

AMTRAK MILWAUKEE- CHICAGO PASSENGER SURVEY FINDINGS: JUNE 1991

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**MEMORANDUM REPORT
NUMBER 57**

**AMTRAK MILWAUKEE-CHICAGO
PASSENGER SURVEY FINDINGS:
JUNE 1991**

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SEWRPC Memorandum Report No. 57

AMTRAK MILWAUKEE-CHICAGO PASSENGER SURVEY FINDINGS: JUNE 1991

INTRODUCTION

Since 1971, all regularly scheduled intercity passenger train service in the Milwaukee, Wisconsin to Chicago, Illinois corridor has been operated by the National Railroad Passenger Corporation, commonly referred to as Amtrak. In October 1989, the Amtrak Milwaukee-Chicago service was expanded as part of a 26-month long demonstration project. At the beginning of this demonstration project, passenger train service in the corridor was increased from four trains in each direction to six trains in each direction with an additional train in each direction on Fridays and Saturdays. One train in each direction, the Empire Builder, operates between Chicago and Milwaukee, St. Paul, Minnesota, and Seattle, Washington. The Empire Builder operates with only one stop between Chicago and Milwaukee, that at Glenview, Illinois. The remaining trains in each direction operate solely between Chicago and Milwaukee, making stops at Sturtevant, Wisconsin and Glenview, Illinois. During this project, the City of Milwaukee and the Wisconsin Department of Transportation have been working with Amtrak toward improving the train service between Milwaukee and Chicago. It is the City of Milwaukee's position that expanded and improved Amtrak service can be a useful tool for promoting economic development efforts in the Milwaukee area since additional trains and improved train schedules may make it easier for Milwaukee's businesses to seek markets and to conduct other transactions in Chicago. The costs of the demonstration project were shared by the State of Wisconsin, the State of Illinois, and Amtrak. In addition, the City of Milwaukee has contributed significant marketing and project management assistance.

As part of this continuing effort to improve Amtrak service between Milwaukee and Chicago, as well as to monitor the demonstration project, the City of Milwaukee, in May 1991, through its Department of City Development, requested the Regional Planning Commission to conduct a survey of Amtrak passengers traveling between Milwaukee and Chicago. The purpose of the survey was to provide updated information concerning the travel habits of passengers in the Milwaukee-Chicago corridor, and their preferences regarding train schedules, the number of trains per day, and possible service improvements. The information collected is intended to be used by the City of Milwaukee, the State of Wisconsin, and Amtrak for future scheduling and marketing strategies. This survey also served as a follow up and update to the 1989 Amtrak survey conducted by the Regional Planning Commission for the Amtrak Milwaukee-Chicago service operating at that time. The findings of the 1989 survey are documented in SEWRPC Memorandum Report No. 43: Amtrak Milwaukee-Chicago Passenger Survey Findings: May 1989. The purpose of this report is to present the findings of the survey conducted during June of 1991, and to make pertinent comparisons with the 1989 data.

SURVEY METHODOLOGY

The survey was an on-board, hand out, hand back type, and was conducted both on Thursday, June 13, 1991, and Saturday, June 15, 1991, so that data representing typical weekday and weekend travel could be collected.¹ The survey consisted of a 100 percent sampling of all passengers using the Amtrak Milwaukee-Chicago trains that boarded or deboarded trains at Milwaukee or Sturtevant. This included passengers boarding all southbound Amtrak trains at Milwaukee and Sturtevant, and passengers boarding all northbound trains at Chicago, Glenview and Sturtevant except on trains no. 7 and 8, the Empire Builders--on which only local passengers traveling between Milwaukee and Chicago, and Milwaukee and Glenview, were surveyed. Thus, all passengers traveling only within the Milwaukee-Chicago corridor were surveyed, and all long distance passengers who were connecting with other Amtrak trains at Chicago--that is, passengers traveling through Chicago to go beyond the Milwaukee-Chicago corridor--were surveyed if their trip started or ended within the Milwaukee-Chicago corridor. Long distance passengers using the Empire Builders, whose trip started or ended west of Milwaukee were not surveyed. The questionnaires were distributed by survey personnel to passengers upon boarding, and were collected as soon as possible upon completion. For organized groups traveling on the days of the survey, a questionnaire was distributed only to the group leader. Potential passengers who were non-users of the Milwaukee-Chicago Amtrak service on the days questionnaires were handed out were not surveyed.

Two versions of the questionnaire were used for the survey. The first version of the questionnaire was used for passengers traveling southbound from Milwaukee to Chicago. The second version of the questionnaire was used for passengers traveling northbound from Chicago to Milwaukee. There were only minor differences between the two questionnaires--on the cover and the second page--to reflect the origin of the trips being in either Milwaukee or Chicago. The third and fourth pages of the two questionnaires were identical between the two versions. The survey questionnaires were designed jointly by the staffs of the City of Milwaukee's Department of City Development, the Wisconsin Department of Transportation's Division of Planning and Budget, and the Southeastern Wisconsin Regional Planning Commission. Review comments made and changes suggested by the City of Milwaukee, Wisconsin Department of Transportation and Amtrak were incorporated into the final survey questionnaires. The actual survey was conducted and resulting survey data coded, edited and summarized by the Regional Planning Commission staff.

FORMAT OF PRESENTATION

This report consists of three sections. The first is a narrative section, the primary purpose of which is to describe the survey methodology, and provide a description of the major findings of the 1991 survey. The second section includes the tables which set forth the data collected during the survey. Some of these tables contain basic tabulations, while other tables are cross-tabulations of different sets of data collected during the survey. Most of the

¹The 1989 survey was conducted only on one day; Thursday, May 25, 1989.

data and information collected during the 1991 survey has been tabulated separately for that portion of the survey conducted on Thursday, June 13, and that portion of the survey conducted on Saturday, June 15, 1991. In many instances, the questions during the 1991 survey were identical to questions asked during the 1989 survey. In instances where this data is comparable between the 1989 and 1991 survey, a comparison of this data is presented in an accompanying table. Not all questions that were asked on the 1989 survey were included on the 1991 survey. The third section of this report includes Appendices. Appendix A includes a copy of the Amtrak Milwaukee-Chicago timetable and sample passenger fares that were in effect when the survey was undertaken. Appendix B includes copies of the two versions of the survey questionnaire that were used.

RESPONSE RATE

Tables 1 and 2 present information concerning the survey response. The response rate for the survey conducted on Thursday, June 13, 1991, was 88 percent. The response rate for the survey conducted on Saturday, June 15, 1991, was 86 percent. A total response rate for the entire survey of 87 percent was attained. The remaining 13 percent of the passengers either declined to accept, did not fill out, or did not return, their questionnaire, or returned questionnaires that were found to be unusable. The response rate was as high as 100 percent for two of the trains that were surveyed. The response rate per train was typically the lowest on trains no. 7 and 8--the Empire Builders because the local Milwaukee-Chicago passengers were intermixed with the long distance passengers, and were generally difficult to identify. During the survey period, the Milwaukee-Chicago trains were typically three cars in length, and the Empire Builders were typically 12 to 15 cars in length. All appropriate questions on each of the questionnaires were answered by most of the respondents. The data and information summarized in this report are based on the survey responses of 1,688 passengers, and do not include the passengers who were part of an organized group. The organized group travel is described separately.

SURVEY FINDINGS

The major findings and conclusions of the 1991 Amtrak Milwaukee-Chicago passenger survey are described below. The findings from the Thursday portion of the 1991 survey represent typical weekday travel characteristics and, where possible, have been compared to the 1989 survey also conducted on a Thursday. The Saturday portion of the survey, which represents typical weekend travel characteristics, was conducted only in 1991.

Number of Passengers and Trips

Tables 3 through 6 present information concerning the number of boarding and deboarding passengers, and the stations those passengers traveled between during the survey. On a typical weekday, most passengers--about 88 percent--travel between Milwaukee and Chicago. About 3 percent of the passengers traveled between Milwaukee and Glenview, and about 8 percent of the passengers traveled between Sturtevant and Chicago. The remaining one percent of the passengers traveled between Milwaukee and Sturtevant or Sturtevant and Glenview. This pattern represented almost no change from the 1989 survey. On the Saturday during the 1991 survey, 87 percent of the trips were between Milwaukee and

Chicago, 8 percent were between Milwaukee and Glenview, and 5 percent were between Sturtevant and Chicago.

Types of Trips Made

Tables 7 through 9 present information concerning the types of trips made by passengers during the survey. During the Thursday survey, about 82 percent of the passengers traveled only within the Milwaukee-Chicago corridor, 16 percent were connecting with other Amtrak trains at Chicago and 2 percent were unknown. In the 1989 survey, about 75 percent of the passengers traveled within the Milwaukee-Chicago corridor during the Thursday survey. On Saturday, the 1991 survey found that about 73 percent of the passengers travel within the Milwaukee-Chicago corridor, the remaining 24 percent were connecting with other Amtrak trains at Chicago and 3 percent were unknown. Passengers traveling solely within the Milwaukee-Chicago corridor continued to predominate on most trains, both during the Thursday survey, and during the Saturday survey. The highest percentage of passengers making long distance trips continued to be on the midday trains.

Of the passengers traveling only within the Milwaukee-Chicago corridor, three quarters were making a round-trip between Milwaukee and Chicago on either the Thursday or the Saturday of the survey. The remaining passengers, as well as all of the long distance passengers connecting to other trains at Chicago, were traveling in only one direction on the day of the survey.

Origins and Destinations of Passengers

Tables 10 through 28 present information concerning the origins and destinations of the passengers who boarded at Milwaukee, Sturtevant, Glenview, or Chicago. Tables 29 through 33 present information concerning the manner in which passengers arrived at their boarding station.

At the Milwaukee end of the trip, most passengers--almost 80 percent--originated from or were destined for communities within Milwaukee and Waukesha Counties, both on Thursday and Saturday. This represents little change from the 1989 survey. On Thursday, about 40 percent of the trips began or ended within the City of Milwaukee, and on Saturday, about 50 percent of the trips ended or began within the City of Milwaukee. Furthermore, on Thursday, about one-third of the City of Milwaukee trip ends were to and from the downtown area, whereas on Saturday, only about one-fifth of the trip ends were to and from the downtown area. At Milwaukee, about three-quarters of the passengers arrived by private automobile while the remainder either walked, took a taxi, or a bus.

At the Chicago end of their trip, most passengers--about 90 percent--who were not connecting with other Amtrak trains, were coming from or going to the City of Chicago. This represents almost no change from the 1989 survey. On Thursday, about three-quarters of the City of Chicago trip ends were to and from the downtown and North Michigan Avenue areas. On Saturday, only about half of the City of Chicago trip ends were destined for these areas, and more trips going to and from other areas of the City. On Thursday at Chicago, most passengers not connecting from other Amtrak trains arrived by taxicab, by walking, or by private auto. On Saturday, the mode of arrival for passengers at Chicago was more evenly distributed among walking, private automobile, taxicab, bus, and the subway or "L".

Travel Purpose and Frequency of Passengers

Tables 34 through 37 present information concerning the trip purposes of passengers who were surveyed. In 1991, both work and business related travel and recreational travel continue to be the most important markets served by the Milwaukee-Chicago trains. From the Thursday survey, which was representative of a typical weekday, it was found that work and business travel accounted for over half--55 percent--of the trips, and recreational travel, including shopping, accounted for 30 percent of the trips. From the Saturday survey, it was found that work and business travel accounted for only 10 percent of the trips, while recreational travel, including shopping, accounted for 75 percent of the trips. The remaining trips on both days were for school, personal, or other reasons. Work and business related passengers, who must normally adhere to strict meeting, seminar, and job schedules, were concentrated on the weekday trains departing Milwaukee at 6:20 a.m. and 8:00 a.m., and departing Chicago at 4:40 p.m., with lesser but significant numbers of work and business related passengers also using the 1:30 p.m. and 6:40 p.m. departures from Chicago. Overall, these 1991 patterns are very similar to that observed during the 1989 survey, with the percentage of work related trips showing a small increase on weekdays.

Tables 38 through 41 present information concerning the trip frequency of passengers who were surveyed. The Milwaukee-Chicago trains continue to be used largely by infrequent users who use the service either occasionally or, at most, about once a week. Over 60 percent of the passengers typically make a round trip less than once a month, and about 17 percent of all passengers make a round trip every two or three weeks. About 9 percent of the passengers make a round trip between Milwaukee and Chicago more than once a week, but not every day, and about 8 percent of the passengers commute on a regular weekday basis. Most passengers making long distance trips do so less than once a month. This pattern is similar to that exhibited under the 1989 survey, although passengers making work and business related trips on a daily or almost daily basis appear to have increased somewhat since the last survey.

Increased Use By Passengers

Tables 42 and 43 present information concerning the increased use of Amtrak's Milwaukee-Chicago service since October, 1989. Many passengers indicated that they were traveling on the Milwaukee-Chicago trains more often since October 1989, when the service was expanded to six round trips per day. Of the passengers using the service to go to and from their place of work, 63 percent indicated they are using the service more often. Of the passengers using the service to go to and from school, 75 percent indicated they are using the service more often, although this segment of the ridership represents a small percentage of the total. Overall, for all trip purposes, 43 percent of the passengers surveyed indicated they were using the service more often. Of those passengers who said they were making more trips by train since October 1989, the primary reasons were that their job or family required more travel between Milwaukee or Chicago and improved service has caused them to travel by train rather than by auto or bus. Almost half of all the passengers who indicated they were making more trips gave each of these two reasons. Thirty-two percent of those passengers who were making more trips, said that auto travel had become less desirable because of congestion or cost, and 18 percent of those passengers making more trips indicated that bus travel has become less desirable.

Selected Passenger Characteristics

Selected passenger characteristics were asked as a part of the survey including the passenger's place of residence and occupation. In the 1991 survey, half of the passengers--50 percent--were residents of either Milwaukee or Waukesha Counties, as was the case in the 1989 survey. This information is presented in Tables 44 and 45. Sixty percent of the passengers indicated their place of residence to be in Southeastern Wisconsin, and 65 percent of the passengers indicated their place of residence to be in the State of Wisconsin. About 19 percent of the passengers indicated their place of residence to be in the State of Illinois, especially the City of Chicago and Cook County. This represents a modest increase over the 13 percent of the passengers who resided in Illinois when the 1989 survey was conducted. A review of the places of residence, together with the origins and destinations of Amtrak passengers, continues to clearly indicate that the Milwaukee-Chicago trains are used extensively by residents of and people traveling to and from the Southeastern Wisconsin region. In addition, the Milwaukee-Chicago trains are also used by a smaller, yet significant and growing, number of Northeastern Illinois residents.

