ford	Michol	W2443 New Deal Ave	East Troy	WI	53120
Ford	Sarah J	3415 N 49th St	Milwaukee	WI	53216
Formolo	Rachel	12955 Cardinal Crest Dr	Brookfield	WI	53005
Foster	Steven & Gloria	2924 N Prospect Ave	Milwaukee	WI	53211
Foster	Alessandra	9006 N 70	Milwaukee	WI	53223
Foxworth	Kit	1316 N Hawley Rd	Milwaukee	WI	53208
Frank	Fred & Marie	1200 Davidson Rd	Brookfield	WI	53045
Freiberg	Bryan D.	91 Parkway Ct???	Fond du Lac	WI	54935
Fricku	Susan	635 Mc Nally Ln	Brookfield	WI	53045
Frigerio	Ted	3235 78 St	Milwaukee	WI	53214
Fritzsche	Robert J	4726 W Fond Du Lac Ave	Milwaukee	WI	53216
Frost	Patricia	998 E Circle Dr	Whitefish Bay	WI	53217
Fuchs	Margot	6501 N Green Bay Ave	Milwaukee	WI	53209
Gabriel	Valerie	3318 N 46th	Milwaukee	WI	53216
Gabrovic	Audrey	4133 So 3rd St	Milwaukee	WI	53207
Gahn	Christine			WI	
Gall	JT	12115 W Lincoln Ave	West Allis	WI	53227
Garces	Diane	75 Shore Acres	Racine	WI	53402
Gawronski	Dorothy	7421 W Wind Lake Rd	Wind Lake	WI	53185
Gendelman	Danni	6000 N Shore Dr	Milwaukee	WI	53217
Geraghty	Susan	4529 N Murray ave	Milwaukee	WI	53211
Gericke	Robert J	3927 North Ln	Franksville	WI	53126
Gerlach	David A	2 Bellaire Court	Appleton	WI	54911
Gibowski	Tony	6736 N Sidney Pl Apt 208	Milwaukee	WI	53209
Giese	Mark M	1520 Bryn Mawr Ave	Racine	WI	53403
Gilmore	Barbara	2210 Stonecroft Dr	Grafton	WI	53024
Gilson	Norma	2305 E Stratford Ct	Milwaukee	WI	53211
Gima	Alison	1806 E Kane #303	Milwaukee	WI	53202
Gima	Lia	9230 W. Keefe Ave	Milwaukee	WI	53222
Goodrich	Donna	3783 S Shady Ln	New Berlin	WI	53146
Grady	Bob	12 Cherrywood Ct	Racine	WI	53402
Graef	Mr & Mrs Mike	8624 W Arden Pl	Milwaukee	WI	53225
Graham	Richard & Melanie	2524 N Newhall St	Milwaukee	WI	53211
Grahovac	Lauren	1980 E Chestnut Dr	Oak Creek	WI	53154
Green	Dorinne	3173 S 31st St	Milwaukee	WI	53215
Greenlaw-Wong	Rhonda				
Greilinger	John	5328 Orchard Ln	Greendale	WI	53129
Griffin	Patrick E.	1902 27th St	Kenosha	WI	53140
Grishaber	Virginia	728 W Scott St	Milwaukee	WI	53204
Gritt	Barbara	5632 Highway 31	Racine	WI	53402
Gronski	Ted	6270 N Bay Ridge	Whitefish Bay	WI	53217

Last Name	First Name	Address	City	State	Zip
Groser	Luke	3417 N Newhall St	Milwaukee	WI	53211
Grossauer	Erika	9118 N Park Plaza Ct	Brown Deer	WI	53223
Grossman	Myrna & Jerry	8840 N Rexleigh Dr	Milwaukee	WI	53217
Gruen	Gerald A	434 W Grand Ave	Port Washington	WI	53074
Gruenberg	Craig	11222 Parkview Ln	Hales Corners	WI	53130
Grundhoefer	Libby D.	2637 N 69th St	Wauwatosa	WI	53213
Grunewald	Lauren	983 Lake County Ct	Oconomowoc	WI	53066
Guequierre	Helga C	1633 N Prospect Ave 14B	Milwaukee	WI	53202
Gump	William E.	2438 N Cramer St	Milwaukee	WI	53211
Gustin	Richard & Glenna	5405 W Glenbrook Rd	Brown Deer	WI	53223
Haas	Marta	1825 E Cumberland	Milwaukee	WI	53211
Hackstein	Alice	3135 N 93	Milwaukee	WI	53222
Hafner	Marguerite M	6910 W Lima St	Milwaukee	WI	53223
Hageman	Lavergne	4045 Sheridan Rd	Racine	WI	53403
Hagensick	E Leslie	9442 N Goldendale Dr	Brown Deer	WI	53223
Halkowski	Susan	3768 S Griffin Ave	Milwaukee	WI	53207
Hall	Ellen R	2650 S 99th St	West Allis	WI	53227
Hall	Jill	4948 N Hollywood Ave	Whitefish Bay	WI	53217
Halt	Karen	W327 S7589 Squire Ln	Mukwonago	WI	53149
Hamann	Art & Cynthia	2546 N Huebner Rd	Oconomowoc	WI	53066
Handrick	Maxine	308 Donald Dr	Burlington	WI	53105
Haney	Richard & Dawn	7015 W Hummingbird Ct	Milwaukee	WI	53223
Hansen	Greta D	7840 42nd Ave	Kenosha	WI	53142
Hanson	Delene	10203 W Ridge Rd	Hales Corners	WI	53130
Hanson	Hope	4514 N Marlborough Dr	Milwaukee	WI	53211
Hanson	Patricia	1352 N Hawley Rd	Milwaukee	WI	53208
Hanson	Christian	2933 N Stowell Ave	Milwaukee	WI	53211
Hanus	Roberta	3022 N Cambridge Ave	Milwaukee	WI	53211
Hanus	Julie	3509A N 64th St	Milwaukee	WI	53216
Harp	Sybil	5420 A W Louise Pl	Milwaukee	WI	53216
Harrington	Jeff	10926 W Hope Ave	Milwaukee	WI	53222
Hartmann	Charles	7533 N Bell Rd	Milwaukee	WI	53217
Hassebrock	Margaret A	4723 W Spring Ln	Brown Deer	WI	53223
Hasslinger	Cletus		Milwaukee	WI	53207
Hauke	Linda M	9555 N Sequoia Dr	Bayside	WI	53217
Hayes	Kathleen	2478 N 46th St	Milwaukee	WI	53210
Hecht	Robert E.	3112 Ruby Ave	Racine	WI	53402
Heckenlively	John	515 Sixth St	Racine	WI	53403
Heindl	James & Lynn	2053 S 86th St	Milwaukee	WI	53227
Heinith	Jean	N26 W30277 Maple Ave	Pewaukee	WI	53072
Hemke	Arleen	5310 W Dean Rd	Milwaukee	WI	53223
Hennessy	Nancy	5216 Wind Point Rd	Racine	WI	53402
Henschel	Arthur	5728 Sandy dLane	Racine	WI	53406
Hepp	Robert F	6104 W Wells St	Wauwatosa	WI	53213
Hetzel	David	5702 N Argyle Ave	Glendale	WI	53209
Heun	Steve	204 South Hills Dr	Plymouth	WI	53073
Hill	Mary	4611 N Woodburn	Milwaukee	WI	53211
Hills	Juliet	1900 E Elmdale Ct	Shorewood	WI	53211
Hipp	Robert C	519 W Fairy Chasm	Bayside	WI	53217
Hoef	Bernadine	1029 N Jackson St Apt 309	Milwaukee	WI	53202

Last Name	First Name	Address	City	State	Zip
Hoff	Peter	370 N Tratt #235	Whitewater	WI	53190
Hoffman	Lawrence M	926 A E Townsend	Milwaukee	WI	53212
Hoffman	Victoria	1821 E Francis Ave #A	Saint Francis	WI	53235
Hoffman	Chris	602 Division St	Mukwonago	WI	53149
Hoffmann	Robert	1540 N 53rd St	Milwaukee	WI	53208
Hoholik	Molly A	5314 Woodbridge Ln S	Greenfield	WI	53221
Holmes	Jack C	3215 N Humboldt Blvd	Milwaukee	WI	53212
Holstein	Suzy C	1605 E Menlo Blvd	Milwaukee	WI	53211
Holzberger	Peter	6374 N. Port Washington Rd	Glendale	WI	53217
Honeck	John	320 E Broadway #311	Waukesha	WI	53186
Honetschlager	Martha	7227 Elstead Ave	Greendale	WI	53129
Hook	Richard	5807 W Park Hill Ave	Milwaukee	WI	53213
Hoot	Charles	5038 N Diversey Blvd	Whitefish Bay	WI	53217
Houck	Ted & Adrienne	3132 N Marietta Ave	Milwaukee	WI	53211
House	Kim	1800 Wisconsin	Racine	WI	53403
Housey	Robert	7376 Highview Dr	Greendale	WI	53129
Houtz	William	9900 261st Ave.	Salem	WI	53168
Howden	M	1430 N 40	Milwaukee	WI	53208
Howe	Judith	1907 2nd Pl	Kenosha	WI	53140
Howells	B	5020 Birch Creek	Racine	WI	53402
Hoyer	Mrs. Irene	5305 Radcliff Dr	Greendale	WI	53129
Hren	Raymond F	2972 S Delaware Ave	Milwaukee	WI	53207
Hubbard	Renate	9221 W Concord Dr	Mequon	WI	53097
Hubble	Cynthia S	6232 60th Ave	Kenosha	WI	53142
Huebner	Michael J	305 W Clovernook Ln	Glendale	WI	53217
Huffman	William	777 N Prospect Ave	Milwaukee	WI	53202
Huggins	Nancy	969 N 70th St	Wauwatosa	WI	53213
Hughes	Michelle	1116 E Johnson #3	Madison	WI	53703
Huibregtse	Kent	18745 Midland Pl	Brookfield	WI	53045
Humphrey	Kathleen	713 E Potter Ave	Milwaukee	WI	53207
Hunter	Paul	5116 N Woodburn St	Whitefish Bay	WI	53217
Huxmann	Steve	426 N Few St	Madison	WI	53703
Iaffaldano	John	S67 W12852 Empress Ct	Muskego	WI	53150
Icke	Warren	42 E Campus Ct	Racine	WI	53402
Ince	Jeanne	3130 Southwood Dr	Racine	WI	53406
Jabs	Sharon	W4922 Pleasant Lake Rd	Elkhorn	WI	53121
Jacobs	Marilyn	613 Heidel Road	Thiensville	WI	
Jacquart	Larri	3258 N Shepard Ave	Milwaukee	WI	53211
Jaek	Tom	2020 E Webster Pl	Milwaukee	WI	53211
Jahn	Marilyn	1061 Tuscala Ln	West Bend	WI	53095
Jameson	Elizabeth	3410 N Green Bay Rd	Racine	WI	53404
Janis	Tony	11000 224th Ave	Bristol	WI	53104
Janisch	Carroll J.	7365 W Warnimont Ave	Milwaukee	WI	53220
Janowiak	Mark	1655 Hamilton Dr	Brookfield	WI	53045
Jenks	Mary	W299 S10761 Pickering Dr	Mukwonago	WI	53149
Jensen	Todd	5330 S Nicolet Dr	New Berlin	WI	53151
Jentz	John	1728 Martha Washington	Milwaukee	WI	53213
Johncox	Gary	4109 Riverside Rd	Waterford	WI	53185
Johnson	Jody	1000 Lake Dr	South Milwaukee	WI	53172
Johnson	Kathleen	5718 Wildwood Dr	Racine	WI	53403

Last Name	First Name	Address	City	State	Zip
Johnson	Jean	3710 N Morris Blvd	Shorewood	WI	53202
Johnson	Linda	6719 32 Ave	Kenosha	WI	53142
Johnstone	Jim	3412 N Cramer	Milwaukee	WI	53211
Jorgensen	Earl & Mary	4146 N Prospesct	Shorewood	WI	53211
Joy	Marilyn	1621 Park Ave	Racine	WI	53403
Kadamian	Richard P	3317 1st Ave	Racine	WI	53402
Kalkhof	Les	831 E Hampton Rd	Whitefish Bay	WI	53217
Kaminsky	Rebecca	W66N446 Kennedy	Cedarburg	WI	53012
Kaplan	Lois M.	345 Merrill Hills Rd	Waukesha	WI	53188
Karl	John C	7714 N Chadwick Rd	Milwaukee	WI	53217
Kavanagh	Kathleen	5123 N Idlewild Ave	Whitefish Bay	WI	53217
Keene	John	330 East Beaumont Avenue, Unit 106	Whitefish Bay	WI	53217
Keith	Carolyn	2508 E Bellevue Pl #65	Milwaukee	WI	53211
Keleher	Nancy	3105 River Ct	Waukesha	WI	53189
Keller	Tom	240 E 4 Mile Rd	Racine	WI	53402
Kelly	Carri	5401 N Shoreland	Whitefish Bay	WI	53217
Kelly	Susan	7717 N Boyd Way	Milwaukee	WI	53217
Kelly	Danis G	5650 N River Forest Dr	Milwaukee	WI	53209
Kennedy	Harold	830 N 76th St	Wauwatosa	WI	53213
Kerler	James	8214 Hillcrest Dr	Wauwatosa	WI	53213
Keshet	Heidi	13844 N Port Washington Rd	Mequon	WI	53097
Keyes	Jack	6290 N Port Washington Rd	Milwaukee	WI	53217
Kies	Sarah			WI	
Kiffel	Karen	1633 N Prospect #2E	Milwaukee	WI	53202
King	Kristie	PO Box 468	Oconomowoc	WI	53066
Kizewic	Shirley	1219 Harmony Dr	Racine	WI	53402
Klein	Therese	4237 N Woodburn St	Shorewood	WI	53211
Klus	Robert	2828 N Maryland Ave	Milwaukee	WI	53211
Knickrehm	Charles	11100 63rd Ave	Pleasant Prairie	WI	53158
Kniep	Mary Ann	5540 Leroy La	Greendale	WI	53129
Knudsen	Heidi	4714 N Berkeley Blvd	Whitefish Bay	WI	53211
Kobus	Gerald	2701 S Linebarger	Milwaukee	WI	53207
Kocher	Bill	W276 S3470 Marmaduke Ct	Waukesha	WI	53189
Koeppler	Deborah	910 Oconomowoc Pkwy	Oconomowoc	WI	53066
Koesser	Pearl M	6402 47th Ave	Kenosha	WI	53142
Kohl	Mary & JR	PO Box 855	Sheboygan	WI	53082
Kohlmann	K	3037 Chatham St	Racine	WI	53402
Kolis	Mary Ann	5599 Whirlaway Ln	Racine	WI	53402
Kollman	Doug	12020 187th Ave	Briston	WI	53104
Konitzer	Andrew	2256 S 71st St	West Allis	WI	53219
Kornacki	Peter A	9300 W Chester St	Milwaukee	WI	53214
Kort	Andrea & Edgar	W6736 Pine Mead Ave	Shawano	WI	54166
Korth	Deborah	2865 Arbor Dr	Brookfield	WI	53005
Koss	Jane	2473 N 70th St	Wauwatosa	WI	53213
Kowalski	John & Olga	8753 37th Ave	Kenosha	WI	53142
Kraegel	Wilfred & Janet	405 E MacArthur Rd	Milwaukee	WI	53217
Krenzke	Christian	2900 Ruby Ave	Racine	WI	53402
Krier	Dan	7904 W Lisbon Ave	Milwaukee	WI	53222
Kroll	Gilbert E	39709 84th St Box 168	Powers Lake	WI	53159
Kruse	Richard	10125 33rd ve	Pleasant Prairie	WI	53158

Last Name	First Name	Address	City	State	Zip
Kuenzli	Mary	5251 Lacy's Ln	Okauchee	WI	53069
Kuhagen	Rosemarie	174 W Saveland Ave	Milwaukee	WI	53207
Kuhn	Elizabeth & Alan	2531 N 84th St	Wauwatosa	WI	53226
Kulesza	Hank	2961 S 37th St	Milwaukee	WI	53215
Kussow	Gary	PO Box 458	Elkhart	WI	53020
LaFleur	Catherine	6135 N Shoreland Ave	Whitefish Bay	WI	53217
Lamberton	Robert & Diana	1217 Fairway Dr	Racine	WI	53405
Lamke	Joel L	3112 Barbara Dr	Racine	WI	53404
Lancina	Gary	2301 E Menlo	Shorewood	WI	53211
Langlois	Flora M	508 Laurel Lake Rd Apt 3	Thiensville	WI	53092
Larsen	Betty M	2250 Layard Ave #110	Racine	WI	53404
Larson	Juanita	1512 Chatham St	Racine	WI	53402
Lecapitaine	Jane	2728 S Quincy	Milwaukee	WI	53207
Lee	Mrs Matlyn Tyler	2635 N 46th St	Milwaukee	WI	53210
Lee	Peter	3320 W Kilbourn	Milwaukee	WI	53208
Leggio	Ron & Anne	19635 Avondale Dr	Brookfield	WI	53045
Lerche	Richard	4557 S 23rd St #4	Milwaukee	WI	53221
Lerner & Grinker	Sharon & Michael	3335 N Bartlett Ave	Milwaukee	WI	53211
Levy	Laura	2420 W Acacia Rd	Milwaukee	WI	53209
Lewis	Brandon	2011 E Park Pl Apt 22	Milwaukee	WI	53211
Liebhauser	Debra	5503 W Martin Dr Apt 12	Milwaukee	WI	53208
Liebrethal	Ethel	7928 N Mohawk Rd	Milwaukee	WI	53217
Lillich	David & Mary Ann	5346 N Santa Monica Blvd	Milwaukee	WI	53217
Lin	Louise	8212 160th Av.	Bristol	WI	53104
Linberg	Jack	5566 Angle Ln	Greendale	WI	53129
Lindner	Carl	507 Sara Lane	Racine	WI	53402
Lindquist	J	1737 Beech	South Milwaukee	WI	53172
Lindsay	Judith	2641 N Hackett	Milwaukee	WI	53211
Lindsey	Darice	4848 N Lydell Ave	Milwaukee	WI	53217
Linzer	Brett	W2368 Julianne St	Oconomowoc	WI	53066
Lipman	Raymond	4837 Mueller Ln	West Bend	WI	53095
Liska	Michael R	1815 N 58th St	Milwaukee	WI	53208
Livens	Keith	112 Brookdale Dr	South Milwaukee	WI	53172
Loeffel	Peter & Jennifer	560 N 63rd St	Wauwatosa	WI	53213
Longtine	Laurie	W271S3581 Oak Knoll Dr	Waukesha	WI	53189
Lowry	Steve & Jeanne	9626 W Willow	Milwaukee	WI	53228
Lucas	Janet M	10604 W Michigan St	Wauwatosa	WI	53226
Luebke	Antionette	6040 N 36th St	Milwaukee	WI	53209
Luhrssen	Hartmnt & Martha	2525 S Shore Drive Apt 4C	Milwaukee	WI	53207
Luhrssen	David F	2525 S Shore Dr #4-D	Milwaukee	WI	53207
Lukas	Janet	10604 W Mitchiga St	Wauwatosa	WI	53226
Lundtveit	Bryan	175 W Rainbow Ridge Dr Apt 1012	Oak Creek	WI	53154
Lunz	Jeff	PO Box 581	Waukesha	WI	53187
Lux	Richard & Mary	2815 E Hartford Ave	Milwaukee	WI	53211
Lynn	Leon	3320 N Cambridge	Milwaukee	WI	53211
Mach	R & P	1455 Hickory Way	Racine	WI	53405
Mackey	Kevin	5522 N Shoreland Ave	Milwaukee	WI	53217
Madushaw	Ernabelle	21275 Gumina Rd	Pewaukee	WI	53072
Magill	Margaret & Robert	3263 N Marietta Ave	Milwaukee	WI	53211
Maher	Tim	4115 W Highland #7	Milwaukee	WI	53208

Last Name	First Name	Address	City	State	Zip
Maibusch	Sister Regina	4068 N Sherman Blvd	Milwaukee	WI	53216
Maier	Sharon	3948 N Harcourt Pl	Shorewood	WI	53211
Majewski	Jean	3319 N 50th St	Milwaukee	WI	53216
Maker	Jed	30537 Cedar Dr	Burlington	WI	53105
maller	Becky	4740 N Green Bay Rd	Racine	WI	53404
Mann	Elizabeth	8706 W Stark St	Milwaukee	WI	53225
Manthe	Steven	3237 CTH AB	McFarland	WI	53558
Marchese	Mary L	7421 Blackhawk Dr	Racine	WI	53402
Marks	Mary	5850 Riverside Dr	Greendale	WI	53129
Marshall	Eve	9411 42nd Ave	Pleasant Prairie	WI	53158
Martinka	Thomas	3035 W Wisconsin Ave Apt 706	Milwaukee	WI	53208
Martin-Steiner	Sue	2371 N 81st St	Wauwatosa	WI	53213
Marty	Thorin R	2140 N 72nd St	Wauwatosa	WI	53213
Masiak	Cory	2527 N Lefebvre Ave	Wauwatosa	WI	53213
Mason	Jeanine	W8180 Quarry Rd	Watertown	WI	53098
Mason	Margaret	715 E Eldorado	Appleton	WI	54911
Mathison	G Stewart	1011 W Main St	Lake Geneva	WI	53147
Matzner	Dave	1613 B E Webster Pl	Milwaukee	WI	53211
Mazur	J	1006 E Manitoba St	Milwaukee	WI	53207
McBride	Cheri	PO Box 1272	Lake Geneva	WI	53147
McCabe	Drs Laurie & Kevin	1431 N 65th St	Wauwatosa	WI	53213
McCarthy	Genie	1130 W Kendall Ave	Glendale	WI	53209
McDermott	Elaine A.	5417 Mansfield Dr	Greendale	WI	53129
McGraw	Jean	5827 Cambridge Circle	Racine	WI	53406
McGuire	Margaret	2530 N 96th St	Wauwatosa	WI	53226
McKenny	Carol	W170 N5015 Old Hickory Rd	Menomonee Falls	WI	53051
McLeod	Robert & Betty Jo	835 N 60th St	Milwaukee	WI	53213
McMullen	Gerard J	4503 N Ardmore Ave	Shorewood	WI	53211
Meiling	Mark	607 N 116 St	Wauwatosa	WI	53226
Mellem		116 S Vincennes Cir	Racine	WI	53402
Meloy	Julie	2743 S 43rd St	Milwaukee	WI	53219
Meyer	Pamela	S101W54849 CTH LO	Eagle	WI	53119
Meyer	Bonny	930 N 59th	Milwaukee	WI	53213
Meyer	Martine D.	2539 N Terrace	Milwaukee	WI	53211
Meyers	Kevin S	6100 W Stonehedge Dr	Greenfield	WI	53220
Meyers	Gene	3403 W Woodward Dr	Franklin	WI	53132
Miclot	Robert & Suzanne	8216 N 38th St	Brown Deer	WI	53209
Miller	Catherine	2641 N Hackett #5	Milwaukee	WI	53211
Miller	Trish	1811 N 57th St	Milwaukee	WI	53208
Miller	Gary	2615 W Hickory Ln	Mequon	WI	53092
Misun	David S	1717 38th St	Kenosha	WI	53140
Mitschrich	J M	PO Box 3	Pewaukee	WI	53072
Modder	Susan	3309 N Weil St	Milwaukee	WI	53212
Molbeck	Jim & Connie	4612 Erie St	Racine	WI	53402
Mooney	Mike	8744 Nicholson Rd	Caldonia	WI	53108
Moore	Alissa	1350 Williamson St	Madison	WI	53703
Moore	Kelly	202 N Pinckney St Apt 301	Madison	WI	53703
Moore	William F & Dianne M	4260 S Victoria Cir	New Berlin	WI	53151
Moore	Edna	4260 S Victoria Cir	New Berlin	WI	53151
Moreland	Jeff	6817 Cedar St	Wauwatosa	WI	53213

Last Name	First Name	Address	City	State	Zip
Moreland	Lisa M	6817 Cedar St	Wauwatosa	WI	53213
Morgan	Howard J	2404 W Mckinley Ave	Milwaukee	WI	53205
Morrison	Michael R	1653 N Main Apt A	Racine	WI	53402
Mortensen	Jen	504 S Mills St	Madison	WI	53715
Moser	Joe & Barb	2140 N 58th St	Milwaukee	WI	53208
Mounts	Kyle and Sheryl Yetton-	W71N1065 Leicester Ave	Cedarburg	WI	53012
Mrotek	Dan	118 W Johnson St Apt E	Madison	WI	53703
Mueller	Mary J	4862 N Shoreland Ave	Milwaukee	WI	53217
Mueller	Thomas	W712 Blrchwood Dr PO Box 337	Campbellsport	WI	53010
Muller	Adrienne	2819 S 33rd St	Milwaukee	WI	53215
Mulvihill	Shawn & Stacey	2523 La Salle St	Racine	WI	53402
Munger	John R	7309 Edgemont Ave	Greendale	WI	53129
Murawski	Sharon	156 N 87 St	Wauwatosa	WI	53226
Murphy	Sheila	1918 Sawyer	Oconomowoc	WI	53066
Murre	Amy L	1830A N Arlington Pl	Milwaukee	WI	53202
Murtaugh	Jack	1983 N Summit Ave	Milwaukee	WI	53202
Nader	Susan Panas	725 Lois Ave	Brookfield	WI	53045
Naujock	Jennifer	6519 Parkwood Dr	Franklin	WI	53132
Nejedly	Margaret	1120 Jefferson St	Racine	WI	53404
Nelson	Randy	225 E St Paul Ave	Milwaukee	WI	53202
Nessman	Duane W	1623 S 64th St	Milwaukee	WI	53214
Neubauer	Sara	3724 Daisy Ln	Racine	WI	53405
Neumyer	Paul & Mary	643 N Milwaukee St	Port Washington	WI	53074
Newman	Juanita	1923 Milwaukee St	Delafield	WI	53018
Nickerson	Carmen	4130 W Martin Dr Apt 103	Milwaukee	WI	53208
Nicklaus	Maria	1623 S Pearl St	Milwaukee	WI	53204
Nielsen	Susan	710 51st Ave	Kenosha	WI	53142
Nissen	Wallace R	3623 Maryland Ave	Racine	WI	53405
Nitka	Marilyn	317 N Jefferson St	Waterford	WI	53185
Noble	Lisa	807 E Glendale	Shorewood	WI	53211
Nolan	Mary	1800 E Olive St Apt 2	Milwaukee	WI	53211
Nordby	Mark	3021 N 76th St Apt 4	Milwaukee	WI	53222
Novitovic	Mark	25800 121st St	Trevor	WI	53179
Nowak	Mariette & Dave	N9053 Swift Lake Dr	East Troy	WI	53120
Nye	Robert P	5342 N Bay Ridge Ave	Whitefish Bay	WI	53217
O'Brien	Martin	4834 N Berkeley	Milwaukee	WI	53217
O'Connell	Brian & Linda	2326 N Main St	Racine	WI	53402
Oherron	Joe & Gen	N4981 Duck Creek Rd	Helenville	WI	53137
O'Keefe	William D	4800 W Coldspring Rd Apt 17	Greenfield	WI	53220
O'Leary	Thomas	N49 W16385 Lilac Ln	Menomonee Falls	WI	53051
Olen	Dale R	N101 W16049 Santa Fe Dr	Germantown	WI	53022
Oleson	Jay	2116 N 56th	Milwaukee	WI	53208
Olive	Barbara J	1906 E Shorewood Blvd #158	Milwaukee	WI	53211
Olson	Frederick I	2437 N 90th St	Wauwatosa	WI	53226
Olson	Arlyn	1817 Mars	Racine	WI	53404
Olson	Jay & Linda	311 Crossing Ridge Ct	Sun Prairie	WI	53590
Olson	Frank T	2965 N Bartlett Ave #33	Milwaukee	WI	53211
O'Neill	Joe	3035 N Prospect Ave.	Milwaukee	WI	53211
Onsrud	Sally	11325 W Potter Rd	Wauwatosa	WI	53226
Orear	Aaron	1129 N Marshall #35	Milwaukee	WI	53202

Last Name	First Name	Address	City	State	Zip
Orenstein	Larry	7457 N Mohawk Rd	Milwaukee	WI	53217
Orlando	Lynn	3821 Graceland	Racine	WI	53405
Orvis	Bob	1000 W Eula Ct	Glendale	WI	53209
Ottone	Gerald	2020 E Park Pl Apt 108	Milwaukee	WI	53211
Owen	Mary C	16350 Alverno Dr	Brookfield	WI	53005
Palmer	Virginia	1909 E Shorewood Blvd	Milwaukee	WI	53211
Panlener	Ann	429 N 50th St	Milwaukee	WI	53208
Pantoga	Julia	3493 N Humboldt	Milwaukee	WI	53212
Pappas	Mary	2659 No 85	Wauwatosa	WI	53226
Parsons	John & Ardell	300 Nawthorne Ave	So Milwaukee	WI	53172
Pass	Sally & Mark	404 Westminister Dr	Waukesha	WI	53186
Pasternak	D	5148 N Elkhart Ave	Whitefish Bay	WI	53217
Patsches	Dorothy	2832 W Bottsford Ave	Milwaukee	WI	53221
Patton	Charles	25 S Vincennes Cir	Racine	WI	53402
Patzke	Mr & Mrs Gary E	124 W Highland Ave	Burlington	WI	53105
Patzwald	Jerry	1120 East Chambers St	Milwaukee	WI	53212
Payne	Joseph	5247 S 15th Pl	Milwaukee	WI	53221
Pecton	Glenn & Jayne	3054 N Oakland Ave	Milwaukee	WI	53211
Peifer	Joan	3277 N Summit Ave	Milwaukee	WI	53211
Peplinski	Mary	4320 S Lenox St	Milwaukee	WI	53207
Perkins	Kay E	PO Box 414	Eagle	WI	53119
Perszewski	Gail	1138 S 77th St	Milwaukee	WI	53214
Peschel	James & Delores	2436 Root River Pkwy	West Allis	WI	53227
Peterman	Jody	932 Erin St #2	Madison	WI	53715
Peters	Bill	206 N 79th St	Milwaukee	WI	53123
Peterson	Donna	810 Sycamore Ave	Racine	WI	53406
Peterson	Philip	11107 W Congress St	Milwaukee	WI	53225
Petrikina	Charlotte	500 W Bender Rd #14	Glendale	WI	53217
Phillabaum	Katija	11560 N Riverland Rd	Mequon	WI	53092
Phillips	Liz	4957 N Newhall St	Milwaukee	WI	53217
Pier	BThomas	811 E Center St	Milwaukee	WI	53212
Pierre	Jerry & Jean	4832 N Idlewild Ave	Milwaukee	WI	53217
Pilot	Robert	5835 Emstan Hills Rd	Racine	WI	53406
Pink	Katie	928 Spring St #101	Madison	WI	53715
Pisarek	Gerard	2025 E Fernwood	Milwaukee	WI	53207
Pitsch	Dorothy M	8621 W Beloit Rd Apt 308	Milwaukee	WI	53227
Plate	Leslie	3252 Rodney Ln	Racine	WI	53406
Plummer	Mary	4755 N Idlewild Ave	Whitefish Bay	WI	53211
Podemski	Jane C	6133 W Fairview Ave	Milwaukee	WI	53213
Pohl	Evelyn E.	4428 S Greenridge Cir	Greenfield	WI	53220
Polski	Michael G	720 Lakeview Ave Apt 3	South Milwaukee	WI	53172
Popelka	Bernice B	7415 N Braeburn Ln	Glendale	WI	53209
Porter	Catherine	7900 W Lorraine Pl	Milwaukee	WI	53222
Potente	Eugene & Joan	8609 2nd Ave	Pleasant Prairie	WI	53158
Potente	E.J. and Terry	408 68 St	Kenosha	WI	53143
Prevetti	Christine	2358 N Booth St	Milwaukee	WI	53212
Prochaska	Bonnie	413 Main St	Racine	WI	53403
Prudent	George	206 N University Dr	Waukesha	WI	53188
Puetzer	Donald	2725 W Highland Blvd Apt 208	Milwaukee	WI	53208
Pump	Edith	124 W Bradley Rd	Milwaukee	WI	53217