Passengers were also asked to report their occupations. These findings are presented in Tables 46 and 47.

Desired Departure Times

Passengers using Amtrak's Milwaukee-Chicago trains were asked to indicate their travel time preferences in two different ways. For the first way, survey respondents were asked to indicate their ideal--or most desirable--times for trains to leave Milwaukee for Chicago and Chicago for Milwaukee, regardless of the current Amtrak schedule. Most respondents indicated two departure times in each direction. All times were rounded to the nearest 15-minute interval. Some respondents did not indicate specific times, but noted that the existing schedule is adequate or simply that the number of departures should be increased. The departure times indicated by the passengers were grouped into two-hour intervals and one presented in Tables 48 through 51. Because the desired departure times were focused on one or more specific times, those times which accounted for one percent or more of the total responses were identified and are presented in Tables 52 through 55. For passengers departing Milwaukee for Chicago, the most desirable departure times were concentrated in the 6:00 a.m. to 9:45 a.m. time period on both survey days, especially at 6:30 a.m., 7:00 a.m., and 7:30 a.m. on Thursday; and at 7:00 a.m., 8:00 a.m., and 9:00 a.m. on Saturday. For passengers departing Chicago for Milwaukee, the most popular departure times were concentrated in the 4:00 p.m. to 5:45 p.m. time period for both survey days, especially at 4:30 p.m., 5:00 p.m. and 5:30 p.m. on Thursday, and at 5:00 p.m. on Saturday. These findings were very similar to those in the 1989 survey.

More detailed questions in the survey addressed the passenger's ability to adapt to changes in the schedule of specific trains that were popular with passengers making work-related trips and with regular users. Accordingly, the second way in which passengers were asked to indicate their travel time preferences was by responding to questions that asked whether or not they would still ride a particular train if its departure time were changed. This question was asked for five specific trains in the Milwaukee-Chicago corridor. Four or five alternative departure times were given for each of the trains. The resulting data is presented in Tables 56 through 85. Data indicating whether the responding

passengers were indifferent to the alternative departure times presented, or disliked all of the alternative times, is presented in Table 86.

Potential Milwaukee Area Festival Use

Tables 87 through 89 present information concerning the potential use of Amtrak's Milwaukee-Chicago trains by people visiting summer festivals and events in the Milwaukee area. Based on the train schedule in effect at the time of the survey, about 60 percent of the respondents residing in states neighboring Wisconsin indicated that they would consider using the Amtrak Chicago-Milwaukee service to attend Milwaukee's summer festivals and events. Another twenty percent indicated that they would not use the service for such a trip, and 20 percent did not respond. Of the respondents who indicated they would not consider using the service to attend Milwaukee area summer festivals and events, only 16 percent indicated that they would consider using the train service if there was a more convenient schedule.

Reasons for Using Amtrak

Tables 90 through 93 present information concerning the reasons why people chose to use the Amtrak Milwaukee-Chicago service. The most important reason why people choose to ride the train continued to be that it avoids traffic congestion and parking problems, especially on weekdays. The next most important reasons continue to be the train's convenience to the passengers' destinations, more comfortable and relaxing than other forms of travel, and that the train affords an opportunity to read, work, or sleep while traveling.

Mode Of Travel If Amtrak Service Were Not Available

If the Amtrak Milwaukee-Chicago service were not available, 56 percent of the respondents indicated that the trip would be made by automobile, either as a driver or as a passenger as presented in Tables 94 and 95. Twenty-two percent of the respondents indicated that they would use the bus. Eleven percent of the passengers surveyed in 1991 indicated that they would not make the trip, an increase over the 6 percent of passengers indicating they would not make the trip in the 1989 survey.

Passenger Reactions to Service

Passengers who were surveyed were asked to provide their reaction to the Amtrak Milwaukee-Chicago service in two different ways. For the first way, passengers were asked to rate the service on a number of different attributes. The results of these rankings are presented in Table 96. The attributes ranked excellent most often by passengers were: courteous and helpful train personnel; cleanliness and comfort of trains; and courteous and helpful station staff. The attributes ranked poor or less than satisfactory most often by passengers were: parking at stations; cleanliness and comfort of stations; and smooth ride.

For the second way of expressing their reaction to the Amtrak service, passengers were asked to make comments. An open-ended question on the survey form was provided for this purpose. Many of the passengers did make comments, the results being presented in Table 97. Comments offered by passengers were many and varied. The most frequent comments were passengers indicating their satisfaction with the Amtrak Milwaukee-Chicago service and that the service should be maintained; and that food and beverage service should be provided on board the trains. Other frequently made comments suggested: improving the parking lot

condition, security and availability in Milwaukee; improving the cleanliness, the climate control and seats on board the trains; reducing the fares for frequent riders, families and senior citizens; providing a smoother ride; providing a weekday schedule fine tuned to business requirements; and providing additional seating on trains or additional coaches.

Group Travel

Passengers traveling as organized groups are common on Amtrak trains. During the survey, two organized groups of travelers made round trips between Milwaukee and Chicago as shown in Table 98. One group included 26 girl scouts, including adult supervisors, on a field trip; and the second group included 45 adults participating in a murder mystery tour. Both groups traveled on Saturday.

SUMMARY AND CONCLUSIONS

In June, 1991, a survey of passengers using the Amtrak Milwaukee-Chicago passenger train service was undertaken by the Regional Planning Commission. This survey was an on-board hand out/hand back type conducted on both Thursday, June 13, 1991, and Saturday, June 15, 1991, so that data representing both typical weekday and weekend travel could be collected. This survey served as a follow-up and update to a similar survey of Amtrak passengers conducted in May 1989, allowing for a comparison of weekday data between the two surveys. Information collected under this survey was intended to be used by the City of Milwaukee, the State of Wisconsin, and Amtrak for future scheduling and marketing strategies for use in continuing to improve and expand Milwaukee-Chicago passenger train service, a project begun in October, 1989.

Since the service was expanded and improved in 1989, ridership on Amtrak in the Milwaukee-Chicago corridor has increased by about 50 percent from 212,000 passengers in 1989, to about 321,000 passengers in 1991. A similar increase in the total response occurred for the 1991 survey conducted on Thursday when compared with the 1989 survey also conducted on a Thursday. It does not appear that there were any major changes in travel habits or patterns between the times that the two surveys were conducted. Most trips in the corridor continue to be between Milwaukee and Chicago, with only about 10 percent of the trips boarding or disembarking at Sturtevant or Glenview. Passengers traveling solely within the Milwaukee-Chicago corridor continue to predominate on most trains, especially the morning trains to Chicago and the afternoon trains from Chicago. Most long distance trips continue to be made on the midday trains.

At the Milwaukee end of the trip, most passengers continue to begin or end their trips in Milwaukee and Waukesha Counties, and three-quarters of the passengers continue to arrive at the train station by private automobile. At Chicago, most passengers who are not connecting with other Amtrak trains still begin or end their trips within the City of Chicago, usually in the downtown or North Michigan Avenue areas. Passenger travel purposes also remain about the same, with work and business travel accounting for over half of the trips, and recreational travel--including shopping--accounting for about one-third of the trips. The 1991 survey findings indicate that the recent service improvements in the corridor have enabled a larger share of the Milwaukee-Chicago travel market to be captured.

A passenger survey was also conducted on a Saturday in 1991, to obtain information on typical weekend travel. A Saturday survey was not conducted in 1989. The Saturday survey showed that weekend travel also consisted largely of Milwaukee-Chicago trips, and that three-quarters of the passengers were traveling solely within the corridor and not connecting with other trains at Chicago. At Milwaukee, most passengers began or ended their trip within Milwaukee and Waukesha Counties, although on Saturday, a larger percentage of trips had origins within the City of Milwaukee than on Thursday. Also on Saturday, the origins and destinations of passengers at the Chicago end of their trip were more dispersed throughout the City of Chicago compared with Thursday. With respect to travel purpose, it was found that only about 10 percent of the trips on Saturday were for work and business purposes, while 75 percent of the trips were for recreational and shopping purposes.

The survey findings also reveal other important travel and marketing data concerning passengers' departure time preferences, frequency of use, increase in use since 1989, reasons why they use the service, and comments which were offered. Importantly, the survey findings, in total, provide travel and marketing data that indicates a need for further passenger train service improvements in the Milwaukee-Chicago corridor. For example, such improvements may include: continued adjustment of departure times to meet the needs of market segments such as business users and passengers connecting to other trains at Chicago; possible new stations located on the south side of the Milwaukee area; better parking and station facilities in the Milwaukee area, and track quality; and institution of on-board food and beverage service.

The data and information collected during the 1991 survey will continue to provide a basic and important foundation for the State of Wisconsin, City of Milwaukee, and Amtrak, to consider further expansion and improvement of the Milwaukee-Chicago passenger train service. Use of this data and information will enable improvements to this service to continue to be made in the future, enabling travel in the corridor to become easier and more efficient.

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TABULATED SURVEY FINDINGS

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Table 1

TOTAL NUMBER OF BOARDING PASSENGERS AND NUMBER
AND PERCENTAGE OF RESPONSES BY PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY TRAIN NUMBER: JUNE 13 AND 15, 1991

Train Number	Scheduled Departure Time	Boarding Passengers ^a (number)	Survey Responses (number)	Percent Response
Thursday, June 13				
Southbound				
330	6:20 a.m.	163	151	93
332	8:00 a.m.	129	125	97
334	10:40 a.m.	60	52	87
336	12:40 p.m.	57	48	84
8	2:00 p.m.	42	27	64
338	4:35 p.m.	68	56	82
Northbound				
331	8:30 a.m.	43	37	86
333	10:00 a.m.	32	28	88
335	1:30 p.m.	95	93	98
7	3:15 p.m.	34	18	53
337	4:40 p.m.	179	163	91
339	6:40 p.m.	97	80	82
Subtotal	--	999	878	88
Saturday, June 15				
Southbound				
330	6:20 a.m.	21	21	100
332	8:00 a.m.	90	87	97
334	10:40 a.m.	124	105	85
336	12:40 p.m.	90	90	100
8	2:00 p.m.	47	23	49
338	4:35 p.m.	64	48	75
340	6:40 p.m.	32	25	78
Northbound				
331	8:30 a.m.	61	58	95
333	10:00 a.m.	72	67	93
335	1:30 p.m.	88	74	84
7	3:15 p.m.	35	30	86
337	4:40 p.m.	113	100	88
339	6:40 p.m.	70	61	87
343	10:30 p.m.	31	21	68
Subtotal	--	938	810	86
Total All Trains June 13 and 15	--	1,937	1,688	87

^aDoes not include passengers traveling as part of an organized group.

Source: SEWRPC.

Table 2

TOTAL NUMBER AND RESPONSE RATE OF PASSENGERS
USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS:
MAY 25, 1989 AND JUNE 13, 1991

Day and Direction	Boarding Passengers*	Survey Responses	Percent Response
May 25, 1989:			
Southbound	262	249	95
Northbound	299	274	92
Total	561	523	93
June 13, 1991:			
Southbound	519	459	88
Northbound	480	419	87
Total	999	878	88

*Does not include passengers traveling as part of an organized group.

Source: SEWRPC

Table 3

TOTAL NUMBER OF BOARDING AND DEBOARDING
 AMTRAK PASSENGERS RESPONDING TO SURVEY
 BY STATION AND DIRECTION: THURSDAY, JUNE 13, 1991

Station	Boarding Passengers		Total
	Southbound	Northbound	
Milwaukee.....	417	0	417
Sturtevant.....	42	0	42
Glenview ^a	0	11	11
Chicago.....	0	408	408
Total	459	419	878
Station	Deboarding Passengers		Total
	Southbound	Northbound	
Milwaukee.....	0	376	376
Sturtevant.....	1	32	33
Glenview ^a	21	0	21
Chicago.....	432	0	432
Total	454	408	862

^aPassengers whose trip was only between Glenview and Chicago were not included in survey.

Source: SEWRPC.

Table 4

TOTAL NUMBER OF BOARDING AND DEBOARDING
AMTRAK PASSENGERS RESPONDING TO SURVEY
BY STATION AND DIRECTION: SATURDAY, JUNE 15, 1991

Station	Boarding Passengers		Total
	Southbound	Northbound	
Milwaukee.....	376	0	376
Sturtevant.....	23	0	23
Glenview ^a	0	33	33
Chicago.....	0	378	378
Total	399	411	810

Station	Deboarding Passengers		Total
	Southbound	Northbound	
Milwaukee.....	0	383	383
Sturtevant.....	0	20	20
Glenview ^a	34	0	34
Chicago.....	358	0	358
Total	392	403	795

^aPassengers whose trip was only between Glenview and Chicago were not included in survey.

Source: SEWRPC.

Table 5

TOTAL NUMBER OF MILWAUKEE-CHICAGO CORRIDOR
TRIPS BY AMTRAK PASSENGERS
RESPONDING TO SURVEY: JUNE 13 AND 15, 1991

Station Pairs	Southbound	Northbound	Total
Thursday, June 13, 1991			
Milwaukee-Chicago.....	395	374	769
Milwaukee-Sturtevant....	1	--	1
Milwaukee-Glenview.....	18	9	27
Sturtevant-Chicago.....	39	30	69
Sturtevant-Glenview.....	3	2	5
Unknown.....	3	4	7
Total	459	419	878
Saturday, June 15, 1991			
Milwaukee-Chicago.....	343	356	699
Milwaukee-Sturtevant....	--	--	--
Milwaukee-Glenview.....	33	32	65
Sturtevant-Chicago.....	22	20	42
Sturtevant-Glenview.....	1	--	1
Unknown.....	--	3	3
Total	399	411	810

Source: SEWRPC.

Table 6

TOTAL NUMBER OF MILWAUKEE-CHICAGO CORRIDOR
TRIPS BY AMTRAK PASSENGERS
RESPONDING TO SURVEYS: MAY 25, 1989 AND JUNE 13, 1991

Station Pairs	1989	1991
Milwaukee-Chicago.....	471	769
Milwaukee-Sturtevant.....	--	1
Milwaukee-Glenview.....	16	27
Sturtevant-Chicago.....	36	69
Sturtevant-Glenview.....	--	5
Unknown.....	--	7
Total	523	878

Source: SEWRPC

Table 7

TYPES OF TRIPS MADE BY PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: JUNE 13 AND 15, 1991

Type of Trip	Overall Trip Length				Total	
	Within Milwaukee-Chicago Corridor		Long-Distance			
	Number	Percent	Number	Percent	Number	Percent
Thursday, June 13, 1991						
One-Way ^a	157	18	143	16	300	34
Round-Trip ^b	563	64	0	--	563	64
Unknown.....	--	--	--	--	15	2
Total	720	82	143	16	878	100
Saturday, June 15, 1991						
One-Way ^a	194	24	198	24	392	48
Round-Trip ^b	396	49	0	--	396	49
Unknown.....	--	--	--	--	22	3
Total	590	73	198	24	810	100

^aDefined as one-way trips on the day of the survey even though most passengers would be returning or completing a round trip on another day.

^bEntire round trip completed on day of the survey.

Source: SEWRPC.

Table 8

TYPE OF TRIPS MADE BY PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY TRAIN NUMBER: JUNE 13 AND 15, 1991

Train Number	Scheduled Departure Time	Passengers Traveling Only Within the Milwaukee- Chicago Corridor		Passengers Making Long Distance Trips		Total	
		Number	Percent	Number	Percent	Number	Percent
Thursday, June 13							
Southbound							
330	6:20 a.m.	147	17	3	0	150	17
332	8:00 a.m.	114	13	10	1	124	14
334	10:40 a.m.	38	4	14	2	52	6
336	12:40 p.m.	20	2	28	3	48	5
8	2:00 p.m.	15	2	11	1	26	3
338	4:35 p.m.	45	5	11	1	56	6
Northbound							
331	8:30 a.m.	28	3	9	1	37	4
333	10:00 a.m.	24	3	4	0	28	3
335	1:30 p.m.	54	6	39	4	93	11
7	3:15 p.m.	18	2	--	--	18	2
337	4:40 p.m.	147	17	15	2	162	18
339	6:40 p.m.	75	9	5	1	80	9
No Response	--	--	--	--	--	4	0
Total	--	725	83	149	17	878	100
Saturday, June 15							
Southbound							
330	6:20 a.m.	16	2	5	1	21	3
332	8:00 a.m.	73	9	14	2	87	11
334	10:40 a.m.	91	11	14	2	105	13
336	12:40 p.m.	39	5	51	6	90	11
8	2:00 p.m.	6	1	17	2	23	3
338	4:35 p.m.	32	4	16	2	48	6
340	6:40 p.m.	24	3	1	0	25	3
Northbound							
331	8:30 a.m.	57	7	1	0	58	7
333	10:00 a.m.	61	8	5	1	66	8
335	1:30 p.m.	46	6	28	3	74	9
7	3:15 p.m.	21	3	9	1	30	4
337	4:40 p.m.	75	9	22	3	97	12
339	6:40 p.m.	42	5	19	2	61	8
343	10:30 p.m.	18	2	3	0	21	3
No Response	--	--	--	--	--	4	0
Total	--	601	75	205	25	810	100

Source: SEWRPC.

Table 9
 TYPES OF TRIPS MADE BY PASSENGERS
 USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS:
 MAY 25, 1989 AND JUNE 13, 1991

Type of Trip	1989		1991	
	Number	Percent	Number	Percent
Within Milwaukee-Chicago Corridor:				
One-Way ^a	110	21	157	18
Round-Trip ^b	280	54	563	64
Total.....	390	75	720	82
Long-Distance:				
One-Way ^a	133	25	143	16
All Trips:				
One-Way ^a	243	46	300	34
Round-Trip ^b	280	54	563	64
Unknown.....	--	--	15	2
Total.....	523	100	878	100

^aDefined as 25 one-way trips on the day of the survey even though most passengers would be returning or completing a round trip on another day.

^bEntire round trip completed on day of the survey.

Source: SEWRPC

Table 10

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS AND BOARDING OR DEBOARDING AT MILWAUKEE: THURSDAY, JUNE 13, 1991

County and Civil Division	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Milwaukee County						
Bayside.....	11	1	0	--	11	1
Brown Deer.....	2	0	0	--	2	0
Cudahy.....	6	1	0	--	6	1
Fox Point.....	10	1	0	--	10	1
Franklin.....	3	0	0	--	3	0
Glendale.....	14	2	0	--	14	2
Greendale.....	9	1	0	--	9	1
Greenfield.....	9	1	0	--	9	1
Milwaukee ^a	252	32	57	7	309	39
Oak Creek.....	3	0	0	--	3	0
River Hills.....	2	0	0	--	2	0
St. Francis.....	0	--	1	0	1	0
Shorewood.....	21	3	1	0	22	3
South Milwaukee.....	2	0	0	--	2	0
Wauwatosa.....	45	6	5	1	50	6
West Allis.....	14	2	3	0	17	2
West Milwaukee.....	3	0	0	--	3	0
Whitefish Bay.....	26	3	2	0	28	4
Subtotal	432	54	69	9	501	63
Waukesha County						
Big Bend.....	1	0	0	--	1	0
Brookfield (City)...	32	4	2	0	34	4
Brookfield (Town)...	1	0	0	--	1	0
Butler.....	2	0	1	0	3	0
Delafield.....	4	1	0	--	4	1
Dousman.....	4	1	0	--	4	1
Elm Grove.....	12	2	0	--	12	2
Genesee.....	2	0	0	--	2	0
Hartland.....	2	0	0	--	2	0
Lisbon.....	1	0	0	--	1	0
Menomonee Falls.....	4	1	0	--	4	1
Muskego.....	2	0	1	0	3	0
Nashotah.....	1	0	0	--	1	0
New Berlin.....	16	2	1	0	17	2
Oconomowoc.....	6	1	0	--	6	1
Okauchee.....	1	0	0	--	1	0
Pewaukee (Town).....	1	0	0	--	1	0
Pewaukee (Village)...	1	0	0	--	1	0
Sussex.....	3	0	0	--	3	0
Waukesha.....	21	3	2	0	23	3
Subtotal	117	15	7	1	124	16
Ozaukee County						
Cedarburg.....	11	1	0	--	11	1
Fredonia.....	1	0	0	--	1	0
Grafton.....	2	0	0	--	2	0
Mequon.....	25	3	1	0	26	3
Port Washington.....	3	0	1	0	4	1
Subtotal	42	5	2	0	44	6

-continued-

Table 10 (continued)

County and Civil Division	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Washington County						
Germantown.....	1	0	0	--	1	0
Hartford.....	2	0	0	--	2	0
Jackson.....	1	0	0	--	1	0
West Bend.....	4	0	1	0	5	0
Subtotal	8	1	1	--	9	1
Walworth County						
Delavan.....	0	--	1	0	1	0
Lake Geneva.....	0	--	1	0	1	0
Subtotal	0	--	2	0	2	0
Racine County						
Burlington.....	2	0	0	--	2	0
Racine.....	2	0	0	--	2	0
Subtotal	4	1	0	--	4	1
Kenosha County						
Kenosha.....	2	0	0	--	2	0
Brown County						
Green Bay.....	2	0	6	1	8	1
Calumet County						
Kiel.....	0	--	1	0	1	0
Dodge County						
Beaver Dam.....	0	--	3	0	3	0
Fox Lake.....	1	0	0	--	1	0
Subtotal	1	0	3	0	4	1
Door County						
Ephriam.....	1	0	1	0	2	0
Dunn County						
Menomonie.....	1	0	0	--	1	0
Fond du Lac County						
Fond du Lac.....	3	0	3	0	6	1
Campbellsport.....	1	0	0	--	1	0
Subtotal	4	1	3	0	7	1
Iowa County						
Dodgeville.....	0	--	2	0	2	0
Jefferson County						
Johnson Creek.....	1	0	0	--	1	0
Lake Mills.....	1	0	0	--	1	0
Subtotal	2	0	0	--	2	0
Kewaunee						
Algoma.....	0	--	1	0	1	0
Manitowoc County						
Two Rivers.....	2	0	0	--	2	0
Manitowoc.....	0	--	4	1	4	1
Subtotal	2	0	4	1	6	1
Marinette County						
Marinette.....	0	--	5	1	5	1
Pembine.....	0	--	1	0	1	0
Subtotal	0	--	6	1	6	1
Oneida County						
Three Lakes.....	1	0	0	--	1	0

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Table 10 (continued)

County and Civil Division	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Outagamie County						
Appleton.....	3	0	1	0	4	1
Portage County						
Stevens Point.....	0	--	3	0	3	0
Sheboygan County						
Elkhart Lake.....	0	--	1	0	1	0
Howards Grove.....	0	--	1	0	1	0
Plymouth.....	2	0	0	--	2	0
Sheboygan.....	3	0	0	--	3	0
Subtotal	5	1	2	--	7	1
Winnebago County						
Oskosh.....	2	0	2	0	4	1
Minnesota						
Minneapolis.....	0	--	2	0	2	0
Washington						
Seattle.....	1	0	0	--	1	0
No Response.....	--	--	--	--	52	7
Total	630	79	118	15	800	100

^aCity of Milwaukee origins and destinations have been further subdivided into community areas, as shown on Table 14.

Source: SEWRPC.

Table 11

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS AND BOARDING OR DEBOARDING AT MILWAUKEE: SATURDAY, JUNE 15, 1991

County and Civil Division	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Milwaukee County						
Bayside.....	3	0	2	0	5	1
Brown Deer.....	2	0	2	0	4	1
Cudahy.....	2	0	0	--	2	0
Fox Point.....	5	1	0	--	5	1
Franklin.....	2	0	1	0	3	0
Glendale.....	2	0	2	0	4	1
Greendale.....	3	0	2	0	5	1
Greenfield.....	3	0	0	--	3	0
Hales Corners.....	1	0	0	--	1	0
Milwaukee ^a	296	39	91	12	387	51
Oak Creek.....	4	1	0	--	4	1
River Hills.....	1	0	0	--	1	0
St. Francis.....	1	0	0	--	1	0
Shorewood.....	14	2	3	0	17	2
South Milwaukee.....	2	0	3	0	5	1
Wauwatosa.....	43	6	9	1	52	7
West Allis.....	9	1	2	0	11	1
West Milwaukee.....	1	0	0	--	1	0
Whitefish Bay.....	16	2	0	--	16	2
Subtotal	410	54	117	15	527	69
Waukesha County						
Brookfield (City)...	15	2	3	0	18	2
Brookfield (Town)...	0	--	1	0	1	0
Dousman.....	1	0	0	--	1	0
Elm Grove.....	9	1	0	--	9	1
Hartland.....	1	0	0	--	1	0
Lisbon.....	2	0	0	--	2	0
Menomonee Falls.....	1	0	0	--	1	0
Merton.....	2	0	0	--	2	0
Muskego.....	1	0	0	--	1	0
New Berlin.....	1	0	0	--	1	0
Oconomowoc (City)...	6	1	0	--	6	1
Oconomowoc (Town)...	0	--	2	0	2	0
Pewaukee (Town).....	0	--	1	0	1	0
Pewaukee (Village)..	4	1	0	--	4	1
Sussex.....	4	1	0	--	4	1
Waukesha (City).....	11	1	2	0	13	2
Waukesha (Town).....	1	0	0	--	1	0
Subtotal	60	8	9	1	69	9
Ozaukee County						
Cedarburg.....	5	1	0	--	5	1
Fredonia.....	1	0	0	--	1	0
Grafton.....	11	1	0	--	11	1
Mequon.....	5	1	0	--	5	1
Port Washington.....	7	1	0	--	7	1
Thiensville.....	1	0	0	--	1	0
Subtotal	30	4	0	--	30	4

-continued-

Table 11 (continued)

County and Civil Division	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Washington County						
Germantown.....	3	0	1	0	4	1
Kewaskum (Town).....	1	0	0	--	1	0
West Bend.....	3	0	3	0	6	1
Subtotal	7	1	4	1	11	1
Walworth County						
East Troy (Town)....	0	--	4	1	4	1
East Troy (Village)..	3	0	0	--	3	0
Whitewater.....	0	--	4	1	4	1
Subtotal	3	0	8	1	11	1
Racine County						
Racine.....	0	--	1	0	1	0
Waterford.....	0	--	1	0	1	0
Subtotal	0	--	2	0	2	0
Dane County						
Madison.....	1	0	6	1	7	1
Door County						
Sturgeon Bay.....	0	--	1	0	1	0
Jefferson County						
Jefferson.....	1	0	0	--	1	0
Lake Mills.....	0	--	1	0	1	0
Watertown.....	0	--	2	0	2	0
Subtotal	1	0	3	0	4	1
Marathon County						
Wausau.....	1	0	1	0	2	0
Oconto County						
Oconto.....	0	--	2	0	2	0
Outagamie County						
Appleton.....	1	0	4	1	5	1
Sauk County						
Baraboo.....	0	--	1	0	1	0
Shawano County						
Shawano.....	0	--	2	0	2	0
Sheboygan County						
Random Lake.....	1	0	0	--	1	0
Sheboygan.....	0	--	1	0	1	0
Subtotal	1	1	1	0	2	0
Waupaca County						
Fremont.....	0	--	1	0	1	0
Winnebago County						
Oskosh.....	1	0	10	1	11	1
Neenah.....	2	0	0	--	2	0
Subtotal	3	0	10	1	13	2
Michigan						
Upper Peninsula....	1	0	7	1	8	1
Minnesota						
Minneapolis.....	1	0	0	--	1	0
No Response.....	--	--	--	--	65	9
Total	520	68	179	23	764	100

^aCity of Milwaukee origins and destinations have been further subdivided into community areas, as shown on Table 15.

Table 12

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND
BOARDING OR DEBOARDING AT STURTEVANT: THURSDAY, JUNE 13, 1991

County and Civil Division	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long Distance Trips		Total	
	Number	Percent	Number	Percent	Number	Percent
Milwaukee County						
Greendale.....	1	1	0	--	1	1
Milwaukee.....	1	1	2	3	3	4
South Milwaukee.....	2	3	0	--	2	3
Subtotal	4	5	2	3	6	8
Racine County						
Caledonia.....	4	5	0	--	4	5
Dover.....	0	--	1	1	1	1
Racine.....	31	41	9	12	40	53
Sturtevant.....	2	3	0	--	2	3
Waterford (Town).....	0	--	1	1	1	1
Wind Lake.....	2	3	0	--	2	3
Subtotal	39	52	11	15	50	67
Kenosha County						
Kenosha.....	9	12	0	--	9	12
Waukesha County						
Muskego.....	2	3	0	--	2	3
New Berlin.....	1	1	0	--	1	1
Waukesha.....	2	3	0	--	2	3
Subtotal	5	7	0	--	5	7
Ozaukee County						
Saukville (Town).....	1	1	0	--	1	1
Walworth County						
East Troy.....	1	1	0	--	1	1
No Response.....	--	--	--	--	3	4
Total	59	79	13	17	75	100

Source: SEWRPC.