Last Name	First Name	Address	City	State	Zip
Pyka	Betty Lou	1533 S 75th St	West Allis	WI	53214
Quarne	April	303 N 62nd St	Milwaukee	WI	53213
Queen	Beth	7759 W Thurston Cir	Milwaukee	WI	53218
Quigley	Louise and Chuck	2201 E Farvis St	Shorewood	WI	53211
Rabideaux	Karen	10106 W Bungalow Pkwy	Milwaukee	WI	53214
Radtke	Audrey	10119 W Grant Ct #3	West Allis	WI	53227
Radtke	Doris J	2886 S 94th St	West Allis	WI	53227
Rahlf	Stanley A	6100 W Stonehedg Dr Apt 365	Greenfield	WI	53220
Rahn	Lucy	2302 University Ave #308	Madison	WI	53726
Randolph	Linda	2608 N Humbolt Blvd	Milwaukee	WI	53212
Rappe	Fredrick	3510 Paradise Ln	Brookfield	WI	53045
Redding	Jerry	3304 N 51 Blvd	Milwaukee	WI	53216
Redmann	Joan	2244 N 68th St	Wauwatosa	WI	53213
Reed	Tim & Sharon Lehocky-	3216 S Quincy Ave	Milwaukee	WI	53207
Reed	Anna M	4433 N 80th St	Milwaukee	WI	53218
Reich	Helen	3838 E Martin Ave	Cudahy	WI	53110
Reichertz	Ewilliam J	N7886 Co HWY X	Watertown	WI	53094
Renzelman	Brek	8345 N Poplar Dr	Milwaukee	WI	53217
Repinski	Roy J	8514 W Howard Ave #	Milwaukee	WI	53228
Resch	Eric	2718 N Downer	Milwaukee	WI	53211
Rewolinski	Helen J	4020 S Whitnall Ave	Milwaukee	WI	53207
Richards	Helen	1109 W Brown Deer Rd	Milwaukee	WI	53217
Richardson	Dorah	PO Box 186	Lyons	WI	53148
Riedl	Dorothy S	3233A S Logan Ave	Milwaukee	WI	53207
Rienzi	Janet	2301 E Beverly Rd	Milwaukee	WI	53211
Rinaldi	Michael A.	3340 N Cambridge Ave	Milwaukee	WI	53211
Ring	Richard & Mary Kay	N2347 Alta Vista	Lake Geneva	WI	53147
Riordan	Eileen	4141 N Morris Blvd	Shorewood	WI	53211
Riordan		2825 N Murray	Milwaukee	WI	53211
Ripani	Barbara	N8338 Pleasant Lake Rd	East Troy	WI	53120
Robertson	Helen	2811 W. McKinley Blvd	Milwaukee	WI	53208
Robertson	Betty	11102 W Oklahoma Ave	West Allis	WI	53227
Robinson	Colleen	2947 Mallard Way	East Troy	WI	53120
Robison-Strane	Susan	5763 N Bay Ridge Ave	Whitefish Bay	WI	53217
Robles	George S	2750 N Stowell Ave	Milwaukee	WI	53211
Rochte	Jerry	510 E Carlisle	Whitefish Bay	WI	53217
Rodgers	Beth L	4969 N Newhall St	Whitefish Bay	WI	53217
Rogers	Marliss	1121 Crestview Dr	Port Washington	WI	53074
Rohan	Joan	1612 S Main St	Racine	WI	53403
Rollman	Reyne	4835 Vandenboom Rd	Kansasville	WI	53139
Rose	Emma	512 E Johnson	Madison	WI	53703
Rose	Vicki	1036 Pendleton Rd	Neenah	WI	54956
Rosenberg	Diane	4036 N 93rd St	Milwaukee	WI	53222
Rosenblatt	Suzanne	4211 N Maryland	Milwaukee	WI	53211
Rosin	Joseph	3020 N Fratney St	Milwaukee	WI	53212
Rosland	Linda	3427 N Pierce St	Milwaukee	WI	53212
Rozanski	John E	4221 W College Ave	Milwaukee	WI	53221
Ruel	David	1726 N 71st St	Wauwatosa	WI	53213
Ruhler	T.	44 W Vincennes	Racine	WI	53402
Runge	Karen T	1038 W Glen River Rd	Glendale	WI	53217

Last Name	First Name	Address	City	State	Zip
Rutkowski	Thomas	2615 North Main St	Racine	WI	53402
Ryan	Nancy	581 E Foxdale Rd	Fox Point	WI	53217
Rybarczyk	Greg	2620 E Holmes Ave	Cudahy	WI	53110
Rys	Steve	12051 256th Ave	Trevor	WI	53179
Sabol	J.E.	6328 Washington Ave.	Racine	WI	53406
Salach	Thomas	PO Box 105	Powers Lake	WI	53159
Salamone	Susan H	10633 W Woodward Ave	Milwaukee	WI	53222
Sampson	Linda Gale	7000 N Barnett Ln	Milwaukee	WI	53217
Sams	Chuck	3071 S Superior St	Milwaukee	WI	53207
San Dretto	Erica	531 E Peckham St	Neenah	WI	54956
Sanderson	Brad & Cathy	8141 McHenry	Burlington	WI	53105
Sandrik	Mike & Marleen	23304 82nd St	Salem	WI	53168
Sarahong	Erica	4237 S Lenox St	Milwaukee	WI	53207
Sauter	Bruce	3635 N Tucker Pl Apt 110	Milwaukee	WI	53222
Sayers	Anne	6546 Doral Cir	Madison	WI	53719
Scannell	James	6627 Greenway # 5	Greendale	WI	53129
Schaenzer	Barbara	11737 N Solar Ave	Mequon	WI	53097
Schall	Mary	3818 N Frederick Ave	Milwaukee	WI	53211
Schatz	David	3126 Terrace High	Racine	WI	53406
Schatzman	Clarence	5396 Meadow Dr	Greendale	WI	53129
Scherrer	Deanna	7330 Lynn Ln	Burlington	WI	53105
Schleip	Patricia	706 16th Pl	Kenosha	WI	53140
Schmidt	Mari	N86W18539 Eldee Ln	Menomonee Falls	WI	53051
Schmidt	Harold	328 W Hampton Ave	Milwaukee	WI	53217
Schmidt	Frederick G	2416 E Edgewood Ave	Milwaukee	WI	53211
Schmidt	Erich	2417 W Halsey Ave	Milwaukee	WI	53221
Schmitz	Nancy j	3615 N 47th St	Milwaukee	WI	53216
Schneider	Ben & Kay	826 E Alton St	Appleton	WI	54911
Schneider	Jane	15205 Marilyn Dr #3	Elm Grove	WI	53122
Schneidler	Sue	N38 W35926 Ravinia Dr	Oconomowoc	WI	53066
Schnuck	Larry	1129 E Lexington Blvd	Milwaukee	WI	53217
Schoofs	Patrick	1234 S 25th St	Milwaukee	WI	53204
Schribner	Pauline	8220 Harwood Ave #606	Milwaukee	WI	53213
Schroeder	Mary	1186 W Murray Ln	Hubertus	WI	53033
Schuetz	Robert F	7616 31st Ave	Kenosha	WI	53142
Schuknecht	Charles	72 E Brooklyn St	Chilton	WI	53014
Schultheil	William	S46 W39028 Hwy 72	Deusman	WI	53118
Schultzs	Robert W	18465A St Andrew Ct	Brookfield	WI	53045
Schwaab	Susan	3019 Chatham St	Racine	WI	53402
Schwartz	Sally	3431 N 57th St	Milwaukee	WI	53216
Schweitzer	Marion E	S 77 W 12929 McShane Dr	Muskego	WI	53150
Scott	William P	4313 N Stowell Ave	Shorewood	WI	53211
Scott	Frances	4325 Westway Ave	Racine	WI	53405
Scotty	Barb	3351 N 58th St	Milwaukee	WI	53216
Screven	Rozanne	3357 N Humboldt Blvd	Milwaukee	WI	53212
Sculley	Priscilla	380 N Mill St	Saukville	WI	53080
Seeger	Regene A.	2011 N 57th St	Milwaukee	WI	53208
Sewell	Robert	17760??? Gephardt Rd	Brookfield	WI	53045
Shapiro	Elika	7221 3rd Ave	Kenosha	WI	53143
Shapley	Louise	3919 Ruby Ave #122	Racine	WI	53402

Last Name	First Name	Address	City	State	Zip
Sheehan	William & Karla	3547 W Shady Ln	Neenah	WI	54956
Shellestad	Kay	4926 N Newhall	Milwaukee	WI	53217
Shinners	Angela	2102 N 6th St	Sheboygan	WI	53081
Shutkin	Sara A	5255 N Hollywood Ave	Milwaukee	WI	53217
Siebold	Jeff	1725 N Prospect Ave	Milwaukee	WI	53202
Siegel	Gloria Jean	PO Box 125	Menomonee Falls	WI	53052
Siegfried	J C	11019 N Crestline Rd	Mequon	WI	53092
Sielk	Marilyn	270s1920W Merrill HI	Waukesha	WI	53188
Siemens	Albert G.	1353 N 42	Milwaukee	WI	53208
Siesennop	Joanne	5359 N Diversey Blvd	Milwaukee	WI	53217
Simons	Joan R	2660 N 115th St	Wauwatosa	WI	53226
Skocir-Stehr	Cathy	110 N Elm Grove Rd	Brookfield	WI	53005
Smith	Emily	1869 N Cambridge Ave Apt 207	Milwaukee	WI	53202
Smith	Paul	5074 N Elkhart Ave	Milwaukee	WI	53217
Smith	Leslie C	4424 N Main St	Racine	WI	53402
Sndic	Ruth	9038 W Orchard St	West Allis	WI	53214
Snowdon	Carole	4133 N Larkin St	Milwaukee	WI	53211
Sommer	Cynthia	3137 N Cramer	Milwaukee	WI	53211
Spear	Faith	2010 N 1st St	Milwaukee	WI	53212
Sperzel-Wuchterl	Tanya	1227 N Cass #6	Milwaukee	WI	53202
Spindler	Marlin P	921 N Center St #Sr	Beaver Dam	WI	53916
Staat	William J	6601 N Birch Hill Ct	Fox Point	WI	53217
Stackpole	Charles R.	13755 Tulane St	Brookfield	WI	53005
Staff	David M	2785 N 98th St	Milwaukee	WI	53222
Starks	Carol Klees	4211 6th Ave	Kenosha	WI	53140
Staubach	Monica	3551 S Austin St	Milwaukee	WI	53207
Steckhahn	Mark	12109 W Washington St	Milwaukee	WI	53211
Steil	Roger K	820 E Henry Clay #1	Milwaukee	WI	53217
Stein	Gerald	1845 W Paynes Pt Rd	Neenah	WI	54956
Stengel	Daniel & Diane	513 E Day Ave	Whitefish Bay	WI	53217
Stephens	Adam B	1223 N Prospect Ave	Milwaukee	WI	53202
Stephens	John	8017 N Santa Monica	Milwaukee	WI	53217
Stern	Jean M.	1629 N 68th St11	Wauwatosa	WI	53213
Stetson	Robert & Mary	7274 W Potomac Ave	Milwaukee	WI	53216
StGeorge	Barbara G	12223 Woodside Ct	Wauwatosa	WI	53226
Stieg	Scott	1860 N Arlington Pl	Milwaukee	WI	53202
Stockinger	Robert	5853 S Kurtz Rd	Hales Corners	WI	53130
Stoltz	Jane	2525 South Shore Dr Apt 15D	Milwaukee	WI	53207
Strike	Linda L	4811 N Bartlett Ave	Whitefish Bay	WI	53217
Stueber	Jerome	S103 W19333 Kelsey Dr	Muskego	WI	53150
Stuff	John Barry	840 Lake Ave	Racine	WI	53403
Sullivan	Steve	2510 Lincoln Ave	Kansasville	WI	53139
Suttner	Jerry	2371 N 116th St	Wauwatosa	WI	53226
Swanson	Julie K	937 E Gorhan Apt 2	Madison	WI	53703
Sweeney	Mark E	119 N Butler #3	Madison	WI	53703
Swire	Alisa	4395 South Down	Waterford	WI	53185
Sytsma	Jeff	3508 Washington Ave	Racine	WI	53405
Szczepanik	John & Lucille	12028 253rd Ave	Trevor	WI	53179
Szymkowski	Audrey	3664 S Ahmedi	Saint Francis	WI	53235
Talbert	Charles & Victoria	9205 Lakeshore Dr	Pleasant Prairie	WI	53158

Last Name	First Name	Address	City	State	Zip
Tasker	Delores	3340 N 90th St	Milwaukee	WI	53222
Tausend	Conrad M	N110 W17098 Ashbury Ln #1	Germantown	WI	53022
Tenuta	Catherine & Virginia	2522 29th Ave	Kenosha	WI	53140
Terranova	Mary	2527 W Wending Dr	Glendale	WI	53209
Tews	Geraldine	1344 Russet St	Racine	WI	53405
Thomas	Edgar	4909 N 73rd St	Milwaukee	WI	53218
Thomas	Barry	1312 93rd Ave	Kenosha	WI	53144
Thomas	Vlad	910 W Walworth Ave	Whitewater	WI	53190
Thomey	Richard E.	6139 Washington Cir	Wauwatosa	WI	53213
Thompson	Laura	4720 State Rd 31	Racine	WI	53405
Thomson	Scott & Alice	406 16th St	Racine	WI	53403
Thorman	Rebecca	126 Langdon #724	Madison	WI	53703
Thums	Esther M	681 Viewcrest Ter	Burlington	WI	53105
Timmer	David	4655 S Hearth Ridge Ct	New Berlin	WI	53151
Tobias	Gertrude W	103 S Lakeshore Dr	Racine	WI	53403
Tobias	Wayne O	1938 S 73rd	West Allis	WI	53219
Tolentino	Janine	7421 W Tuckaway Creek Dr	Franklin	WI	53132
Toman	Joanne & Charles	2549 N Buffum	Milwaukee	WI	53212
Tomter	Marjie	1097 Lake Shore Rd	Grafton	WI	53024
Tornes	Angela M	3223 S Indiana Ave	Milwaukee	WI	53207
Totty	Cynthia	2609 N 75th St	Milwaukee	WI	53213
Travanty	Mark & Cheryl	7407 52nd Ave	Kenosha	WI	53142
Trewyn	Jerome	4419 S 36th St	Greenfield	WI	53221
Trotalli	Robert J	18860 Lwr Lothmoor Dr	Brookfield	WI	53045
Ukasick	Charmaine	3608 N 101st St	Wauwatosa	WI	53222
Ulrich	Cecily	6526 Heidelberg Cir	Waterford	WI	53185
VanBuskirk	Therese	1654 Dellwood Ct	Grafton	WI	53024
Vance	Afra	2426 N Booth St	Milwaukee	WI	53212
Varichak	Michael	N96 W16350 Cty Ln Rd	Germantown	WI	53022
Varricchio	D	PO Box 2061	Kenosha	WI	53141
Vass	Barbara & Joe	4007 1st St	Kenosha	WI	53144
Verhagen	Debra A	3215 N Newhall St	Milwaukee	WI	53211
Villwock	Nicole	2756 N 74th St	Wauwatosa	WI	53210
Voden	Nicholas	1819 S 124th St #C	New Berlin	WI	53151
Vojik	S J	2143 N 67th ST	Wauwatosa	WI	53213
Voss	Erika	2200 N 64th St	Wauwatosa	WI	53213
Wagner	Sabrina	2212 N Lake Dr	Milwaukee	WI	53202
Waite	Sophia J	2940 N Bartlett Ave # 206	Milwaukee	WI	53211
Wallace	Robert M.	4333 N Oakland Ave #303	Shorewood	WI	53211
Wallrath	Elizabeth	1930 Fieldcrest Lane	Waukesha	WI	53186
Walsh	Erin	213 N Hamilton Apt 3N	Madison	WI	53703
Washburn	Chris	150 N 80th St	Milwaukee	WI	53213
Watson	Wendy	21375 Astolat Dr	Brookfield	WI	53045
Weber	Daniel	6811 N Glen Shore Dr	Milwaukee	WI	53209
Weed	Ed	6728 W Cleveland Ave	Milwaukee	WI	53219
Wegner	Debra	3535 A N 55th St	Milwaukee	WI	53216
Wehnes	Rosemary	7922 Jackson Park	Wauwatosa	WI	53213
Weinberg-Kinsey	David	2119 N 69th St	Wauwatosa	WI	53213
Weindling	Pamela	8205 N Lake Dr	Milwaukee	WI	53217
Weissenborn	Robert H	7979 W Glenbrook Rd Apt 6017	Milwaukee	WI	53223

Last Name	First Name	Address	City	State	Zip
Wells	David H.	1420 E Fairy Chasm Rd	Milwaukee	WI	53217
Wenz	William J	2508 E Bellevue Pl Apt 2	Milwaukee	WI	53211
Wereley	Eugene	14100 W Gatewood Dr	New Berlin	WI	53151
Werner	William	3467 N Frederick Ave	Milwaukee	WI	53211
Werner	Percy	2917 N Summit Ave	Milwaukee	WI	53211
Wesserle	Andreas & Denise	4257 N 52nd St	Milwaukee	WI	53216
Whitman	Lou and Mary	2446 Kinzie Ave	Racine	WI	53405
Wickler	Charles F	1170 Downing Dr	Waukesha	WI	53186
Wiegert	Dean	3002 S Delaware Ave	Milwaukee	WI	53207
Wiesner	Joe	5866 N Bay Ridge Ave	Whitefish Bay	WI	53217
Wilcox	Gail	13030 W North Ave	Brookfield	WI	53005
Willenson	L	1600 West Green Tree Rd	Milwaukee	WI	53209
Williams	Joanne	307 Water St	Lake Geneva	WI	53147
Wincek	Robert R	21760 W Lochinvar Ln	New Berlin	WI	53146
Winnett	Tedi J	1116 51st Dr	Union Grove	WI	53182
Wirth	Jessica	3254 N Gordon Pl	Milwaukee	WI	53212
Wolfe	Manon Paul-	7524 Third Ave	Kenosha	WI	53143
Wormley	Peter T	1611 S Berlin Ave	New Berlin	WI	53151
Wrobel	Patricia	2815 S Logan Ave	Milwaukee	WI	53207
Yanny	Florence	340 McHenry St	Burlington	WI	53105
Young	John	5843 W Elliot Circle	Milwaukee	WI	53208
Young	Mary	5843 W Elliott Circle	Milwaukee	WI	53208
Zellmer	Bob	1600 W Green Tree Rd #E121	Glendale	WI	53209
Zentgraf	John J	7508 W Jackson Dr	West Allis	WI	53219
Ziegler	Margie	648 Weidman Ct	Cedarburg	WI	53012
Zimmer		W270 Hansen Dr	Sussex	WI	53089
Zimmerman	Cathy	4333 S 15th St	Sheboygan	WI	53081
Zolnosky	Michael	744 Sunnyview Dr	Racine	WI	53406

Name DAVID A. BJORKLUND
 Address (see reverse side)
 Email (please) WE DON'T NEED AND
 Phone CANNOT AFFORD WIDENED
OR NEW FREEWAYS - SOBER UP!
 Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely, David A Bjorklund

Name _____
 Address (see reverse side)
 Email (please) _____
 Phone _____

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

Jane Bruesch
 I travel through this area & think this is a good idea.

Name Carol Dahlke
 Address (see reverse side)
 Email (please) cdahlke@wi.rr.com
 Phone 1-414-258-5539

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely, Carol Dahlke
 P.S. I've used the Metra from St. Charles to Chicago - It's great!

Name Mark Meiling & Carol Dede
 Address (see reverse side)
 Email (please) _____
 Phone _____

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within 3 miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely, My daughter uses the Metra between Northwestern Univ. & Kenosha to come home to Milw.

Name Chris Hansen
 Address (see reverse side)
 Email (please) christianhansen@sbcc.net
 Phone 414-964-7041

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.

Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

This is a real opportunity please help.
 CP Hansen

5/17/03 - sorry for the way you voted. people don't want to know.

Name Harold Kennedy Age 95
 Address (see reverse side)
 Email (please)
 Phone 414-258-8577

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

I rode the trains daily from Racine for 3 yrs. to attend Marquette U. Hope others was also available can benefit also some day.

Name CAROLYN KEITH
 Address (see reverse side)
 Email (please) ccketha65@earthlink.net
 Phone 414-964-3705

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.

Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

Carolyn Keith

professionally and properly by the voters. If people had more information they would vote differently. Public transportation is the only way to solve the congestion problem.

Name Sharon Lerner
 Address (see reverse side)
 Email (please) Sharon@netec.pc.com
 Phone 414-967-9662

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

Sharon Lerner & Michael Grinker

This is very imp. for the quality of life in SE WI!

Name _____

Address (see reverse side)

Email (please) _____

Phone _____

Dear SE Wisconsin Regional Planning Commission:

I support the KRM Commuter Rail Metra Extension in SE Wisconsin. We need this train because it will:

- Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way, and is less subject to weather and construction delays.
- Be accessible and a practical alternative for commuting with 362,100 jobs and 540,000 residents projected within miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- Cut air pollution. Most rail-ridership will be diverted from autos, which cause 75% of our hazardous air pollution.
- Reduce sprawl by directing future development to existing communities around transit stops.
- Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports.

Why not rail?

Sincerely,

Sounds good but I wonder about things like drug traffic...?

WRITTEN COMMENTS RECEIVED VIA FORM LETTER

Mr. Kenneth Yunker
Southeastern Wisconsin Regional Planning Commission
PO Box 1607
Waukesha, WI 53187-1607

Subject: Please move forward on KRM Metra Extension

Dear Mr. Kenneth Yunker:

I support the KRM Commuter Rail Metra Extension in Southeast Wisconsin. We need this train because it will:

- * Provide a fast, reliable, easy and affordable alternative to congested highway travel. It uses existing right-of-way and is less subject to weather and construction delays.
- * Be an accessible and practical alternative for commuting with 362,100 jobs and 540,000 residents projected within three miles of the proposed stations. Three out of Wisconsin's five largest cities are on the KRM route.
- * Cut down on traffic by offering more transportation options. Studies have shown that providing more lanes of traffic does not solve the congestion problem.
- * Reduce air pollution. Most rail-ridership will be diverted from autos, which cause 75 percent of our hazardous air pollution.
- * Reduce sprawl by directing future development to existing communities around transit stops.

Investing in trains is more economical than creating wider highways. Public investment in rail infrastructure provides support to roadways, airports and ports. Why not rail?
Please include my comments in the public record on KRM Metra Extension.

Sincerely,

PERSONS WHO SUBMITTED FORM LETTER

Last Name	First Name	Address	City	State	Zip
Balwinski	Barbara	6900 Middle Rd #2	Racine	WI	53402
Beyer	Sylvia	8276 66th Ave	Pleasant Prairie	WI	53158
Brielmaier	Tim	PO Box 044221	Racine	WI	53404
Bugnacki	Miriam	622 43rd St	Caledonia	WI	53108
Buhler	Thomas & Susan	44 N Vincennes Cir	Racine	WI	53402
Burkross	Tonia	1020 45th St	Kenosha	WI	53140
Chiarugi	Keith	5608 31st Ave	Kenosha	WI	53144
Deans	Sue	400 McCanna Pkwy	Burlington	WI	53105
Deneka	Alison	2715 West Blvd	Racine	WI	53403
Dunn	Matthew	4904 Sheard Rd	Kansasville	WI	53139
Dzindzeleta	Mercedes	609 7th St	Racine	WI	53403
Fox	Jean	3011 Bruce Dr	Racine	WI	53404
Giese	Mark M	1520 Bryn Mawr Ave	Racine	WI	53403
Glader	Daniel	373 Conkey St	Burlington	WI	53105
Gryder	Rick	4110 Washington Rd #107	Kenosha	WI	53144
Hensley	Bill	514 42nd St Upper	Kenosha	WI	53140
Kaelber	Melody J	7945 31st Ave	Kenosha	WI	53142
Keating	Pam	8758 3rd Ave	Pleasant Prairie	WI	53158
Kugler	Tony	121 Corry St	Madison	WI	53704
Marsicek	Nicole	21921 83rd St	Salem	WI	53168
Pitts	Wayne	4011 91st St	Kenosha	WI	53142
Roddick	Chris	9619 W Forest Home Ave	Hales Corners	WI	53159
Rollman	Reyne	4835 Vandenboom Rd	Kansasville	WI	53139
Sensenstein	Ann	40424 125th St	Twin Lakes	WI	53181
Shailor	Jonathan	6207 7th Ave #19	Kenosha	WI	53143
Simenson	Katie	23020 County Line Rd	Kansasville	WI	53139
Steinke	Kathy	4110 Washington Rd #107	Kenosha	WI	53144
Stoltenberg	John P	N8362 STH 67	Elkhart Lake	WI	53020
Ward	Thomas & Amanda	5523 Three Mile Rd	Racine	WI	53406
Warner	Marie	5310 Crystal Ln	Sturtevant	WI	53177
White	Aaron	4001 15th St	Racine	WI	53405
Wilson	Kristin	2819 1/2 Washington Ave	Racine	WI	53405
Zinns	Carolyn	6645 Whitewater St	Racine	WI	53402

Additional Comments Submitted With Form Letters

- As a Caledonia resident who works in Milwaukee, I am frustrated with the construction and congestion that are a regular part of my daily commute. I also hate the pall of vehicle-generated smog that hangs over the greater metro area, and the damage we're doing to the atmosphere and environment at-large. Both I and my husband – who travels daily to northern Illinois – are potential users of a commuter rail system.
- I have long been a supporter of public transportation systems. While attending the University of Wisconsin Parkside I used the Kenosha transit bus system, at a cost of \$15.00 per month it couldn't be beat. Plus I always arrived to class on time and didn't have to search for a parking space. I believe that public transportation systems are the only logical solution we have to decrease road congestion, auto emission pollution and the developer biased land use problem of urban sprawl.
- I love the idea of being able to get on the train and go to places rather than putting up with so much traffic and hassle. I believe many people would take advantage of a rail route between Chicago and Milwaukee rather than driving the interstates.
- I support the KRM Commuter Rail Metra Extension in southeast Wisconsin. I live in Racine and now have to go to Kenosha in order to take the train. I have driven to Chicago in the past, and it was not an experience I would like to repeat. I think the train extension would be a great convenience and would allow so many more tourists and commuters to easily travel to Chicago and the suburbs of northern Illinois. It is also an environmentally sound choice for your constituents.
- Give disabled persons an easier way to see other cities, get to appointments at major health centers, etc.
- I personally have been waiting for this rail service for many years and look forward to it at last.
- Now is the time to support rail!
- I am all for mass transit. Please consider this new rail extension.
- As a Wisconsin parent deeply worried for the future of our state's environment, I strongly support the KRM Commuter Rail Metra Extension in southeast Wisconsin.

Appendix C

OPINION/EDITORIAL PIECES AND NEWS ARTICLES CONCERNING THE KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

Rail transit plan lacks needed flexibility

JournalTimes
May 15, 2003

BY DANIEL BLOCH

COMMENTARY

Various groups have studied public transportation options connecting Racine to Chicago and Milwaukee. Stated laudable objectives include: high quality transportation, economic development, and economical investment in public transportation.

Brochures developed by these groups are impressive and professionally done, but only stress the most positive potential outcomes. These groups are recommending commuter rail (KRM), an extension of the Metra line from Kenosha to Milwaukee. With an investment of the size proposed, we need to look critically at the information being disseminated.

As a Racine-Milwaukee commuter for 10 years, I strongly support developing a cost-efficient mass transit system. Any system that is proposed must be as user friendly as possible because it will be competing with the convenience of auto commuting. Rail is not the best option. A few reasons are given below.

Existing service for metro Racine residents consists of high-speed train (Amtrak) service between Chicago and Milwaukee (via Sturtevant) and bus service (Coach USA/WI Coach) between Milwaukee and the Metra station in Kenosha. The proposed train route significantly duplicates existing bus service and offers one less daily roundtrip (7 versus 8).

Train service would be a fixed route, not the best way to optimize ridership. A system is needed that can be modified to accommodate changing ridership needs. Caledonia's experience confirms this by going from a fixed (BUS) route to a more flexible Share-a-Ride system. Both Caledonia and Kenosha officials have stated that new business development will be westward toward I-94. A flexible bus system would allow routes in the eastern and western parts of the county.

Train advocates claim shorter commuting times. Brochures estimate a travel time of 33 minutes from the proposed

Caledonia station at 4 Mile Road to Milwaukee.

On a typical day, the current bus service makes this trip in 35 minutes (longer times in heavy snow or fog), discharging passengers along Michigan Ave. The train would have only one stop, and walking from the train station to one's downtown destination would likely make total commute time greater than for the bus. The current Coach USA bus stops at Mitchell Field terminals. The train proposal requires passengers to detrain in St. Francis and use another form of transportation to get to the airport.

The proposed train option has a limited number of stops at stations (to be built) requiring riders to get transportation to designated stops if they do not live within a few blocks of these stations. The Coach USA bus route follows Sheridan Road and Douglas Avenue, stopping for passengers anywhere along this route.

The estimated capital cost of the medium-level train proposal is \$152 million. Annual operating costs of \$10 million not covered by fares would need to come from a regional tax. The existing Coach USA bus service requires no additional funds (it currently receives support) unless it is expanded.

Published brochures project weekday train or bus ridership to reach 4,100 by 2020. Thus busses are much more cost-efficient on a per rider basis. Ten years ago one might also have predicted a significant increase in bus ridership by 2003. Ridership on the Coach USA line has not increased significantly, if at all, during this period.

Only a few issues are mentioned here due to space limitations. A more comprehensive report is available upon request. If you feel the train proposal is not the most efficient, cost-effective mass transit option for Racine, inform your elected officials.

Inaction can result in paying for a mass transit system that does not best meet commuter needs.

Daniel Bloch is a Racine resident, daily commuter and professor at Marquette University.



**LEADING
EDGE**

PETE MILLARD

Commuter rail may not get rolling

Few people find fault with the proposed commuter rail line that would connect Milwaukee and Racine with Kenosha.

Business and political leaders who endorse the plan are a "Who's Who of southeastern Wisconsin, and they're doing their best to lobby friends in Madison on the value of commuter rail plan as critical to economic development.

"The commuter rail is the perfect opportunity to tie our regional economy to Chicago's," says Kerry Thomas, a spokeswoman for the Southeastern Wisconsin Coalition for Transit Now.

**"The
commuter rail
is the perfect
opportunity
to tie our
regional
economy to
Chicago's."**

**Kerry Thomas
Southeastern
Wisconsin Coalition
for Transit Now**

says Bob Cook, executive director of the Transportation Development Association of Wisconsin.

The problem facing commuter rail proponents is that state and local governments have to pay a minimum of \$30 million upfront to cover the capital cost of setting up the 33-mile rail service.

Beyond that, state and local governments will be responsible for an estimated \$11 million a year to cover operating costs.

Local government officials likely will argue the rail line should be viewed as a highway, with the state covering all capital and operational expenses.

Legislators, who have never debated a commuter rail line before, are certain to lean on local governments to fund a portion of the project, says a transportation industry lobbyist.

Local governments would have to rely on property tax revenue to fund their

portion of the commuter rail. The state would cover its costs from the Department of Transportation general fund.

It is estimated that between 1.1 million and 1.5 million people would use the commuter rail service in southeastern Wisconsin. Estimates of revenue to be generated from passengers are under study by the Southeastern Wisconsin Regional Planning Commission.

NEW STATIONS PLANNED

The Kenosha-Racine-Milwaukee Commuter Rail project would extend Chicago's Metra rail service that currently runs north from Chicago to Kenosha. The line would use an existing Union Pacific freight rail corridor and would reach speeds of 59 miles per hour, taking 42 minutes to travel from Milwaukee to Racine.

New passenger stations would be built in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy, St. Francis and in Milwaukee at the Amtrak station.

Federal transportation money is expected to cover 80 percent of the capital cost of the \$152 million commuter rail line — an outlay of \$122 million. The U.S. Department of Transportation also would pay about \$5 million per year for operating expenses.

Acquiring vehicles would consume 65 percent of the initial outlay. Upgrading tracks and signals would make up 30 percent, and the new commuter stations would eat up 5 percent.

Although local elected officials haven't yet committed cash to the commuter rail line, more than two dozen officials endorse the plan, including mayors John Norquist, Milwaukee; Gary Becker, Racine; Joe Antaramian, Kenosha; and Ray Glowacki, Cudahy. Milwaukee County Executive Scott Walker and Racine County Executive William McReynolds have also endorsed the plan.

Rosemary Potter, executive director of Transit Now, considers the rail service a rare example of regional cooperation that has earned the praise of both the Sierra Club and real estate developers.

The Transportation Development Association thinks commuter rail advocates should take some comfort in the fact Gov. Jim Doyle provided \$400,000 to the project for preliminary engineering and design work.

"That's an indication the governor thinks the project has merit," says Cook.

Business Journal

May 9, 2003

IN OPERATION BY 2010

The proposed implementation schedule for the medium level of service for commuter rail has the design work being completed in

**"Any new
transportation
project is
a tough sell
in Madison
today because
of tight
budgets."**

**Bob Cook
Transportation
Development
Association of
Wisconsin**

Inc., Racine; Jean Pierre Rosso, chairman of CNH, Racine; Richard Abdo, chairman of Wisconsin Energy Corp., Milwaukee; and Jim Parrish, vice president of finance at Twin Disc Inc., Racine.

"This will give all businesses access to a major talent pool north and south of Racine," says Mark Sommer, president of Gormac Inc., a Racine manufacturer with 65 employees. "The commuter rail will allow more people to live in our community with the option of going north to Milwaukee or south to Chicago for their jobs."

One major selling point is that it will help communities promote land redevelopment around stations.

The Racine Economic Development Corp.'s strategic economic development plan places a high priority on the commuter rail between Milwaukee and Chicago as a catalyst for economic and population growth along the corridor, notes Sommer.

While business and political leaders are letting state lawmakers know how important the line will be for future economic growth, the governor's budget message accompanying the \$400,000 was equally clear, says Cook.

"The state is willing to be a partner in the commuter rail project, but local government will be expected to shoulder some of the financial responsibility," he points out.

Support for commuter trains still runs strong

Benefits of Metra expansion touted at public hearing

By ANDY TURNER
Special to the Journal Sentinel

JOnline Milwaukee Journal Sentinel
May 4, 2003

Last Updated: May 3, 2003

Racine - Marilyn Nemeth wants commuter trains linking Racine to Milwaukee and Chicago to become a reality before she's too old to drive anymore.

The 70-year-old Racine woman was one of more than 30 people at a public hearing last week at Gateway Technical College's Racine campus who spoke in support of a proposal to extend Chicago's Metra passenger service from Kenosha to Milwaukee.

The service, which would cost \$152 million to start, would also stop in Somers, Racine, Caledonia, Oak Creek, South Milwaukee and Cudahy. More than 170 residents attended the hearing, which was the third of four meetings conducted by the Southeastern Wisconsin Regional Planning Commission to provide information and gather input from the public.

Nemeth and other residents, along with city and business leaders, offered a long list of reasons why commuter trains would benefit Racine. None of the speakers was against the passenger service.

For Nemeth, commuter trains would give senior citizens in the city a dependable and safe method of transportation.

"Many times we are not able to drive because of health problems. We're more comfortable with having some other kind of transportation," she said. "Most of us grew up in a time when we had rapid transit or buses, and now we don't have those things.

"And now when we really could use it, there's a promise of it. I hope I live long enough to really see it."

Better access

She said commuter trains also would provide seniors with better access to health care and cultural events and allow them to travel in larger groups.

To accommodate the service, the City of Racine plans to renovate its train station on State St. This would help bring people downtown who might not otherwise come, according to Mark Eickhorst, a former alderman and host of a weekly radio show.

"One of the hardest things about getting people to come off the expressway is the trip into Racine. That's eight miles," Eickhorst said. "With the rail service stopping right over here on State St., that would eliminate that problem.

"We have two new museums opening up in the near future. We have ferry service here, and we have a beautiful lakefront area. We have an ideal location between Milwaukee and Chicago, and our rates for hotels and entertainment and dinner and things like that are slightly lower than those areas."

Smart growth

Susan Spring, a member of the Racine chapter of 1000 Friends of Wisconsin, an organization that studies land use and planning in the state, said the service would help to encourage smart growth in Racine and bring people back to downtown from suburban areas.

"What you are seeing is an old urban area with very little new development surrounded by a kind of sprawling area," Spring said. "The areas that are created are developing rapidly, without infrastructure, and they're very expensive to maintain.

"What a lot of places have found, if you can get investment in these core areas, you can attract people back to cities. You can get denser housing and use infrastructure you already have already so you're not wasting tax money on building new roads and services."

David Guran said he supported the proposal, but he thought there were ways the service could be enhanced. He suggested improvements to safety and use of newer technology like locomotives that use 25% less fuel than current locomotives.

Longer ride?

The prospect of a long ride might also turn off some people, and faster express trains should be considered, Guran said.

"The Kenosha to Chicago route takes, I think, about an hour and 45 minutes with about 15 stops," he said. "This plan adds seven more stops between Milwaukee and Kenosha, which would probably add about an hour."

If the extension is implemented, Guran added, preference in hiring should be given to people in areas of Racine and Kenosha counties where the unemployment levels are highest.

Proposal to extend Metra rail lines has strong support

From the Journal Sentinel

JSOnline Milwaukee Journal Sentinel

May 2, 2003

Last Updated: May 2, 2003

Cudahy - A proposal to extend Chicago's Metra commuter trains from Kenosha to Milwaukee, Racine and the southern suburbs drew strong support - but also scattered opposition - at the last of four public hearings Thursday.

Of about 65 people at Cudahy City Hall, 13 of 15 speakers backed the \$152 million plan endorsed by a Southeastern Wisconsin Regional Planning Commission study committee. Together, the four hearings drew more than 400 people, and all but a few of the 88 speakers supported the plan, the study panel's chairman, Fred Patrie, said.

Rosemary Potter, executive director of the Southeastern Wisconsin Coalition for Transit Now, called the commuter rail plan a rare example of regional cooperation, drawing together diverse elements such as the Sierra Club and developers.

The hearings also showed a split among light rail opponents. Jeff Marker, president of Against Light Electric Rail Transit, argued against commuter rail on the same grounds as light rail, saying it would cost too much money and draw too few riders.

But Kevin Walker, vice president of Marker's group, said running full-sized trains on existing tracks is a better use of tax money than building new light rail or guided electric bus systems. Walker said he is leading another organization, the Working Group on Transportation, that supports commuter rail lines throughout the Milwaukee area.

Setting up a commuter rail system would require approval from elected officials, and, if they agree, actual service is probably still about four years off, Patrie said.

Racine News Briefs

From the Journal Sentinel

JSOnline Milwaukee Journal Sentinel

April 20, 2003

Last Updated: April 19, 2003

Comments sought on extended Metra route

Public hearings start Wednesday on extending Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee.

A Southeastern Wisconsin Regional Planning Commission study committee has recommended the 33-mile extension, at a cost of \$152 million. Trains would run seven round trips daily, mainly in rush hours, with additional stops at the Town of Somers, Town of Caledonia, Oak Creek, South Milwaukee and Cudahy.

All meetings will begin with an open house from 4 to 6 p.m., followed by a 6 p.m. presentation and a hearing at 6:30 p.m. The meetings will be held at:

- **Kenosha** - Wednesday in the Madrigano Room of Gateway Technical College, 3520 30th Ave.
- **Milwaukee** - Thursday in the Harbor Lights Room of the Downtown Transit Center, 900 E. Michigan St.
- **Racine** - April 30 in the Great Lakes Room of the Racine Building of Gateway Technical College, 901 Pershing Drive.
- **South Shore communities** - May 1 in Council Chamber of Cudahy City Hall, 5050 S. Lakeshore Drive.

Most support Metra expansion

Final hearing finds more backing for commuter rail

BY ERIC BROOKS
KENOSHA NEWS

CUDAHY — The public hearings are done, and it's back to regional planners for action on a proposal to extend Metra's commuter rail service from Kenosha to Milwaukee.

With layers of government debate still ahead and millions of dollars still needed to pay for the project, it will be at least two to four years before the first train rolls north from Kenosha, the current endpoint of the Union-Pacific North Line, one official said Thursday.

"It's possible rail service in some form could be in place within four years, but we have to hit a lot of target dates before that to make it become a reality," said Fred Patrie, Kenosha County's public works director and chairman of the regional planning commission's Kenosha-Racine-Milwaukee Corridor Transit Study Advisory Committee.

Patrie said 2005 is a "weak" possibility for start-up.

"My best guess is 2007," Patrie said.

Greg McAndrews hopes it is sooner than that. McAndrews, a Kenosha resident, works at La Causa, a non-profit social service organization on Milwaukee's south side. He has been commuting to Milwaukee for 15 years and took the bus to the University of Wisconsin-Milwaukee when he was a student there.

He spoke at Thursday's fourth and final public hearing about the Metra extension at the Cudahy city hall.

"It was a nightmare," he said later. "I am convinced that the bus driver's job was to get the bus from Kenosha to Milwaukee on time, and passengers were a necessary evil."

McAndrews said it won't be that way on the train, when he can recoup the 10 hours a week he spends in his car driving to and from his job.

"I want those 10 hours back," McAndrews said.

"I'd be willing to pay quite a bit to buy back that 10 hours."

Richard Schreiner, too, would like to see the \$152.1 million rail line become a reality. The Milwaukee resident takes Metra from Kenosha to places like the Ravinia music festival, driving to Kenosha and spending a night while using the train to sightsee. "Kenosha and Racine are two destinations that people in Milwaukee just overlook," Schreiner said after speaking at the hearing.

"They go to Chicago, and they bypass it. People probably don't know much at all about Kenosha and Racine, and I think this will really be an inducement to get more people to discover them."

Schreiner's comments echoed those at the four meetings, which drew overwhelming support and crowds of over 150 in Milwaukee and Racine. Thursday's hearing included two negative voices among those who spoke.

The public has until May 16 to submit additional comments about the project. It could take a month to record them for presentation before the advisory committee, which could meet in June to make a final recommendation.

With that, the issue would go before city councils and county boards in Kenosha, Racine and Milwaukee. If endorsed, Patrie hopes the plan could be in front of the Wisconsin Department of Transportation by October.

KENOSHA NEWS

May 2, 2003

Milwaukee Insight: Discussion Over Proposed Metra Expansion a Step in the Right Direction

WISPOLITICS.COM

April 28, 2003

By Gregg Hoffmann

MILWAUKEE - One of the citizens who spoke at last week's informational hearing on a proposed extension of the Metra system to Milwaukee from Chicago called the event a "momentous, historic occasion."

"Not just because of the system being proposed, but because it is something that both (Milwaukee County Executive) Scott Walker and (Milwaukee Mayor) John Norquist agree on," said Michael Cramer of Shorewood.

Indeed, the vast majority of the more than 100 people at the meeting did support the \$152 million proposal, which would add 33 miles to the Metra Union Pacific North line that currently runs from Chicago and ends in Kenosha. The new service would operate over graded existing freight lines and end at Milwaukee's Amtrak station. It would include stops in Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee and Cudahy-St. Francis. It is projected to provide 1.1 to 1.5 million trips per year.

Ken Yunker of the Southeastern Wisconsin Regional Planning Commission said a special study committee has looked at the rail system, expansion of the bus system and a hybrid of rail and bus, and deemed the rail system -- while not the cheapest option -- to have the most potential for better linking the communities involved, better serving commuters and providing opportunities for economic development.

The list of those endorsing the plan include most major elected officials in southeastern Wisconsin, including Walker and Norquist, educational and business leaders, representatives of economic development organizations, two "faith-based" groups and other organizations ranging from the Historic Third Ward Association to the Milwaukee Area Green Party.

Add this columnist to the list. The Metra extension makes sense for several reasons. First, it will reduce auto traffic in a corridor that is fast becoming over-run with it, leading to positive impacts on the environment.

Second, it will link Milwaukee to Chicago, and include most communities in between. For Milwaukee to continue to insist on remaining separate from the Chicago area is suicidal to the interests of the community. We should embrace any links we can to connect to such a large market. It does not mean that we simply become a northern suburb of Chicago.

Similar systems around the country have worked. In fact, their ridership has exceeded projections in several places. Elsewhere in the world, such rail systems have become integral to the overall transportation system. This writer and his wife lived several months in Sydney, Australia, in 2000 and rented a car only once. We were able to travel around the metro area and to neighboring communities via rail.

Of course there will be critics. Some will point to relative low ridership on the Amtrak trains that run between Chicago and Milwaukee. But fares on those trains are around \$40 roundtrip. The Metra fares will be about half that.

Others will say rail has never worked in the Milwaukee area, but they need a course in history. A good electric railway system once did quite well here. If one rides a bike along many bike paths today, it is likely where the tracks once ran.

Others will say there should be more investment into busses, because they are more flexible in where they can go. This is a valid argument when discussing intra-metro area transportation. If rails had been laid in Milwaukee a couple decades ago, they might not have had them leading to the Third Ward or Park East Corridor area. Yet those are, or will be, thriving areas of the city. So, busses might make more sense within the confines of the city.

But, the Metra is inter-city transportation. All those communities along the route will be there for a very long time. Planners even have discussed using bus shuttles from the Metra stations to other destinations in each city.

One "semi-critic" at last Thursday's hearing said she liked the Metra extension, which is being called WiseRide, but added that it should be combined with an overall SmartGrowth strategy for land use. This is a good suggestion.

Perhaps the biggest threat to the Metra extension could be the state budget crisis. Planners call for the state to be the implementing body for the system, even though federal funds could end up paying for much of its costs.

Some startup money was included in the Doyle budget, but as Rosemary Potter, former legislator and executive director of the Southeastern Wisconsin Coalition for Transit Now, said, "The challenge now will be to keep it in the budget."

A Metra extension also would have to be marketed well to Milwaukeeans, who have never been too quick to use any form of mass transit. Some education about the advantages of riding the Metra will be needed.

But, the discussion over the Metra last week was much more productive than the contentious debates have been over expansion of the freeway system. And, Metra would cost a lot less than those freeways.

To go back to the one citizen's quote, how much can be wrong with a plan that has been endorsed by both Walker and Norquist?

Hearings on the Metra extension have been scheduled for Wednesday, April 30, at Racine Gateway Technical College (Great Lakes Room in Racine building), 901 Pershing Dr., Racine, and Thursday, May 1, at the Cudahy City Hall Council Chambers, 5050 S. Lake Dr., Cudahy. An open house will be held each night from 4-6 p.m., followed by a presentation at 6 p.m. and the open hearing at 6:30 p.m.

Tooling around

Congressman uses tool sales van to go mobile

Ryan weighs in on gasoline, war, commuter rail

By DENNIS A. SHOOK - GM Today Staff

April 25, 2003

WAUKESHA -

Paul Ryan took some time to sock it to the opponents of U.S. policy in Iraq, bring the hammer down on aid for commuter rail and try to wrench some changes from the federal government on reformulated gasoline.

Maybe that is because the Republican congressman was traveling throughout Waukesha County in a former Snap-On Tools sales van that he has retooled as a mobile office.



U.S. Rep. Paul Ryan, R-Wis., talked to aide Paul Eiting on Thursday outside the former Snap-on Tools sales truck that Ryan has converted into a mobile office.

Ryan said he converted the vehicle as a way to get around to the many new municipalities in Waukesha County that are part of his district since the census-driven redistricting of 2000.

But another mode of transportation has been on his mind as public information hearings continue throughout the region on a possible commuter rail link that would link Milwaukee to Chicago.

"This is not high speed or light rail - it's commuter rail," Ryan said of the project to connect Chicago to Milwaukee using the Metra rail system from Illinois. "We already have \$7.5 million sitting in an account waiting to be used. Now we are asking for a commitment in an upcoming authorization bill to see this thing through.

"We don't expect to get the entire \$121 million we seek but we are just trying to get this project up and running," he said. "It's an economic development tool. And it's relatively affordable because it's not new rail."

Iraq won't be easy

Ryan said he would not truck with critics of the Bush policy in Iraq and he said many of those critics have been reporters looking for controversial stories.

"If you look at the majority of the Iraqis in Iraq, they are thankful they are liberated and they know we are their liberators," he said.

Ryan said it was dangerous that Iranian Shiites were sending clerics into Iraq to try to further destabilize the country and establish a fundamentalist Islamic state in Iraq.

gmtoday & Waukesha Freeman

April 25, 2003

"But the bigger problem for the tyrannical leaders in Iran is that millions of their brothers are newly liberated and about to get democracy. That is the volatility there," he said. "That's a big wake up call to the dictatorships surrounding Iraq and they don't want to see that happen. It's going to be bumpy; it's going to be ugly."

The congressman also credited "sabre rattling" - or threatening war - with recent decisions by Syria to cooperate more fully with U.S. efforts to close off the Iraqi-Syrian border and track down fleeing leaders of the Iraqi leadership.

Ryan said he has no problem with GOP-supporting companies like Bechtel and Halliburton handling so much of the rebuilding contracts.

"We need experienced companies who know how to fix this infrastructure," he said. "If we don't get the Iraqi oil infrastructure up and running, we're going to pay for rebuilding the infrastructure of Iraq, as taxpayers."

RFG plan

On another oil-related matter, a problem that could become even more serious in the next year involves gasoline but not necessarily because of fuel shortages related to war.

"With the new ozone rules coming into place, we are going to - by the year 2004 - have twice as many areas in America having to use reformulated gas. That would lead to a tripling of the boutique blends of gas out there, which would exacerbate this problem."

The congressman said the problem occurs every year when Wisconsin changes from a more conventional winter blend of gasoline, to "a very unique blend of reformulated gasoline in the summer ... a gas which is not used anywhere else - outside this region - in the world."

The solution Ryan is pushing for is an amendment he had added to the comprehensive energy legislation passed by the U.S. House of Representatives last week. It would limit that number to "a federally approved menu of three fuels that localities could choose from," he said.

"Once this policy is fully implemented, this will help combat gas price spikes in southern Wisconsin and around the country, as more areas use the same fuel blends," he said. "While this legislation will not consolidate boutique fuels overnight, it sets up a process for the EPA and the states to move toward standardization. This is a crucial step in fixing our gasoline supply problems and keeping gas prices more stable over the long-term."

Support for expanding Metra dominates public hearing

Milwaukee Journal Sentinel
April 25, 2003

Strong support for extending Chicago's Metra commuter trains from Kenosha to Racine, downtown Milwaukee and the southern suburbs surfaced at a public hearing Thursday.

Of the more than 100 people at the Milwaukee hearing, all 19 speakers backed the \$152 million plan recommended by a Southeastern Wisconsin Regional Planning Commission study committee. Several said they hoped trains eventually could reach the northern and western suburbs.

"What is there not to like about this?" asked Sandy Folaron, a Milwaukee business owner and mayoral candi-

date. "It's fiscally responsible. It's environmentally friendly. It serves business and the work force alike."

Several speakers pointedly noted the train line would cost much less than the \$6.25 billion reconstruction and expansion of freeways recommended by another planning commission study panel.

Support was also strong at a Wednesday hearing in Kenosha, rail study panel Chairman Fred Patrie said.

Two more hearings are planned, at Gateway Technical College's Racine campus Wednesday and at Cudahy City Hall on Thursday. Each session will start with an

open house at 4 p.m., followed by a presentation at 6 and public comments at 6:30 p.m.

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Public on board for rail extension

BY ERIK BROOKS
KENOSHA NEWS

Lisa Huggins lives in Kenosha, but works in downtown Milwaukee. She takes a Wisconsin Coach Lines bus to and from work every day, and she hates it.

Huggins would gladly give it up to ride Metra each day, and said as much at a public hearing about the planned 32-mile commuter rail line extension from Kenosha to Milwaukee.

"It's inevitable," she said afterward. "You have to do it. Cars are not the answer anymore."

Huggins was not alone at the Gateway Technical College hearing, where more than 50 area residents showed up to learn more about the preliminary rail recommendation from a Southeastern Wisconsin Regional Planning Commission committee. Nineteen people spoke — all in favor of the project.

It's that kind of support that has backers of the plan optimistic that it is not a matter of *if* trains will one day roll between Milwaukee and Kenosha, but *when*.

"Support is growing," said Fred Patrie, Kenosha County's public works director and chairman of the regional planning commission's Kenosha-Racine-Milwaukee Corridor Transit Study Advisory Com-

mittee, which hopes to make a final recommendation on the commuter rail extension this summer.

"I think you are going to hear that (tonight) in Milwaukee. I think we're going to hear it very loudly in Racine next Wednesday. It's going to be more emphasized in Cudahy (May 1)."

All those cities host hearings. They all begin with an open house at 4 p.m. followed by a presentation at 6 and the formal hearing at 6:30.

Today's hearing in Milwaukee is in the Harbor Lights Room of the Downtown Transit Center, 909 E. Michigan Ave. Wednesday's hearing in Racine is in the Great Lakes Room of the Racine Building at Gateway Technical College, 901 Pershing Drive. The May 1 hearing in Cudahy is in the council chambers of City Hall, 5050 S. Lake Drive.

Among the reasons for Patrie's sunny outlook:

■ Lawmakers have already secured \$7.5 million in federal transportation funds for the project and have asked for another \$121.7 million — enough to almost pay for the line's entire start-up cost.

■ Wisconsin politicians have shown increasing support, including Gov. Jim

Doyle's \$400,000 budget request in fiscal year 2005 for engineering money for the rail line.

■ Local political, business, and education leaders have expressed strong support. All three groups were represented at Wednesday night's hearing.

"Community support is building," Patrie said. "I believe this is going to happen."

Patrie, citing a planning study into the project, said trains could be running in three to four years.

Chip Brewer, director of government relations for Racine's SC Johnson, a big supporter of the plan, said the Metra extension will happen, eventually. Community support is strong, he said.

"It shows there has been some good education done," Brewer said. "People are understanding what this is all about and the benefits. I think they relate to it."

"They understand it increases their ability to get to jobs. It is going to increase economic vitality. It is going to increase quality of life. It is going to provide access to other communities. People get it."

The most recent group to throw its support behind the commuter rail extension was

the Wisconsin Alliance of Cities, which voted last month to endorse the \$152.1 million plan.

Speaking at the hearing, Ed Huck, executive director of the group, lauded the economic development boom of rail over simply rebuilding and widening freeways, something the planning commission is also considering recommending.

"It has the same pull it had when we moved rail for the first time across the United States," he said after his short speech. "All the development took place around rail. That dynamic still exists."

Hurdles, however, remain. Following the three additional public hearings and final approval by the planning commission later this year, local governments must also consider the measure before it heads to whatever governmental body will be in charge of operating the extension. It is likely that will be the state Department of Transportation.

Who will pay for it will be the biggest question.

"They have a lot of work to do," said Kenosha Mayor John Antaramian, who spoke at the hearing. "They have to put together a lot of different issues that have to be addressed."

All aboard: People line up to endorse extended train service

By DENNIS A. SHOOK
Senior Staff Writer

Waukesha Freeman
April 24, 2003

KENOSHA - If Milwaukee and Chicago are not soon connected by commuter rail, don't blame people in Kenosha and Racine.

More than 50 people attended a public information meeting on creating just such a link Wednesday at the Gateway Technical College Kenosha campus and everybody was on the same track.

"The opportunity to go to Mitchell (International Airport) and downtown Milwaukee are important to us," said Kenosha Mayor John Antaramian in remarks before the Kenosha-Racine-Milwaukee Corridor Transit Advisory Committee. The committee was formed by the Southeastern Wisconsin Regional Planning Commission in order to evaluate the interest in commuter rail and/or bus services.

The report prepared by the committee recommends a medium level of commuter rail service as the best possible alternative. That would mean seven trains daily in both directions, on weekdays and weekends, with ancillary bus services from train stations to likely destinations, such as downtown Milwaukee.

The recommendation received a boost with the announcement

more important to people living north of Kenosha and Racine, such as in Milwaukee and suburbs.

Kenosha is now the northern terminus of the Metra system, which provides train service to Chicago at a cost typically lower than Amtrak. From Chicago, Metra provides service to the rest of the nation.

"That parking lot next to our downtown train station was absolutely packed today," Antaramian told the committee. "We already have a leg up, with service to Chicago. But we want to be able to go to Milwaukee as well."

And the former state legislator acknowledged understanding that people in Waukesha and Milwaukee would actively use the corridor for trips to Chicago.

There is already Amtrak service that links Milwaukee to Chicago, with a stop in Racine County. But Ken Yunker, SEWRPC assistant director, said the service is inadequate, offering only one trip per day between the cities. He said there are no suburban stops in Illinois or Wisconsin for large numbers of potential passengers who may want to stop at points in between.

"The majority of (possible) trips in that corridor simply aren't served by that very limited Amtrak service," Yunker said.

Wisconsin Alliance of Cities Executive Director Ed Huck said the 38-city organization is fully behind the plan.

"Seven weekday round trips from the Milwaukee area through the Racine and Kenosha area will revitalize the cities along the railway," Huck said. "Commuter rail will tie Wisconsin more closely to Chicago. The great city of Chicago is a major financial center."

But Kenosha Area Business Alliance Executive Director John Bechler said increased Metra service should not come on the backs of local property taxpayers.

"There should be no increase in the property tax or income tax," Bechler said in expressing the opinion of his business group. "If there is any local share, it should come from the gas tax."

Bechler also voiced a recurring theme in the public comments that inexpensive, frequent bus service must be provided to link people getting off of trains with final destinations.

Eager to ride

One former commuter, Harlan Draeger, who rode the former Chicago and Northwestern and "Northshore" commuter trains from Kenosha to Chicago "for 25

years straight" called that service "my best friend."

He discussed how he would arrive in Chicago free of delays and driving stress, having read the morning newspaper and defying any weather challenges placed in his way.

"When I tried to commute on the Edens Expressway from Chicago, the traffic was so bad once we had to stop and turn off our cars," Draeger said. "I just got out of the car, walked over to a grassy knoll, and fell asleep for about 15 minutes."

Fred London, a resident of Highland Park, Ill., said people in his state are as anxious to connect to Milwaukee as Wisconsin residents are to link to Chicago. But he said Wisconsin support would grow once people realized they could attend concerts like the Ravinia Music Festival or attend Northwestern University.

Railroad advocate Lou Rugani, Kenosha, said the system could be started even more cheaply as an incentive to help get it up and running.

"We could start out with a shelter and a gravel parking lot in some places," he said. "We don't have to be so extravagant."

Representatives from the University of Wisconsin-Parkside and S.C. Johnson Inc. said such a rail service would be a major factor in growing universities and companies alike.

People should not look for the increased service in the next year or so, even with the committee recommendation, Yunker said.

"This could take anywhere from a few years to several years, depending on how quickly DOT and the state push the implementation and whether they accept that it should be fully funded with state and federal funds, with little - if any - local funds," Yunker said.

Seeking support

The process for soliciting support for commuter rail is already under way. It includes:

- three more public information meetings, including one starting at 4 p.m. today in Milwaukee at the Downtown Milwaukee Transit Center, Harbor Lights Room, 909 E. Michigan Ave.
- seeking recommendations of support for the service from the municipal and county governments in the designated corridor.
- making a recommendation to the state Department of Transportation.
- seeking the required state and federal funding.

Source: Southeastern Wisconsin Regional Planning Commission



that U.S. Reps. Paul Ryan and F. James Sensenbrenner, both Wisconsin Republicans whose districts take in Waukesha County, are asking for \$121.7 million in federal transportation funds to extend the Metra train system.

Another \$7.5 million has already been set aside for the 32-mile project, estimated to cost about \$152 million.

But there is no guarantee that the federal funds would be forthcoming.

Along with those capital costs, largely dedicated to equipment rather than track remediation, would be annual operating costs. That is estimated by SEWRPC to be about \$15.4 million and would be supplemented by an estimated \$3.2 million in farebox revenues.

Two-way approach

Most of the speakers acknowledged that the service is even

Hearing on light rail slated for next week

By Mark Dudzik

STAFF WRITER

A series of public hearings will be held on the proposed extension of the Metra line into Racine County.

An advisory committee formed by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) has recommended that a medium-duty light rail line be extended from the Chicago area into three counties in southeastern Wisconsin, including Racine, Kenosha and Milwaukee.

Costs associated with a light rail line which would provide a medium level of service have been estimated at \$152 million.

Ridership alone will not cover the expense of the rail service, according to the findings of the advisory committee.

As a result, that committee has recommended that a combination of state and federal funds be utilized to help make up the difference.

The only possible local financial contribution to the project would

be funds for the construction and maintenance of the light rail stations which would be needed to serve the line.

Under the current proposal, those stations would be located in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis and Milwaukee.

The first of several public hearings on the proposed line took place last night in Kenosha.

Racine County residents looking to contribute their two cents toward the proposal will have the opportunity to do so on Wednesday, April 30. Preceding the public hearing will be an open house from 4 to 6 p.m., followed by a formal presentation at 6 p.m. and a public hearing commencing at 6:30 p.m.

Gateway Technical College, 901 Pershing Drive, has been selected as the site for next week's hearing.

More information about the rail line can be gleaned by visiting www.transitnow.org.

Burlington, STANDARD PRESS

April 24, 2003

Extension for Metra is on track

BY ERIN BROOKS
KENOSHA NEWS

Two Wisconsin congressmen are asking for \$121.7 million in federal transportation funds to extend the Metra commuter rail line from Kenosha to Milwaukee.

If approved, the money — combined with \$7.5 million already earmarked at the federal government level for the project and a required local and state match — could more than pay for the planned 32-mile extension.

Securing all the money is unlikely. But Rep. Paul Ryan, a Janesville Republican, told the Kenosha News Tuesday he was happy to ask members of the House Committee on Transportation and Infrastructure for the funds in a March letter. He and Rep. Jerry Kleczka, a Milwaukee Democrat, did so at the request of the Wisconsin Department of Transportation, signaling strengthening state support for the plan.

"I have no expectations of getting this amount," said Ryan, who met with new DOT Secretary Frank Busalacchi about the project in Washington, D.C., recently. "I have no specific expectations, only that we advance the concept."

"We want to get this thing up and running as quickly as possible."

For now, the project remains before a Southeastern Wisconsin Regional Planning Commission committee that in December preliminarily approved a plan to extend Metra through Somers and Racine into downtown Milwaukee.

Seven trains would run each way during weekdays. Three trains would run on Saturdays and Sundays.

The start-up cost of the project approved by the planning commission's Transit Study Advisory Committee is \$152.1 million. Annual operating costs would run \$18.6 million, \$15.4

Metra

Metra hearings

Public hearings regarding the planned 32-mile Metra extension from Kenosha to Milwaukee are set for this week. Each meeting will begin at 4 p.m. with an open house, followed by a presentation at 6 p.m. and a formal hearing at 6:30. Residents can also submit comments in writing before and after the meetings, including on SEWRPC's Web site at www.sewrpc.org.

The meeting schedule:

■ **Kenosha:** Tonight, Gateway Technical College, Madri-gano Auditorium, 3520 30th Ave.

■ **Milwaukee:** Thursday, Downtown Transit Center, Harbor Lights Room, 909 E. Michigan Ave.

■ **Racine:** April 30, Gateway Technical College, Racine Building, Great Lakes Room, 901 Pershing Drive.

■ **Cudahy:** May 1, Cudahy City Hall, council chambers, 5050 S. Lake Drive.

million minus farebox revenues.

The plan will be the subject of public hearings starting tonight in Kenosha, where it has the blessing of the mayor, county executive, and County Board. Other hearings are planned for Racine, Milwaukee and Cudahy.

Following those, the committee will make a final recommendation on the project and send it to the full regional planning commission for its vote. With that, work could begin, depending on which state or local governmental agency takes the

KENOSHA NEWS

April 23, 2003

lead on funding and operating the extension.

The former has been a major issue in the project, which has been discussed for more than a decade.

Planners have called for a mix of federal, state and perhaps local dollars in getting the trains running. Ryan already has helped secure \$7.5 million in federal transportation assistance since 1999, although previous requests were for much less than the current \$121.7 million. In 2002, for example, Ryan and other federal lawmakers asked for \$4 million in federal transportation money. They received half that.

This time, Ryan said he would be more than happy with that amount.

Whatever federal funds he secures would require a 20 percent state or local match, or \$25.8 million if the full amount of federal funding were approved. However, Phil Evenson, executive director of the regional planning commission, said often the required local and state match approaches 40 to 50 percent.

"I can understand why the congressmen would ask for the full share," he said. "I am sure there will be a lot of requests for earmarking that go into the budget. What survives remains to be seen."

The federal Transportation Equity Act for the 21st Century bill will be debated this summer and fall.

Local governmental leaders have been opposed to paying anything for start-up costs, but some have not ruled out picking up some of the annual operating budget. Ryan said local funding may have to total one-third of the final cost.

State funding seems more likely. Faced with a \$3.2 billion budget deficit, Gov. Jim Doyle still found \$400,000 in the DOT budget for the project, money that still remains as the Legislature hashes out the details of Doyle's plan.

"It's still in play," Alice Morehouse, DOT budget director, said Tuesday.

"Our experience with these sorts of transactions is you ask for a larger number and get less," she said. "But that is significant, and it would be good to find federal funding at that level."

Metra riders seek extension to Racine, but at what cost?

The JournalTimes
April 23, 2003

BY DAVID STEINKRAUS
Journal Times

KENOSHA — It's 6:35 a.m. in the middle of a week in the middle of April. Even though Daylight Saving Time is already in effect, streetlights are still glowing, and motorists have their headlights on.

The sky promises a damp and chilly day as people with steaming coffee cups climb the concrete steps into a wind blowing across the train platform from Lake Michigan just a few blocks away. They're bound south to work in Illinois.

It's this scene which proponents of commuter rail service want to repeat in Mount Pleasant, Racine, Caledonia, Cudahy — all the way to Milwaukee.

The provider of this service would be Metra, the regional rail authority that operates commuter trains throughout metropolitan Chicago. Proponents of rail service say it would bring visitors to Racine, stimulate development, and provide an avenue for workers to come into the area or to live here and work elsewhere.

It's jobs that have drawn people to the Metra station on this April morning. On any given weekday, based on a survey that Metra took last fall, 251 people ride the five trains south that leave Kenosha between 5:52 a.m. and 7:51 a.m.

Lillian Radojicic, who lives in northern Caledonia, was on her way to Chicago for work. Caledonia has proposed a station at 4 Mile Road near her home, she said. "You won't have to sit in a car and fight the traffic all the way down there."

Commuters on this day often mentioned traffic as a primary reason for taking the train.

"It would take me longer, probably, than it takes the train, and parking is too expensive," said Connie Litrenta. She's a computer specialist for the Immigration and Naturalization Service, and works three days a week in Chicago, two in Milwaukee.

Kristin Vuchichovich of Kenosha said she has no choice. She was headed to work in Evanston, Ill. She said she and her husband have one car, which he drives. "I have to find work on the train line," she said.