Table 13

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND
BOARDING OR DEBOARDING AT STURTEVANT: SATURDAY, JUNE 15, 1991

County and Civil Division	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long Distance Trips		Total	
	Number	Percent	Number	Percent	Number	Percent
Milwaukee County						
Franklin.....	1	2	0	--	1	2
South Milwaukee.....	2	5	0	--	2	5
Subtotal	3	7	0	--	3	7
Racine County						
Caledonia.....	1	2	0	--	1	2
Racine.....	17	40	6	14	23	53
Sturtevant.....	1	2	0	--	1	2
Union Grove.....	3	7	0	--	3	7
Subtotal	22	51	6	14	28	65
Kenosha County						
Kenosha.....	0	--	1	2	1	2
Walworth County						
Delavan.....	0	--	1	2	1	2
Washington County						
Richfield (Town).....	2	5	0	--	2	5
Waukesha County						
Menomonee Falls.....	2	5	0	--	2	5
No Response.....	--	--	--	--	6	14
Total	29	67	8	19	43	100

Source: SEWRPC.

Table 14

LOCATION OF CITY OF MILWAUKEE TRIP ORIGINS AND DESTINATIONS FOR
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS: THURSDAY, JUNE 13, 1991

Community Area ^a	Passengers Traveling Only Within Chicago-Milwaukee Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Central Business District.....	83	27	5	2	88	29
East Side.....	32	10	7	2	39	12
Near North Side.....	20	6	13	4	33	10
Near South Side.....	11	4	4	1	15	5
West Side.....	27	9	6	2	33	11
Northwest and Far North Side..	16	5	9	3	25	8
Far Northwest Side.....	9	3	3	1	12	4
Far South and Southwest Side..	16	5	2	1	18	6
No Response.....	--	--	--	--	48	15
Total City of Milwaukee.....	214	69	49	16	311	100

^aCity of Milwaukee community areas shown on Map 1.

Source: SEWRPC.

Table 15

LOCATION OF CITY OF MILWAUKEE TRIP ORIGINS AND DESTINATIONS FOR
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991

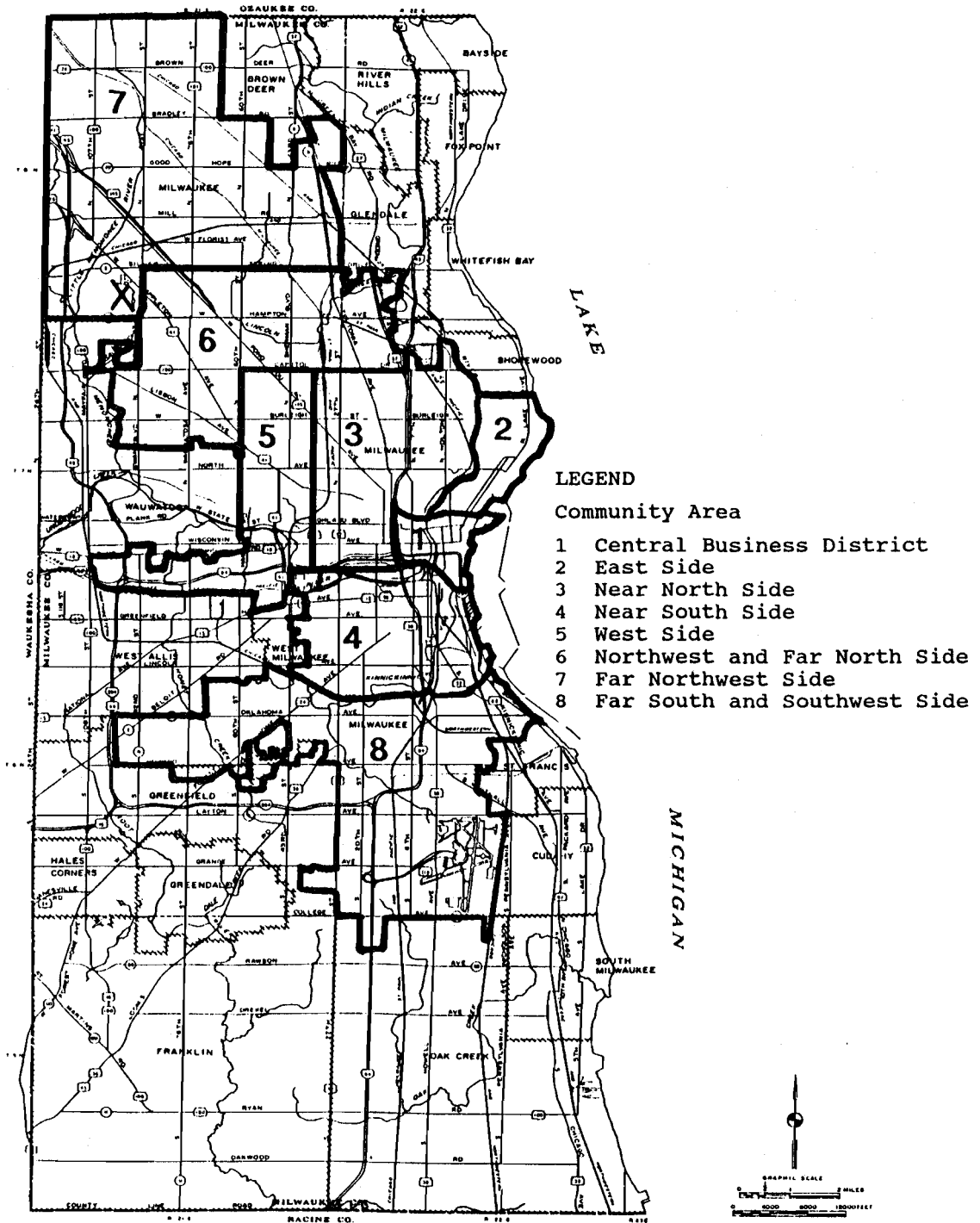
Community Area ^a	Passengers Traveling Only Within Chicago-Milwaukee Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Central Business District.....	62	16	2	0	64	16
East Side.....	45	12	7	2	52	14
Near North Side.....	51	13	24	6	75	19
Near South Side.....	20	5	2	0	22	5
West Side.....	17	4	11	3	28	7
Northwest and Far North Side..	36	9	11	3	47	12
Far Northwest Side.....	9	2	8	2	17	4
Far South and Southwest Side..	17	4	13	3	30	7
No Response.....	--	--	--	--	52	13
Total City of Milwaukee.....	257	66	78	20	387	100

^aCity of Milwaukee community areas shown on Map 1.

Source: SEWRPC.

Map 1

CITY OF MILWAUKEE COMMUNITY AREAS



Source: SEWRPC.

Table 16

LOCATION OF TRIP ORIGINS AND DESTINATIONS
FOR PASSENGERS USING AMTRAK'S MILWAUKEE-
CHICAGO TRAINS AND BOARDING OR
DEBOARDING AT CHICAGO: THURSDAY, JUNE 13, 1991

County and Civil Division	Number of Responses	Percent
Illinois		
Cook County		
Chicago ^a	527	63
North Suburban.....	3	0
Northwest Suburban...	5	1
West Suburban.....	3	0
Southwest Suburban...	7	1
South Suburban.....	2	0
Subtotal	547	65
Du Page County.....	5	1
Lake County.....	4	0
Knox County.....	1	0
McLean County.....	1	0
Will County.....	1	0
Indiana.....	4	0
Ohio.....	1	0
Subtotal	564 ^b	67
Passengers Connecting To or From Other Amtrak Trains.....	149	18
No Response.....	129	15
Total	842	100

^aCity of Chicago origins and destinations have been further subdivided into community areas, as shown on Table 20.

^bThese responses represent trips by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

Source: SEWRPC.

Table 17

LOCATION OF TRIP ORIGINS AND DESTINATIONS
FOR PASSENGERS USING AMTRAK'S MILWAUKEE-
CHICAGO TRAINS AND BOARDING OR
DEBOARDING AT CHICAGO: SATURDAY, JUNE 15, 1991

County and Civil Division	Number of Responses	Percent
Illinois		
Cook County		
Chicago ^a	388	52
North Suburban.....	4	1
Northwest Suburban...	6	1
West Suburban.....	11	1
Southwest Suburban...	3	0
South Suburban.....	5	1
Subtotal	417	56
Du Page County.....	11	1
Kane County.....	3	0
Lake County.....	2	0
Kankakee County.....	1	0
Peoria County.....	1	0
Will County.....	2	0
Arkansas.....	1	0
Indiana.....	8	1
Louisiana.....	2	0
Missouri.....	1	0
Ohio.....	1	0
Subtotal	450 ^b	61
Passengers Connecting To or From Other Amtrak Trains.....	205	28
No Response.....	88	12
Total	743	100

^aCity of Chicago origins and destinations have been further subdivided into community areas, as shown on Table 21.

^bThese responses represent trips by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

Source: SEWRPC.

Table 18

LOCATION OF TRIP ORIGINS AND
DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
DEBOARDING AT GLENVIEW: THURSDAY, JUNE 13, 1991

County and Civil Division	Number	Percent
Illinois		
Cook County		
Chicago.....	6	19
North Suburban.....	15	47
Northwest Suburban..	1	3
West Suburban.....	1	3
South Suburban.....	1	3
Subtotal	24	75
Kane County.....	1	3
Lake County.....	1	3
Indiana.....	1	3
No Response.....	5	16
Total	32	100

Note: These responses represent trips taken by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

Source: SEWRPC.

Table 19

LOCATION OF TRIP ORIGINS AND
DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
DEBOARDING AT GLENVIEW: SATURDAY, JUNE 15, 1991

County and Civil Division	Number	Percent
Illinois		
Cook County		
Chicago.....	15	22
North Suburban.....	20	30
Northwest Suburban..	17	25
Subtotal	52	78
DuPage County.....	1	1
Lake County.....	5	7
No Response.....	9	13
Total	67	100

Note: These responses represent trips taken by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

Source: SEWRPC.

Table 20

LOCATION OF CITY OF CHICAGO TRIP ORIGINS
AND DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: THURSDAY, JUNE 13, 1991

Community Area ^a	Number of Responses	Percent of Total
Downtown/Loop.....	333	63
Near South Side.....	36	7
North Michigan/Old Town.....	67	13
Kenwood/Hyde Park.....	7	1
Southwest/South Side.....	8	2
Northwest/Far North Side.....	48	9
No Response.....	28	5
Total City of Chicago.....	527	100

Note: These responses represent trips by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

^aCity of Chicago community areas shown on Map 2.

Source: SEWRPC.

Table 21

LOCATION OF CITY OF CHICAGO TRIP ORIGINS
AND DESTINATIONS FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991

Community Area ^a	Number of Responses	Percent of Total
Downtown/Loop.....	112	29
Near South Side.....	43	11
North Michigan/Old Town.....	73	19
Kenwood/Hyde Park.....	8	2
Southwest/South Side.....	31	8
Northwest/Far North Side.....	83	21
No Response.....	38	10
Total City of Chicago.....	388	100

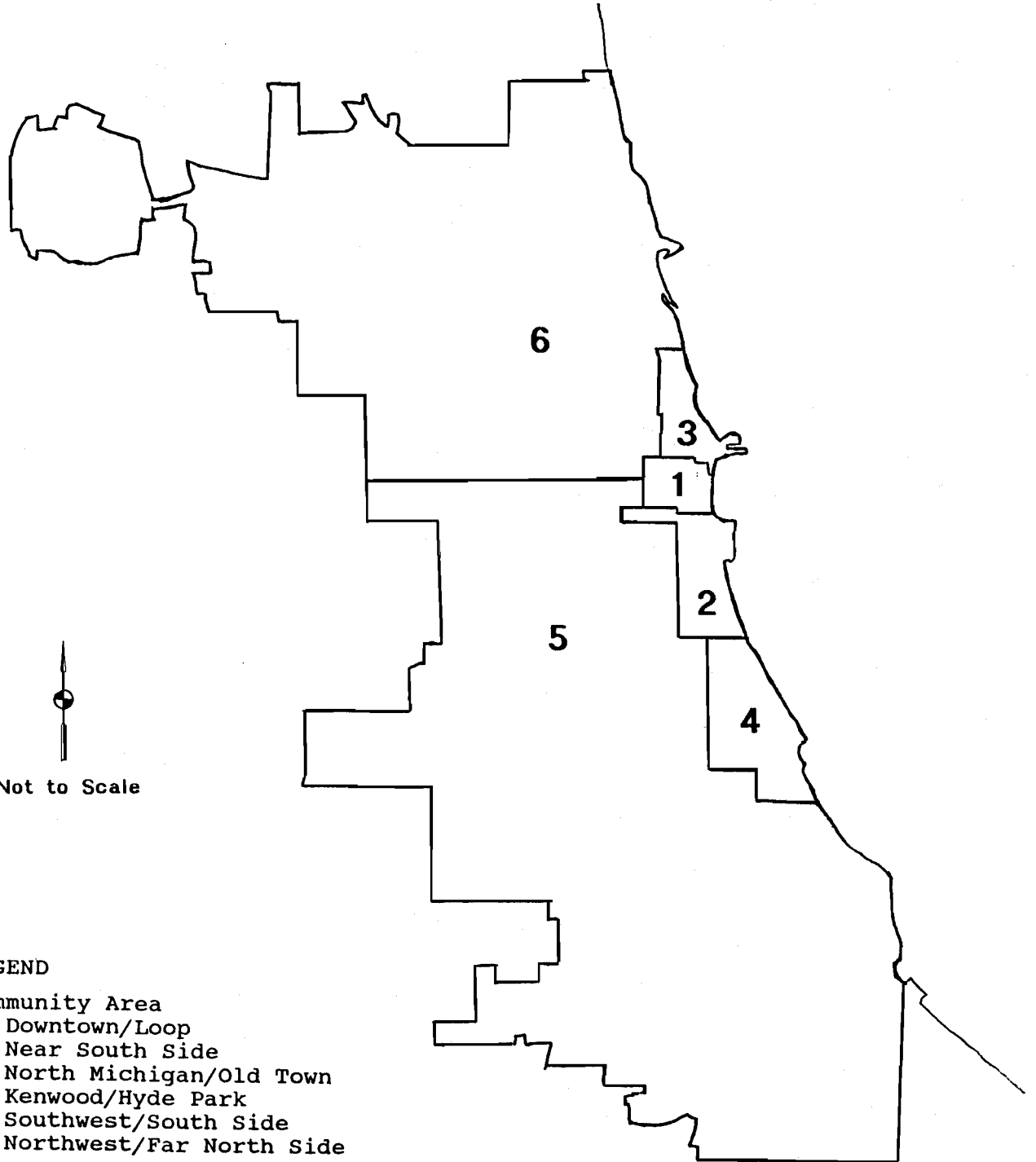
Note: These responses represent trips by passengers traveling only within the Milwaukee-Chicago corridor by Amtrak train.