She said she would not only ride a train toward Milwaukee but would prefer it. "When we moved up here five years ago from Chicago, we were told — well, we were under the impression, through the Kenosha rumor mill, that it was going to be up north within the next couple of years. But as long as it happens eventually we're happy."

Terence McElwee, who lives in Mount Pleasant, is an intellectual property lawyer for the University of Illinois-Chicago. There were few job opportunities in his field in Wisconsin, he said, and by living in Mount Pleasant he and his wife can have a house that would be beyond their means if it was measured by Illinois real estate prices.

"I drive once or twice a month, at the most, usually because I need to be on campus for a very early or very late meeting, he said. "The rest of the time he's on the train. The deal I have with them (the university) is I work one day at home," McElwee said. "I got a laptop. I work on the train. That's how I get that extra day off, because I'm productive for an extra two hours a day."

More support

Certainly some government officials see a benefit in Metra trains. "I just believe to have Racine realize some of its potential as a metro area, that's one of the links we need," said Racine Mayor Gary Becker. He said he will do everything within his power to accomplish this. "In other words, we're not going to sit back and hope," Becker said.

County Executive William McReynolds said he, too, favors the service under certain conditions. "It's a no-brainer if we don't have to put any local monies in it," he said.

Qualified support

County Supervisor Robin Vos opposes the Metra service not because of what it is but because of what it would cost taxpayers.

"The concept of Metra extension might make sense depending on the economics," Vos said. "But even under the most optimistic scenario it still requires a \$15 million subsidy." That equates to thousands of dollars of benefit for each person who would ride the train, he said. Highways are funded by user fees in the form of gasoline taxes, and the few hundred cars removed from the road by the existence of a train are an infinitesimal fraction of total highway traffic, he said.



MARK HERTZBERG Journal Times

Terence P. McElwee can use his cellular phone and read the morning paper when he gets on the Metra commuter train in Kenosha. He lives in Mount Pleasant and works at the University of Illinois-Chicago, which is southwest of the Loop.

Metra Facts

Metra is a regional rail authority that operates commuter trains throughout metropolitan Chicago. It is a non-profit organization and is funded by a combination of federal, state, and local government subsidies, as well as fares paid by riders. Metra's service area covers a large portion of the Chicago metropolitan area, including Cook County, DuPage County, Kane County, Lake County, and Will County. Metra's fleet consists of over 1,000 railcars, and it operates over 100 lines serving more than 100 stations. Metra's annual operating budget is approximately \$1 billion, and it carries over 100 million passengers annually.

The whole issue really comes down to how train service will be funded, Vos said. If the people of eastern Racine County, who will be the beneficiaries, would vote themselves into a special taxing district to support train service, that's fine, he said. But attempt-

ing to fund train service with general government money — and holding public hearings that will probably attract only train supporters — implies that citizen support isn't there, he said.

Metra Public Hearings Begin Today

Metra is holding public hearings today to gather input from the community on the proposed extension of its commuter rail service to Racine, Wis. The hearings are being held at the Racine Public Library, 1000 Wisconsin St., from 6 p.m. to 8 p.m. Metra officials say the hearings are an important part of the process to determine if and how the service should be extended. The proposed extension would serve the Racine area and provide a direct link to the Chicago area. Metra is currently studying the feasibility of the extension and is seeking input from the community on issues such as station locations, service frequency, and funding. The hearings are open to the public and no advance registration is required. For more information, visit www.metra.org.

KRM commuter rail is a must for many reasons

BY ROGER CARON

COMMENTARY

The Journal Times

April 20, 2003

The Kenosha-Racine-Milwaukee (KRM) commuter rail extension is a rare and extraordinary opportunity to help us become a winning city in a winning region. Here's why the Metra extension is a "must-have" for Racine.

Commuter rail will improve the value of our community. It only takes a quick look to the south to see how property values increase in communities served by Metra. Economic activity and capital investments increase when people and businesses are attracted to the convenience and accessibility that a train station offers. Improved property values, and new jobs grow the tax base—something we desperately need.

Commuter rail will help to attract businesses and jobs to Racine. Today's businesses require modern, convenient and reliable regional access to a diverse and high quality workforce. Having transportation choices and lifestyle amenities like commuter rail provides this essential access and will help keep our college graduates here and attract the bright young talent that is our economic future. Young talent prefers jobs in locations that provide rail transportation for commuting. Demographic projections show that within the next decade, a declining national workforce population will mean that finding and keeping talent will be the most critical issue facing businesses in the United States. Racine must develop the transportation amenities that attract and retain talent and businesses if we expect our economy to thrive. And, we certainly need to assist our existing employers with good access to labor so that they can stay in Racine.

Three of Wisconsin's largest cities will be served by the Metra extension and the entire corridor will be better connected to one of our nation's premier cities—Chicago. The

educational, cultural and economic opportunities that are aligned along the Milwaukee-Racine-Chicago route are enviable, to say the least.

Developing this incredible potential is a key part of the Racine County Economic Development Plan. The economic plan prioritizes commuter rail as a catalyst in developing this economic corridor. We must begin to function as a corridor to realize our full range of economic opportunity. This is not just true for the cities with planned stops on the train route. When cities are strong, suburbs benefit. The entire corridor will become healthier from the improved labor force, tax base and regional competitiveness that commuter rail can assist in building.

In our densely populated and highly developed corridor, we have few opportunities to significantly improve mobility. Racine is very fortunate to have an existing right-of-way available for use in its front yard now. Trying to obtain a new right-of-way for commuter rail would be virtually impossible. Costs associated with assembling such a land package would be exorbitant. By using existing right-of-way, KRM Commuter Rail can provide convenient and reliable mobility in a corridor that hasn't any other viable options for increasing mobility to the densest populations of workers, employers and residents. This right-of-way is an incredibly valuable asset that could easily disappear if not used. We've already lost one rail right-of-way that can never be regained.

Over 360,000 jobs and 540,000 in population are projected within three miles of the planned Wisconsin train stations alone. This represents a considerable opportunity to communities on the route that have ongoing unemployment issues. The very people who cannot afford automobile

transportation or do not have a license to drive would have access to a regional job market that is currently unavailable to them. The Sixth Street neighborhood where the Racine train station is planned is one of many areas that will certainly benefit from improved access to jobs and education as well as the economic benefits that the rail service will provide.

Commuter rail should be a priority for Racine. If we do not seize this opportunity today, we will certainly regret our shortsightedness in the years to come as our city and region struggle to be economically competitive. KRM commuter rail is a small investment in growth that will leverage huge returns for our community.

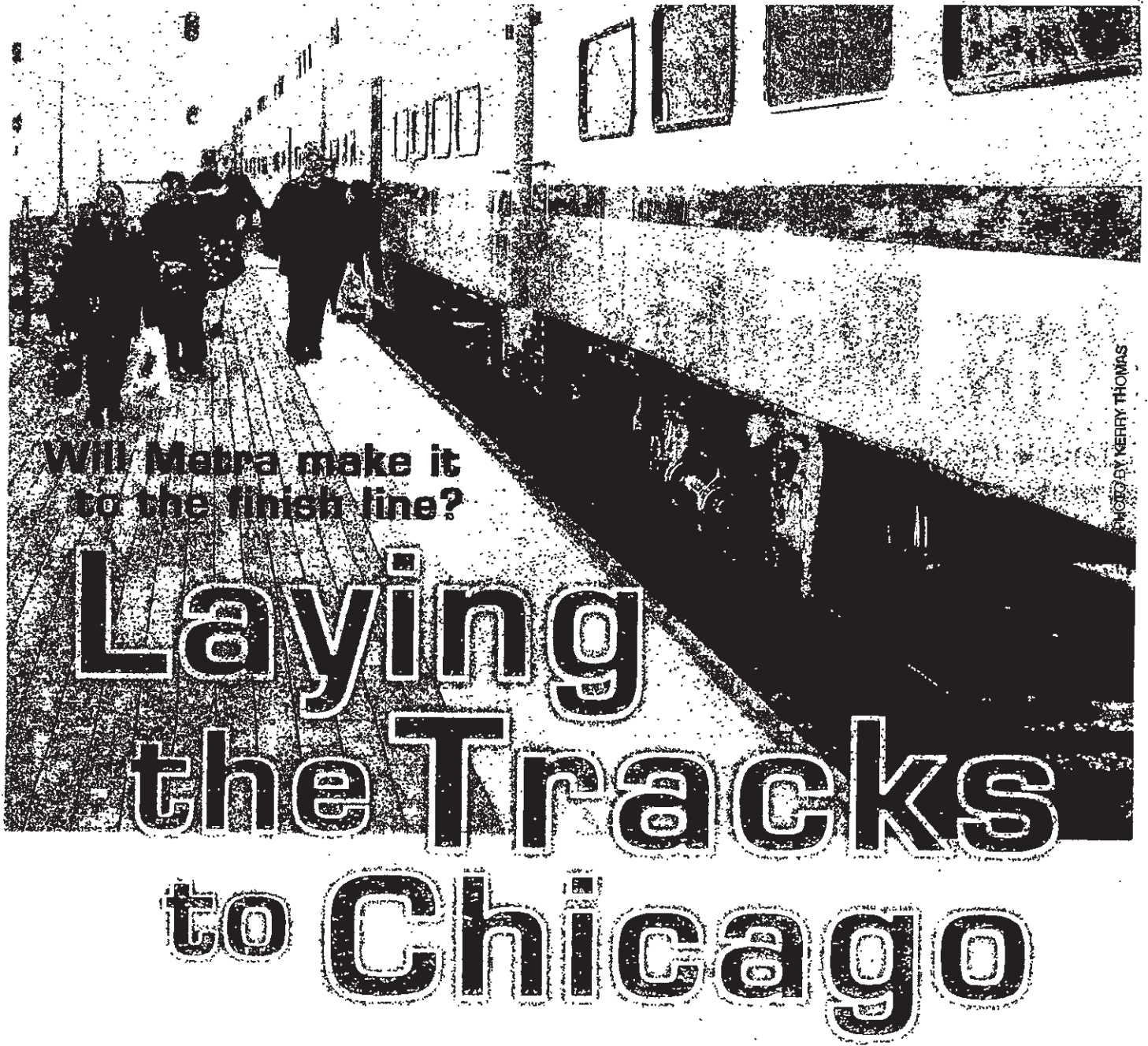
I urge employers and their employees, citizens, organizations and elected officials alike to attend the public hearing, send an e-mail or write to the Southeast Wisconsin Regional Planning Commission. Join the dialog about commuter rail. It is not likely that we will see a rare and winning opportunity like this again.

The Racine County public hearing for KRM Commuter Rail Metra Extension is on April 30 at Gateway Technical College, Great Lakes Room, 901 Pershing Drive (park and enter on the lake side). Open house is from 4 to 6 p.m., presentation is at 6 p.m. and public hearing in a town hall format will begin at 6:30 p.m.

Your feedback can also be given by e-mail before May 15 at wiseride@sewrpc.org or by mail to Kenneth Yunker, SEWRPC, P.O. Box 1607, Waukesha, WI 53187-1607.

For more information, please go to www.wiseride.com

Roger Caron is president of the Racine Area Manufacturers and Commerce.



Will Metra make it
to the finish line?

PHOTO BY KERRY THOMAS

Laying the Tracks to Chicago

by Rob Kennedy

While southeastern Wisconsin wrangles noisily over the future shape of its freeway system, another way of traveling over much the same territory, commuter rail, has so far stirred up little opposition or controversy. Realtors, environmentalists, business groups, the NAACP, mayors, county executives, you name them, have all endorsed it.

Scheduled for hearings later this month, the Kenosha-Racine-Milwaukee Corridor Study's preliminary recommendation is to build a "medium level of service" rail alternative that would essentially extend Chicago Metra to Milwaukee with three to four trains each way during morning and evening rush hours and with one train at mid-day. Eventually, more service would be provided between rush hours and in the evenings. Unlike current Amtrak service, commuter rail from Chicago and Kenosha to Milwaukee would make more stops and run right through the heart of many southeastern Wisconsin urban centers. The proposal includes shuttle buses to Mitchell Airport as well as between

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Amtak and downtown Milwaukee.

How much will commuter rail cost? The price tag for building the proposed service is \$152.1 million. Not that high, perhaps, when seen in the context of a \$6.2 billion bill for rebuilding the region's freeways, but high enough when stacked up against the \$19.4 million cost of a bus alternative. Why then, would the corridor study's Advisory Committee recommend rail? According to Ken Yunker, assistant director for the Southeastern Wisconsin Regional Planning Commission (SEWRPC), the answer is simple: "land and economic development, something the bus alternative could not provide." The development case for rail is especially compelling in Racine, now suffering from a 10.1% unemployment rate. The hope is that commuter rail will bring Racine and other struggling urban areas into the larger economic orbits of Chicago and Milwaukee.

Staying Competitive

For Racine's premier business, S.C. Johnson, commuter rail is a key part of staying "competitive." Brian Anderson, the firm's link to nearby communities, is convinced that rail would help its world headquarters "attract and keep a talented and diverse workforce," including management positions. At the present time, Johnson employs about 3,000 people in Racine with about 2,000 more employed nearby at other Johnson facilities. Anderson notes that

the city would use its own local transit service to connect a multimodal downtown rail station to important locations, including Johnson company facilities. Just as important to S.C. Johnson is helping Racine with its own community and economic development goals. Anderson notes that many of Racine's unemployed live close to a proposed rail station. He also speaks glowingly of the impetus that Metra's Kenosha station has given to a new downtown trolley and the new residential and business development in Harbor Park on the trolley line.

Just as excited about the economic development potential of commuter rail is the Metropolitan Milwaukee Association of Commerce (MMAC). Association spokesperson Peter Beitzel observes that the project could mean more business for Milwaukee's Super Steel Corporation. Super Steel already has a contract to build 300 new Metra coaches over the next three years and Beitzel would love to see more trains added to the company's job order. More importantly, he says, "Hundreds of thousands of jobs and the densest population centers in the area are all gathered in this rail corridor." To Beitzel, the existence of an underutilized track connecting southeastern Wisconsin's major cities is an "opportunity too good to miss." In fact, the corridor study projects an increase of 147,500 jobs within walking distance of the rail stations.

All of this sounds mighty good to

Tom Hall, an attorney who works in downtown Milwaukee and lives just north of Racine in Wind Point. His daily commute takes him up Highway 32 and lasts about 45 minutes. In a snowstorm, he says, that trip can turn "miserable." According to SEWRPC, Hall's daily ride to work on a train would take 42 minutes, snowstorm or not. "Right now," Hall says, "I'm wasting almost two hours just driving. With commuter rail I could catch up on work or even take a nap." On the other hand, Hall's daily trip would turn into an hour with the bus alternative. And, a bus ride from the station at Cudahy/St. Francis to Kenosha would take even longer: 71 minutes versus only 43 minutes for the train. In fact, since buses are stuck in the same traffic as cars and trucks, a bus trip generally takes more time in the case of inclement weather, an accident, or just because every year there's more roadway congestion.

Encouraging Tourism

For Hall's wife, commuter rail means more fun. She looks forward to more trips to Milwaukee to visit him and to short stays in Chicago, one of her favorite cities. In fact, the couple chose

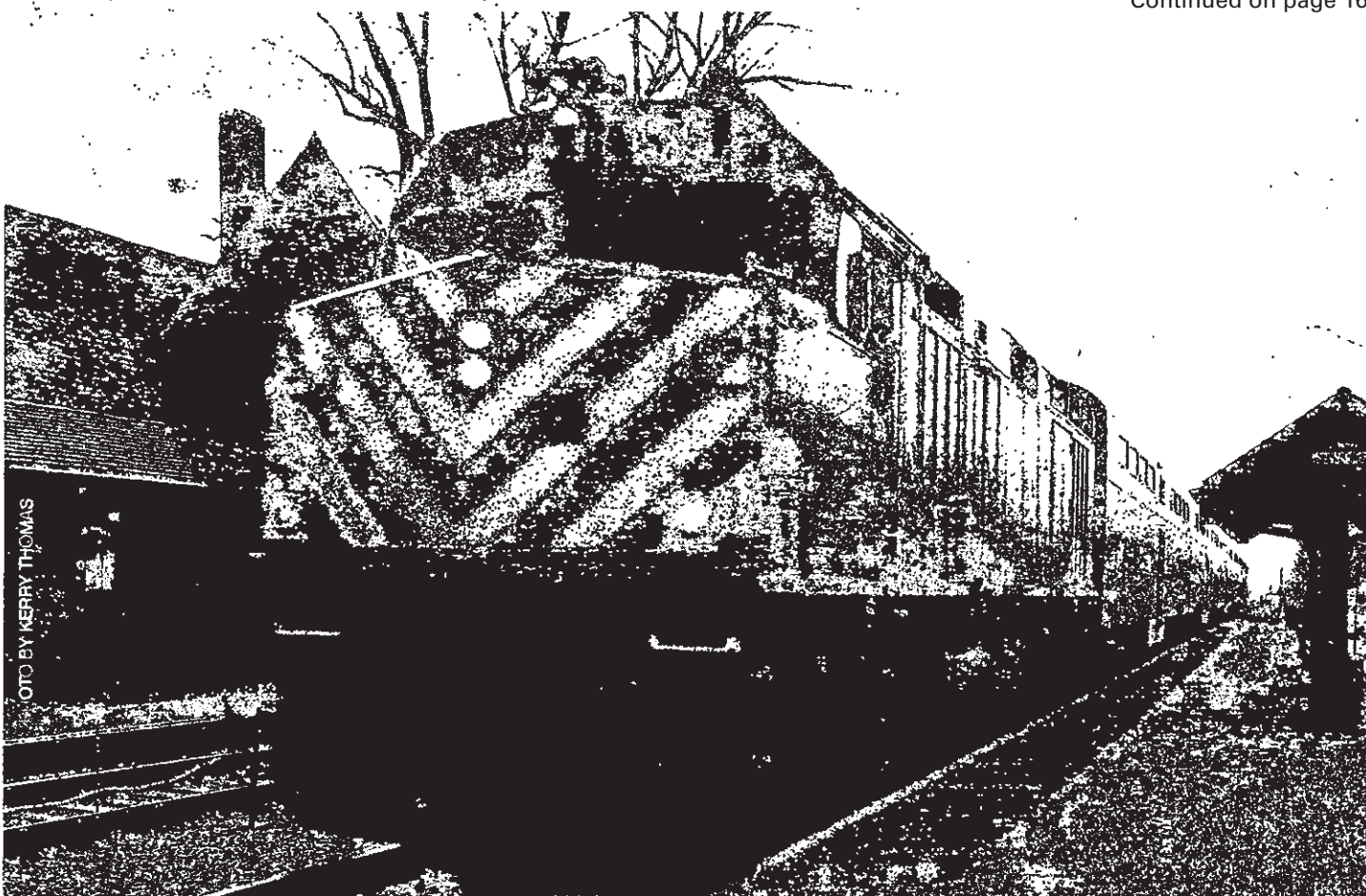
Racine as their home because it is midway between Chicago and Milwaukee. Notably, the bus alternative does not go directly to Chicago and would force the Halls to transfer to Metra at the Kenosha station. Milwaukee developer, Gary Grunau, meanwhile, sees it the other way around—more tourists coming from Illinois to downtown Milwaukee. He notes that about 25% of the people visiting the city's Discovery World

WE NEED TO START THINKING MORE LIKE A REGIONAL ECONOMY AND INVEST IN THINGS THAT WILL CONNECT OUR LOCAL ECONOMIES TOGETHER AND ATTRACT THE NEXT GENERATION OF YOUNGER, HIGH-TALENT WORKERS.

Museum are from Illinois. A prominent supporter of the Connector, an electric tram proposed for downtown Milwaukee, Grunau envisions tourists using commuter rail or Amtak and then riding the Connector to attractions in other parts of the city.

A faster and easier connection up and down the corridor from Milwaukee to Chicago is also the main reason Rosemary Potter supports commuter rail. Potter is the director of Transit Now. "We need to start thinking more like a regional economy," she says "and invest in things that will connect our local economies together and attract the next generation of younger, high-talent workers." Commuter rail, she believes, "can be the new link in that economy." Noting local concerns over a

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OTO BY KERRY THOMAS



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Safety is an aspect of commuter rail that impresses Transit Now's Kerry Thomas. Although accidents occasionally kill motorists and pedestrians caught on the tracks, especially suicides, commuter rail operations typically experience no passenger deaths in a given year. On the other hand, Thomas says, "driving kills almost 13 people for every 100 million passenger miles traveled." If commuter rail provides 30 million passenger miles of service per year as expected, it could save almost 40 lives over a period of 10 years.

Counting the Cost

Despite all of the endorsements and compelling reasons for commuter rail, what's the hitch?

Finding the \$152.1 million to pay for something like commuter rail, of course, is never simple. And, operating costs would run about \$18.2 million a year. If this were a highway, it could simply be "enumerated" by the state Legislature as one of the half dozen or so projects the state typically authorizes every two years. But it is not. Even so, the corridor study's Advisory Committee has a plan that it thinks would work and keep local costs low. First, regional officials hope to get 50% of the needed capital funding from the federal "New Start" program. Another 30% would come from other federal funds designated for congestion mitigation, air quality improvement and multimodal purposes. That leaves 20%, or \$30.4 million, which local officials hope would come from the state.

Part of the reasoning behind asking the state to pay the non-federal share of the commuter rail project is that, like a state trunk or interstate highway, its function is not local. Rather, it would provide transportation between cities and to another state. For that reason, the Advisory Committee also suggests that the rail service be managed primarily by the state, which has valuable experience contracting with Amtrak for its Hiawatha service. Moreover, compared to the \$240 million outlay the state makes for its major highway projects program each year, \$30 million for commuter rail spread over several years does not seem exorbitant.

On the other hand, as Governor Doyle has hammered home to everyone, the state is facing unprecedented deficits, which effect everything. Although transportation programs have their own "segregated" funds primarily from gas taxes, the governor has proposed using \$500 million of the transportation fund for general purposes making the prospects for new highway projects dim. Moreover, the state does not yet have the funding it needs to rebuild the Marquette Interchange and the rest of the I-94 system. If the state does balk at covering the non-federal share for commuter rail—or perhaps does not want to manage it—the \$30 million cost might

be split evenly between the state and a local multi-governmental entity.

On the operating side of the ledger, fares would cover more of the annual cost of running commuter rail than the bus alternative and bring annual net costs down to \$15.4 million. And, if the cost of the service within northern Illinois were to be allocated to Metra, Wisconsin's share would drop further. About a third of the overall cost would be covered with federal funds: Depending on whether or not the state or the

local governments manage the operation, all or most of the rest of the cost would then presumably be eligible for the state's regular transit assistance. In case the state doesn't manage the operation, the study report shows the remaining local share, about \$2 million, could be split among participating local governments.

PART OF THE REASONING BEHIND ASKING THE STATE TO PAY THE NON-FEDERAL SHARE OF THE COMMUTER RAIL PROJECT IS THAT, LIKE A STATE TRUNK OR INTERSTATE HIGHWAY, ITS FUNCTION IS NOT LOCAL.

Getting Started?

Will it happen? So far Governor Doyle's budget includes \$400,000 for preliminary engineering or half of the non-federal share. Despite Republican and Democratic support in the Legislature, it's too early to say that the item will survive budgetary knives and, regardless, another \$400,000 still needs to be found. Beyond that, planners hope that the state emerges from its budget

crisis by 2005 when the project is scheduled for construction.

Aside from getting the Legislature and the governor to pay the relatively small bill for preliminary engineering, state and local congressional leaders need to get a federal earmark for the \$76 million needed from the New Start program to construct the project. Luckily, the six-year federal transportation act, TEA-21, is up for reauthorization this year and probably into the next. Looking a bit like a "Christmas tree" by the time it reaches the president's desk, this bill is traditionally festooned with many local ornaments.

Thus it appears that Wisconsin has reached a watershed moment in its transportation history. Assuming that hearings go well later this month, three rail transit proposals will have survived the rigorous federal "alternatives analysis" and local public approval process to stand ready for funding. Along with southeastern Wisconsin's commuter rail project, Milwaukee is ready to build its "new-tech" Connector and Dane County and Madison are ready to go with a combination bus and rail transit system. Luck, politics, timing and the ability of local and congressional leaders to push their favorite project to the front of the line will determine which project or projects win. Commuter rail in southeastern Wisconsin, many are now betting, might just have what it takes to make it to the finish line. ■

Rail would be bargain compared to highway costs

BY NANCY DUERSTEN

COMMENTARY

The JournalTimes
April 11, 2003

The regional planning commission's (SEWRPC) plan for a commuter rail should be hailed by the taxpayer as a welcome addition to the transportation mix.

The proposal to extend the Chicago Metra from Kenosha to Racine and Milwaukee (KRM), with stops in between, will give us a safer and less expensive alternative to the freeway. Interstate 94 already glutted by huge trucks and traffic will get expensively worse by adding more lanes in a self-defeating attempt to conquer time with pavement.

Freeways are already the highest cost component of the transportation system and there is no end in sight.

Commuter rail is a bargain compared to highways. Consider that the 33 mile KRM connection between Kenosha and Milwaukee will cost \$152 million (80 percent of that to be paid with federal funds). Compare this to the Hoan Bridge extension in Milwaukee at \$160 million for just three miles of roadway. It will cost about \$1 billion to rebuild the Marquette interchange in Milwaukee, and about \$6.5 billion to reconstruct the area's 127 mile freeway system. The Legislature is already talking about increasing our taxes to

pay for it. Commuter rail will need subsidies but highways require huge subsidies to resurface, repair, rebuild, police, plow, landscape and salt the equivalent passenger miles of highway.

SEWRPC estimates that in about 15 years the KRM will carry more than 1.1 million passengers each year, thereby reducing traffic on Interstate 94 by 12 percent during rush hours. Think what a 33 mile highway to carry 1.1 million people a year would cost. Widening highways and adding lanes always encourages more driving, and in three years can double traffic thus producing a perpetual demand for more highways. Commuter rail on the other hand can easily accommodate more passengers by simply running more frequently or hitching on more cars at a fraction of the cost.

KRM has countless advantages for Racine County. It would produce economic activity, mobility for workers, shoppers, tourists-create a convenient and inexpensive vehicle for the disabled, the young and the old, people without driver's licenses and those who don't attempt to drive on the freeways. 20 percent of the population does not drive at all. Rail takes us through snow

storms, fog and rain. It offers a respite while going to work where one can relax, read the paper, work on a laptop instead of coping with heavy traffic. It will conveniently connect people to the Milwaukee airport.

By breathing life into downtown Racine, KRM can help reduce the sprawl of suburban housing tracts out across our farmland and the excessive taxes needed for the infrastructure to support the sprawl.

With the highway accident toll in Wisconsin reaching alarming rates and the aging of our population, the safety the rail provides is another advantage. A large spike in oil prices in the future could leave Racine more isolated than we already are. Commuter rail would help contain air pollution in our area already rated at non-attainment levels for air quality and we all can breathe healthier. And last but not least, we'll be serving our national interest by helping lessen America's dependence on oil from the Middle East.

For the public good there is every reason to move forward on commuter rail.

Nancy Duersten is a retired freelance artist and lives in Racine. She is active in several community organizations.

HEARINGS SET

Southeastern Wisconsin Regional Planning Commission will hold hearings on commuter rail and commuter bus alternatives to the Kenosha-Racine-Milwaukee corridor later this month. Open houses to answer questions will be held from 4 to 6 p.m. on SEWRPC staff presentation will be held at 6 p.m. and public testimony will be heard at 6:30 p.m.

Wednesday, April 23, Kenosha Gateway to Racine College, Maple and Aldrich Aves. 3520 30th Ave., Kenosha.

Thursday, April 24, Downtown Transit Center, 900 E. Michigan St., Milwaukee.

Wednesday, April 30, Racine Gateway to Racine College, Green Lakes Room, Racine Building, 500 Pershing Dr., Racine.

Commuter rail service needs to go north, too

KENOSHA NEWS

April 2, 2003

When we consider what southeastern Wisconsin will be like in 10 years, one of the items that seems likely to make a big difference is the development of commuter rail service from Kenosha to Milwaukee. Rail service north of Kenosha could have a significant economic benefit. Failure to develop that type of service would be a hindrance to developing new types of industries and high-paying jobs.

For several years, extending the Metra commuter rail service from Kenosha to Racine to Milwaukee has been under study by the Southeastern Wisconsin Regional Planning Commission. In 1998, SEWRPC concluded that the service would be both financially and technically feasible. The plans have moved forward since then, and in December an advisory committee voted to bring a plan to the public at a series of hearings. The plan under discussion is for commuter trains to use existing freight rail lines and to stop in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis (near Mitchell Field) and Milwaukee.

The public hearings begin this month, and the first of them will be in Kenosha on Wednesday, April 23, at the Madrigano Room at Gateway Technical College. Other hearings will be held in Milwaukee, Racine and Cudahy. Each hearing will begin at 6:30 p.m. and be preceded by an open house from 4 p.m. to 6 p.m. and a presentation at 6 p.m.

Of course the plan is expensive. The projected cost to develop the service is \$152 million. It is expected to cost another \$10.4 million a year to operate.

It is interesting to note that at the same time the rail service is under study, a major expansion of the interstate highway system is also under consideration. The Freeway Reconstruction Study Advisory Committee will vote today on a plan to upgrade and add lanes to 127 miles of the interstate system, including the 12 miles of I-94 through Kenosha County. The cost of that plan is expected to be more than \$6 billion.

With that as a comparison, the rail service doesn't seem so expensive. However, the two items aren't mutually exclusive. The region needs both an efficient interstate highway system and an efficient commuter rail system going both north and south from Kenosha.

The benefits of the rail system to businesses and to workers could be immense. It will open up new opportunities for workers and new labor pools for employers. There are environmental and other benefits as well.

One of Kenosha's great advantages is its location between Chicago and Milwaukee. Extending commuter rail service north of Kenosha would enhance that advantage. Failure to develop the rail service would detract significantly from the advantage of the location. It doesn't do much good to be close to two cities if it's not easy to travel between them.

Development of Kenosha-Racine-Milwaukee commuter rail service will help all the communities between Kenosha and Milwaukee, but it will be of particular significance for Kenosha. This city wouldn't be at the end of the line any longer. It would be in the middle of a much bigger network, with easier-than-ever airport connections. It would be good for Kenosha's economy, and it would be good for Kenosha's quality of life.

Metra makeover receives boost

KENOSHA NEWS

March 29, 2003

KENOSHA NEWS STAFF

Kenosha's Metra makeover is coming, and because of it Carol Schaufel can better see her beloved Cubs.

Metra, the Illinois commuter rail line that stops in Kenosha, has agreed to provide 20 percent of the funding for nearly \$1.5 million in handicapped accessibility and other upgrades to its aging Kenosha platform, a city official said. The city, through funds it procured over the last decade from the state and federal governments, will provide the rest.

For Schaufel, the improvements will mean accessibility to a station that has been up until now impassable. Taking a train to Wrigley Field — with a transfer to the subway's Red Line — will be a possibility.

"That would be exciting," said Schaufel, who uses a motorized wheelchair as a result of muscular dystrophy. "I love Cubs games, and to find a driver and all that kind of stuff is sometimes difficult. It would be a lot less hassle."

The improvements will also help disabled workers get to jobs in northern Illinois, according to Schaufel, who should know: She is a rehabilitation counselor for the state's Division of Vocational Rehabilitation in Kenosha.

"If there was more accessibility I would probably use it," Schaufel said. "I do use the bus system and the trolley."

The Metra platform plan includes upgrades designed to bring the station in line with Americans with Disabilities Act

Commuter rail line to fund 20% of Kenosha project

standards, a project first discussed a decade ago following a 1993 study into the lack of station accessibility.

They include:

- Reconstructing the second-story platform.

- Replacing the platform canopy.

- Adding an elevator to the south side of the platform.

- Rehabilitating the south stairwell and pedestrian tunnel.

- Improving lighting and other site upgrades, including installing a textured tile to aid blind users.

Elevator installation is key, officials said. As it stands, the only access to the second-story boarding area is up a flight of stairs. Plus, the crossing between the cement platform and the train is not seamless.

"This is part of standard ADA compliance," Metra spokeswoman Audrey Renteria said.

Renteria stressed that the agreement calls for the commuter rail line to pay for all of the project's "professional services" like engineering, project management and inspections up to 20 percent of the total project cost. City development specialist Zohrab Khaligian said Metra's agreement with the city guarantees it will pay the full 20 percent.

The project will cost \$1,464,660. The city's share is \$1,171,728. Metra's share is \$292,932.

In early February, city officials had criticized Metra for failing to guarantee its share of



the money, three years after the city and commuter rail line first formally agreed to make improvements to the station.

"We're hoping this is the last snag," Khaligian said.

The City Council's Finance Committee will review the Metra agreement at its meeting next Wednesday. It would then go before the full council April 7.