^aCity of Chicago community areas shown on Map 2.

Source: SEWRPC.

Map 2

CITY OF CHICAGO COMMUNITY AREAS



Not to Scale

LEGEND

Community Area

- 1 Downtown/Loop
- 2 Near South Side
- 3 North Michigan/Old Town
- 4 Kenwood/Hyde Park
- 5 Southwest/South Side
- 6 Northwest/Far North Side

Source: SEWRPC.

Table 22

LOCATION OF TRIP ORIGINS AND DESTINATIONS OUTSIDE
THE MILWAUKEE-CHICAGO CORRIDOR FOR PASSENGERS MAKING
LONG DISTANCE TRIPS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989, AND JUNE 13 AND 15, 1991

State	Thursday, May 25, 1989		Thursday, June 13, 1991		Saturday, June 15, 1991	
	Number	Percent	Number	Percent	Number	Percent
California...	18	14	5	3	7	3
Colorado.....	6	4	3	2	19	9
Connecticut..	--	--	1	1	0	--
District of Columbia....	5	4	14	9	3	1
Florida.....	--	--	6	4	0	--
Georgia.....	--	--	1	1	0	--
Illinois.....	12	9	17	11	13	6
Indiana.....	12	9	15	10	6	3
Iowa.....	--	--	2	1	0	--
Kansas.....	3	2	0	--	2	1
Louisiana....	6	4	3	2	6	3
Maryland.....	--	--	2	1	8	4
Massachusetts	3	2	2	1	9	4
Michigan.....	18	14	15	10	30	15
Mississippi..	4	3	9	6	10	5
Missouri.....	10	8	9	6	13	6
Nevada.....	1	0	0	--	7	3
New Jersey...	1	0	4	3	1	0
New Mexico...	2	2	1	1	12	6
New York.....	7	5	4	3	9	4
Ohio.....	4	3	6	4	6	3
Pennsylvania.	10	8	6	4	8	4
Rhode Island.	4	3	--	--	--	--
Tennessee....	1	0	4	3	4	2
Texas.....	2	2	11	7	14	7
Utah.....	--	--	0	--	5	2
Vermont.....	1	0	--	--	--	--
Virginia.....	--	--	1	1	5	2
Washington...	3	2	0	--	1	0
Canada.....	--	--	1	1	0	0
No Response..	--	--	7	5	7	3
Total	133	100	149	100	205	100

Source: SEWRPC

Table 23

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS
 USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
 DEBOARDING AT MILWAUKEE: MAY 25, 1989 AND JUNE 13, 1991

County	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Wisconsin:				
Milwaukee.....	301	57	501	63
Waukesha.....	83	17	124	16
Ozaukee.....	34	7	44	6
Washington.....	8	2	9	1
Walworth.....	3	0	2	0
Racine.....	1	0	4	1
Kenosha.....	--	--	2	0
Brown.....	6	1	8	1
Dodge.....	--	--	4	1
Fond du Lac.....	6	1	7	1
Manitowoc.....	--	--	6	1
Marinette.....	--	--	6	1
Outagamie.....	--	--	4	1
Sheboygan.....	7	1	7	1
Winnebago.....	--	--	4	1
Other ^a	8	2	13	2
Michigan.....	3	0	--	--
Minnesota.....	--	--	2	0
Washington.....	--	--	1	0
No Response.....	27	6	52	7
Total	487	100	800	100

^aIncludes counties, each with trip origin and destinations totaling less than one percent.

Source: SEWRPC

Table 24

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS
 USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
 DEBOARDING AT STURTEVANT: MAY 25, 1989 AND JUNE 13, 1991

County	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Wisconsin:				
Milwaukee.....	5	14	6	8
Racine.....	21	58	50	67
Kenosha.....	9	25	9	12
Waukesha.....	--	--	5	7
Ozaukee.....	--	--	1	1
Walworth.....	--	--	1	1
No Response.....	1	3	3	4
Total	36	100	75	100

Source: SEWRPC

Table 25

LOCATION OF CITY OF MILWAUKEE TRIP ORIGINS AND
 DESTINATIONS FOR PASSENGERS USING AMTRAK'S
 MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13, 1991

Community Area	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Central Business District.....	70	36	88	29
East Side.....	21	11	39	12
Near North Side...	18	9	33	10
Near South Side...	4	2	15	5
West Side.....	8	4	33	11
Northwest and Far North Side.....	22	12	25	8
Far Northwest Side.....	10	5	12	4
Far South and Southwest Side...	19	10	18	6
No Response.....	20	10	48	15
Total	192	100	311	100

^aCity of Milwaukee community area shown on Map 1.

Source: SEWRPC

Table 26

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS
 USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
 DEBOARDING AT CHICAGO: MAY 25, 1989 AND JUNE 13, 1991

County	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Illinois:				
Cook.....	300	59	547	65
DuPage.....	9	2	5	1
Other.....	2	0	7	1
Other States.....	4	0	5	1
Passengers Connecting to and from Other Amtrak Trains.....	133	26	149	18
No Response.....	59	12	129	15
Total	507	100	842	100

Source: SEWRPC

Table 27

LOCATION OF TRIP ORIGINS AND DESTINATIONS FOR PASSENGERS
USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS AND BOARDING OR
DEBOARDING AT GLENVIEW: MAY 25, 1989 AND JUNE 13, 1991

County	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Illinois:				
Cook.....	13	81	24	75
Kane.....	--	--	1	3
Lake.....	1	6	1	3
Other States.....	--	--	1	3
No Response.....	2	12	5	16
Total	16	100	32	100

Source: SEWRPC

Table 28

LOCATION OF CITY OF CHICAGO TRIP ORIGINS AND
 DESTINATIONS FOR PASSENGERS USING AMTRAK'S
 MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13, 1991

Community Area	1989		1991	
	Number of Responses	Percent	Number of Responses	Percent
Downtown/Loop.....	171	60	333	63
Near South Side...	11	4	36	7
North Michigan/ Old Town.....	49	17	67	13
Kenwood/Hyde Park.	13	5	7	1
Southwest/South Side.....	5	2	8	2
Northwest/Far North Side.....	19	7	48	9
No Response.....	17	6	28	5
Total	285	100	527	100

Source: SEWRPC

Table 29

MODE OF ARRIVAL AT MILWAUKEE OF BOARDING
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO
TRAINS: JUNE 13 AND 15, 1991

Mode of Arrival	Thursday, June 13		Saturday, June 15	
	Number of Responses	Percent	Number of Responses	Percent
Walk.....	30	7	25	7
Private Auto....	323	77	264	70
Rental Car.....	2	0	5	1
Taxi.....	31	7	31	8
Bus.....	20	5	41	11
Other.....	10	2	5	1
No Response.....	1	0	5	1
Total	417	100	376	100

Source: SEWRPC.

Table 30

MODE OF ARRIVAL AT STURTEVANT OF BOARDING
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO
TRAINS: JUNE 13 AND 15, 1991

Mode of Arrival	Thursday, June 13		Saturday, June 15	
	Number of Responses	Percent	Number of Responses	Percent
Private Auto.....	38	90	17	74
Rental Car.....	1	2	1	4
Taxi.....	2	5	1	4
Bus.....	0	--	3	13
Other.....	1	2	1	4
No Response.....				
Total	42	100	23	100

Source: SEWRPC.

Table 31

MODE OF ARRIVAL AT CHICAGO OF BOARDING
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO
TRAINS: JUNE 13 AND 15, 1991

Mode of Arrival	Thursday, June 13		Saturday, June 15	
	Number of Responses	Percent	Number of Responses	Percent
Walk.....	112	27	38	10
Private Auto.....	67	16	61	16
Rental Car.....	2	0	2	1
Taxi.....	115	28	91	24
Bus.....	15	4	39	10
Subway or "L".....	9	2	42	11
Other Amtrak Train.....	72	18	83	22
Metra Commuter Train....	8	2	15	4
Other.....	2	0	0	--
No Response.....	6	1	7	2
Total	408	100	378	100

Source: SEWRPC.

Table 32

MODE OF ARRIVAL AT GLENVIEW OF BOARDING
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO
TRAINS: JUNE 13 AND 15, 1991

Mode of Arrival	Thursday, June 13		Saturday, June 15	
	Number of Responses	Percent	Number of Responses	Percent
Private Auto.....	9	82	27	82
Taxi.....	0	--	4	12
Bus.....	1	9	0	--
Metra Commuter Train....	0	--	1	3
Other.....	1	9	1	3
Total	11	100	33	100

Source: SEWRPC.

Table 33

MODE OF ARRIVAL AT MILWAUKEE AND CHICAGO OF
BOARDING PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13, 1991

Mode of Arrival	Percent Response at Milwaukee		Percent Response at Chicago	
	1989	1991	1989	1991
Walk.....	2	7	22	27
Private Auto.....	82	77	13	16
Rental Car.....	4	^a	--	^a
Taxi.....	6	7	33	28
Bus.....	6	5	6	4
Subway or "L".....	--	--	2	2
Other Amtrak Train.....	--	--	22	18
Metra Commuter Train.....	--	--	2	2
Other.....	^a	2	--	^a
No response.....	--	^a	--	1
Total	100	100	100	100

^aLess than one percent.

Source: SEWRPC

Table 34
 TRAVEL PURPOSE OF PASSENGERS USING AMTRAK'S
 MILWAUKEE-CHICAGO TRAINS: THURSDAY, JUNE 13, 1991

Trip Purpose	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
To or From Place of Work.....	218	25	4	0	222	25
Work-Related Meeting or Seminar.....	256	29	9	1	265	30
Personal Business.....	61	7	15	2	76	9
School.....	9	1	4	0	13	1
Social, Vacation, or Recreation.....	133	15	107	12	240	27
Shopping.....	21	2	1	0	22	3
Other.....	27	3	9	1	36	4
No Response.....	--	--	--	--	4	0
Total	725	83	149	17	878	100

Source: SEWRPC.

Table 35

TRAVEL PURPOSE OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991

Trip Purpose	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
To or From Place of Work.....	31	4	7	1	38	5
Work-Related Meeting or Seminar.....	31	4	7	1	38	5
Personal Business.....	41	5	7	1	48	6
School.....	17	2	3	0	20	2
Social, Vacation, or Recreation.....	365	45	164	20	529	65
Shopping.....	72	9	5	1	77	10
Other.....	44	5	12	1	56	7
No Response.....	--	--	--	--	4	0
Total	601	74	205	25	810	100

Source: SEWRPC.

Table 36

TRIP PURPOSE OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY TRAIN NUMBER: JUNE 13 AND 15, 1991

Train Number	Scheduled Departure Time	To or From Place of Work	Work- Related Meeting	Personal Business	School	Shopping	Social, Vacation, or Recreation	Other	Total
Thursday, June 13									
Southbound									
330	6:20 a.m.	71	61	8	--	--	7	4	151
332	8:00 a.m.	24	47	9	--	9	32	4	125
334	10:40 a.m.	9	6	8	2	--	26	1	52
336	12:40 p.m.	8	3	4	2	1	27	3	48
8	2:00 p.m.	1	7	1	1	--	12	5	27
338	4:35 p.m.	9	11	7	3	2	23	1	56
Northbound									
331	8:30 a.m.	7	8	6	3	--	11	2	37
333	10:00 a.m.	2	5	3	--	--	18	--	28
335	1:30 p.m.	24	13	10	1	--	42	3	93
7	3:15 p.m.	4	9	2	--	1	1	1	18
337	4:40 p.m.	41	71	13	1	5	21	11	163
339	6:40 p.m.	22	25	5	--	4	20	4	80
Total	--	222	266	76	13	22	240	39	878
Saturday, June 15									
Southbound									
330	6:20 a.m.	2	1	2	4	--	12	--	21
332	8:00 a.m.	1	3	3	1	24	51	4	87
334	10:40 a.m.	6	3	4	2	6	80	4	105
336	12:40 p.m.	6	4	6	2	7	60	5	90
8	2:00 p.m.	2	--	--	--	--	18	3	23
338	4:35 p.m.	3	2	7	1	2	27	6	48
340	6:40 p.m.	1	--	2	--	5	14	3	25
Northbound									
331	8:30 a.m.	3	5	3	--	9	31	7	58
333	10:00 a.m.	1	6	6	1	--	49	4	67
335	1:30 p.m.	2	6	4	3	3	49	7	74
7	3:15 p.m.	1	1	1	2	--	25	--	30
337	4:40 p.m.	8	5	7	4	7	57	12	100
339	6:40 p.m.	3	1	2	--	6	46	3	61
343	10:30 p.m.	--	1	1	--	8	10	1	21
Total	--	39	38	48	20	77	529	59	810

Source: SEWRPC.

Table 37

TRAVEL PURPOSE OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY TYPE OF TRIP: MAY 25, 1989 AND JUNE 13, 1991

Trip Purpose	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	1989	1991	1989	1991	1989	1991
To or From Place of Work.....	22	25	2	0	24	25
Work-Related Meeting or Seminar.....	22	29	1	1	24	30
Personal Business.....	8	7	4	2	12	9
School.....	2	1	1	0	2	1
Social, Vacation, or Recreation.....	15	15	17	12	32	27
Shopping.....	6	2	a	0	6	3
Other.....	--	3	--	1	--	4
No Response.....	--	--	--	--	--	0
Total	75	83	25	17	100	100

^aLess than one percent.

Source: SEWRPC

Table 38

TRIP FREQUENCY OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: JUNE 13 AND 15, 1991

Number of Times per Month This Trip Is Typically Made	Passengers Traveling Only Within Milwaukee-Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number	Percent	Number	Percent	Number	Percent
Thursday, June 13						
20 or More.....	111	13	1	0	112	13
10 to 19.....	37	4	1	0	38	4
5 to 9.....	51	6	3	0	54	6
1 to 4.....	129	15	9	1	138	16
Fewer Than 1....	378	43	113	13	491	56
No Response.....	--	--	--	--	45	5
Total	706	80	127	14	878	100
Saturday, June 15						
20 or More.....	18	2	2	0	20	2
10 to 19.....	13	2	3	0	16	2
5 to 9.....	37	5	2	0	39	5
1 to 4.....	118	15	23	3	141	17
Fewer Than 1....	388	48	160	20	548	68
No Response.....	--	--	--	--	46	6
Total	574	71	190	23	810	100

Source: SEWRPC.

Table 39

TRIP FREQUENCY OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY TRAIN NUMBER: JUNE 13 AND 15, 1991

Train Number	Scheduled Departure Time	Number of Times per Month This Trip is Typically Made					Total
		20 or More	10-19	5-9	1-4	Fewer Than 1	
Thursday, June 13							
Southbound							
330	6:20 a.m.	43	10	10	24	63	150
332	8:00 a.m.	8	5	5	21	83	122
334	10:40 a.m.	3	1	6	9	26	45
336	12:40 p.m.	1	1	2	6	36	46
8	2:00 p.m.	1	--	2	2	15	20
338	4:35 p.m.	2	4	3	12	33	54
Northbound							
331	8:30 a.m.	1	2	2	11	18	34
333	10:00 a.m.	--	--	--	6	19	25
335	1:30 p.m.	8	1	5	14	59	87
7	3:15 p.m.	2	--	1	4	11	18
337	4:40 p.m.	30	11	14	19	86	160
339	6:40 p.m.	13	3	4	10	43	73
No Response	--	--	--	--	--	--	44
Total	--	112	38	54	138	492	878
Saturday, June 15							
Southbound							
330	6:20 a.m.	--	1	2	10	8	21
332	8:00 a.m.	--	3	3	14	65	85
334	10:40 a.m.	2	--	6	12	81	101
336	12:40 p.m.	5	1	6	8	63	83
8	2:00 p.m.	--	1	--	1	20	22
338	4:35 p.m.	1	1	4	10	28	44
340	6:40 p.m.	--	--	--	5	18	23
Northbound							
331	8:30 a.m.	--	2	3	14	32	51
333	10:00 a.m.	2	2	3	18	40	65
335	1:30 p.m.	2	1	3	9	56	71
7	3:15 p.m.	1	--	--	11	16	28
337	4:40 p.m.	6	2	4	15	69	96
339	6:40 p.m.	1	--	4	9	41	55
343	10:30 p.m.	1	2	1	5	12	21
No Response	--	--	--	--	--	--	44
Total	--	21	16	39	141	549	810

Source: SEWRPC.

Table 40

TRAVEL PURPOSE OF PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS BY FREQUENCY OF TRAVEL: JUNE 13 AND 15, 1991

Travel Purpose	Number of Times per Month This Trip is Typically Made					Total
	20 or More	10-19	5-9	1-4	Fewer Than 1	
Thursday, June 13						
To or From Place of Work...	85	28	26	29	54	222
Work-Related Meeting.....	9	2	16	56	176	259
Personal Business.....	5	3	4	12	47	71
School.....	1	--	--	6	6	13
Shopping.....	1	1	1	--	19	22
Social, Vacation, or Recreation.....	3	3	5	34	172	217
Other.....	8	1	2	1	18	30
No Response	--	--	--	--	--	44
Total	112	38	54	138	492	878
Saturday, June 15						
To or From Place of Work...	4	2	7	7	18	38
Work-Related Meeting.....	2	2	1	6	27	38
Personal Business.....	1	2	5	17	22	47
School.....	--	3	2	9	6	20
Shopping.....	1	2	7	7	53	70
Social, Vacation, or Recreation.....	11	3	14	82	390	500
Other.....	2	2	3	13	33	53
No Response	--	--	--	--	--	44
Total	21	16	39	141	549	810

Source: SEWRPC.

Table 41

TRIP FREQUENCY OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13, 1991

Number of Times Per Month This Trip Is Typically Made	Percent of Response	
	1989	1991
20 or more.....	6	13
10 to 19.....	6	4
5 to 9.....	8	6
1 to 4.....	18	16
Fewer than 1.....	59	56
No response.....	3	5
Total	100	100

Source: SEWRPC

Table 42

RESPONSE BY TRAVEL PURPOSE OF PASSENGERS AS TO WHETHER OR NOT THEY ARE USING
AMTRAK'S MILWAUKEE-CHICAGO TRAINS MORE SINCE OCTOBER 1989: JUNE 13 AND 15, 1991

Trip Purpose	Yes		No		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
To or From Place of Work.....	158	63	92	37	250	100
Work-Related Meeting or Seminar.....	133	47	148	53	281	100
Personal Business.....	61	59	43	41	104	100
School.....	21	75	7	25	28	100
Social, Vacation, or Recreation.....	271	43	359	57	630	100
Shopping.....	36	41	51	58	87	100
Other.....	41	55	34	45	75	100
No Response.....	--	--	--	--	233	--
Total	721	43	734	57	1,688	100

Source: SEWRPC.

Table 43

REASONS FOR INCREASED TRAIN TRAVEL BY PASSENGERS USING
AMTRAK'S MILWAUKEE-CHICAGO SERVICE: JUNE 13 AND 15, 1991

Reasons	Number of Responses	Percent of Total
My job or family requires more travel between Milwaukee and Chicago.....	318	44
Improved train service has caused me to travel in total more between Milwaukee and Chicago.....	173	24
Improved train service has caused me to travel by train rather than by auto or bus between Milwaukee and Chicago..	315	44
Auto travel has become less desirable because of congestion or cost.....	229	32
Bus travel has become less desirable.....	127	18
Other.....	32	4
Total ^a	721	100

^aThere were 721 passengers who responded that they were making more trips by train between Milwaukee and Chicago compared to before October 1989. Since the respondents could indicate more than one reason, the total number of responses will not equal 721.

Source: SEWRPC.

Table 44

PLACE OF RESIDENCE FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS BY BOARDING LOCATION: JUNE 13 AND 15, 1991

Place of Residence	Boarding Location								Total	
	Chicago		Glenview		Sturtevant		Milwaukee			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
City of Milwaukee.....	163	10	4	0	1	0	262	16	430	25
Other Milwaukee County Municipalities.....	101	6	2	0	3	0	146	9	252	15
Kenosha County.....	8	0	0	--	3	0	0	--	11	1
Ozaukee County.....	33	2	0	--	1	0	32	2	66	4
Racine County.....	27	2	0	--	36	2	2	0	65	4
Walworth County.....	6	0	0	--	1	0	0	--	7	0
Washington County.....	4	0	0	--	0	--	9	1	13	1
Waukesha County.....	76	5	2	0	2	0	90	5	170	10
Other Wisconsin Counties.....	44	3	0	--	1	0	33	2	78	5
City of Chicago.....	142	8	7	0	3	0	62	4	214	13
Other Cook County Municipalities.....	22	1	22	1	1	0	23	1	68	4
Northeastern Illinois ^a	12	1	4	0	0	--	2	0	18	1
Other Illinois Counties.....	8	0	0	--	0	--	7	0	15	1
Other States.....	114	7	1	0	9	1	100	6	224	13
No Response.....	26	2	2	0	4	0	25	1	57	3
Total	786	47	44	3	65	4	793	47	1,688	100

^aNortheastern Illinois includes DuPage, Kane, Lake, McHenry, and Will Counties.

Source: SEWRPC.

Table 45

PLACE OF RESIDENCE FOR PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13 AND 15, 1991

Place of Residence	Percent of Response	
	1989	1991
City of Milwaukee.....	20	25
Other Milwaukee County Municipalities..	18	15
Kenosha County.....	2	1
Ozaukee County.....	6	4
Racine County.....	2	4
Walworth County.....	--	^b
Washington County.....	2	1
Waukesha County.....	13	10
Other Wisconsin Counties.....	6	5
City of Chicago.....	6	13
Other Cook County Municipalities.....	4	4
Northeastern Illinois ^a	1	1
Other Illinois Counties.....	^b	1
Other States.....	18	13
No Response.....	2	3
Total	100	100

^aNortheastern Illinois includes DuPage, Kane, Lake, McHenry, and Will Counties.

^bLess than one percent.

Source: SEWRPC

Table 46

OCCUPATION OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: JUNE 13 AND 15, 1991

Occupation	Passengers Traveling Only Within Milwaukee- Chicago Corridor		Passengers Making Long-Distance Trips		Total	
	Number of Responses	Percent	Number of Responses	Percent	Number of Responses	Percent
Executive/Managerial.....	287	17	23	1	310	18
Clerical/Administrative Support..	92	5	23	1	115	7
Sales/Buyer.....	104	6	4	0	108	6
Professional/Technical.....	313	19	51	3	364	22
Craftsman/Operator/Laborer.....	46	3	20	1	66	4
Self Employed.....	69	4	20	1	89	5
Teacher.....	53	3	27	2	80	5
Homemaker.....	33	2	26	2	59	3
Student.....	147	9	60	4	207	12
Retiree.....	53	3	43	3	96	6
Other.....	14	1	3	0	17	1
No Response.....	--	--	--	--	177	10
Total	1,211	72	300	18	1,688	100

Source: SEWRPC.

Table 47

OCCUPATION OF PASSENGERS USING AMTRAK'S
MILWAUKEE-CHICAGO TRAINS: MAY 25, 1989 AND JUNE 13 AND 15, 1991

Occupation	Percent of Response	
	1989	1991
Executive/Managerial.....	28	18
Clerical/Administrative Support.....	6	7
Sales/Buyer.....	6	6
Professional/Technical.....	23	22
Craftsman/Operator/Laborer.....	2	4
Self-Employed.....	5	5
Teacher.....	2	5
Homemaker.....	5	3
Student.....	8	12
Retiree.....	9	6
Other.....	3	1
No Response.....	3	10
Total	100	100

Source: SEWRPC

Table 48

DESIRED DEPARTURE TIMES OF PASSENGERS FOR TRAINS LEAVING
MILWAUKEE FOR CHICAGO BY TYPE OF TRIP: THURSDAY, JUNE 13, 1991

Desired Departure Time Response	Passengers Traveling Only Within the Milwaukee- Chicago Corridor		Passengers Making Long Distance Trip		Total	
	Number	Percent	Number	Percent	Number	Percent
4:00-5:45 a.m.	9	1	1	0	10	1
6:00-7:45	397	52	11	1	408	54
8:00-9:45	111	15	5	1	116	15
10:00-11:45	22	3	1	0	23	3
12:00-1:45 p.m.	11	1	10	1	21	3
2:00-3:45	10	1	6	1	16	2
4:00-5:45	42	6	4	1	46	6
6:00-7:45	13	2	1	0	14	2
8:00-9:45	8	1	0	--	8	1
10:00-11:45	8	1	1	0	9	1
12:00-1:45 a.m.	2	0	0	--	2	0
Increase Number of Departures....	53	7	6	1	59	8
Existing Schedule Is Adequate.....	18	2	9	1	27	4
Total	704	93	55	7	759	100

Note: There were 309 passengers who did not respond to this question.

Source: SEWRPC.

Table 49

DESIRED DEPARTURE TIMES OF PASSENGERS FOR TRAINS LEAVING
MILWAUKEE FOR CHICAGO BY TYPE OF TRIP: SATURDAY, JUNE 15, 1991

Desired Departure Time Response	Passengers Traveling Only Within the Milwaukee- Chicago Corridor		Passengers Making Long Distance Trip		Total	
	Number	Percent	Number	Percent	Number	Percent
4:00-5:45 a.m.	6	1	1	0	7	1
6:00-7:45	72	13	26	5	98	18
8:00-9:45	74	13	19	3	93	17
10:00-11:45	40	7	10	2	50	9
12:00-1:45 p.m.	16	3	6	1	22	4
2:00-3:45	19	3	10	2	29	5
4:00-5:45	60	11	10	2	70	13
6:00-7:45	43	8	1	0	44	8
8:00-9:45	27	5	2	0	29	5
10:00-11:45	15	3	0	--	15	3
12:00-1:45 a.m.	1	0	0	--	1	0
Increase Number of Departures....	52	9	12	2	64	12
Existing Schedule Is Adequate.....	22	4	7	1	29	5
Total	447	81	104	19	551	100

Note: There were 410 passengers who did not respond to this question.

Source: SEWRPC.

Table 50

DESIRED DEPARTURE TIMES OF PASSENGERS FOR TRAINS LEAVING CHICAGO FOR MILWAUKEE BY TYPE OF TRIP: THURSDAY, JUNE 13, 1991

Desired Departure Time Response	Passengers Traveling Only Within the Milwaukee-Chicago Corridor		Passengers Making Long Distance Trip		Total	
	Number	Percent	Number	Percent	Number	Percent
4:00-5:45 a.m.	2	0	0	--	2	0
6:00-7:45	23	3	3	0	26	3
8:00-9:45	11	1	1	0	12	2
10:00-11:45	13	2	4	1	17	2
12:00-1:45 p.m.	20	3	6	1	26	3
2:00-3:45	77	10	9	1	86	11
4:00-5:45	377	48	7	1	384	49
6:00-7:45	86	11	5	1	91	12
8:00-9:45	26	3	3	0	29	4
10:00-11:45	11	1	2	0	13	2
12:00-1:45 a.m.	3	0	1	0	4	1
2:00-3:45	5	1	1	0	6	1
Increase Number of Departures....	64	8	5	1	69	9
Existing Schedule Is Adequate.....	14	2	1	0	15	2
Total	732	94	48	6	780	100

Note: There were 298 passengers who did not respond to this question.

Source: SEWRPC.

Table 51

DESIRED DEPARTURE TIMES OF PASSENGERS FOR TRAINS LEAVING
CHICAGO FOR MILWAUKEE BY TYPE OF TRIP: SATURDAY, JUNE 15, 1991

Desired Departure Time Response	Passengers Traveling Only Within the Milwaukee- Chicago Corridor		Passengers Making Long Distance Trip		Total	
	Number	Percent	Number	Percent	Number	Percent
4:00-5:45 a.m.	9	2	0	--	9	2
6:00-7:45	20	4	6	1	26	5
8:00-9:45	39	7	4	1	43	8
10:00-11:45	46	9	0	--	46	9
12:00-1:45 p.m.	28	5	9	2	37	7
2:00-3:45	24	4	12	2	36	7
4:00-5:45	90	17	24	4	114	21
6:00-7:45	56	10	9	2	65	12
8:00-9:45	31	6	10	2	41	8
10:00-11:45	28	5	3	1	31	6
12:00-1:45 a.m.	3	1	0	--	3	1
2:00-3:45	0	--	1	0	1	0
Increase Number of Departures....	53	10	10	2	63	12
Existing Schedule Is Adequate.....	19	4	4	1	23	4
Total	446	83	92	17	538	100

Note: There were 416 passengers who did not respond to this question.