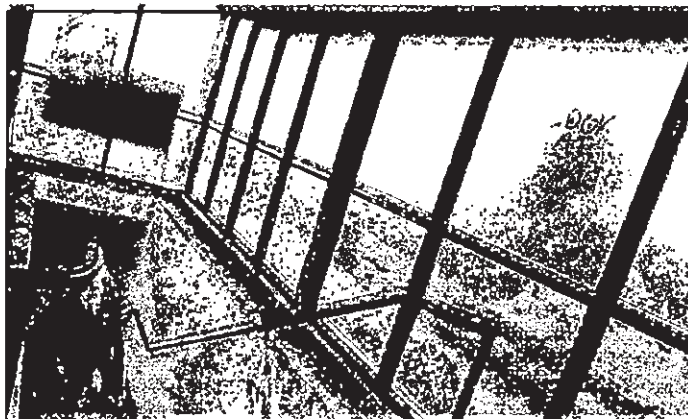
The proposal is an amendment to the 2000 agreement between the two parties that now includes money for the elevator — not included in the original deal — and eliminates construction of an overflow parking lot. The measure also mandates that the city will try its best to keep the project within budget.

Construction likely will not start until next winter at the earliest, as Metra has said it will take six to eight months to complete final design work for the improvements.

The project does not include work on the station itself. Improvements to it could come down the road.

Khaligian said the station's boarding and access areas could use some sprucing up. The potential expansion of Metra to Milwaukee — a long-talked-about proposal that currently sits before the Southeastern Wisconsin Regional Planning Commission — only increases the need for improvements to the platform.

"It's not a problem where something is going to fall over," Khaligian said. "It's just not well-maintained."



KENOSHA NEWS FILE PHOTO

A Metra passenger walks up stairs at the Kenosha station.

4 hearings set on Metra rail line extension

By LARRY SANDLER
lsandler@journal-sentinel.com

Four public hearings have been set for late April and early May on a proposal to extend Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee, with stops throughout the South Shore suburbs.

A Southeastern Wisconsin Regional Planning Commission study committee has recommended the rail line, which would cost \$152 million to start.

Stops would include Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the

Town of Somers, with shuttle buses linking the Cudahy station to Mitchell International Airport.

Trains would run seven round trips each weekday and three round trips on Saturdays, Sundays and holidays. Planners estimate the trains would carry 1.1 million riders a year by 2020.

The study panel is recommending that the state Department of Transportation oversee the train line and that state and federal money be used to cover both construction costs and the \$15.4 million in annual operating costs not covered by fares.

Hearings are set for April 23 at Gateway Technical College's Kenosha campus, 3520 30th Ave.; April 24 at Milwaukee's Downtown Transit Center, 909 E. Michigan St.; April 30 at Gateway's Racine campus, 901 Pershing Drive; and May 1 at Cudahy City Hall, 5050 S. Lake Drive.

Each session will consist of an open-house question-and-answer session from 4 to 6 p.m., a formal presentation at 6 p.m. and public testimony at 6:30 p.m.

After the hearings, the study panel will send its recommendations to elected state and local officials for action.

Milwaukee Journal Sentinel
March 26, 2003

Progress of Metra extension crawls along



Erik
Brooks

Business

KENOSHA NEWS
February 28, 2003

There is no schedule for this train. Rather, progress in the long-talked about Metra extension to Milwaukee is measured in baby steps.

So consider Gov. Jim Doyle's recent comments regarding the project a crawl.

Doyle addressed the issue in a recent interview with the Kenosha News. He was asked about two key issues surrounding the commuter rail extension: Who will pay for it, and who will run the show?

The former, given the \$152 million in start-up costs just to get a full complement of trains rolling north, will almost certainly become a political firestorm. It seems local money — dollars not from the state or federal governments — will have to be involved, but county

boards and city councils will likely fight any such contribution all the way. Budgets are already tight all over, and taxes are high.

Doyle's thoughts? It's too early in the process to talk about it.

"It's a very important project," he said. "It's a very important part of the overall transportation picture. It's one of these issues where there isn't any money to make any significant capital investment in it now — and I think everybody understands that — but to just cut it all off, cut the planning off, cut the development of it off, would put us back years and years. Hopefully we find ourselves in a position in a few years where we are in a better financial situation and we can

move forward."

For now, \$400,000 — the amount of money Doyle included for the project's preliminary engineering in his recent budget proposal — will have to do.

It may also buy the governor some time as another related battle rages. While of less controversy than the funding issue, the question of who will take the lead in the project is a vital one.

The Southeastern Wisconsin Regional Planning Commission has recommended that the Wisconsin Department of Transportation implement the project.

Doyle would not commit to that last week. At least not yet.

"It's a little too early to say whether the state can be the big, lead player in this or not,"

he said.

That Doyle did with the \$400,000. In fact, that he included any money in his budget proposal amid the state's massive budget deficit perhaps indicated a willingness to have the DOT oversee the project.

The key word there, however, is "perhaps." Indeed, nothing is certain on this train route.

Budgets keeping railway passengers on track

Still on agenda: Airport station, Amtrak funding

By LARRY SANDLER
lsandler@journalsentinel.com

Despite all the state and federal budget cuts, officials have found enough money to keep Wisconsin passenger trains running, build a new Amtrak station at Mitchell International Airport and plan future commuter rail service.

Still, obstacles remain ahead on the tracks, both for Amtrak and for proposed commuter rail lines in southeastern Wisconsin and Dane County.

Under the 2003-'05 state budget announced last week by Gov. Jim Doyle and the federal appropriations bill approved by Congress on Feb. 13:

Airport depot: The state will build a long-discussed station at the airport for Amtrak's Milwaukee-to-Chicago Hiawatha line. By adding that station to the current stops in downtown Milwaukee, downtown Chicago, Sturtevant and Glenview, Ill., state officials hope to draw more Illinois passengers to Mitchell.

Sen. Herb Kohl (D-Wis.) announced that he had helped

obtain \$4 million in federal funding for the airport station, on top of the \$2.5 million previously appropriated. State officials expect the station to open in 2007, said Randy Romanski, executive assistant to state Transportation Secretary Frank Busalacchi.

Last year, the Hiawatha boosted service from six to seven round trips daily, partly in anticipation of the new stop.

Amtrak lines: Both of Wisconsin's Amtrak lines, the Hiawatha and the long-distance Empire Builder, appear to be safe for the immediate future, as does Amtrak itself.

Congress appropriated \$1.05 billion for Amtrak in the fiscal year ending Sept. 30, less than the \$1.2 billion that railroad managers sought but enough to keep the national passenger railroad operating, Amtrak officials said.

Doyle's budget, meanwhile, recommends boosting the state's share of Hiawatha costs from \$3.2 million in the fiscal year ending June 30 to \$4.3 million in the 2003-'04 fiscal year and \$4.9 million in 2004-'05. President Bush is pushing states to pay more for medium-range train routes.

The federal appropriations bill places new spending restrictions on long-range trains, which don't get any state money. However, Amtrak and the National Association of Railroad Passengers say they don't expect those restrictions to kill any routes.

In any event, the Empire Builder, which stops in Milwaukee and other Wisconsin cities on its daily trip from Chicago to the Pacific Northwest, is not among the long-distance routes whose financial viability has been most criticized by the White House.

Even as the federal budget struggle was resolved for this year, however, another battle started shaping up for the fiscal year starting Oct. 1, with Amtrak seeking \$1.8 billion, or double the \$900 million recommended by Bush. And Doyle's budget remains to be approved by the Legislature.

Commuter rail: Doyle recommended spending \$400,000 in 2004-'05 to help extend Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee, with stops throughout the southeastern suburbs.

A Southeastern Wisconsin Regional Planning Commission study committee has recommended the service, which

would cost \$152 million to establish. Public hearings are planned for spring, before elected officials decide whether to move forward.

The state money would be used to match previous federal appropriations to start engineering and designing the line, Romanski said.

And although the state budget doesn't recommend any money for Dane County commuter rail, Busalacchi plans to lobby Wisconsin's congressional delegation to obtain money for that project, Romanski said.

The Madison Common Council and the Dane County Board have voted to start preliminary engineering on a \$188 million commuter rail line from Middleton to Madison's East Towne Mall, backed by a \$53 million countywide express bus network.

But both the Madison and Kenosha-Racine-Milwaukee commuter rail lines have a long way to go before they win final approval.

And three pro-rail mayors — Madison Mayor Sue Bauman, Racine Mayor Jim Smith and Oak Creek Mayor Dale Richards — were defeated in primaries last week, although rail service did not appear to be a major issue in any of the campaigns.

Milwaukee Journal Sentinel
February 25, 2003

Metra fund pledge may be big step

BUDGET ROADS & RAIL REACTION

KENOSHA NEWS

February 20, 2003

KENOSHA NEWS STAFF

In the scheme of things, \$400,000 for a \$152 million project isn't much. But for the planned Metra extension to Milwaukee, the money pledged for the commuter rail line by Gov. Jim Doyle could be a big step.

"Absolutely, it's a positive," said Fred Patrie, Kenosha County's public works director who is chairing the Southeastern Wisconsin Regional Planning Commission committee studying the plan. "You can't use fiscal difficulties as an excuse for not evaluating long-term investments."

Money for engineering

If approved by the Legislature, the \$400,000 will make up at least part of the project's \$4 million to \$5 million preliminary engineering cost, the next step in the much-discussed 32-mile commuter rail line.

Already, \$7 million in federal funding has been earmarked for the design work, but the money is essentially worthless without a required 20 percent match on the local or state level. The state money would comprise at best 10 percent of the engineering total, leaving future state money or local money to make up the difference.

Some local leaders have left the door open for funding, but only for operating the 32-mile rail extension, not designing or building it. That could leave future state earmarks as a more likely scenario.

"Preliminary engineering is going to be a multi-year project anyway," Patrie said.

Transportation cuts

At least the Metra project got money in Doyle's biennial budget proposal, as the governor presented his share of

transportation cuts Tuesday designed to help fix the state's \$1.2 billion budget deficit.

The proposal called for an 8.1 percent cut in transportation funding for fiscal year 2004, including the elimination of 141.5 full time equivalent jobs in the next year.

Doyle also shifted \$500 million in transportation funds to pay for local governments and schools. He plans to help make up for the reallocation through more bonding for road projects. Some legislators, however, are concerned the funding shift will slow highway work. Exactly what projects will be affected are unknown.

Local highway projects

Several state highway projects are on the drawing board in Kenosha County, including the rebuilding of Highway 32 through Sipsma, the Highway 50-Interstate 94 interchange and two stretches of Highway 83 in western Kenosha County. Highway 142 is also scheduled for resurfacing.

The Highway 32 project is slated for 2005 and 2006. The Highway 50 work is scheduled for 2006, while work on Highway 83, done in stretches, should run from 2004 to 2005.

"We may very well have a project or two delayed," Rep. Jim Kreuser, D-Kenosha, said Wednesday. "I don't think we're talking about not paving or maintaining the roads. We're talking about ratcheting it down for a couple of years to take care of our fiscal house."

The Transportation Development Association, an interest group, said the \$500 million cut would "devastate Wisconsin's highway program" by setting a lower baseline for future Department of Transportation budgets.

"His proposal will eliminate and delay necessary projects

and pit the southeast freeway reconstruction against other projects in the state," said Bob Cook, executive director of the TDA.

Doyle did find \$244 million in his budget proposal to renovate downtown Milwaukee's Marquette Interchange, the aging meeting point of Interstates 94, 43 and 794. The project would be completed in 2008, a year later than previously projected, under Doyle's plan. Estimates have put the cost of the project at \$940 million.

Some county funds intact

Of more importance locally, the governor pledged to keep 2003 funding in place and increase funding by 2.5 percent in both 2004 and 2005 for general transportation aids and the state's local road improvement program.

Both are a major source of funds for Kenosha County's highway budget.

The state pledged more than \$2.3 million in general transportation aid to Kenosha County for fiscal year 2003, and the state promised the county another \$281,358 in local road improvement program dollars for 2002-03, officials said.

"It's better than a cut," Gary Sipsma, director of the county's Division of Highways, said of Doyle's modest pledge to increase funds. "But as to how it would specifically affect our budget, it's way too early to know."

In the last several years, state transportation funds have gone toward reconstructing the intersection of Highways F and W, repavement work on Highway G, and other county highway improvements.

Such state funds require a 50 percent local match.

State hopes to maintain commuter rail expansion funding

KENOSHA NEWS STAFF

Despite a massive state budget deficit, Wisconsin's secretary of administration hopes to maintain some funding in the transportation budget for a planned extension of commuter rail service.

A plan to extend Metra commuter rail service from Kenosha north to Racine and Milwaukee has been studied for years, and was recommended late last year by an advisory committee of the Southeastern Wisconsin Regional Planning Committee.

The committee recommended that the state pay 20 percent of the estimated \$152 million price tag for the capital improvements to start up the 32-mile commuter line, with the federal government picking up the remaining 80 percent. But the recommendation comes at a time when Gov. Jim Doyle is grappling with a state budget deficit that is expected to reach \$3.2 billion by 2005.

Despite that deficit and Doyle's plans to announce a series of budget cuts next week, Secretary of Administration Marc Marotta said Wednesday that he hopes to maintain some money in the transportation budget to begin planning for the project.

"We're going to find a way to put some money in the transportation budget for that, for planning, to keep the project going," Marotta said. "We wouldn't want to put the brakes on that."

Doyle had in December expressed doubts that there would be money available for the commuter line.

According to estimates by SEWRPC, the total cost for design work for the project would be \$10 million over the next three years. The federal government has already earmarked \$7 million for preliminary engineering costs.

State transportation officials said this week that they will not know what funding will be available for projects until Doyle submits his 2003-05 budget to the Legislature next week. They said an early version of the department budget had included \$400,000 for preliminary engineering of the commuter rail line. But that money was removed from a revised budget.

KENOSHA NEWS
February 13, 2003

OURVIEW

Railroad growth may lack funding fuel

One of the key projects that could be derailed by the present state budget deficit is the growth of a viable passenger rail system in southeastern Wisconsin.

A meeting of a group of area political leaders in Racine on Monday indicated a lack of steam for the local funding side of extending the Metra passenger rail line north from Kenosha to Milwaukee ... and points beyond.

Without that extension, attempts to develop a passenger rail service between Waukesha and Milwaukee - or even Madison and Milwaukee - appear doomed to be sidetracked.

Leaders from several southeastern Wisconsin communities expressed concern over the possibility that they will have to provide local funds for startup costs for such an extension. Current proposals by the Southeastern Wisconsin Regional Planning Commission call for an 80 percent federal share of the estimated \$152 million start up costs, with the other 20 percent coming from state and local sources - or about \$30 million.

Kenosha Mayor John Antaramian made it clear that from his perspective, that means state funding and not funds from local municipalities. Resistance to local funding could grow even stronger after Gov. Jim Doyle's budget speech Tuesday. Most observers believe Doyle will have to cut state-

shared revenues to local municipalities as he searches for ways to cut the projected \$3.2 billion deficit.

That will leave local governments very little room for funding rail extension.

With the state facing tough fiscal times for at least the next biennium, it is unclear whether it can provide the entire amount of local funding needed for the extension, not even including an estimated \$8.4 million annually in operating costs for the 32-mile route.

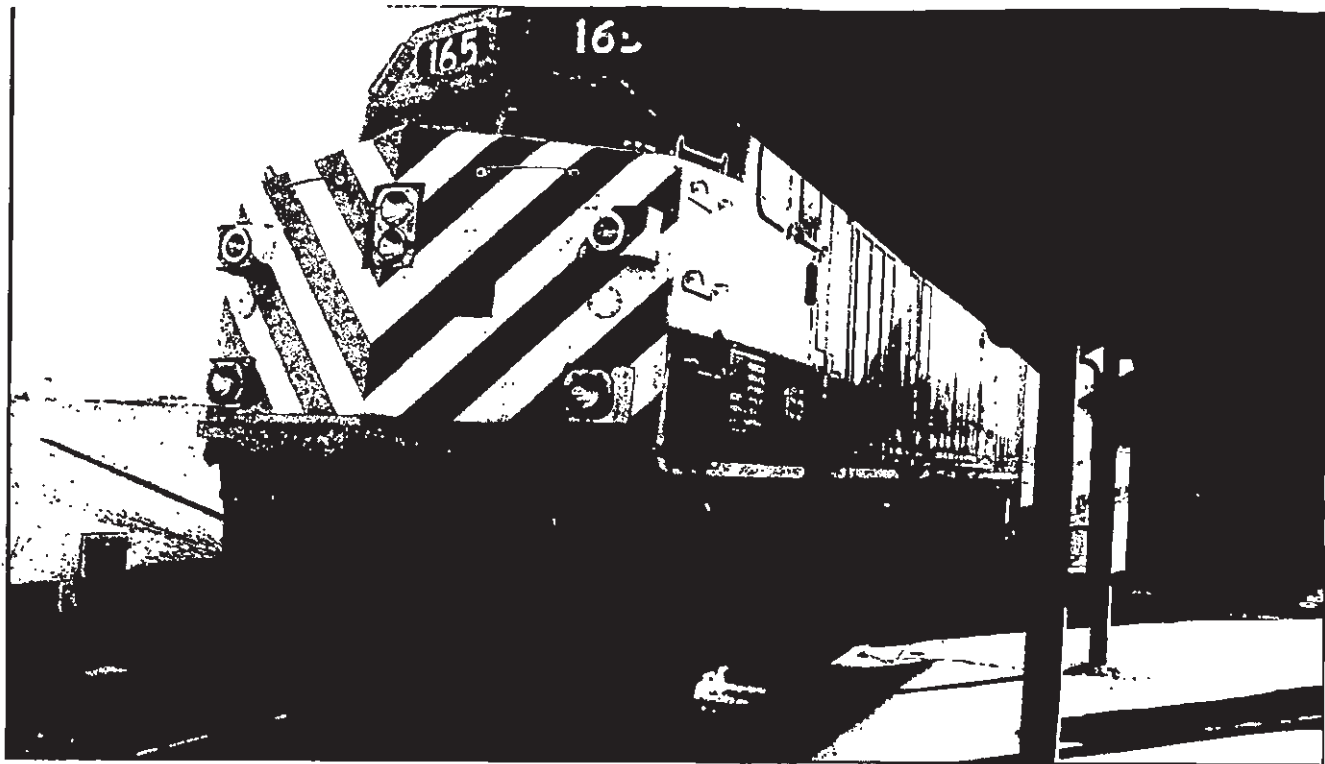
For progress on rail expansion, Waukesha needs to look west to Dane County. Recent talks sponsored by Dane County Executive Kathleen Falk are exploring the possibility of a commuter rail line between Madison and its western suburb of Middleton.

But that is a far cry from the regional rail system championed by then-Gov. Tommy Thompson.

The lack of fiscal muscle for a rail system should make even the most ardent supporter of rail as a replacement for auto traffic reconsider the viability of such an option.

And with the nation about to pursue what could prove to be an expensive war, the federal government will be in no position to pour money into a project that has only tepid local support.

Waukesha Freeman
February 13, 2003



CNI PHOTO BY CHARLES AUER

Metra Rail 165 departs the Kenosha station, bound for Chicago. The South Shore may benefit from a proposed extension of the line.

TRACKING RAIL COMMUTER RAIL

Officials discuss whether project would speed up redevelopment

**By Jennifer Pfaff
and Matt Hronick**
Staff Writers

A proposed commuter rail line to connect Milwaukee and Chicago could bring desired economic redevelopment to a key area in South Milwaukee, but the cost could easily outweigh the benefits, said Mayor David Kieck.

An advisory committee from the Kenosha-Racine-Milwaukee corridor has been studying the possibility of running commuter rail on current Union Pacific Railroad freight tracks from the existing Kenosha Metra Rail station to downtown Milwaukee. The proposal includes stops in the town of Somers, the town of Caledonia, Oak Creek, South Mil-

waukee, Cudahy and Milwaukee.

Amtrak's service from Milwaukee to Chicago is faster, but has fewer stops along the way and runs fewer times per day than the committee is recommending for this commuter line, said Ken Yunker, assistant director for the Southeastern Wisconsin Regional Planning Commission.

While the committee and rail proponents say that development could boom around the South Milwaukee stop, bringing valuable tax base, Kieck said he worries about the projected \$152 million start-up cost and \$15 to \$18 million annual operating cost.

"It could have a positive impact on our community, especially as we work toward redevelopment in our downtown area," Kieck said. "Of course, the big factor here is the cost. For example, in the city of South Milwaukee, we may be able to work at a site where the train would stop, but to put dollars into actually running the program —

Continued on page 26

NUMBERS

59

maximum speed of commuter
rail, in mph

27

estimated average miles
a user would travel

\$16.32

estimated operating cost per
passenger, per trip if seven round
trips are offered a day

\$6.10

Metra one-way fare,
Kenosha to Chicago

\$164.70

Metra monthly fare,
Kenosha to Chicago

FYI
.....
A copy of the draft
study report is
available at City
Hall, 2424 15th
Ave. Call (414) 762-
2222 for information.
.....

Rail

Continued from page 25

there's no way to feasibly allocate funds to do that."

The advisory committee, made of representatives of the communities along the proposed lakeshore route, county officials, transportation planners and Metra Rail personnel, issued a preliminary recommendation that commuter rail be used in the area.

It is wrapping up a more detailed study about the costs and benefits of commuter rail, compared to bus service. The study also explores funding options for starting up such a system and descriptions of how the service could be organized and managed.

A series of public information meetings and public hearings will be held this spring so SEWRPC officials can learn about community and resident interest in the idea of commuter rail before pursuing more formal actions to implement any plans, Yunker said.

Cost vs. benefit

The cost of running a commuter rail system depends on the frequency of runs, because that determines the number of trains that need to be purchased and maintained. The study projects the capital costs — which includes the train purchases and initial track improvements — for the rail line to be \$152 million if seven round trips were offered a day, and \$225 million if 15 round trips were offered daily. Operating costs not covered by fares are estimated at \$15.4 million annually.

Kleck said he believes the rail line could be beneficial, if a workable fund-

ing formula can be found.

The advisory committee has said federal and state government should pay for the rail line, but neither federal nor state officials have formally discussed the matter.

The commuter line would offer a new way for South Milwaukee residents who work in Racine or Kenosha to travel to their jobs, Kleck said.

Cudahy Mayor Raymond Glowacki said state officials need to give serious thought to the benefits that such a line could reap for southeastern Wisconsin.

"With the change of administration in the governor's office and the legislature, it is a matter that the advocates of commuter rail must go and discuss what the commuter rail could mean for the southeastern portion of the state," he said.

While the cost could be high for taxpayers, he pointed out road maintenance and building is also taxpayer funded. Easing the burden on the state's roadways could reduce those costs, while reducing pollution from single-passenger vehicle traffic and preparing for the future.

"We're hooked on gas," he said, commenting on the rising cost of gasoline. "It can't last forever. What are the alternatives?"

Redevelopment could boom

Rail advocates suggest running commuter service through the South Shore could reinvigorate struggling downtowns.

A draft of the study being completed by the advisory committee estimates that between 4,100 and 5,100 people would use the commuter rail line on a weekday, depending on how many runs were offered.

"The committee recognized that commuter rail, compared to a bus alternative, would have much more substantial capital costs, but it would have the potential to have land development and redevelopment impacts along the line and particularly at the stations along the line," Yunker said.

South Milwaukee's comprehensive plan, which looks at potential future land use, includes the possibility of commuter rail running through the community. The plan suggests a station could be located to the east of the existing, privately-owned depot, 1111 Milwaukee Ave.

"If it goes forward, we would like to do some enhancements to go with the stop, such as condominiums in the downtown area so people could be within walking distance," said city engineer Kyle Vandercar.

While South Milwaukee supports the idea of commuter rail, Vandercar stressed it is not a magic solution for all redevelopment hopes.

While a local station could draw people into the central business district, bringing more potential customers to restaurants and shops, there are many other factors that contribute to downtown development, he said.

The proposed stop falls in the center of an area South Milwaukee has targeted for redevelopment through the implementation of a tax incremental finance district. The program has resulted in construction of affordable apartment housing for seniors and a concentration on bringing viable businesses to the downtown area.

Rail forum speakers urge residents to become involved

BY DAVID STEINKRAUS
Journal Times

RACINE — Now is the time for residents to push for commuter rail, said speakers at a forum on Monday night.

More than 100 people attended a meeting at Gateway Technical College where several people talked about the advantages of commuter rail.

A commuter rail proposal, which will be the subject of public hearings in late April, calls for an extension of the Metra service that now connects Kenosha to Chicago. The extension recommended by a state advisory committee would bring trains north through Racine and to Milwaukee with stops in intermediate municipalities such as Caledonia and Cudahy.

Such connections are critical to the future of southeastern Wisconsin, speakers said.

"The corridor from Milwaukee to Chicago is the corridor right now for our economy," said Roger Caron, president of Racine

Area Manufacturers and Commerce.

This area of the state has been changing for decades as manufacturers closed or left town, he said. And technology has changed everything, said Gordy Kacala, executive director of the Racine County Economic Development Corp. No longer can companies find the skills they need in a restricted area; they must recruit regionally, he said.

It's not only companies that would benefit from commuter rail, speakers said. Workers would gain access to jobs in metropolitan Milwaukee and metropolitan Chicago.

"You could go to Summerfest. You could go to the circus parade," said Susan Spring, one of the forum's organizers.

Even though Racine County is a good place to live, realistically not everyone who works here can live here, said Chip Brewer, director of governmental affairs for SC Johnson. Some people want to live in down-

town Chicago; others must live in a certain place because there are two wage-earners who commute in different directions, he said. Commuter rail would help his company, Brewer said. "As an employer, we know our employees like this concept."

Several speakers urged residents to voice their support for commuter rail in order to push it up the priority lists of the state and federal governments. Under most funding scenarios, those two entities would bear the largest share of the cost for building and operating a commuter rail system in southeastern Wisconsin.

Public hearings on the rail proposal are scheduled for April 23 at the Gateway Technical College campus in Kenosha, April 24 at the Downtown Transit Center in Milwaukee, April 30 at the Gateway campus in Racine, and May 1 at Cudahy City Hall.

Commuter rail needs funding source

Mayor says state has to do its share

KENOSHA NEWS
February 11, 2003

KENOSHA NEWS STAFF

RACINE — Plans for extending Metra to Milwaukee will likely have to include some sort of local funding — but only for operating the 32-mile route, not starting it, Kenosha Mayor John Antaramian said.

"There will have to be some amount," Antaramian said after a public hearing of primarily commuter rail supporters Monday night at Gateway Technical College. "I am not sure what that extent will be."

"My hope is the state will do it," added the mayor, a supporter of the project. "It's a state responsibility. I think, though, that as these projects move forward it's not going to end up that way."

Early proposals regarding the extension from the Southeastern Wisconsin Regional Planning Commission have called for an 80 percent/20 percent split of the \$152 million in capital costs between federal and state governments, with a more liberal share of the \$18.6 million in annual operating costs (as much as 68 percent) being paid by the state.

But a preliminary recommendation from SEWRPC's Kenosha-Racine-Milwaukee Corridor Transit Study Advisory Committee in December was clear. No local funding would be used.

Antaramian said he would not support local funding for the project's capital costs.

"All that has to come from the state, or it won't happen," he said.

Mayor James Smith of Racine agreed, but also left the door open for some local funding for operating the line.

"We have to be open to anything," he told the roughly 150 people gathered at Gateway.

Antaramian said he expected any local share of operating costs to be small.

He also said the local funding portion will probably be shared by the governments in Milwaukee, Racine and Kenosha counties, where the commuter rail line will run. When asked if he would support funding from the city of Kenosha Antaramian

said, "Everything depends on what is brought together and how it's done."

A SEWRPC plan laid out one strategy that involved local dollars for operating the Metra extension — with 32 percent of operating costs coming from the federal government (\$5 million), 55 percent coming from the state (\$8.4 million), and 13 percent coming from local governments through a regional transit authority or other coop-

'THE MAJOR ISSUE

is going to be whether the state is going to step in and determine: are we going to have a rail system in this state that will allow commuter transportation?'

Mayor John Antaramian on commuter rail proposal

Not for Antaramian.

"The major issue is going to be whether the state is going to step in and determine: are we going to have a rail system in this state that will allow commuter transportation?" he said. "That's the issue. The other stuff is secondary, and it can be worked out. The state has to step forward."

"They have to make a determination: Do they really believe in this or not?"

The funding issue need not be answered immediately, officials said.

With public hearings on the extension likely pushed back to April, a final recommendation from SEWRPC's advisory committee is unlikely before late spring.

Then comes the hard part — getting local governments on board. Each must approve the project before preliminary engineering could begin, and the

selection process alone for the engineers could take months. By then, it could be 2004, said Ken Yunker, assistant director of SEWRPC.

"You can move too quickly," he said. "It can still proceed, but it can take time." erative (\$2 million).

Such a regional transit authority was voted down by the Kenosha County Board and other county governments in 1993. Officials then argued against the sales or gas tax that was necessary for the authority to operate.

Seven million dollars in federal transportation money has already been earmarked for the Metra extension project in the last four years. That money, however, requires an 80 percent local match, and planners have called for the state to make up the funding difference. Given the state of the state budget — and its estimated \$3.2 billion deficit over the next two fiscal years, including a \$2 million shortfall in 2003 — that appears unlikely in the short term.

Department of Transportation officials said official word on funding for projects has been "embargoed" until Feb. 18, when Gov. James Doyle submits his 2003-05 budget proposal to the Legislature.

"At that point we'll have a better understanding of what his plans are," DOT spokesman Randy Romanski said Monday. "It's too early to speculate. But these are tight fiscal times."

An early version of the transportation budget did include \$200,000 to help fund the Metra extension, or 10 percent of the expected \$4 million cost for preliminary engineering, the next step of the project that includes design work. That money was removed from a revised department budget.

"Obviously, the federal money is there," said Kenneth Leonard, director of the DOT's Bureau of Planning. "One option is if the locals would match all of it. That is certainly an option."

Madison officials act to move commuter rail system closer to reality

Briefs

Public forum tonight on commuter rail

A public forum on the possibility of commuter rail connecting Kenosha, Racine and Milwaukee will take place today in Racine.

The forum will be 6-8 p.m. at Gateway Technical College, 1001 S. Main St. It will be in the Great Lakes Room of the Racine Building at the college.

Several speakers will discuss the proposed commuter rail service, which was endorsed recently by the Southeastern Wisconsin Regional Planning Commission, and what the \$152 million investment will mean for southeastern Wisconsin.

A panel of community leaders representing Racine, Cudahy and Kenosha will participate in a question-answer session following the presentations.

The forum is sponsored by the Racine chapter of 1000 Friends of Wisconsin and Sustainable Racine Inc.

For more information, contact Norman Siler at 945-8135 or e-mail at kenrail@excite.com.

KENOSHA NEWS
February 10, 2003

By **LARRY SANDLER**
lsandler@journalsentinel.com

By delaying key funding decisions, the Madison area has moved a step closer than the Milwaukee area toward starting a commuter rail system that would operate somewhat like a light rail system.

Although final approval is still far off, the Madison Common Council and Dane County Board each voted last month to begin preliminary engineering on the \$188 million rail line.

In southeastern Wisconsin, no elected bodies have voted yet on a \$152 million plan to extend Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee, with additional stops at Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers. A study committee will hold public hearings on that plan this spring.

One major reason the Madison-area plan moved forward faster than Milwaukee-area rail plans, Madison transportation planner Dave Trowbridge says: Authorities postponed discussion of how to pay for the rail line and an accompanying \$53.4 million countywide express bus network, and of who would run the system.

For many commuter rail and light rail plans across the country, those factors usually have been among the most controversial ones, and the points on which some plans have foundered.

In Dane County, too, "the study would have bogged down" if planners had tried to settle those "very difficult issues," Trowbridge said. Instead, elected officials were able to focus on what kind of system would best serve the community, he said.

"I am proud that we have been able to come to a consensus, as a community, as to what we want our transportation future to look like," said Dane County Supervisor Scott McDonnell, a leading supporter of the plan.

State funding proposed

In the Milwaukee area, a Southeastern Wisconsin Re-

Milwaukee Journal Sentinel
February 4, 2003

gional Planning Commission study committee has recommended that the state Department of Transportation run the Kenosha-Racine-Milwaukee commuter rail line and pay all costs not covered by the federal government.

That strategy sidestepped concerns about setting up a regional transportation authority and levying a new local tax. But it risks running into spending cuts forced by the state's \$3.2 billion deficit.

Gov. Jim Doyle said he's not likely to invest in any big capital projects right now. But he added that he doesn't want to stop planning for rail projects in the future, when more money may be available.

19

Number of
commuter rail
systems
nationwide

Most spending on the Dane County and southeastern Wisconsin rail plans would be well in the future, with several years of engineering ahead before final approval and construction, supporters of both plans say.

Like a light rail system, the Dane County system would

run frequent trains between stations spaced relatively close together. Commuter railroads usually link a major city to its distant suburbs, mainly in rush hours.

But this wouldn't be light rail. Commuter railroads generally run diesel trains on existing freight railroad tracks, something Madison has in abundance. By contrast, modern light rail systems run electric vehicles, powered by overhead wires, on new tracks, usually laid in streets.

Nationwide, a total of 19 commuter rail systems operate in the Chicago, New York City, Los Angeles, Washington-Baltimore, San Francisco-San Jose, Philadelphia, Boston, Dallas-Fort Worth, Miami-Fort Lauderdale, San Diego and Burlington, Vt., areas.

Hearings planned on Metra extension

Rail service sought from Milwaukee to Kenosha

By LARRY SANDLER
lsandler@journalsentinel.com

Public hearings will be held this spring in Milwaukee, Cudahy, Racine and Kenosha on a \$152.1 million plan to extend Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee, a regional study panel has decided.

Exact dates and locations for the four hearings have not been set, but they likely will be in late March or in April, said Ken Yunker, assistant director of the Southeastern Wisconsin Regional Planning Commission.

Each session would consist of a 4 p.m. open house, a 6 p.m. presentation and a 6:30 p.m. hearing, he said.

Separately, Sustainable Racine and 1,000 Friends of Wisconsin will hold a forum on the commuter rail issue at 6 p.m. Feb. 10 at Gateway Technical College, 601 Pershing Drive, Racine.

Business leaders and transit advocates will discuss the plan and answer questions from the audience.

A planning commission advisory committee has recommended the line, which would offer seven round trips daily, with additional stops at Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers.

The panel says federal and state governments should pay both the capital costs of the rail line and the \$15.4 million in annual operating costs not covered by fares.

This would be one of several commuter rail lines nation-

wide that cross state lines and metropolitan area boundaries, serving shoppers and tourists as well as a variety of suburb-to-city, city-to-suburb and suburb-to-suburb commuters.

Typically, commuter trains connect a major city with its most distant suburbs, mainly during rush hours.

But as metropolitan areas have grown across state lines and merged into each other, commuter railroads have followed.

Commuter trains link Baltimore to Washington, D.C.; Boston to Providence, R.I.; Dallas to Fort Worth, Texas; Miami to Fort Lauderdale, Fla.; and San Francisco to San Jose, Calif.

In addition to connecting Massachusetts to Rhode Island, commuter trains cross from New York into New Jersey and Connecticut, from Pennsylvania into New Jersey and Delaware, and from the District of Columbia into Maryland, Virginia and West Virginia.

Nationwide, 19 commuter rail systems operate in the Chicago, New York City, Los Angeles, Washington-Baltimore, San Francisco-San Jose, Philadelphia, Boston, Dallas-Fort Worth, Miami-Fort Lauderdale, San Diego and Burlington, Vt., areas.

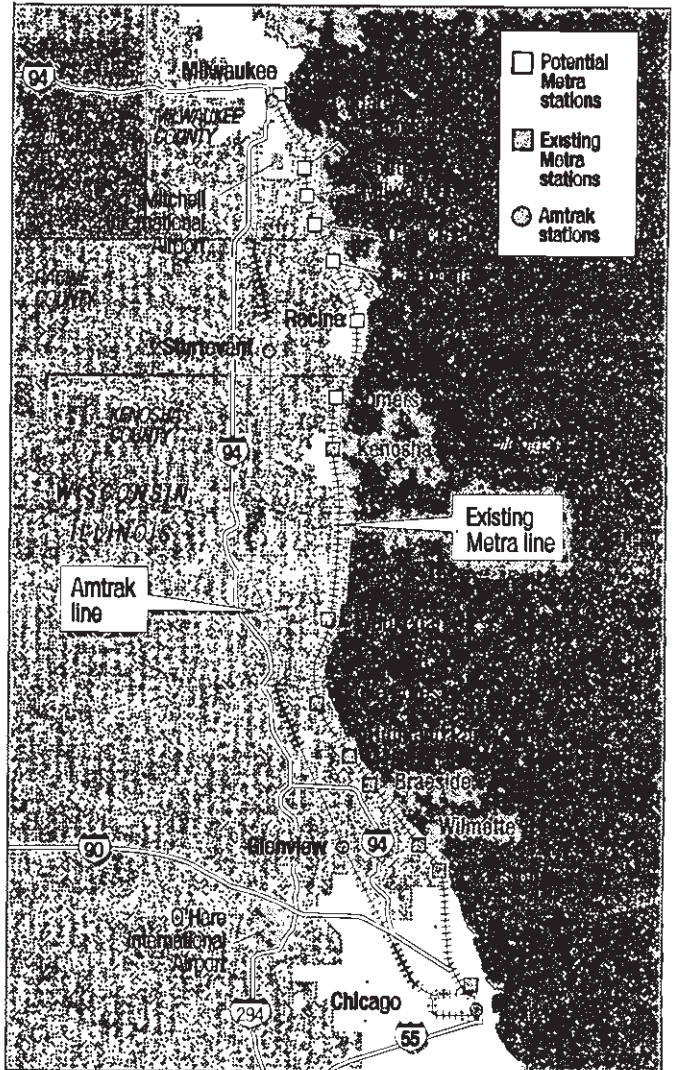
In Chicago's Metra system, the Union Pacific North Line — the one that could be extended to Milwaukee and Racine — already crosses from Illinois into Wisconsin to reach Kenosha, while the system's South Shore Line serves northwestern Indiana.

A special taxing district finances Metra's Indiana operations. Metra, which is otherwise funded by Illinois taxpayers, has said it would need backing from Wisconsin state or local taxpayers to expand

TRACKS

SOUTH SHORE LINE PONDERED

A proposed extension of Chicago's Metra commuter rail system would follow the Union Pacific Railroad tracks from Kenosha to Racine and through the South Shore suburbs to downtown Milwaukee. The trains would provide more local service for commuters than Amtrak's Milwaukee-to-Chicago Hiawatha line.



Sources: Southeastern Wisconsin Regional Planning Commission, Southeastern Wisconsin Coalition for Transit Now

ENRIQUE RODRIGUEZ/
erodriguez@journalsentinel.com

north of Kenosha.

But Wisconsin taxpayers are not paying for service to Kenosha, because Metra officials found that it would be more ex-

pensive to stop the trains at the border and build a new facility for turning them around than to keep running to Kenosha.

Milwaukee Journal Sentinel

January 22, 2003

Public input sought on commuter rail plan

BY DAVID STEINKRAUS
Journal Times

The Journal Times
January 16, 2003

IVES GROVE — A regional advisory committee studying commuter transportation in southeastern Wisconsin tentatively approved a set of public hearings on Wednesday, and it also briefly faced the recurring question of who will pay for commuter rail.

In December the committee made a preliminary recommendation for an extension of the Metra train service north from Kenosha through Racine and to Milwaukee. There would be seven trains per day in each direction. Establishing the service would cost about \$152 million, and the annual operating cost would be about \$18.6 million, according to a consultant's analysis. The alternatives rejected by the committee were more frequent train service and a bus service.

It's the committee's recommendation that will be the topic of hearings in a couple of months, perhaps the last week of March and the first week of April. Sites for the hearings haven't been finalized, but they will be in Kenosha, Racine, Cudahy and Milwaukee.

One of the concerns on Wednesday for John Bechler, who sits on the advisory committee and is president of the Kenosha Area Business Alliance, was the cost of the rail service. He suggested the

hearings be publicized as a countywide matter — not just as a benefit for communities along Lake Michigan — in case future taxation is needed to support the service. And he wanted an assurance that the advisory committee will ask the state and federal governments to pay.

After the meeting he said his group supports commuter rail but doesn't want property taxes to pay for it. Part of Kenosha County, outside the city of

"I think we have to start looking at this like Illinois does. They work on this every year." And every year Illinois gets hundreds of millions of dollars from the federal government because it has a rail plan, he said.

As part of its preliminary recommendation, the committee did suggest that the state take the lead in paying for commuter rail. But Gov. Jim Doyle said he didn't expect to have money for such services as he tries to balance the next state budget. Fiscal analysts have projected a deficit of about \$2.6 billion. Doyle suggested looking to Washington, where Congress is in the process of preparing a

multiyear transportation bill.

Kenosha, already pays for bus service, he said. "If you were to apply that same formula to commuter rail, you would be taxing people who might not have as much access to it."

There's also suspicion that establishing commuter rail may lead to a regional transit authority which would operate trains and buses connecting the rail service to Kenosha's corporate parks along Interstate 94, he said. Such an authority was proposed several years ago, and area counties voted it down.

There are few regions of the state where rail should be or could be developed, and this is one, said Roger Caron, president of Racine Area Manufacturers and Commerce and a member of the advisory committee. He also has served on state rail commissions.

"The point I come from is, hey, our state has been delinquent in its duties of developing a rail plan for the state," Caron said.

Hearings to weigh rail plans

KENOSHA NEWS STAFF

STURTEVANT — The public will have a chance to weigh in on plans to extend Metra rail service from Kenosha to Milwaukee at four upcoming public hearings.

One will be held in Kenosha, the others in Racine and Milwaukee County.

Exact times and dates are yet to be determined, members of the Southeastern Wisconsin Regional Planning Commission's Kenosha-Racine-Milwaukee Corridor Transit Study Committee said at a meeting Wednesday.

"Public comment is very important," said John Bechler, president of the Kenosha Area Business Alliance and a member of the transit study committee.

Bechler said focus groups

should also have a say in the project, given what he said is a tendency for public hearings to include only viewpoints from both ends of the spectrum.

SEWRPC's Web site will also provide a forum for debate, as will a SEWRPC newsletter, which will detail the transit plans.

The more input the better, said Fred Patrie, Kenosha County public works director and chairman of the SEWRPC committee that is studying the transit options.

"There hasn't been enough," he said. "It is an essential public policy decision that has to be addressed. It may in fact be the last opportunity we have as a metropolitan area to address the issue of commuter rail."

KENOSHA NEWS
January 16, 2003

Federal dollars fuel hopes for commuter rail expansion

KENOSHA NEWS STAFF

STURTEVANT — Seven million dollars in federal funding has already been earmarked to help pay for a plan that would extend commuter rail service from Kenosha to Milwaukee, officials said Wednesday.

The money, appropriated in federal transportation budgets over the last four years, is for preliminary engineering of the Metra expansion project, which continues to be debated at the regional planning level. The funding includes \$1 million set aside in fiscal year 2000, \$4 million set aside in 2001 and \$2 million set aside in 2002.

"It's not a cheap proposition, so it's going to take help from the federal, state and local governments to make it happen," said U.S. Rep. Paul Ryan, R-Wis., who helped gain the rail funding. "There is a finite amount of resources from which to draw federally. Having said that, we have done a lot already."

Funding is the key issue in the debate to extend Metra's Union Pacific North Line north from Kenosha.

The project as recommended by a Southeastern Wisconsin Regional Planning Commission advisory committee will cost \$152.1 million to build and \$15.4 million annually to run under a "medium level of service" option, which would have seven trains heading in each direction on weekdays and three on weekends.

'THIS IS NOT

like going to the moon and back. ... We're just talking about extending this nine miles to Racine and then another 20 miles to Milwaukee. We can do this.'

Chip Brewer

director of governmental affairs for SC Johnson

A high level of rail service as well as bus-only and bus-rail combination plans were also considered before the Kenosha-Racine-Milwaukee Corridor Transit Study Advisory Committee decided on the rail plan last month.

At a meeting Wednesday at the Ives Grove Office Complex, the committee decided to hold four public meetings in March or April to allow further discussion of the transit options.

Following public input, the transit alternatives will go back before the SEWRPC committee, which would then make its final recommendation at a meeting perhaps in late May. From there, the plan will go before local governments for their approval as the state Department of Transportation seeks specific ways to fund it.

The federal dollars already appropriated for the project could make rail expansion more feasible despite tough economic times, said Chip Brewer, director of governmental affairs for Racine's SC Johnson.

"If this goes forward, the money is there," said Brewer, who worked with congressional leaders like Ryan and Sens. Herb Kohl and Russ Feingold to obtain the funding. "The support in Washington has been extraordinary and effective."

"The federal piece has fallen into place nicely."

The SEWRPC proposal calls for a mix of 80 percent federal and 20 percent state funding, although newly elected Gov. James Doyle said last month that Wisconsin's multi-billion dollar budget shortfall would prevent the state from putting up any money in the short term. Doyle, however, did not slam the door on future funding.

The state's share of the \$152.1 million in capital costs would be \$30.4 million. It would pick up \$10.4 million of the \$15.4 million in annual operating costs under the SEWRPC committee's recommended plan.

No local funds would be used to pay for the rail expansion under the SEWRPC recommendation, but Ryan said the federal government can't go it alone in funding the project. And the money won't be there forever.

"We will keep renewing it until we use it," Ryan said. "There is not a hard timeline, but if in a few years this project is just put on the shelf, then this money will not just sit in a bank account. It will go back to the federal government."

Thus, keeping the rail expansion project moving along is important, said Fred Patrie, Kenosha County public works director and chairman of the SEWRPC transit study committee.

"The implementation agencies look for movement," Patrie said. "They report to their district offices and their federal offices, and they say, 'Are they doing anything in Kenosha?'"

In all, \$7.5 million has been appropriated for the rail extension since fiscal year 1999, but \$500,000 of that money was spent on studies into the Metra expansion. Another \$1 million earmarked in 2000 could disappear without passage of a bill this year to extend the appropriation. Ryan said he hopes that will happen this winter.

Under the 80-20 funding plan, the \$7 million in federal funds would be the federal government's share of the funding for preliminary engineering. It would likely not cover the entire cost of the work, and

under the recommended funding formula the state would also be responsible for \$1.175 million.

"We need the state to make this a priority," Ryan said. "This money helps show the federal commitment. We need the state to come on board as a full partner."

Preliminary engineering includes work on the details of the concept plan if and when it is approved by local governments, from architectural drawings to serious negotiations with Metra on how the extension will work.

Brewer said the presence of the federal money for that phase of the project could speed it up. Trains could be running by 2006, according to the SEWRPC report.

"This is not like going to the moon and back," Brewer said. "The track is there. Metra already goes to Kenosha. We're just talking about extending this nine miles to Racine and then another 20 miles to Milwaukee. We can do this."

According to an estimated implementation schedule contained in the SEWRPC committee's study report, the commuter rail plan would require \$10 million in design work over the next three years.

In 2006 and 2007, construction costs would amount to a combined \$77 million, including facility construction and improvement and equipment purchases. Capital needs would decrease to \$18 million in 2008 and \$17 million in 2009.

Annual operating costs would be \$18.6 million under the medium level rail plan, although \$3.2 million of that would be recovered from fare-box revenues, according to the SEWRPC report.

KENOSHA NEWS

January 16, 2003

Commuter line would be one of several to serve multiple metro areas

They're called commuter trains, but they travel farther than commuters usually do.

The commuter rail line under study for the Milwaukee area would be one of several nationwide that cross state lines and metropolitan area boundaries, serving shoppers and tourists as well as a variety of suburb-to-city, city-to-suburb and suburb-to-suburb commuters.

Typically, commuter trains connect a major city with its most distant suburbs, mainly during rush hours. But as metropolitan areas have grown across state lines and merged into each other, commuter railroads have followed.

Commuter trains link Baltimore to Washington, D.C.; Boston to Providence, R.I.; Dallas to Fort Worth, Texas; Miami to Fort Lauderdale, Fla.; and San Francisco to San Jose, Calif.

In addition to connecting Massachusetts to Rhode Island, commuter trains cross from New York into New Jersey and Connecticut, from Pennsylvania into New Jersey and Delaware, and from the District of Columbia into Maryland, Virginia and West Virginia.

Nationwide, a total of 19 commuter rail systems operate in the Chicago, New York City, Los Angeles, Washington-Baltimore, San Francisco-San Jose, Philadelphia, Boston, Dallas-Fort Worth, Miami-Fort Lauderdale, San Diego and Burlington, Vt., areas.

In Chicago's Metra system, the Union Pacific North Line — the one that could be extended to Milwaukee and Racine — already crosses from Illinois into Wisconsin to reach Kenosha, while the system's South Shore Line serves northwestern Indiana.

A special taxing district finances Metra's Indiana operations. Metra, which is otherwise funded by Illinois taxpayers, has said it would need backing from Wisconsin state or local taxpayers to expand north of Kenosha.

But Wisconsin taxpayers are not paying for service to Kenosha, because Metra officials found it would be more expensive to stop the trains at the border and build a new facility for turning them around than to keep running to Kenosha.

Elsewhere in Wisconsin:

■ The Dane County Board voted last week to start preliminary engineering on a \$188.6 million rail line, and the Madison Common Council is scheduled to take up the issue Tuesday. A study committee recommended the 11-mile line from Middleton through the isthmus to the East Towne shopping center, backed by a \$53.4 million countywide express bus network.

■ A feasibility study has found it would be cost-effective to extend Metra from Harvard, Ill., to Clinton, in Rock County, and Sharon, in Walworth County, for \$18.8 million. State Sen. Judy Robson (D-Beloit) is seeking state and Rock County Board support for a detailed study of that project.

■ Two other attempts to extend Metra into Wisconsin failed in 2001, when feasibility studies found they wouldn't be cost-effective. One line would have run from Antioch, Ill., to Burlington and Silver Lake, and the other would have run from Fox Lake, Ill., to the villages of Walworth and Zenda, both in Walworth County.

— Larry Sandler

Milwaukee Journal Sentinel

January 15, 2003

Hearings set on Metra extension

Some deride cost; others tout development benefits

By LARRY SANDLER
lsandler@journalsentinel.com

It's a train that could carry its passengers to prosperity or just haul cash out of the bank.

Those are likely to be the two sides of the debate over a recommendation to extend Chicago's Metra commuter trains from Kenosha to Racine and downtown Milwaukee, with additional stops at Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers.

The Southeastern Wisconsin Regional Planning Commission study committee that recommended that \$152.1 million plan will meet today in Ives Grove in Racine County to schedule a series of public hearings on the idea in Milwaukee, Racine and Kenosha counties.

Under the plan, trains would run seven round trips on the Union Pacific tracks each weekday — three each way in morning rush hours, three each way in afternoon rush hours and one each way in the middle of the day — with three round trips on Saturdays, Sundays and holidays.

Planners project that those trains would provide 4,100 rides each weekday, or 1.1 million a year.

Based on current Metra one-way rates, a trip from Oak Creek to the Amtrak station in downtown Milwaukee would take 26 minutes and cost \$2.60, while a trip from Cudahy to Racine would take 27 minutes and cost \$3. From Milwaukee, riders could reach Racine in 42 minutes for \$3.40, or Kenosha in 58 minutes for \$4.20. Regular riders could buy discounted passes.

Those fares would cover 15% to 17% of the line's operating costs, leaving \$15.4 million a year for taxpayers to pick up. The study panel says the federal government would pay 80% of construction costs and \$5 million a year for operating costs, and it recommends the state pay the remaining \$30.4 million in capital costs and \$10.4 million a year in operating costs.

Backers tout its benefits, particularly in economic development near the stations and in avoiding traffic jams during freeway reconstruction. Opponents focus on its costs, particularly in light of a 2003-'05 state deficit estimated at \$2.6 billion to \$4.3 billion.

Commuter rail can provide transportation options to a variety of workers, from those without jobs or cars to two-career couples where one spouse works in Milwaukee and the other works in Racine, said Peter Beitzel, vice president of the Metropolitan Milwaukee Association of Commerce.

Based on other communities' experiences, authorities expect new shops and restaurants to spring up around stations, said Roger Caron, president of Racine Area Manufacturers and Commerce.

In Cudahy, officials believe a station at Kingan and Bernard avenues could help their plans to revitalize their downtown with office and retail development, said Jack Vaccaro, Cudahy economic development coordinator. That station also could be linked to Mitchell International Airport by shuttle buses, planners say.

In Oak Creek, a train station near the intersection of state Highways 32 and 100 "would be the icing on the cake" for the Lakeview Village plan to revive the Carrolltown neighborhood near Bender Park, Mayor Dale Richards said.

South Milwaukee officials also expect downtown businesses to benefit from a station near Milwaukee Ave. and Highway 32, Mayor David Kieck said.

Kenosha's HarborPark lakefront development — linked to the Metra station by a streetcar line — was built to attract commuters. And Racine is renovating an old train station into a new transit center that officials hope will aid downtown redevelopment.

But costs are a major issue for Gov. Jim Doyle and his nominee for transportation secretary, Frank Busalacchi, who have voiced concern about spending money for rail service when they're trying to balance the state budget without new taxes or fees.

Richards and Kleck said they share those concerns, even though they support commuter rail.

"Christmas is over with," Richards said. "People have got to wake up and realize the state has some major fiscal problems here."

However, Beitzel and Vaccaro said major investments won't be needed for several years, by which time the state's financial condition may have improved.

Vaccaro urged residents and elected officials to take a far-sighted view.

"They tried to stop Columbus from going across the ocean, too, but he went," Vaccaro said.

Commuter rail facts

Here are answers to some frequently asked questions about the Metra extension.

Q. Who would run it?

A. The study committee has

recommended that the state Department of Transportation oversee the rail line and hire Metra to run it.

Other options would be to set up a regional transportation authority with its own taxing power, or to establish a joint venture between Milwaukee, Racine and Kenosha counties without creating a new agency.

Q. Doesn't Amtrak provide the same service?

A. Not exactly. Amtrak runs seven daily round trips between Milwaukee and Chicago on its Hiawatha line, with additional stops at Sturtevant and at Glenview, Ill.

However, Ken Yunker, assistant director of the planning commission, has said Amtrak and Metra would serve different markets.

Amtrak appeals to travelers looking for a quick trip from one downtown to the other, while the Metra extension would serve people traveling from suburb to city or suburb to suburb, he has said.

A one-way trip from Milwaukee to Chicago costs \$20 and takes 1½ hours on Amtrak, compared with \$8.20 and 2¼ hours on the proposed Metra line.

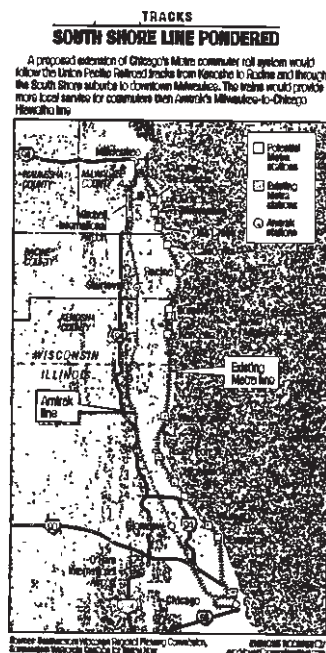
Q. Would this be light rail?

A. No. Commuter railroads generally run diesel trains on existing freight railroad tracks, typically connecting a major city and its distant suburbs, primarily during rush hours.

Although the tracks often need to be upgraded, using existing tracks for commuter rail is less expensive per mile than building new tracks for light rail or heavy rail systems.

By contrast, modern light rail systems run electric vehicles, powered by overhead wires, all day on new tracks, usually laid in streets in the heart of a metropolitan area.

A third type of rail transit is heavy rail, such as Chicago's elevated and subway lines, which run fast electric trains powered by an electrified third rail on their own tracks.



Proposed commuter line would be one of several crossing boundaries

JOnline Milwaukee Journal Sentinel
January 11, 2003

Last Updated: Jan. 11, 2003

They're called commuter trains, but they travel farther than commuters usually do.

The commuter rail line under study for Racine County would be one of several nationwide that cross state lines and metropolitan area boundaries, serving shoppers and tourists as well as a variety of suburb-to-city, city-to-suburb and suburb-to-suburb commuters.

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Elsewhere in Wisconsin:

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- Larry Sandler

Recapturing past of a historic hub

Anticipating commuter rail, Racine OKs plan to restore old depot

By JENNIE TUNKIEICZ
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January 11, 2003

Last Updated: Jan. 11, 2003

Racine - Boarded up and a bit battered, the old Chicago and North Western train depot here is closer to regaining its former glory as an important cornerstone for the near north side neighborhood and as a transportation center for Racine.

If the planned commuter rail extension from Chicago to Milwaukee becomes a reality, the depot will again be a key part of the regional transportation system.

The Racine Common Council on Tuesday gave Mayor James Smith authority to sign a \$183,436 contract with Isthmus Architecture of Madison to develop the plans to restore the 1902 train depot.

The contract proposal goes to Gov. Jim Doyle's office for final approval because state money is involved in the plan.

The actual renovation is expected to cost about \$1.6 million, most of which will come from state and federal grants. The renovated depot could be open as early as summer 2004.

Renovating the depot is one of several phases in a project to create a transit hub for Racine. The plan includes:

- Developing a transit center in the 1400 block of State St. at a cost of about \$3 million. The center would have canopy-covered bays for 20 buses and plexiglass screens to protect waiting passengers from the weather.

Space could be available for other transportation services, such as Wisconsin Coach Lines.

- Landscaping the area at a cost of about \$700,000.
- Creating a parking area for about 130 vehicles for \$205,000.

Michael Glasheen, the city's transit planner, said Racine has been in need of a centralized location for inter-city bus connections, and this location is well suited for that purpose.

"When commuter rail becomes a reality, this will be just a fantastic connection for all residents of the city of Racine and across the area," Glasheen said. "People can get to the city on a bus and get on a train to go wherever they need to go."

Even if the Chicago-to-Milwaukee commuter rail expansion project is not approved, renovating the depot will provide a valuable service for people waiting for buses, Glasheen said.

Glasheen said the depot will have restrooms and space for vendors, and perhaps amenities like a coffee shop or other services for travelers.

The city is working with Ron Haarsma to purchase the depot. Haarsma, a Racine businessman, and his late father, James, purchased the depot about 20 years ago. The depot was officially closed in 1971.

"I think it's great what the city wants to do with it," Haarsma said of the renovation plan.

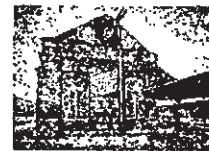
The Haarsma family had saved the depot from the wrecking ball after neighbors had complained that it had become a hangout for criminals, Haarsma said. There had been a groundswell of support from people to save the building, and Preservation Racine had secured the depot recognized by the National Register of Historic Places.

"My dad and I were antique buffs, so we decided to save it in hopes that somewhere down the line someone would be able to use it," Haarsma said. "It's nice that we were able to do this for the city. I really feel good about that. It's a one of a kind."

Keith Kohlmann of Racine, who is with the Chicago and North Western Historical Society, said the Racine depot is historically significant. It was designed by Frost and Granger Architects of Chicago as one of a series of depots built along the C&NW line as gateways to communities, Kohlmann said.

Continued on page 36

Depot Restoration



Photo/Erwin Gebhardt

Racine's rail depot could be a key hub if a commuter rail service is approved.



Photo/Erwin Gebhardt

Michael Glasheen, transit planner for the City of Racine, says Racine has been in need of a centralized location for inter-city bus connections, and renovating the city's old Chicago and North Western train depot would create a location well suited for that purpose.



Photo/Erwin Gebhardt

Racine's rail depot, built in 1902, may be restored to its original use.

Quotable

“When commuter rail becomes a reality, this will be just a fantastic connection for all residents of the City of Racine.”

- Michael Glasheen,
transit planner for
the City of Racine

"What is significant about it is it is the only one that has survived in its original state," he said.

Kohlmann said the depot was slated to be demolished several times over the years. That it has survived in such good condition is a testimony to the good works of Chicago and North Western employees, Preservation Racine and other supporters of historic buildings and the Haarsma family, he said.

"It's also a testimony to how well it was built that it was essentially left to the elements for 25 years and does not even have any cracks in the bricks," Kohlmann said.

Charlie Quagliana, senior preservation architect for Isthmus Architecture, which will be doing the restoration planning, said that out of the eight or nine train depots the firm has worked on, this is one of the largest. This depot was designed at a transitional time when depots were going from small, wood-frame structures to ones of size and grandeur.

"There aren't many of these left, the titanic, luxury version of train depots," Quagliana said.

It is also unusual for a former train depot to be used as a train depot again, Quagliana said. Most renovated depots become restaurants or office space, he said.

"I think the great thing about this project, and what interests me the most, is that we will be returning it to its past to an active use," he said.

Quagliana said that if the state moves quickly to approve the contract, the firm could begin its active planning in mid-February.

Renovating the depot and creating the bus transit center is also part of a larger effort to revitalize the near north side neighborhood, an effort being led by the City Development Department and the Racine Housing and Neighborhood Partnership Inc.

The city has purchased other buildings surrounding the depot site that are slated for demolition, said Brian O'Connell, city development director.

"We really expect to see a big difference in the next few years at the western end of State St. and the railroad tracks," O'Connell said.

A Save-a-Lot grocery store and a McDonald's Restaurant are slated to open near the depot in the fall, O'Connell said.

O'Connell pointed to other developments in the area - renovation of the former Western Publishing site for Next Generation Now, a day care center, and the 21st Century Preparatory School, and the renovated Garfield Elementary School, which will open in the fall.

The transit hub provides a great accompaniment for the other development in the area, he said.

"I think it's a great gateway for people in the area and for Racine as a whole," O'Connell said.

As the Racine Housing and Neighborhood Partnership moves its revitalization efforts from the W. 6th St. area to the near north side neighborhood, renovation of the train depot is an exciting prospect, said Mary Beth Aldrich, program director.

"From an organizational perspective, it's really exciting, not only for the message it sends to the neighborhood as people see that kind of renovation of the depot, but also for the economic opportunity to come if commuter rail becomes a reality," she said.

Give commuter rail a look

True visionaries resist the temptation to see only what's in front of them and force themselves instead to squint hard and try to peer into the future. Advocates of commuter rail have been doing exactly that. They realize that in the near future, people in densely populated areas will likely need to rely on both roads and rail to get around efficiently.

As a result, they're wisely advocating an extension of Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee. Fortunately, the idea was supported last month by an advisory committee of the Southeastern Wisconsin Regional Planning Commission.

Specifically, the SEWRPC panel recommended a medium-level commuter rail service at a cost of \$152.1 million. The feds would pay for 80% of construction costs and about \$5 million of the annual \$15.4 million in net operating costs. The state would pay for \$10.4 million in operating expenses. Fares would contribute another 15% to 17% in revenue.

The service would provide about 4,100 weekday rides each week or about 1.1 million trips a year from Kenosha to Milwaukee with stops in Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers. (Commuter rail relies on full-size trains running on existing freight rail tracks between a major city and its distant suburbs.)

Many rail cynics routinely argue that no matter what form it takes, rail will never work here. They need a remedial history

course. It wasn't all that long ago when commuter rail played a big role in interurban transportation in southeastern Wisconsin. But we also understand, as a recent poll by the National Association of Realtors confirmed, that in order to attract riders, modern commuter rail must be convenient, safe and accessible.

One of the continuing myths about rail is that the people who embrace it are free-spending dreamers. Not true. Among the many companies solidly behind this project are S.C. Johnson & Son Inc., Miller Brewing Co., We Energies, CNH Global and Super Steel Corp. What they and area business organizations — including the Metropolitan Milwaukee Association of Commerce, the Greater Milwaukee Association of Realtors and the Racine Area Manufacturers and Commerce, realize is that commuter rail will stimulate economic development by making it easier for workers to get to their jobs and for visitors and other patrons to get to their destinations.

The advisory committee suggests the state take a lead role in this endeavor. That's appropriate since this state spends only \$15 per resident on transit for every \$100 spent on highways, far less than Illinois. But there is a hitch — money; the state doesn't have nearly enough right now, for transportation or anything else. But state officials must not use that as an excuse to crawl into a fiscal bunker and forget about the future. Being a visionary, after all, also means thinking boldly.

Milwaukee Journal Sentinel
January 6, 2003

With Doyle as conductor, trains may get less push

Incoming administration
has shown mild support
for Amtrak, commuter rail

By LARRY SANDLER

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If you think passenger trains are a liberal idea, consider this: The outlook for passenger rail seemed far brighter under former Republican Gov. Tommy G. Thompson than under Democratic Governor-elect Jim Doyle.

Where Thompson was a tireless cheerleader for Amtrak, Doyle and his nominee for transportation secretary, Frank Busalacchi, have been lukewarm in their support for maintaining and expanding Amtrak service and adding commuter rail lines.

In reality, support for Amtrak and commuter rail has long crossed party and ideological lines. And the differences between the Thompson and Doyle administrations have less to do with political philosophy than with financial realities and personal preferences.

Thompson loves trains. He served two stints on the Amtrak board and clung to his chairmanship for four months after being named U.S. health and human services secretary, until yielding to White House pressure to give up his seat to Transportation Secretary Norman Mineta.

Under Thompson, the state boosted its aid to Amtrak's Milwaukee-to-Chicago Hiawatha line, bought the downtown Milwaukee train station, led the drive for a Midwestern high-speed rail system, started planning a second Milwaukee depot at Mitchell International Airport and temporarily extended Amtrak service to the western suburbs as a test of commuter rail.

"(Former Democratic Gov.) Tony Earl was no friend of the rail passenger service. ... Tommy Thompson

was probably our biggest champion," said Dave Rasmussen, spokesman for the Wisconsin Association of Railroad Passengers and a Democrat.

Doyle and Thompson's GOP successor, outgoing Gov. Scott McCallum, have said they support passenger rail, but without Thompson's passion. And after Doyle nominated Busalacchi, Milwaukee Mayor John O. Norquist and the Sierra Club denounced them for backing bigger freeways over expanding public transit.

But Doyle has stressed that his top priority is plugging a 2003-'05 state deficit of \$2.6 billion to \$4.3 billion without breaking his campaign promise not to raise taxes. Adding new programs — and perhaps even keeping current service — may not fit into that goal.