Source: SEWRPC.

Table 52

DESIRED DEPARTURE TIMES OF PASSENGERS
FOR TRAINS LEAVING MILWAUKEE FOR CHICAGO
BY SPECIFIC TIMES: THURSDAY, JUNE 13, 1991

Desired Departure Time	Number of Responses	Percent
6:00 a.m.	34	4.4
6:15	58	7.6
6:30	84	11.0
6:45	40	5.2
7:00	98	12.8
7:15	15	2.0
7:30	68	8.9
8:00	47	6.1
8:30	19	2.5
9:00	32	4.2
10:00	19	2.5
12:00 p.m.	11	1.4
5:00	13	1.7
5:30	15	2.0
6:00	10	1.3
Other Times ^a	119	15.6
Increase Number of Departures.....	56	7.3
Existing Schedule is Adequate.....	27	3.5
Total	765	100.0

^aIncludes all reported times with less than 10 responses.

Note: There were 309 passengers who did not respond to this question.

Source: SEWRPC.

Table 53

DESIRED DEPARTURE TIMES OF PASSENGERS
FOR TRAINS LEAVING MILWAUKEE FOR CHICAGO
BY SPECIFIC TIMES: SATURDAY, JUNE 15, 1991

Desired Departure Time	Number of Responses	Percent
6:00 a.m.	19	3.4
6:30	18	3.3
7:00	31	5.6
7:30	12	2.2
8:00	33	6.0
8:30	18	3.3
9:00	33	6.0
10:00	25	4.5
11:00	16	2.9
12:00 p.m.	17	3.1
2:00	11	2.0
3:00	11	2.0
4:00	19	3.4
4:30	10	1.8
5:00	20	3.6
5:30	14	2.5
6:00	11	2.0
7:00	15	2.7
8:00	16	2.9
9:00	10	1.8
10:00	14	2.5
Other Times ^a	102	18.5
Increase Number of Departures.....	48	5.3
Existing Schedule is Adequate.....	29	8.7
Total	552	100.0

^aIncludes all reported times with less than 10 responses.

Note: There were 410 passengers who did not respond to this question.

Source: SEWRPC.

Table 54

DESIRED DEPARTURE TIMES OF PASSENGERS
FOR TRAINS LEAVING CHICAGO FOR MILWAUKEE
BY SPECIFIC TIMES: THURSDAY, JUNE 13, 1991

Desired Departure Time	Number of Responses	Percent
7:00	11	1.4
12:00 p.m.	10	1.3
2:00	13	1.7
3:00	28	3.6
3:30	24	3.1
4:00	62	7.9
4:15	16	2.1
4:30	65	8.3
4:45	31	4.0
5:00	104	13.3
5:15	21	2.7
5:30	69	8.8
5:45	16	2.1
6:00	35	4.5
6:30	16	2.1
7:00	18	2.1
7:30	10	1.3
8:00	15	1.9
9:00	11	1.4
Other Times ^a	126	16.3
Increase Number of Departures.....	64	8.2
Existing Schedule is Adequate.....	15	1.9
Total	780	100.0

^aIncludes all reported times with less than 10 responses.

Note: There were 298 passengers who did not respond to this question.

Source: SEWRPC.

Table 55

DESIRED DEPARTURE TIMES OF PASSENGERS
FOR TRAINS LEAVING CHICAGO FOR MILWAUKEE
BY SPECIFIC TIMES: SATURDAY, JUNE 15, 1991

Desired Departure Time	Number of Responses	Percent
8:00 a.m.	14	2.6
9:00	18	3.3
10:00	25	4.6
11:00	13	2.4
12:00 p.m.	19	3.5
1:00	13	2.4
2:00	13	2.4
3:00	14	2.6
4:00	11	2.0
4:30	16	3.0
5:00	42	7.8
5:30	26	4.8
6:00	28	5.2
7:00	23	4.3
8:00	26	4.8
9:00	11	2.0
10:00	13	2.4
11:00	10	1.9
Other Times ^a	135	25.0
Increase Number of Departures.....	47	8.7
Existing Schedule is Adequate.....	23	4.3
Total	1,320	100.0

^aIncludes all reported times with less than 10 responses.

Note: There were 416 passengers who did not respond to this question.

Source: SEWRPC.

Table 56

USE OF AMTRAK'S 6:20 A.M. TRAIN
NO. 330 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
THURSDAY, JUNE 13, 1991

Response	Number	Percent
Do Use.....	368	42
Don't Use.....	459	52
No Response...	51	6
Total ^a	878	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Thursday, June 13, 1991.

Source: SEWRPC.

Table 57

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
6:20 A.M. TRAIN NO. 330 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
6:15 a.m.....	262	77	78	23	28	368
6:30 a.m.....	292	86	48	14	28	368
6:45 a.m.....	215	65	116	35	37	368
7:00 a.m.....	175	53	153	47	40	368

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 58

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
6:20 A.M. TRAIN NO. 330 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
6:15 a.m.....	35	12	268	88	156	459
6:30 a.m.....	49	16	253	84	157	459
6:45 a.m.....	72	24	233	76	154	459
7:00 a.m.....	154	46	177	54	128	459

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 59

USE OF AMTRAK'S 6:20 A.M. TRAIN
NO. 330 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
SATURDAY, JUNE 15, 1991

Response	Number	Percent
Do Use.....	118	15
Don't Use.....	569	70
No Response...	123	15
Total ^a	810	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Saturday, June 15, 1991.

Source: SEWRPC.

Table 60

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
6:20 A.M. TRAIN NO. 330 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
6:15 a.m.....	89	86	15	14	14	118
6:30 a.m.....	87	85	16	15	15	118
6:45 a.m.....	61	63	36	37	21	118
7:00 a.m.....	61	60	40	40	17	118

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 61

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
6:20 A.M. TRAIN NO. 330 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
6:15 a.m.....	38	10	335	90	196	569
6:30 a.m.....	39	11	327	89	203	569
6:45 a.m.....	45	12	316	88	208	569
7:00 a.m.....	127	32	266	68	176	569

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 62

USE OF AMTRAK'S 8:00 A.M. TRAIN
NO. 332 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
THURSDAY, JUNE 13, 1991

Response	Number	Percent
Do Use.....	298	34
Don't Use.....	466	53
No Response...	114	13
Total ^a	878	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Thursday, June 13, 1991.

Source: SEWRPC.

Table 63

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
8:00 A.M. TRAIN NO. 332 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 a.m.....	193	76	62	24	43	298
7:45 a.m.....	192	77	57	23	49	298
8:15 a.m.....	147	59	101	41	50	298
8:30 a.m.....	123	50	123	50	52	298

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 64

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
8:00 A.M. TRAIN NO. 332 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 a.m.....	84	25	252	75	130	466
7:45 a.m.....	50	15	277	85	139	466
8:15 a.m.....	35	11	289	89	142	466
8:30 a.m.....	49	15	279	85	138	466

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 65

USE OF AMTRAK'S 8:00 A.M. TRAIN
NO. 332 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
SATURDAY, JUNE 15, 1991

Response	Number	Percent
Do Use.....	193	24
Don't Use.....	443	55
No Response...	174	21
Total ^a	810	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Saturday, June 15, 1991.

Source: SEWRPC.

Table 66

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
8:00 A.M. TRAIN NO. 332 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 a.m.....	107	67	53	33	33	193
7:45 a.m.....	111	69	50	31	32	193
8:15 a.m.....	118	73	43	27	32	193
8:30 a.m.....	126	75	41	25	26	193

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 67

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
8:00 A.M. TRAIN NO. 332 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 a.m.....	53	18	241	82	149	443
7:45 a.m.....	31	11	250	89	162	443
8:15 a.m.....	37	13	244	87	162	443
8:30 a.m.....	68	23	223	77	152	443

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 68

USE OF AMTRAK'S 4:35 P.M. TRAIN
NO. 338 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
THURSDAY, JUNE 13, 1991

Response	Number	Percent
Do Use.....	155	18
Don't Use.....	612	70
No Response...	111	12
Total ^a	878	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Thursday, June 13, 1991.

Source: SEWRPC.

Table 69

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
4:35 P.M. TRAIN NO. 338 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
3:00 p.m.....	60	48	66	52	29	155
4:10 p.m.....	76	62	47	38	32	155
5:00 p.m.....	97	79	26	21	32	155
5:30 p.m.....	90	73	34	27	31	155

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 70

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
4:35 P.M. TRAIN NO. 338 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
3:00 p.m.....	67	16	357	84	188	612
4:10 p.m.....	47	11	370	89	195	612
5:00 p.m.....	61	15	360	85	191	612
5:30 p.m.....	76	18	347	82	189	612

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 71

USE OF AMTRAK'S 4:35 P.M. TRAIN
NO. 338 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
SATURDAY, JUNE 15, 1991

Response	Number	Percent
Do Use.....	189	23
Don't Use.....	414	51
No Response...	207	26
Total ^a	810	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Saturday, June 15, 1991.

Source: SEWRPC.

Table 72

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
4:35 P.M. TRAIN NO. 338 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
3:00 p.m.....	78	51	74	49	37	189
4:10 p.m.....	101	65	55	35	33	189
5:00 p.m.....	121	79	32	21	36	189
5:30 p.m.....	123	78	34	22	32	189

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 73

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
4:35 P.M. TRAIN NO. 338 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
3:00 p.m.....	64	23	215	77	135	414
4:10 p.m.....	43	16	225	84	146	414
5:00 p.m.....	56	21	212	79	146	414
5:30 p.m.....	80	29	193	71	141	414

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 74

USE OF AMTRAK'S 6:40 P.M. TRAIN
NO. 340 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
THURSDAY, JUNE 13, 1991

Response	Number	Percent
Do Use.....	105	12
Don't Use.....	648	74
No Response...	125	14
Total ^a	878	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Thursday, June 13, 1991.

Source: SEWRPC.

Table 75

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
6:40 P.M. TRAIN NO. 340 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 p.m.....	59	69	26	31	20	105
8:00 p.m.....	58	64	33	36	14	105
9:00 p.m.....	43	49	45	51	17	105
10:00 p.m.....	42	47	48	53	15	105
11:00 p.m.....	32	44	41	56	32	105

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 76

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
6:40 P.M. TRAIN NO. 340 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 p.m.....	65	14	394	86	189	648
8:00 p.m.....	62	14	391	86	195	648
9:00 p.m.....	50	11	400	89	198	648
10:00 p.m.....	45	10	406	90	197	648
11:00 p.m.....	32	9	321	91	295	648

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 77

USE OF AMTRAK'S 6:40 P.M. TRAIN
NO. 340 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
SATURDAY, JUNE 15, 1991

Response	Number	Percent
Do Use.....	186	23
Don't Use.....	428	53
No Response...	196	24
Total ^a	810	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Saturday, June 15, 1991.

Source: SEWRPC.

Table 78

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
6:40 P.M. TRAIN NO. 340 TO CONTINUE TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 p.m.....	128	77	38	23	20	186
8:00 p.m.....	107	68	50	32	29	186
9:00 p.m.....	72	47	82	53	32	186
10:00 p.m.....	65	42	90	58	31	186
11:00 p.m.....	30	26	83	74	73	186

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 79

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
6:40 P.M. TRAIN NO. 340 TO USE THIS TRAIN
IF ITS MILWAUKEE DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
7:30 p.m.....	55	19	237	81	136	428
8:00 p.m.....	51	18	238	82	139	428
9:00 p.m.....	41	15	240	85	147	428
10:00 p.m.....	39	14	242	86	147	428
11:00 p.m.....	18	8	198	92	212	428

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 80

USE OF AMTRAK'S 4:40 P.M. TRAIN
NO. 337 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
THURSDAY, JUNE 13, 1991

Response	Number	Percent
Do Use.....	448	51
Don't Use.....	294	34
No Response...	136	15
Total ^a	878	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Thursday, June 13, 1991.

Source: SEWRPC.

Table 81

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
4:40 P.M. TRAIN NO. 337 TO CONTINUE TO USE THIS TRAIN
IF ITS CHICAGO DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
4:10 p.m.....	228	56	183	44	37	448
5:00 p.m.....	332	81	78	19	38	448
5:15 p.m.....	270	67	135	33	43	448
5:30 p.m.....	235	58	174	42	39	448

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 82

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
4:40 P.M. TRAIN NO. 337 TO USE THIS TRAIN
IF ITS CHICAGO DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
4:10 p.m.....	37	18	172	82	85	294
5:00 p.m.....	39	19	169	81	86	294
5:15 p.m.....	38	18	170	82	86	294
5:30 p.m.....	56	26	156	74	82	294

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 83

USE OF AMTRAK'S 4:40 P.M. TRAIN
NO. 337 BY PASSENGERS RIDING ALL
AMTRAK MILWAUKEE-CHICAGO TRAINS:
SATURDAY, JUNE 15, 1991

Response	Number	Percent
Do Use.....	251	31
Don't Use.....	348	43
No Response...	211	26
Total ^a	810	100

^aTotal includes all usable survey responses collected from passengers traveling in both directions on Saturday, June 15, 1991.

Source: SEWRPC.

Table 84

POTENTIAL FOR PASSENGERS WHO USE AMTRAK'S
4:40 P.M. TRAIN NO. 337 TO CONTINUE TO USE THIS TRAIN
IF ITS CHICAGO DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
4:10 p.m.....	133	60	87	40	31	251
5:00 p.m.....	173	82	37	18	41	251
5:15 p.m.....	153	75	52	25	46	251
5:30 p.m.....	166	78	46	22	39	251

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 85

POTENTIAL FOR PASSENGERS WHO DO NOT USE AMTRAK'S
4:40 P.M. TRAIN NO. 337 TO USE THIS TRAIN
IF ITS CHICAGO DEPARTURE TIME WERE CHANGED

Alternative Departure Time	Would Ride Train		Would Not Ride Train		No Response	Total
	Number of Responses	Percent ^a	Number of Responses	Percent ^a		
4:10 p.m.....	31	14	197	86	120	348
5:00 p.m.....	34	15	192	85	122	348
5:15 p.m.....	35	16	191	84	122	348
5:30 p.m.....	67	29	167	71	114	348

^aPercents adjusted to omit the "No Response" category.

Source: SEWRPC.