"I think trains are a good idea, but where is the money going to come from?" Busalacchi said shortly after his nomination.

However, Pete Beitzel, vice president of the Metropolitan Milwaukee Association of Commerce, and Dave Trowbridge, a Madison transportation planner, point out that commuter rail projects in southeastern Wisconsin and Dane County won't need major state investments for several years. By then, Beitzel said, the state should be in better shape.

Funding already is in place to remodel the downtown Milwaukee depot and replace Amtrak's Sturtevant depot, and supporters hope to win federal money for the airport station as well, said Randy Wade, a state rail planner.

Rasmussen, Wade and commuter rail backers said they hoped Doyle and Busalacchi would change their minds as

they learn more about the benefits of passenger rail in easing traffic and stimulating development.

Nationally, Amtrak faces an uncertain fate. Congress is debating whether it should be restructured. A leading Amtrak critic, Sen. John McCain (R-Ariz.), will play a major role in that debate as Senate Commerce Committee chairman. And Mineta and President Bush are asking states to pick up some costs now paid by the federal government.

WISCONSIN RAIL PROJECTS

AMTRAK SERVICE

Current lines: Outgoing state Department of Transportation officials have proposed a 2003-'05 budget that would freeze Wisconsin's Hiawatha contribution at \$4 million a year. It's not clear if that would reduce or kill Hiawatha service.

Wisconsin's other Amtrak route, the Empire Builder, from Chicago to the Pacific Northwest, receives no state support.

Airport station: Congress has appropriated \$2.5 million to build an Amtrak station at Mitchell International Airport, and Sen. Herb Kohl (D-Wis.) has won committee support for another \$5 million. If the rest of Congress agrees, construction could start in 2003, and the depot could open in 2004, said Randy Wade, a state rail planner.

Downtown station: Work is to begin in 2003 on remodeling the downtown Amtrak station, with \$2.5 million in state and federal money and \$1.4 million in private money, Wade said. After the first phase ends in 2004, the depot could handle existing Amtrak and intercity bus service, plus any future high-speed or commuter trains.

Sturtevant station: Wade said he expects work to start in 2003 on replacing the aging Sturtevant station. Issues raised by Canadian Pacific Railway, which owns the tracks, have delayed the project and boosted its cost from \$1.3 million to \$2.1 million in federal and village money.

High-speed rail: Former Gov. Tommy G. Thompson had hoped a 110-mph Amtrak line from Milwaukee to Madison would open in 2003. But that \$176 million project has stalled as state officials seek federal aid for most of the costs. Also on hold is the rest of the \$4.1 billion Midwest Regional Rail Initiative, a nine-state system of fast, frequent trains.

COMMUTER RAIL STUDIES

Kenosha-Racine-Milwaukee: Public hearings are likely early in 2003 on extending Chicago's Metra commuter trains from Kenosha to Racine and Milwaukee, at a cost of \$152.1 million. A study committee recommended the 33-mile line, with additional stops at Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers.

Dane County: The Madison Common Council and the Dane County Board could vote next month on whether to start preliminary engineering on a \$188.6 million commuter rail line. A study committee recommended the 11-mile line from Middleton through the isthmus to the East Towne shopping center, backed by a \$53.4 million countywide express bus network.

Rock County: State Sen. Judy Robson (D-Beloit) is seeking state and Rock County support for a detailed study of extending Metra from Harvard, Ill., to Clinton, in Rock County, and Sharon, in Walworth County. A preliminary study found that it would be feasible to extend the line for \$18.8 million.

INSIDE

■ **Wisconsin rail projects:** A list of Amtrak service issues and commuter rail studies for 2003.

2B

Commuter rail makes sense for Milwaukee

On the subject of whether the Metra commuter rail line should be extended from Kenosha into Milwaukee, let us point out that this proposal is not light rail. It's also not some liberal, namby-pamby "green" effort to steal Wisconsinites' personal vehicles from our motorists' clenched grips.

Taking the train would be purely voluntary, and building the infrastructure relatively inexpensive. The concept has

The state of Wisconsin should view this as a project with regional — not just local — benefits.

S.C. Johnson are on board. It's also backed by Republican Milwaukee County Executive Scott Walker.

So, yes, we join that chorus to support the concept of commuter rail.

It would provide the Milwaukee area with one more transportation link to our big economic brother to the south, Chicago, and several points in between. It would spur development in Racine County and southern Milwaukee County. It would add another element to the "transportation hub" at the planned upgrade of the Milwaukee Amtrak sta-

the support of business groups, including the Metropolitan Milwaukee Association of Commerce, the Greater Milwaukee Association of Realtors and Racine Area Manufacturers & Commerce. Major employers including Miller Brewing, CNH, We Energies, GE Medical Systems and



tion. It would give employers another bargaining chip in recruiting professional-level staff to the Milwaukee area because spouses of those professionals could work anywhere with access to the Metra line.

The commuter rail issue is merging into the public's consciousness because an advisory committee to the South-eastern Wisconsin Regional Planning Commission issued its recommendations in mid-December. The committee proposes seeking federal funding to cover 80 percent of the estimated \$152 million cost to improve the Union Pacific freight tracks and build enough

trains to carry seven round trips per weekday. The next step will be public hearings on the study and final recommendations.

Then comes the difficult part: determining local and state funding sources and amounts. After accounting for income from fares, the Kenosha-to-Milwaukee extension will cost an estimated \$15 million per year to run.

It's a small price to pay for the benefits derived, and the state of Wisconsin, financially strapped as it is, should view this as a project with regional — not just local — benefits.

Did we mention it's not light rail?

Milwaukee, Business Journal
December 27, 2002

Panel endorses \$152 million plan to extend rail service through area

By Mark Dudzik

STAFF WRITER

Some \$152 million should be spent by the federal and state government to bring commuter train service from Chicago through Racine County and into Milwaukee, according to an advisory panel.

Meeting last week at the Racine County complex in Ives Grove, the panel endorsed an extension of the Metra rail service into the southeastern Wisconsin area.

The \$152 million needed to extend the service north from the City of Kenosha will, according to the panel, buy the area a medium level of service.

The public is expected to get a chance to weigh in on the proposal in February, when public hearings will be scheduled to discuss the panel's recommendation.

Under the proposal, ridership fares will cover only 17 percent of the total cost of the Metra line, which is projected at \$15.4 million a year.

Of the remaining balance, the Federal government is expected to cover around \$5 million of that cost with the state picking up the additional charges not covered by the ridership.

County Executive Jean Jacobson, who has been following the issue but has not had a chance to view the recent recommendation, views the proposed commuter rail system as beneficial to the county.

"It's one of those issues that there's no doubt that it would be

good for the community," she said. "Most of the benefits – certainly without a doubt – would be to the eastern end of the county.

"But it would provide an opportunity to I-94 and it would provide an opportunity to people to come to Racine County to work and for residents of our county to work in other counties."

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) estimates that under the medium level system recommended, a total of around 1.1 million trips annually would be made on the route from Chicago to the three-county area.

Passengers would be able to catch the train at a total of five stops, with the Town of Caledonia being the closest depot for western Racine County residents.

While the theory of a high-speed rail system sounds feasible on paper, the challenge proponents of the system face is acquiring the necessary endorsement from state officials needed to approve the expenditure.

Given the impending billion-dollar budget crunch which the state will be forced to confront next year, allocating funds for a service which would be used for only a minority of Wisconsin residents who live here but work in Illinois could prove to be a tough sell.

Rather than requiring the construction of new rail lines, the Metra system currently operates on existing freight rails.

Burlington, Standard Press

December 19, 2002

Keep churning ahead on commuter rail plan

The proposal to extend commuter rail service to link Chicago, Racine and Milwaukee took an important step last week when it won the formal endorsement of an advisory panel of elected officials, businesspeople and municipal government staff.

But the very next day Governor-elect Jim Doyle, who was in town to solicit ideas for cutting the state's expenditures and trying to balance a budget weighted heavily with a \$2.6 billion deficit, was a little less receptive to the notion of state help.

"Let's just be very practical right now," said Doyle. "In the next four or five months I've got to balance a budget and there is not a lot of money around for these sorts of things."

We commiserate with the governor-elect and his attempts to deal with the state's budget woes.

And we appreciate his lip service to the rail link — calling it "very important" and saying the state should plan for it.

We would submit as well that an extended commuter rail line running up the lakeshore from Chicago to Milwaukee is vital to the long-term economic interests of our region; that extending service will not grow cheaper over time; and that — America's longstanding love affair with the automobile notwithstanding — southeastern Wisconsin and the Chicago area are in dire need of a more balanced transportation system.

Wisconsin's Interstate highway corridor here has grown busier and busier in the past decade and is only a step or two behind the jammed highways and ever-extended drive times in the Chicago area. That pressure on our transportation systems will not abate in the years ahead and we need to move ahead now to deal with it.

The proposal advanced by the advisory panel last week is not the high-end model. It calls for extending the Metra run north from

Kenosha with seven trains per day in each direction. The cost to establish service is estimated at \$152 million with operating costs of about \$18.6 million per year.

The proposal now goes to public hearing in February and must also be approved by municipal and county governments.

Many of those dollars — up to 80 percent — are expected to come from the federal government, which would also subsidize about a third of the annual operating costs. Fares would pay for perhaps 15 to 17 percent of the operating costs, according to the report.

That still leaves some financial gaps — including just how much the state would be willing (and able) to add to the pot. Those issues will no doubt take considerable discussion.

And while the state is grappling with a deficit right now, the planning for commuter rail extension will take time and actual service would not commence for four to seven years so the planning and public approval process should move ahead at a steady pace.

The price tag is not a small one, to be sure, but when we look at that we should put it in perspective by looking at costs of alternatives.

Widening or expanding our interstate system would be one such option — and that is not cheap either. Milwaukee is currently struggling with a deteriorating Marquette interchange, the crossroads at the heart of the city, and the price tag for rebuilding that is estimated at \$1.5 billion — a cost ten times that of extending commuter rail.

A balanced transportation system with commuter rail would give southeastern Wisconsin residents better transit options, enhance opportunities for business within the metro areas and would in time likely extend to link Madison and Green Bay as well.

Commuter rail extension backed

Panel supports expanding service to Milwaukee, Racine

By JENNIE TUNKJEICZ
jtunkjeicz@journal-sentinel.com

Last Updated: Dec. 14, 2002

Ives Grove - Several Racine County leaders are hopeful that a recommendation to extend Chicago's commuter rail service from Kenosha to Racine and Milwaukee at a cost of \$152.1 million will become a reality.

An advisory panel, which includes Racine County representatives, made the recommendation Wednesday after reviewing the Southeastern Wisconsin Regional Planning Commission's commuter rail study during a meeting at the county's Ives Grove Office Complex.

The state should be the lead agency in planning for the expansion, and state and federal money should pay for the operating costs, the panel recommended at the meeting.

Public hearings on the commuter rail study are expected to begin in February.

The panel is recommending a medium level of commuter rail service, at \$152.1 million, which would include vehicles, stations, track and signals, storage and servicing. High-level service would cost \$224.8 million, the report states.

Commuter railroads such as Metra run full-size trains on existing freight rail tracks between a major city and its suburbs.

Joseph Clementi, Town of Mount Pleasant chairman, who serves on the advisory committee, said a high level of service should be endorsed, but other panel members supported a more conservative approach. The panel could amend its recommendation if it hears from the public that a greater service level is preferred, SEWRPC officials said.

Clementi said after the meeting that he understands the committee's recommendation is based on the idea that it might be easier to get the money for the medium service level. "But the higher you reach, if you fall a little bit short, it's not so bad. If you start at the middle, you might end up at the bottom," he said.

Clementi sees commuter rail as a critical link for building Racine County's economy.

"People need to move much more freely in this corridor," he said. "We only have one option now and that's the automobile. I don't think a large portion of the community is interested or willing in using a bus service. I think they are more apt to use a train."

Other Racine County officials serving on the panel urged that the process to approve a commuter rail service extension move more quickly.

Racine Mayor James Smith told other committee members that the discussions already had dragged on for too long.

Federal money would pay for 80% of construction costs and about \$5 million of the net operating costs, estimated at \$15.4 million a year. The state would pay \$10.4 million for net operating costs. Fares would cover 15% to 17% of operating costs, the study projected.

Under a medium-service scenario, the rail service would provide about 4,100 weekday rides during the week, or 1.14 million trips a year, SEWRPC estimates. A high level of service would provide up to 5,100 weekday trips, or 1.4 million trips a year.

Stops would include Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers, in addition to Racine and Milwaukee.

Panel member Jack Schultz, St. Francis city engineer, voted against the recommendation. Schultz said he was not prepared to cast a vote on behalf of his community without hearing from the community first.

State Department of Transportation officials serving on the panel - Kenneth Leonard and Edward Friede - abstained from the vote. The new state administration has not weighed in on the study.

Rosemary Potter, director of community outreach for the Southeastern Wisconsin Coalition for Transit Now, said she was pleased that the committee supported commuter rail.

"Commuter rail is the best alternative, and the economic benefits outweigh the costs," Potter said. "Commuter rail is an essential investment in our local and regional economies."

The advisory committee will meet at 10 a.m. Jan. 15 in Ives Grove to review a summary of the SEWRPC report and set the times and dates for public hearings.

JOnline Milwaukee Journal Sentinel
December 15, 2002

State funding for Metra likely: Doyle expansion not

KENOSHA NEWS
December 13, 2002

KENOSHA NEWS STAFF

RACINE — The idea of connecting Chicago to Milwaukee with an expanded Metra commuter rail line has merits, but state funding for the estimated \$152.1 million project can't be considered for the time being because of the state's budget crunch, Gov.-elect James Doyle said Thursday.

"I am not in a position where we are going to be looking around for huge expenditures," Doyle said outside a public meeting about ways to make up a projected \$4.3 billion state budget shortfall. "The money isn't there right now."

On Wednesday, a Southeastern Wisconsin Regional Planning Commission advisory committee recommended extending Metra from Kenosha to Milwaukee.

The recommendation included wording that the state would implement the expansion and help fund it, including potentially \$10.4 million of its \$15.4 million annual operating costs. Representatives from local governments in Kenosha, Racine and Milwaukee counties have said they are against local funding for the rail system.

"It's a very important thing, and if we lived in a

perfect world and we just had a whole lot of money right now it's something we ought to be thinking about," Doyle said. "Hopefully, maybe down the road, when our economic circumstances are better, linking Chicago and Milwaukee through this corridor would be very helpful to the economy of Wisconsin."

"There are further future plans about how you do that as a triangle with Milwaukee-Madison-Chicago, how you link to the Twin Cities. But let's just be very practical right now. In the next four or five months, I've got to balance a budget, and

there is not a lot of money around for these sorts of things."

Doyle was also asked Thursday about a Wisconsin Policy Research Institute report that recommended charging tolls to use the Marquette Interchange in downtown Milwaukee as a way to fund the interchange's reconstruction.

"I have driven on those Illinois toll roads too long," Doyle said. "I don't want any toll roads in Wisconsin. Imagine going through the Marquette Interchange ... from your family on the north side of Milwaukee to the south side, and you've got to pay whatever the toll is. We're going to have to find other ways to finance it."

Panel calls for Metra service to Milwaukee

The Associated Press

December 12, 2002, 1:59 PM CST

Chicago Tribune

December 12, 2002

IVES GROVE, Wis. — Chicago's Metra commuter rail service should be extended from Kenosha to Racine and Milwaukee at a cost of \$152.1 million, an advisory panel said.

The state should be the lead agency in planning for the expansion, and state and federal money should pay for the operating costs, the panel recommended after reviewing the Southeastern Wisconsin Regional Planning Commission's commuter rail study during a Wednesday meeting in Racine County.

Public hearings on the planning agency's commuter rail study are expected to begin in February.

The panel is recommending a medium level of commuter rail service, which would include vehicles, stations, track and signals, storage and servicing. High-level service would cost \$224.8 million, the report states.

Commuter railroads such as Metra run full-size trains on existing freight rail tracks between a major city and its distant suburbs. (Currently, Metra's Union Pacific North line from downtown Chicago to Kenosha is the agency's northernmost line, and the only one to extend into Wisconsin.)

Federal money would pay for 80 percent of construction costs and about \$5 million of the net operating costs, estimated to be \$15.4 million a year, according to the study.

The state would pay \$10.4 million for net operating costs. Fares would cover 15 percent to 17 percent of operating costs, the study projected.

Under a medium-service scenario, the rail service would provide about 4,100 weekday rides, or 1.14 million trips a year, SEWRPC estimates. A high level of service would provide up to 5,100 weekday trips, or 1.4 million trips a year.

Stops would include Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers.

The new state administration has not weighed in on the study, and a message left for Gov.-elect Jim Doyle at his office early Thursday was not immediately returned.

But Doyle said during the campaign he was concerned about spending on new services.

Panel puts rail extension to Milwaukee back on track

Regional committee votes to bring plans to public hearings

KENOSHA NEWS
December 12, 2002

KENOSHA NEWS STAFF

STURTEVANT — Metra rail should be extended from Kenosha to Milwaukee, and the state government should work to make it happen, according to a preliminary recommendation three years in the making by a Southeastern Wisconsin Regional Planning Commission committee.

The Kenosha-Racine-Milwaukee Corridor transit study advisory committee voted Wednesday to bring the proposal — estimated to cost \$152.1 million to build and another \$10.4 million per year to operate — to the public at a series of hearings, likely in February.

From there, the committee will craft a final recommendation that it will pass on to SEWRPC and eventually to county and municipal governments in the three counties.

"The train is back on the track," said Phil Evenson, executive director of SEWRPC.

The recommendation was made after a 90-minute presentation at the Ives Grove Office Complex outlined three options for expanding transit service between Kenosha and Milwaukee.

The committee considered:

■ **Commuter bus service.** It was by far the cheapest of the three options at \$19.4 million to start and \$3.4 million to operate, but also offered the slowest commute, among other drawbacks.

■ **A combination of commuter bus and rail service.** It would extend Metra, which currently ends in Kenosha, to Racine and rely on bus service between Racine and Milwaukee. Startup costs ranged from \$146.2 million to \$166.2 million, with annual operating costs ranging from \$12.7 million to \$18.2 million.

■ **Commuter rail only.** It would extend Metra's service to downtown Milwaukee with stops in between. Like the commuter bus/rail combination, two alternatives were presented for the rail possibility: high-level and medium-level service. The committee voted to recommend the medium-level service.

Under that plan, rail service would be offered mostly during peak periods, with three trains heading both north and south each weekday morning and afternoon. During the mid-day period, there would be one train heading in each direction, meaning that seven trains would operate each way Monday through Friday. On weekends and holidays, three trains would run in each direction for a total of six.

All trains would make all planned stops between Kenosha and downtown Milwaukee; Somers, Racine, Caledonia, Oak Creek, South Milwaukee, and Cudahy-St. Francis.

In choosing the medium-level rail plan, the committee also recommended that the state implement the service with no funding from local governments. Other options included having a multi-government cooperative or regional transit authority oversee the rail extension.

Most of the funding would likely be provided by the federal government. Under one scenario presented for medium-level service, various federal agencies would kick in 80 percent of the initial start-up cost, with \$76 million of the \$152.1 million necessary coming from the Federal Transportation Administration. State and local governments would then be on the hook for 20 percent, or about \$30 million. Operating costs would be taken up mostly

by the state, according to one proposal that had the state government responsible for \$10.4 million of the \$15.4 million necessary to keep up the rail line.

While most at Wednesday's advisory committee meeting made it clear that no local funding could or would be provided for the project, Caledonia Town Chairwoman Susan Greenfield said all funding options must be considered, including local dollars.

"That must be on the table," she said.

Under past leadership in Madison, transit projects have required local matching funds, said Kenneth Leonard, director of the Wisconsin Department of Transportation's Bureau of Planning and a member of the transit study committee.

"But I am not going to make any assumptions," Leonard said. "The new administration may feel that this is a high enough state priority (to fund it without local money). That is still something that is going to have to be debated by the public and obviously the new governor and his legislature."

Leonard said he asked Gov. elect James Doyle to take a look at his transit project funding policy as part of his transition to power.

A Doyle spokesman did not return a phone call seeking comment Wednesday.

Committee members stressed that such decisions would be hashed out at the local government level. The public hearings will also be helpful in gauging support for the plan and how it will be paid for.

Fred Patrie, chairman of the committee and Kenosha County's public works director, said he hopes the committee can have a final recommendation

for SEWRPC in March or April. That recommendation would be used to seek federal funding for the project if local governments sign off on it.

Patrie is a strong supporter of the rail concept.

County Executive Allan Kehl and Mayor John Antaramian have also backed the project, along with a number of politicians, educational and business leaders from Kenosha, Racine and Milwaukee counties.

Patrie said he is just happy the project is moving along. Delays in receiving an adequate report from a consultant played a role in a nearly 18-month gap between meetings of the advisory committee.

"I am not sure I believed we would be at this point at Dec. 11, 2002," Patrie said.

Said Racine Mayor James Smith: "It's been a long journey."

And the journey is just beginning. It will likely be five years or more before any Metra trains are running north of Kenosha, if at all, officials have said.

The project has been discussed on and off for more than a decade.

"We need to move forward," Greenfield said. "I don't want to study this thing to death."

Costly alternative

Extending Metra commuter rail service between Kenosha and Milwaukee will cost \$152.1 million, and that's just to build the system as recommended by a Southeastern Wisconsin Regional Planning Commission committee on Wednesday. Here is a closer look at those costs.

- **Vehicles:** \$100.8 million
- **Stations:** \$10.1 million
- **Track and signals:** \$37.2 million
- **Storage and servicing:** \$4 million
- **Total:** \$152.1 million

Source: Kenosha-Racine-Milwaukee Transit Study Advisory Committee

Advisory group says yes to commuter rail for area

The JournalTimes
December 12, 2002

BY DAVID STEINKRAUS
Journal Times

IVES GROVE — An advisory committee comprised of elected officials, business representatives, and municipal governments' staff on Wednesday recommended that commuter rail be developed to link Chicago, Racine and Milwaukee.

The recommendation is only preliminary. Next will be a series of public hearings after the first of the new year. Approval of the group's final recommendation will be up to municipal governments.

In recommending commuter rail, the committee rejected two other options: a commuter service using only buses, and a combination service in which commuters would ride buses between Milwaukee and Racine, where they would transfer to or from trains.

A bus-only system would have only one advantage, and that is low cost, said Ken Yunker, deputy director of the Southeastern Wisconsin Regional Planning Commission. Under every other criterion — speed, ease of use, comfort, and reliability — trains have the advantage, he said.

"In my mind, the only alternative that really meets all of the objectives of the study is the full commuter rail service," said Jeffrey Mantec, chief planning development engineer for the city of Milwaukee.

The medium level of rail serv-

ice suggested by the committee would mean seven trains per day in each direction. The cost to establish this service would be about \$152 million, and the annual operating cost would be about \$18.6 million, according to an analysis prepared by a consultant for SEWRPC.

Joe Clementi, chairman of the Mount Pleasant Town Board, questioned whether the medium level would be enough. Why not look at a higher level of service, he said. "It's never going to get any cheaper."

The higher level would be 15 trains in each direction per day. Start-up cost would be about \$225 million, and annual operating costs would be about \$27 million.

Ridership projects from SEWRPC's consultant, projections based on other systems in the nation, call for 4,100 trips daily under the medium service. Numbers from the 2000 census show that only 65 people in Caledonia, Mount Pleasant and Racine report taking a train to work. The census didn't differentiate between people who ride Metra from Kenosha and those who ride Amtrak from Sturtevant.

The increase in ridership, Yunker said, will come from greatly increased service. There is no way now for people to ride between Milwaukee suburbs and Chicago suburbs or from Racine to Chicago's northern suburbs, he

said.

Paying for the service is another question. SEWRPC staff said there are several options, most of which rely heavily on federal funds.

"From a local perspective, we would like not to have to contribute," said Susan Greenfield, chair of the Caledonia Town Board and a member of the committee.

"I want to make it clear that Milwaukee County opposes any local cost," said Ronald Rutkowski, planning and transit director for Milwaukee County and another committee member.

Perhaps it would be better to leave those options open because one of the quickest ways to squash the idea is to argue about funding, said Racine Mayor Jim Smith, who serves on the advisory committee.

Commuter rail is necessary to keep Racine County prosperous, committee members said. Its presence could stop talented people from leaving and enable talented people to come to Racine County and work. Area businesses, including SC Johnson, are backing the proposal for commuter rail.

"We need to look at ourselves as a corridor, an economic development corridor," said Roger Caron, president of Racine Area Manufacturers and Commerce and a member of the advisory committee.

Railroad Commuters			
Name	Total workers 16 and older	Number of commuters	Pct. taking railroad
Kenosha city	42,293	30	0.07%
Milwaukee city	249,889	20	0.01%
Pleasant Prairie village	8,018	1	0.01%
Bloomfield town	2,704	1	0.04%
Salem town	4,964	1	0.02%
Caledonia town	12,235	1	0.01%
West Milwaukee village	2,127	1	0.05%
Mount Pleasant town	11,375	1	0.01%
Madison city	119,707	1	0.01%
Fontana-on-Geneva Lake village	931	1	0.11%
Racine city	35,175	1	0.00%
Genoa City village	981	1	0.10%
Paddock Lake village	1,578	1	0.06%
Rib Mountain town	4,122	1	0.02%
Randall town	1,533	1	0.07%
Greenfield city	18,723	1	0.01%
Linn town	1,036	1	0.10%
Elm Grove village	2,625	1	0.04%
Twin Lakes village	2,379	1	0.04%
Wauwatosa city	24,299	1	0.00%

Solitary Commuters

Name	Total workers 16 and older	Pct. drove alone
Kenosha city	42,293	80.91%
Milwaukee city	249,889	68.76%
Pleasant Prairie village	8,018	85.78%
Bloomfield town	2,704	82.14%
Salem town	4,964	86.42%
Caledonia town	12,235	88.73%
West Milwaukee village	2,127	77.15%
Mount Pleasant town	11,375	87.81%
Madison city	119,707	65.74%
Fontana-on-Geneva Lake village	931	79.38%
Racine city	35,175	78.30%
Genoa City village	981	82.47%
Paddock Lake village	1,578	87.39%
Rib Mountain town	4,122	86.90%
Randall town	1,533	85.52%
Greenfield city	18,723	86.16%
Linn town	1,036	76.93%
Elm Grove village	2,625	84.69%
Twin Lakes village	2,379	87.10%
Wauwatosa city	24,299	84.65%

Source (both graphics): U.S. Census Bureau

Commuter rail extension supported

Panel backs running
Chicago service past
Kenosha to Milwaukee

By JENNE TUNKIECZ
jtunkiecz@journalsentinel.com

Ives Grove — Chicago's commuter rail service should be extended from Kenosha to Racine and Milwaukee at a cost of \$152.1 million, an advisory panel recommended Wednesday.

The state should be the lead agency in planning for the expansion, and state and federal money should pay for the operating costs, the panel recommended after reviewing the Southeastern Wisconsin Regional Planning Commission's commuter rail study during a meeting in Racine County.

Public hearings on the planning agency's commuter rail study are expected to begin in February.

The panel is recommending a medium level of commuter rail service, at \$152.1 million, which would include vehicles, stations, track and signals, storage and servicing. High-level service would cost \$224.8 million, the report states.

Commuter railroads such as Metra run full-size trains on existing freight rail tracks between a major city and its distant suburbs.

Joseph Clementi, Town of Mount Pleasant chairman, said the panel should recommend a high level of service, but other panel members supported a more conservative approach. The panel could amend its recommendation if it hears from the public that a greater service level is preferred, SEWRPC offi-



1.14 million trips per year would be provided, and stops would include Cudahy, South Milwaukee, Oak Creek, Caledonia and Somers.

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Stops would include Cudahy, South Milwaukee, Oak Creek, the Town of Caledonia and the Town of Somers.

Panel member Jack Schultz, St. Francis city engineer, voted against the recommendation. Schultz said he was not prepared to cast a vote on behalf of his community without hearing

from the community first.

State Department of Transportation officials serving on the panel — Kenneth Leonard and Edward Friede — abstained from the vote. The new state administration has not weighed in on the study, and Governor-elect Jim Doyle could not be reached for comment Wednesday. Doyle said during the campaign he was concerned about spending on new services.

Rosemary Potter, director of community outreach for the Southeastern Wisconsin Coalition for Transit Now, said she was pleased the committee supported commuter rail.

"Commuter rail is the best alternative, and the economic benefits outweigh the costs," Potter said. "Commuter rail is an essential investment in our local and regional economies."

The advisory committee will meet at 10 a.m. Jan. 15 in Ives Grove to review a summary of the SEWRPC report and set the times and dates for public hearings.



BUCK WOOD / FWOOD@JOURNALSSENTINEL.COM

Passengers leave a Metra train from Chicago after it arrives Wednesday in Kenosha. An advisory panel has recommended that the service be extended to Racine and Milwaukee at a cost of \$152.1 million.

Appendix D

**COMMISSION ANNOUNCEMENTS REGARDING THE KENOSHA-RACINE-
MILWAUKEE CORRIDOR TRANSIT STUDY AND PUBLIC INFORMATIONAL
MEETINGS AND HEARINGS HELD APRIL 23, 2003 THROUGH MAY 1, 2003**

Appendix D-1

COMMISSION NEWS RELEASES

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
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April 8, 2003
Release No. 03-04

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News Release

FOR IMMEDIATE RELEASE

PUBLIC MEETINGS AND HEARINGS SCHEDULED FOR KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

Citizens are invited to a series of public informational meetings and hearings to learn more about, and to comment on, the findings, conclusions and preliminary recommendations of the Kenosha-Racine-Milwaukee Corridor Transit Study. The study is an evaluation of commuter rail and commuter bus alternatives connecting the Kenosha, Racine, and Milwaukee areas to each other, and to northeastern Illinois and Chicago.

The public informational meetings and hearings are scheduled as follows:

Wednesday, April 23, 2003
Kenosha Gateway Technical College-Madrigrano Auditorium
3520 30th Avenue
Kenosha, WI

Thursday, April 24, 2003
Downtown Transit Center-Harbor Lights Room
909 E. Michigan Street
Milwaukee, WI

Wednesday, April 30, 2003
Racine Gateway Technical College-Great Lakes Room, Racine Building
901 Pershing Drive
Racine, WI

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Thursday, May 1, 2003
Cudahy City Hall-Council Chambers
5050 S. Lake Drive
Cudahy, WI

The first part of each meeting will be an "open house" format from 4:00 p.m. to 6:00 p.m., and will provide an opportunity to meet one-on-one or in small groups with study staff to ask questions and provide feedback and input on the study, particularly concerning the preliminary recommendations. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format. Citizens may also submit written comments by Friday May 16, 2003, to be included in the Study Record of Public Comments. To provide written comments on the study, and specifically the preliminary recommendations, citizens should contact:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: wisecide@sewrpc.org

The Kenosha-Racine-Milwaukee Corridor Transit Study is being conducted by the Southeastern Wisconsin Regional Planning Commission at the request of the Cities and Counties of Kenosha, Racine and Milwaukee and under the guidance of an Advisory Committee. The Advisory Committee is comprised of elected and appointed local officials, representatives of federal and state departments of transportation, the business community, and the railroads. The study represents the next step following a recently completed feasibility study of the potential for commuter rail service in the corridor.

The commuter rail and bus alternatives examined under this study would provide an improved limited stop service connecting the urban centers of the corridor to each other and to the Chicago and Milwaukee central business districts. The regional transportation plan for Southeastern Wisconsin recommends the improvement and expansion of both public transit and highway system capacity to address existing and future traffic volumes and congestion. The study was undertaken to examine ways to provide more and

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better transportation options and greater mobility for residents in the corridor through improved transit service.

The preliminary recommendation of the Advisory Committee is to implement the commuter rail alternative. The Advisory Committee concluded that the potential land use and economic development impacts which are unique to commuter rail are significant and outweigh its increased cost. In addition, commuter rail would attract more ridership, and especially longer trips of a regional nature, and would provide a superior and more attractive level of service. The State of Wisconsin is recommended to have responsibility for funding and implementation.

The Advisory Committee invites comments and feedback about the alternatives and about the preliminary recommendations.

[Note: Attached to this news release is a copy of the most recent study newsletter. The newsletter and other study materials are also available on the study website which can be found at www.sewrpc.org/wisecide.]

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WISE RIDE

A Newsletter for the Kenosha-Racine-Milwaukee Corridor Study of Commuter Rail and Bus Alternatives

Introduction

This newsletter provides a summary of findings and conclusions for the Kenosha-Racine-Milwaukee Corridor Transit Study. The study is an evaluation of commuter rail and commuter bus alternatives connecting the Kenosha, Racine, and Milwaukee areas to each other, and to northeastern Illinois and Chicago. The purpose of this study is to compare commuter bus and commuter rail alternatives, consider funding and implementation options, and provide information to the public and local elected officials so that they may determine whether or not to pursue implementation of improved commuter rail or commuter bus service.

The existing public transit service linking the Kenosha, Racine, and Milwaukee areas operates at least in part as a local transit service with local stops and low travel speeds while carrying passengers for long distances over the same streets and highways used by automobiles and trucks. The growing traffic congestion in the corridor increases travel times for public transit as well as automobiles. The year 2020 regional transportation plan for Southeastern Wisconsin recommends the improvement and expansion of highway system capacity and public transit services to reduce existing and future traffic congestion. The alternatives examined under this study would provide an improved limited stop service connecting the urban centers of the corridor to each other and to the Milwaukee and Chicago central business districts.

The study is being conducted by the Regional Planning Commission and is being guided by an Advisory Committee of elected and appointed local officials, business representatives, and transportation professionals from within the corridor. A series of public informational meetings and hearings have been scheduled to obtain comments from the public concerning the alternatives being considered and the preliminary recommendations of the Advisory Committee (see box below). Once the Advisory Committee has reviewed the comments and other feedback, it will prepare final recommendations for the counties and municipalities in the corridor and, as well, the State of Wisconsin.

Additional background and technical information for this study is available on the web site at www.sewrpc.org/wiseride.

Public Informational Meetings and Hearings

A series of four public informational meetings and hearings have been scheduled throughout the corridor on Wednesday and Thursday evenings. The list below indicates the dates and locations of the upcoming meetings. Please mark these dates on your calendar. The first part of each meeting will be an "open house" format between 4:00 p.m. and 6:00 p.m. and will provide an opportunity to meet one-on-one or in small groups with study staff to ask questions and provide feedback and input on the study. A presentation will be made by study staff at 6:00 p.m., followed at 6:30 p.m. by a public hearing providing a forum for public comment in "town hall" format.

Wednesday, April 23, 2003
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5050 S. Lake Drive
Cudahy, WI

Tell us what you think!

Do you think any of the alternatives should be developed? If so, which one? What do you like or dislike about any of the alternatives? What do you think about the preliminary recommendation? Attend one of the meetings and give us your feedback, or send us your comments.

Objectives for Kenosha-Racine-Milwaukee Corridor Transit Alternatives

1. Provide high quality public transportation service to improve mobility and to enhance the attractiveness of public transportation as a mode of choice.
2. Contribute to desirable economic and community development in the corridor and the Region.
3. Preserve, protect, and improve the natural and man-made environment.
4. Make investments in public transit that are economical, efficient, and effective.
5. Provide facilities that connect with, and are compatible with, existing and other planned public transportation systems, and rail freight and private vehicle travel.

Travel Markets to Be Served

The alternatives are intended to provide a complete all-day service much more comprehensive and serving many more kinds of trips than would a traditional weekday peak-period, peak-direction commuter service. Importantly, passengers going to and from work would be able to commute from any one station to any other station in either direction along the corridor.

In fact, a key enhancement is that all alternatives would permit travel in both directions along the entire corridor during weekday peak periods as well as during other times of the day. For example, passengers who live in Racine or Kenosha could use the service to commute to jobs in Milwaukee or Chicago. Passengers who live in Milwaukee or Chicago could commute to jobs in Racine and Kenosha. These passengers would have the option of returning home either during the midday or evening. This same kind of service would also be provided to and from other communities along the corridor, including Somers, Caledonia, Oak Creek, South Milwaukee, Cudahy, and St. Francis.

In addition, nonwork trips would be served as well. This would be trips for shopping, entertainment, recreation, sightseeing, medical and other personal appointments, and visiting friends and relatives. For example, passengers could use the service to travel to shows and festivals in Milwaukee and Chicago or to visit museums, events, and restaurants in Racine and Kenosha.

Ridership

The commuter rail alternative with a high level of service would attract the highest weekday ridership of about 5,100 trips (see table below). This is about 20 percent greater than the commuter bus alternative and about 16 percent greater than the combination rail and bus alternative. The commuter rail alternative would attract the most interregional or “longer distance trips.” The estimated average trip length would be 27 miles under the commuter rail alternative, 19 miles under the combination rail and bus alternative, and 18 miles under the commuter bus alternative. Importantly the forecast annual passenger miles of travel for the commuter rail alternative would be almost twice as much as the other alternatives under a high level of service and about 50 percent greater than the other alternatives under a medium level of service (see box at right).

About 60 percent of the commuter rail ridership may be expected to be new transit trips diverted from the automobile, as compared to about 50 percent under the bus and combination alternatives.

How Much Ridership Could Be Expected?

	Commuter Bus/Baseline	Combination Rail and Bus		Commuter Rail	
		High Level of Service	Medium Level of Service	High Level of Service	Medium Level of Service
Year 2020 Weekday Ridership					
Intraregional trips	3,100	3,200	2,700	3,100	2,600
Interregional trips	1,000	1,200	1,000	2,000	1,500
Total	4,100	4,400	3,700	5,100	4,100
Year 2020 Annual Ridership					
Weekday	1,045,000	1,134,000	944,000	1,300,000	1,046,000
Sat. Sun. & Holidays	93,000	101,000	84,000	116,000	93,000
Total	1,138,000	1,235,000	1,028,000	1,416,000	1,139,000

Study Advisory Committee

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Community Planner, Federal Transit Administration, U. S. Department of Transportation
President, Kenosha Area Business Alliance, Inc.
Vice President, International Trade Transportation, and Business Development, Metropolitan Milwaukee Association of Commerce

Deputy Director for Planning, Chicago Area Transportation Study
Acting Director, Department of Transportation, City of Kenosha

Urban Model Manager, District 2, Wisconsin Department of Transportation
Executive Director, Racine Area Manufacturers and Commerce

Chairman, Town of Mt. Pleasant
Director of Engineering, City of Cudahy
Chairman, Town of Somers

Director of Planning and Analysis, Metra
Chairman, Town of Caledonia

Acting Director of Public Works, Milwaukee County

Managing Director, Milwaukee County Transit System

Director of Public Works, Racine County
Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation

Planning and Program Development Engineer, Federal Highway Administration, U.S. Department of Transportation

Director, Commercial Development, Canadian Pacific Railway

Assistant Vice President, Government Affairs, Central Region, Union Pacific Railroad

President, Wisconsin Coach Lines
State Representative, District 21

Commissioner, Department of Public Works, City of Milwaukee

City Engineer, City of St. Francis

Mayor, City of Racine

Design Engineer, City of Oak Creek

City Engineer, City of South Milwaukee

1st District Supervisor, Milwaukee County

Annual Passenger-Miles of Travel

The commuter rail alternative would attract the most interregional—or longer-distance—trips and have the longest average trip length. The commuter bus alternative would attract the least long-distance trips and would have the shortest average trip length. As a result, the commuter rail alternative could generate up to twice the forecast annual passenger-miles of travel:

Commuter Bus Alternative

- ◆ 20.0 million

Commuter Rail Alternative

- ◆ 38.2 million under high level of service
- ◆ 30.8 million under medium level of service

Combination Rail and Bus Alternative

- ◆ 23.6 million under high level of service
- ◆ 19.7 million under medium level of service

Final Alternatives

At the start of this study, a large number of variations and options for commuter rail and commuter bus alternatives were considered. These were eventually narrowed down to three final alternatives: commuter bus, commuter rail, and combination rail and bus. Under the commuter rail and combination rail and bus alternatives, both high and medium levels of service were considered.

Commuter Rail Alternative

Extension of Existing Metra Service between Chicago and Kenosha

- ◆ 33-Mile Extension
- ◆ Operated as a single through route between Milwaukee, Racine, Kenosha, and Chicago

Uses Existing Union Pacific and Canadian Pacific Rail Freight Lines

8 Stations

Service Provided in Both Directions Along Corridor During All Time Periods

Two Level of Service Options

- ◆ High Level of Service - 15 Trains in Each Direction
- ◆ Medium Level of Service - 7 Trains in Each Direction

High Level of Service

- ◆ 3-4 Trains Each Way During Peak Periods
- ◆ 4 Trains Each Way During Midday
- ◆ 4 Trains Each Way During Evening

Medium Level of Service

- ◆ 3 Trains Each Way During Peak Periods
- ◆ 1 Train Each Way During Midday
- ◆ No Service During Late Evening

Train Operation

- ◆ Most service provided by extension of existing Metra trains beyond either Kenosha or Waukegan
- ◆ Requires operation of 4 new trains over entire distance between Milwaukee and Chicago

New Shuttle Bus Services

- ◆ Dedicated shuttle service between Amtrak station and Milwaukee central business district
- ◆ Dedicated shuttle between General Mitchell International Airport and Cudahy-St. Francis station

Commuter Bus Alternative

Expansion and Improvement of Existing Bus Service Between Kenosha, Racine, and Milwaukee Parallel to Route of Commuter Rail Alternative

- ◆ Would connect with existing Metra trains at Kenosha
- ◆ Some service extended to Waukegan to connect with other Metra trains

Primarily uses STH 32, STH 31 and Lake Parkway in Wisconsin

11 Major Stations or Stops

Service Provided in Both Directions Along Corridor During All Time Periods

Passengers Transfer Between Buses and Trains at Kenosha or Waukegan

Schedule of Service Similar to Commuter Rail Alternative With High Level of Service

- ◆ Milwaukee-Racine Segment - 15 buses in each direction
- ◆ Racine-Kenosha Segment - 16 buses in each direction
- ◆ Kenosha-Waukegan Segment - 16 buses or trains in each direction when new buses are added to existing Metra trains

Bus Operation

- ◆ Service operated as 5 coordinated and overlapping routes centered on Racine and tailored to passenger markets

New Shuttle Bus Services

- ◆ Dedicated shuttle between General Mitchell International Airport and Oak Creek station

Combination Rail and Bus Alternative

Includes Elements of Both Commuter Rail and Commuter Bus Alternatives

- ◆ Racine to Kenosha - Commuter Rail Alternative
- ◆ Racine to Milwaukee - Commuter Bus Alternative

9 Major Stations or Stops

Service Provided in Both Directions Along Corridor During All Time Periods

Passengers Transfer Between Buses and Trains at Racine

Two Level of Service Options

- ◆ High Level - 15 Trains or Buses in Each Direction
- ◆ Medium Level - 7 Trains or Buses in Each Direction

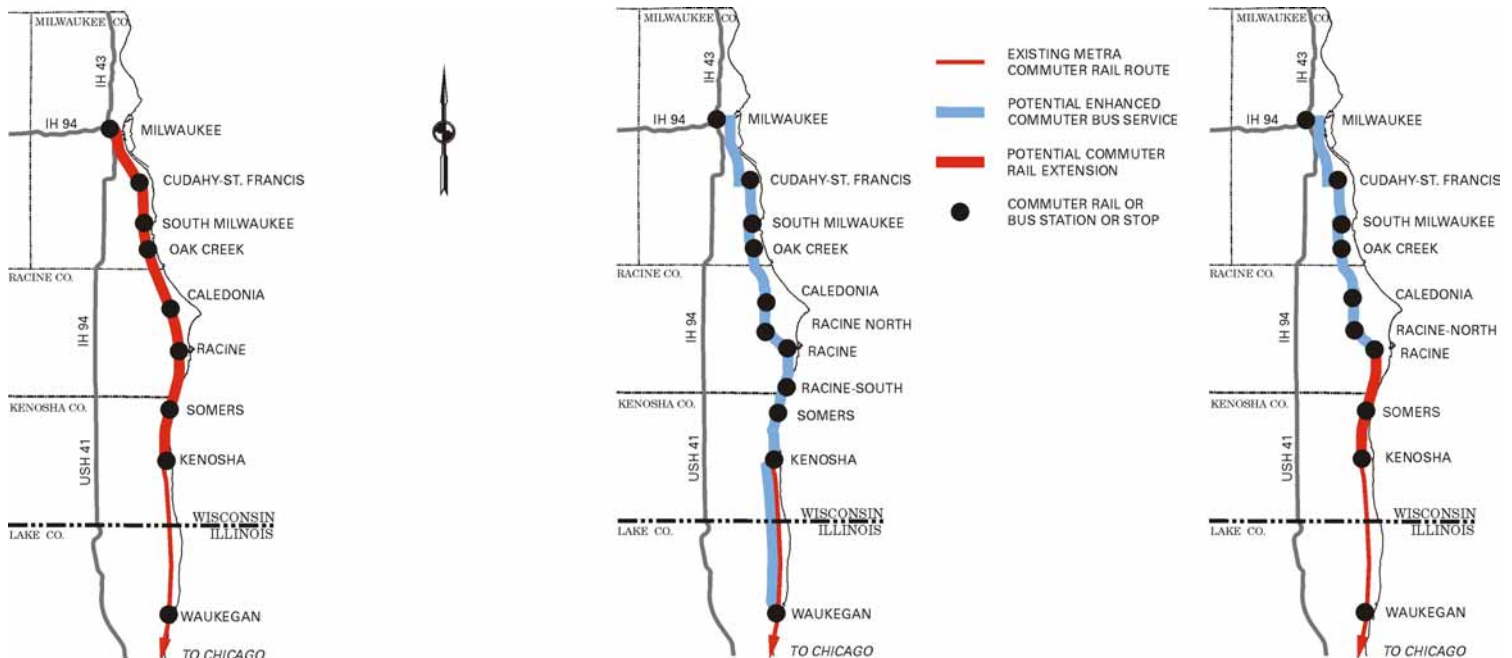
Schedule of Service Similar to Commuter Rail and Commuter Bus Alternatives

Train Operation

- ◆ Most service provided by extension of existing Metra trains beyond either Kenosha or Waukegan
- ◆ Requires operation of 4 new trains over entire distance between Racine and Chicago

New Shuttle Bus Services

- ◆ Dedicated shuttle between General Mitchell International Airport and Oak Creek station



Level of Service

Many level of service considerations would be the same or similar under all of the alternatives. These would include: area served, number of residents and jobs served, travel markets served, ability to travel in both directions in the corridor, amount and frequency of service, and service provided to minority and low-income populations. However, the commuter rail alternative would provide a superior level of service for many reasons.

The commuter rail alternative would provide the most direct “no-transfer” service.

- It would accommodate the most “no-transfer” trips between all stations in the corridor as well as between the corridor and northeastern Illinois.
- Except for only the shortest length trips, the commuter bus alternative will require a transfer at Racine, Kenosha or Waukegan and the combination rail and bus alternative will require a transfer at Racine.

The commuter rail alternative would provide the highest level of comfort, reliability, and overall attractiveness.

- It can provide the highest level of passenger comfort because of the large and spacious vehicles used.
- It can provide a smoother and more consistent ride due to the vehicles operating on a dedicated route alignment that doesn’t have interference from other traffic.
- Compared to automobiles or buses, commuter trains offer larger seats, more leg room, restrooms, space to walk around, and in general are more conducive to enabling passengers to use the travel time for a wide variety of other purposes while en route.

The commuter rail alternative would provide the highest level of reliability.

- Because it operates over a separate nonhighway right-of-way, it would not be affected by the unpredictable nature of rush-hour automobile and truck traffic.
- It would have priority over street and highway traffic at crossings and also over freight traffic on railroads.
- Inclement weather would normally have little impact, this being especially important during the winter season.

The commuter rail alternative would provide the highest average speeds and the shortest travel times for the majority of trips.

- Average speeds for station-to-station travel would be about 34 mph under the commuter rail alternative, about 28 mph under the combination rail and bus alternative, and about 20 mph under the commuter bus alternative.
- Some examples of travel times are listed in the below table:

Sample Trip	Station-to-Station Travel Time (in minutes)		
	Commuter Bus Alternative	Combination Rail and Bus Alternative	Commuter Rail Alternative
Milwaukee-Racine	60	60	42
Cudahy/St. Francis-Kenosha	71	61	43
Oak Creek-Waukegan	78	63	54
Racine-Kenosha	31	16	16

Other attributes of commuter rail.

- It denotes a positive and cosmopolitan image for a metropolitan area.
- Its route simplicity, dedicated route, and larger stations and equipment make it more visible and therefore easier to use.
- The possible need for increased short-term and long-term passenger carrying capacity can best be provided by the commuter rail alternative.

For all of these reasons listed above, the commuter rail alternative was concluded to offer the best level of service in the corridor among the alternatives.

Capital Costs

The commuter bus alternative would have the lowest capital cost and the commuter rail alternative would have the highest capital cost (see table). The combination rail and bus alternative would have a capital cost similar to that of the commuter rail alternative.

Category	Cost of Alternatives (in millions of dollars)				
	Commuter Bus/Baseline	Combination Rail and Bus		Commuter Rail	
		High Level of Service	Medium Level of Service	High Level of Service	Medium Level of Service
Vehicles	\$ 5.2	\$123.3	\$103.2	\$140.8	\$100.8
Stations	2.8	7.1	7.1	10.1	10.1
Track and Signals	- -	22.0	22.0	69.9	37.2
Storage and Servicing	11.4	13.9	13.9	4.0	4.0
Total	\$19.4	\$166.2	\$146.2	\$224.8	\$152.1

Operating Costs and Revenues

The commuter bus alternative would have the lowest annual operating cost and the commuter rail alternative would have the highest annual operating cost (see table). The combination rail and bus alternative would have an operating cost similar to that of the commuter rail alternative. The commuter rail alternative would provide the highest passenger revenue while the commuter bus alternative would provide the lowest annual revenue.

Category	Annual Cost of Alternatives (in millions of dollars)				
	Commuter Bus/Baseline	Combination Rail and Bus		Commuter Rail	
		High Level of Service	Medium Level of Service	High Level of Service	Medium Level of Service
Operating Expense	\$3.4	\$18.2	\$12.7	\$26.8	\$18.6
Passenger Farebox Revenue	1.6	2.8	2.3	4.0	3.2
Net Operating Expense	1.8	15.4	10.4	22.8	15.4
Operating Cost Recovery Rate	47%	15-23%*	18-28%*	15-19%*	17-23%*

*Under these alternatives, some of the new commuter rail service would operate within northeastern Illinois and would attract and serve additional northeastern Illinois trips. The range of operating cost recovery rates reflects how much of the operating expenses for the new service operating within northeastern Illinois may be ultimately allocated to Wisconsin. The lower rate is based on all operating expenses being allocated to Wisconsin. The higher rate is based on some of the operating expenses being allocated to northeastern Illinois. The actual allocation of such costs would be determined through negotiation and agreement among appropriate parties. The operating costs of commuter rail will also be affected by the need to operate longer trains in the Kenosha-Racine-Milwaukee corridor than would otherwise be necessary to accommodate the peak loads along Chicago’s North Shore suburbs. For this reason, most peak period trains would likely be at least eight cars in length whereas the demand solely from the Kenosha-Racine-Milwaukee corridor could be handled with a train no more than three or four cars in length.

Land Use Impacts Around Stations

It is widely accepted that commuter rail alternatives may be expected to have land use development and economic development impacts, while bus alternatives may not. Fixed-rail urban transit such as commuter rail represents a permanent long-term commitment to high quality transit service. Development investment in residential and office development, and attendant retail development can be linked to the investment in commuter rail. Bus service over existing streets and highways is flexible, and provides no long-term service commitment, and therefore, no link to investment in land development and redevelopment. The impact that the commuter rail alternative may be expected to have on land development and redevelopment would be expected to occur within the immediate vicinity—within one-fourth to one-half mile—of the commuter rail stations. A station may be expected to promote the development of retail businesses such as dry cleaners, drug stores, food stores, and restaurants that benefit from the additional market of the commuter rail passengers. Residential and office development also will have incentive, with attendant retail development, to locate in proximity to high quality, permanent rail transit service. Development immediately surrounding stations will further influence adjacent neighborhoods beyond the station area in a positive manner. The potential influence of commuter rail on land development and redevelopment is apparent from Metra's experience in northeastern Illinois. Metra stations are considered a valuable community asset in that they are a physical and symbolic link to convenient, prompt, and affordable transportation, and are a community focus for quality-of-life improvements and redevelopment efforts.

Commuter rail in the Kenosha-Racine-Milwaukee corridor through its influence on land development and redevelopment would assist in meeting regional land use development objectives through the promotion of sound land use development and redevelopment in desired central city locations, including the long-developed communities of Kenosha, Racine, South Milwaukee, Cudahy, St. Francis and Milwaukee. The significance of the influence of commuter rail on land development and redevelopment is already being recognized in the Cities of Racine and Cudahy as they are including transit center/commuter rail stations in their downtown redevelopment plans.

A study conducted by the Racine County Economic Development Corporation has identified the potential land use development impacts associated with the City of Racine commuter rail station. The study is documented in a report published in January 2003 and entitled "Kenosha-Racine-Milwaukee Commuter Rail: An Analysis of Current and Potential Economic Activity Surrounding the Racine Station Area." The study concluded that:

- Commuter rail can have a positive impact on the surrounding real estate market by acting as a focus for new businesses, employers, and residential development.
- Transit-oriented development surrounding the station will have a direct impact on generating increased property tax revenues, this being dependent on the aggressiveness of a coordinated development strategy.
- Many of the conditions for successful development already exist in the Racine station area.
- Commuter rail and related development would contribute to the stabilization of neighborhoods around the Racine station by increasing employment and transportation opportunities.
- It is likely that other stations along the potential commuter rail line might realize even higher gains than those estimated in the study for Racine. This would be especially applicable to station sites that currently have unused land nearby for development opportunities.
- The study also noted that the positive implications of commuter rail also extend to other areas including: increasing the local and regional

available workforce for Racine, providing similar development benefits to smaller communities along the corridor, and contributing to the enrichment of the corridor in terms of access to cultural and recreational opportunities.

Economic Development Impacts in Corridor

Commuter rail may also have the potential to help increase economic development and growth in the entire Milwaukee-Racine-Kenosha-Chicago corridor and, in particular, for Racine County as part of the corridor by better interconnecting all of the corridor communities to each other and to Milwaukee and Chicago. A report published by the Racine County Economic Development Corporation (RCEDC) in April 2002 entitled, "Racine County Strategic Economic Development Plan" envisions that commuter rail will more closely link Racine County with the Milwaukee area and the Chicago area, and assist in establishing and promoting a Chicago-Kenosha-Racine-Milwaukee mega-metropolitan area. The strategic plan of the RCEDC envisions that such linkage will result in more economic and population growth for the Chicago-Kenosha-Racine-Milwaukee corridor, and more economic and population growth specifically for Racine County. Major employers such as S.C. Johnson & Son, Inc. have stated that commuter rail service is essential to maintaining and expanding their presence in the Kenosha-Racine-Milwaukee corridor and is essential to attracting qualified employees and adding to the quality of life in the area. Commuter rail would make employers more accessible to the potential work force in the Corridor and in northeastern Illinois.

Environmental Review

Minimal or no adverse environmental impacts would be expected from the commuter rail and bus alternatives. This includes with respect to compatibility with existing land uses, land acquisition and possible displacements, visual and aesthetic, historic and cultural, farmlands, parks and open spaces, water resources, biological resources, hazardous material sites, and air quality and air pollutant emissions. The total ridership under the commuter rail and bus alternatives may be expected to result in a very small reduction in ozone-related air pollutants ranging from reductions of .02 tons per hot summer weekday of volatile organic compounds and nitrogen oxide emissions or about a 0.1 percent reduction, in regional transportation system emissions under the bus and combination rail/bus alternatives, to reductions of .04 tons, or about a 0.2 percent reduction under the commuter rail alternative. Anticipated environmental impacts would be modest because of the extensive use of existing facilities and rights-of-way. Any new construction would generally be limited to stations, park-ride lots, and vehicle storage facilities. The only possible minor impacts might be in two areas: noise and vibration impacts for commuter rail, and safety at railroad grade crossings. These potential impacts would warrant further consideration and possible mitigation.

Effect on Highway System

The transit ridership represents trips that would be otherwise made by automobile over streets and highways. The streets and highways principally affected would include IH 94, IH 794, and the Lake Parkway. The impact would be greatest during weekday peak travel hours. The commuter rail alternative would have the greatest impact since it would attract the greatest ridership, the longest trips, and the most new transit trips. Potential reductions in average weekday vehicle traffic on the highways would be modest but not insignificant. Total commuter rail ridership would represent a reduction in total average weekday traffic on the nearby streets and highways ranging from 0.8 to 2.6 percent. During peak periods, total commuter rail ridership would represent a reduction in average weekday morning peak-hour peak-direction traffic ranging from about 4 to 12 percent.

Organization and Management

Three concepts for an organizational structure capable of owning, operating, and managing the commuter service in the Kenosha-Racine-Milwaukee corridor were identified:

- State of Wisconsin
- Multi-Government Cooperative
- Multi-County Commuter Rail or Transit Authority

All three organization and management alternatives would have the capacity to implement and manage commuter rail or commuter bus service. For commuter rail, each type of organization would be expected to contract with Metra to provide service. However, for commuter rail, each type of organization would also require new State legislation to provide dedicated funding. Obtaining such legislation may have obstacles and therefore may be difficult to achieve.

For commuter rail, a sequential attempt toward implementation was determined to be most appropriate. First, State implementation and management funded with Federal and State funds through the Wisconsin Department of Transportation would be pursued. The rationale for this is that the State is the lead for intercity and high speed passenger rail and has staff and expertise in contracting with Amtrak for the provision of Hiawatha Milwaukee-Chicago service. Many of the commuter rail passenger trips would be trips between and through Southeastern Wisconsin counties which would otherwise be carried on State trunk highways and principally the interstate highway system. In fact, many commuter rail passengers would be making interstate travel between Wisconsin and Illinois. This will require State legislation to direct the Department to implement and manage commuter rail, and to provide funding. Should this option prove infeasible, a variation may be to require local capital and operating cost shares, but this would require additional State legislation to provide dedicated local commuter rail funding. Another variation may be to require local governments to develop, own, and operate the commuter rail stations. Should State implementation and management prove infeasible, a multi-government cooperative or commuter rail authority could be considered. Both would require new State legislation to provide State funding and local dedicated funding.

For commuter bus, only one organizational structure was appropriate. A multi-government cooperative would appear to be the best option to implement commuter bus. The City of Racine is already the lead for existing corridor bus service, as no local funds are presently required. The commuter bus alternative may be expected to require local operating and capital funding, and State legislation for dedicated funding may be necessary for the implementation of commuter bus service.

Funding

The study considered implementation schedules, financial requirements, and potential funding options for both total capital costs and annual net operating and maintenance costs. For commuter rail, Federal funds may be available to fund 80 percent of total capital costs, with Federal Transit Administration new start fixed guideway discretionary grants limited to 50 percent of total capital costs. The remaining 30 percent of capital costs expected to be federally funded could come from Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program funds, Federal Highway Administration Surface Transportation-Program State Discretionary Program funds, and Federal Transit Administration Section 5307 Formula funds which would be allocated to the Milwaukee area only upon the initiation of commuter rail service.

Under those options which would have the State of Wisconsin responsible for the implementation, operation, or funding of commuter rail, the

remaining 20 percent of capital cost would be funded by the State, and under those options which would have a multi-county authority or multi-government cooperative implement or operate and share in the funding of commuter rail would have the State fund half of the remaining total capital cost, or about 10 percent, with the multi-county authority or multi-government cooperative funding the other 10 percent of total capital cost.

With respect to annual net operating and maintenance costs of commuter rail, a combination of Federal, State, and local funds has been identified as the likely funding strategy, with local funds expected only under the alternative with multi-county authority or multi-government cooperative implementation and operation. Local governments within Southeastern Wisconsin have indicated that those commuter rail implementation and management options which entail a local share of capital and operating costs will require State legislation for a commuter rail or transit authority, or State legislation providing dedicated funding for commuter rail and possibly all public transit.

For the commuter bus alternative, it may be expected that Federal funds, principally Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program funds, may be available to fund 80 percent of the capital costs, with the remaining 20 percent being matched by local funds in the absence of a State program which would equally share in the matching of Federal funds. With respect to net operating and maintenance costs, it is expected that these costs would be funded by a combination of State and local funds. State legislation for dedicated funding may be necessary for implementation of this alternative also.

Preliminary Recommendation

After considering all of the findings and conclusions regarding the costs, benefits, and impacts of the alternatives, the Advisory Committee arrived at the following preliminary recommendations:

- The commuter rail alternative with a medium level of service is recommended for implementation. The Advisory Committee made this recommendation because it concluded that the potential land use and economic development impacts which are unique to commuter rail are significant and outweigh its increased cost. In addition, commuter rail would attract more ridership, especially those trips of a longer-distance regional nature, and would provide a superior and more attractive level of service.
- With regard to organization and management, the State of Wisconsin is recommended to have responsibility for funding and implementation. Funding for implementation and operation of the actual service including provision of operating subsidies would be provided from a combination of Federal and State sources with no local funds being utilized. However, local governments may be responsible for the funding, construction, operation, and maintenance of station facilities for their particular communities. The Advisory Committee made this recommendation for two reasons. First, the State already is the lead for, has the staff for, and has the expertise with, contracting for passenger rail services, namely, the Amtrak Milwaukee-Chicago *Hiawatha Service*. Second, many of the trips that would use the Kenosha-Racine-Milwaukee commuter rail service would be trips between and through Southeastern Wisconsin counties which would otherwise be carried on State trunk highways, especially the Interstate highway system. In fact, many commuter rail passengers would be making interstate trips between Wisconsin and Illinois.

Major Differences Among the Alternatives

The three final alternatives are comparable or similar in many respects. The principal differences are ridership, level of service, capital and operating costs, land use development and redevelopment impacts, and economic development impacts. The higher cost of the commuter rail alternative would provide benefits and advantages that cannot be provided by the commuter bus or combination rail and bus alternative.

Potential advantages of commuter rail over commuter bus:

Higher Ridership

1

- Greater number of weekday and annual passengers
- Up to twice the annual passenger-miles of travel—serving more interregional, or longer-distance trips

Higher Level of Service

2

- Greater level of comfort: larger and spacious vehicles—smoother vehicle operation due to route alignment separated from other traffic; passengers have opportunities to do many other things while en route
- More reliable—especially during weekday peak periods and inclement weather due to nonhighway right-of-way; no interference and delays from other auto and truck traffic or weather conditions
- Would enhance the attractiveness of public transportation as a mode of choice

Faster and More Convenient Service

3

- Direct no-transfer ride between all stations in Milwaukee-Racine-Kenosha-Chicago corridor; improved coordination with northeastern Illinois transit services to Chicago
- Higher average speeds due to route alignment free from other traffic
- Shorter travel times for many trips due to higher average speed

Potential to influence land development and redevelopment around stations

4

- Commuter rail is a long-term permanent commitment to, and investment in, a high quality transit service
- Investment in residential, office, and attendant retail development within one-quarter to one-half mile of stations can be linked to investment in commuter rail
- Can help attract retail businesses that benefit from the additional market of commuter rail passengers
- Will further influence adjacent neighborhoods beyond the station area in a positive manner

Potential to increase overall economic development

5

- Will help establish and promote a Milwaukee-Racine-Kenosha-Chicago mega-metropolitan corridor by interconnecting all corridor communities to each other and to Milwaukee and Chicago
- Would help promote economic and population growth for entire Kenosha-Racine-Milwaukee corridor and especially for Racine County and intermediate communities
- Helps set Milwaukee-Racine-Kenosha-Chicago corridor apart—a high quality service other areas don't have

Expected benefits for employers and employees

6

- Makes employers more accessible to potential work force in corridor including northeastern Illinois. Companies such as S.C. Johnson & Son have indicated this to be very important
- Attractiveness of alternative forms of transportation
- Provides employees with improved access to jobs throughout the entire corridor

Potential advantages of commuter bus over commuter rail include:

Lower costs

1

- Lower capital cost
- Lower operating cost

Flexibility

3

- Routes and stops can be moved or changed easier

Acts as own distributor in downtown Milwaukee

2

- No need for dedicated shuttle

Faster and easier implementation.

4

What Happens Next?

The next step is for the Advisory Committee to get comments and feedback about the alternatives and the preliminary recommendations. The Committee needs to hear what you and other residents, businesses, and groups think about this so it can make an informed final recommendation. In addition to the public meetings and hearings, presentations will be made to, and comments obtained from business, community, and other groups. If your group would like a presentation and/or opportunity to comment, please contact the Commission staff.

Following a period of review and comment, the Advisory Committee will consider the comments made and formulate a final recommendation to be formally transmitted to Kenosha, Milwaukee, and Racine Counties, and to corridor municipalities for their consideration and approval. Also, the preliminary draft of the study summary report will be finalized.

For Additional Information, contact:

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**To provide written comments
on the preliminary recommendations:**

U.S. Mail: Wise Ride, PO Box 1607, Waukesha, WI 53187-1607
Website: www.sewrpc.org/wiseride, click “feedback”
E-mail: wiseride@sewrpc.org
Fax: (262) 547-1103

Tell us what you think!

Which alternative do you think is best?

What do you like or dislike about the alternatives?

SOUTHEASTERN WISCONSIN
REGIONAL PLANNING COMMISSION

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Milwaukee Journal Sentinel
April 14, 2003

PUBLIC INFORMATIONAL MEETINGS AND HEARINGS FOR THE KENOSHA-RACINE-MILWAUKEE CORRIDOR TRANSIT STUDY

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Milwaukee Community Journal
Week of April 14, 2003

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The Racine Journal Times
April 14, 2003

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El Conquistador
Week of April 14, 2003

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Kenosha News
April 14, 2003

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