Table 86

POTENTIAL FOR PASSENGERS TO USE SELECTED AMTRAK
TRAINS IF CURRENT DEPARTURE TIMES WERE CHANGED

Train Number	Departure Time	Total Number of Responses	Would Ride Train Regardless of New Departure Time		Would Ride Train Only With Current Departure Time	
			Number of Responses	Percent of Total	Number of Responses	Percent of Total
Southbound from Milwaukee						
330	6:20 a.m.....	486	151	31	6	1
332	8:00 a.m.....	491	147	30	28	6
338	4:35 p.m.....	344	91	26	16	5
340	6:40 p.m.....	291	48	16	38	13
Northbound from Chicago						
337	4:40 p.m.....	699	182	26	28	4

Source: SEWRPC.

Table 87

POTENTIAL USE OF AMTRAK'S MILWAUKEE-CHICAGO
 TRAINS FOR ATTENDING MILWAUKEE'S SUMMER
 FESTIVALS AND EVENTS BY PASSENGERS WHO LIVE OUTSIDE
 THE MILWAUKEE AREA: JUNE 13 AND 15, 1991

Response	Number	Percent
Based on Current Train Schedule^a		
Yes, Would Consider Using.....	238	61
No, Would Not Use.....	77	20
No Response.....	77	20
Total	392	100
If No, Based on More Convenient Schedule^b		
Yes, Would Consider Using.....	12	16
No, Would Not Use.....	60	78
No Response.....	5	6
Total	77	100

^aBased on all responses from passengers residing only in Illinois, Indiana, Iowa, Michigan, and Missouri.

^bBased on only those passengers who indicated they would not use the train service under the current schedule.

Source: SEWRPC.

Table 88

MOST CONVENIENT DEPARTURE TIMES FOR PASSENGERS
CONSIDERING USE OF AMTRAK'S NORTHBOUND
CHICAGO-TO-MILWAUKEE TRAINS TO ATTEND MILWAUKEE FESTIVALS

Desired Departure Time	Responses	Percent
7:00 a.m.	9	10
8:00	8	9
9:00	11	13
9:30	5	6
10:00	11	13
5:00 p.m.	5	6
Other Times.....	31	36
Increase Number of Departures.....	7	8
Total	87	100

Source: SEWRPC.

Table 89

MOST CONVENIENT DEPARTURE TIMES FOR PASSENGERS
CONSIDERING USE OF AMTRAK'S SOUTHBOUND MILWAUKEE-
TO-CHICAGO TRAINS TO RETURN FROM ATTENDING MILWAUKEE FESTIVALS

Desired Departure Time	Responses	Percent
6:00 p.m.	5	6
8:00	14	17
10:00	10	12
11:00	9	11
Other Times.....	40	48
Increase Number of Departures.....	6	7
Total	84	100

Source: SEWRPC.

Table 90

MOST IMPORTANT REASONS FOR CHOOSING TO RIDE AMTRAK BY
PASSENGERS USING MILWAUKEE-CHICAGO TRAINS: THURSDAY, JUNE 13, 1991^a

Reasons	Number of Responses	Percent of All Responses ^b	Percent of Passengers Responding ^c
Avoids Traffic Congestion or Parking Problems.....	526	34	60
Convenient To Destination.....	237	15	27
More Comfortable and Relaxing Than Other Forms of Travel.....	194	12	22
Affords An Opportunity to Read, Work, Sleep..	210	13	24
Less Expensive Than Other Forms of Travel....	115	7	13
Faster Than Other Forms of Travel.....	116	7	13
Safer Than Other Forms of Travel.....	50	3	6
More Reliable Than Other Forms of Travel.....	48	3	5
Avoids Unsafe Parking.....	23	1	3
Other.....	51	3	6
Total	1,570	100	--

Note: There were 37 passengers who did not respond to this question.

^aBased on respondent's choice of their two most important reasons, not all their reasons.

^bGiven as percentage of 1,570 responses.

^cGiven as percentage of 878 passengers surveyed.

Source: SEWRPC.

Table 91

MOST IMPORTANT REASONS FOR CHOOSING TO RIDE AMTRAK BY
PASSENGERS USING MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991^a

Reasons	Number of Responses	Percent of All Responses ^b	Percent of Passengers Responding ^c
Avoids Traffic Congestion or Parking Problems.....	277	21	34
Convenient To Destination.....	184	14	23
More Comfortable and Relaxing Than Other Forms of Travel.....	259	20	32
Affords An Opportunity to Read, Work, Sleep..	112	9	14
Less Expensive Than Other Forms of Travel....	176	13	22
Faster Than Other Forms of Travel.....	87	7	11
Safer Than Other Forms of Travel.....	73	6	9
More Reliable Than Other Forms of Travel.....	54	4	7
Avoids Unsafe Parking.....	11	1	1
Other.....	78	6	10
Total	1,311	100	--

Note: There were 83 passengers who did not respond to this question.

^aBased on respondent's choice of their two most important reasons, not all their reasons.

^bGiven as percentage of 1,311 responses.

^cGiven as percentage of 810 passengers surveyed.

Source: SEWRPC.

Table 92

**MOST IMPORTANT REASONS FOR CHOOSING TO
RIDE THE TRAIN BY TRIP PURPOSE FOR PASSENGERS USING
AMTRAK'S MILWAUKEE-CHICAGO TRAINS: THURSDAY, JUNE 13, 1991**

Reason for Riding Train	Trip Purpose							Total
	To or From Place of Work	Work-Related Meeting/Seminar	Personal Business	School	Social, Vacation, or Recreation	Shopping	Other	
Avoids Traffic Congestion or Parking Problems.....	149	214	36	3	90	16	18	526
Less Expensive Than Other Forms of Travel....	14	17	10	2	67	1	4	115
Affords An Opportunity to Read, Work, or Sleep..	84	75	11	1	27	4	8	210
Faster Than Other Forms of Travel.....	57	23	12	1	14	1	8	116
More Reliable Than Other Forms of Travel....	13	8	8	3	10	2	4	48
Safer Than Other Forms of Travel.....	5	5	6	2	24	5	3	50
Convenient To Destination.....	50	87	22	5	56	10	7	237
More Comfortable and Relaxing Than Other Forms of Travel....	39	48	18	5	78	3	3	194
Avoids Unsafe Parking.....	4	11	3	0	2	1	2	23
Other.....	12	5	2	2	28	0	2	51
Total	427	493	128	24	396	43	59	1,570

Source: SEWRPC.

Table 93

**MOST IMPORTANT REASONS FOR CHOOSING TO
RIDE THE TRAIN BY TRIP PURPOSE FOR PASSENGERS USING
AMTRAK'S MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991**

Reason for Riding Train	Trip Purpose							Total
	To or From Place of Work	Work-Related Meeting/Seminar	Personal Business	School	Social, Vacation, or Recreation	Shopping	Other	
Avoids Traffic Congestion or Parking Problems.....	14	18	16	8	164	44	13	277
Less Expensive Than Other Forms of Travel....	6	6	6	3	134	8	13	176
Affords An Opportunity to Read, Work, or Sleep..	5	6	10	5	68	7	11	112
Faster Than Other Forms of Travel.....	6	4	7	5	55	4	7	88
More Reliable Than Other Forms of Travel....	7	1	6	2	29	5	4	54
Safer Than Other Forms of Travel.....	1	2	3	5	53	7	6	77
Convenient To Destination.....	13	14	9	6	109	14	17	182
More Comfortable and Relaxing Than Other Forms of Travel....	11	14	14	0	172	33	12	256
Avoids Unsafe Parking.....	0	1	1	1	5	2	2	12
Other.....	6	4	5	0	57	3	2	77
Total	69	70	77	35	846	127	87	1,311

Source: SEWRPC.

Table 94

ALTERNATIVE MODES OF TRAVEL BY TRIP PURPOSE FOR
PASSENGERS USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS: JUNE 13 AND 15, 1991

Alternative Mode of Travel	Passengers Traveling Only Within the Milwaukee-Chicago Corridor								Passengers Making Long Distance Trips								Total	Percent of Total
	To or From Place of Work	Work Related Meeting/ Seminar	Personal Business	School	Social, Vacation, or Recreation	Shopping	Other	Subtotal	To or From Place of Work	Work Related Meeting/ Seminar	Personal Business	School	Social, Vacation, or Recreation	Shopping	Other	Subtotal		
By Driving Mode.....	139	207	47	8	215	47	33	696	4	5	7	1	72	2	2	93	789	49
As Auto Passenger.....	8	17	5	3	35	10	5	83	0	1	0	0	19	1	2	23	106	7
Rental Car.....	7	5	1	0	24	0	5	42	0	0	0	0	11	0	1	12	54	3
Bus.....	47	32	31	9	116	20	16	271	2	4	4	3	67	1	4	85	356	22
Airline.....	2	5	2	1	7	1	2	20	4	4	8	1	54	1	5	77	97	6
Would Not Make Trip..	31	9	13	5	68	11	8	145	1	2	0	1	24	1	1	30	175	11
Other.....	12	1	0	0	7	1	0	21	0	0	0	1	0	0	0	1	22	1
Total	246	276	99	26	472	90	69	1,278	11	16	19	7	247	6	15	321	1,599	100

Source: SEWRPC.

Table 95

ALTERNATIVE MEANS OF MAKING TRIP IF AMTRAK
MILWAUKEE-CHICAGO SERVICE WERE NOT AVAILABLE:
MAY 25, 1989 AND JUNE 13 AND 15, 1991

Alternative Mode of Travel	Percent of Response	
	1989	1991
Drive Auto.....	51	49
Auto Passenger.....	4	7
Rental Car.....	2	3
Bus.....	25	22
Airline.....	8	6
Would Not Make Trip.....	6	11
Other.....	2	1
No Response.....	2	--
Total	100	100

Source: SEWRPC

Table 96

PASSENGER RATINGS OF AMTRAK'S MILWAUKEE-CHICAGO
TRAIN SERVICE BY ITEM: JUNE 13 AND 15, 1991

Item	Poor		Less Than Satisfactory		Satisfactory		Excellent		Total	
	No. of Responses	Percent	No. of Responses	Percent	No. of Responses	Percent	No. of Responses	Percent	No. of Responses	Percent
Number of Departures.....	29	2	141	10	916	66	306	22	1,392	100
Covenience of Departure Times.....	24	2	190	13	954	67	256	18	1,424	100
Speed of Trains.....	22	2	115	8	878	61	422	29	1,437	100
Parking at Stations.....	208	18	237	21	537	47	158	14	1,140	100
Connections with Other Trains in Chicago.....	21	3	74	10	516	68	144	19	755	100
Connections with Local Bus/Transit Services.....	17	2	77	9	529	64	207	25	830	100
Smooth Ride.....	81	6	258	18	843	58	270	18	1,452	100
Courteous and Helpful Station Staff	49	3	83	6	755	52	554	38	1,441	100
Courteous and Helpful Train Personnel.....	13	1	24	2	702	49	702	49	1,441	100
Cleanliness and Comfort of Trains..	24	2	70	5	803	55	567	39	1,464	100
Cleanliness and Comfort of Stations	88	6	318	22	795	55	243	17	1,444	100
Information/Reservation Service from AMTRAK.....	55	4	136	10	781	56	431	31	1,403	100
Available Seats on Board Train.....	24	2	166	11	790	55	467	32	1,447	100
Other.....	56	28	22	11	90	44	35	17	203	100

Source: SEWRPC

Table 97

SUMMARY OF COMMENTS MADE BY PASSENGERS
 USING AMTRAK'S MILWAUKEE-CHICAGO TRAINS:
 JUNE 13 AND 15, 1991

Comment	Response	
	Number	Percent ^a
Satisfied with AMTRAK; maintain service.....	148	16
Provide food and beverages on board trains.....	99	11
Improve parking lot condition, security and availability in Milwaukee.....	58	6
Increase comfort, cleanliness, and climate control on board trains.....	55	6
Provide reduced fares for frequent riders, families, and senior citizens.....	61	5
Provide smoother ride.....	43	5
Provide better weekday business schedules.....	38	4
Provide additional seating on trains; add coaches.....	32	4
Maintain equipment in better condition.....	28	3
Increase train speed; provide express service...	26	3
Provide better weekend, festival, and holiday service.....	24	3
Improve Milwaukee station.....	24	3
Improve Chicago station and reduce construction problems.....	23	3
Train personnel should be more helpful and courteous.....	23	3
Chicago station ticket agents should be more helpful and courteous.....	22	2
Provide AMTRAK service in Wisconsin to Milwaukee suburbs and additional cities.....	20	2
Increase amount and enforcement of no-smoking areas.....	19	2
Improve toll-free information lines.....	18	2
Maintain better on-time performance.....	18	2
Increase frequency of departures.....	16	2
Train personnel are helpful and courteous.....	14	2
Milwaukee station ticket agents should be more helpful and courteous.....	14	2
Provide checked baggage service on all trains...	13	1
Riding the train is good for the environment....	12	1
Provide telephones on trains.....	10	1
Reduce reservation restrictions.....	9	1
Provide better connections with other AMTRAK trains in Chicago.....	7	1
Provide additional intercity routes out of Chicago.....	7	1
Use survey findings to improve service.....	6	1
Provide better mass transit service in South-eastern Wisconsin.....	6	1
Improve passenger conduct and courtesy.....	5	1
Other ^b	16	2
Total	913	100

^aRepresents a percentage of all comments, not of passenger responses. Passengers were able to make more than one comment.

^bIncludes all comments that totalled less than one percent of all comments.

Table 98

CHARACTERISTICS OF GROUPS TRAVELING ON
AMTRAK'S MILWAUKEE-CHICAGO TRAINS: SATURDAY, JUNE 15, 1991^a

Train Used	Boarding Station	Deboarding Station	Number of Persons in Group	Type of Group	Travel Purpose
331	Chicago	Milwaukee	26	Girl Scouts	Field trip
340	Milwaukee	Chicago	26	Girl Scouts	Field trip
340	Milwaukee	Chicago	45	Adult Murder Mystery Group	Entertainment
343	Chicago	Milwaukee	45	Adult Murder Mystery Group	Entertainment

^aThere were no organized groups traveling during the survey conducted on Thursday, June 13, 1991.

Source: SEWRPC

APPENDICES

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Appendix A

AMTRAK MILWAUKEE-CHICAGO TIMETABLE

Hiawatha Service Chicago...Glenview...Milwaukee

Train Number ▶	331		333		335		7		337		339		343	
Days of Operation ▶	⑦ ExSu		Daily		Daily		Daily		Daily		Daily		FrSaSu	
Train Service ▶			④③		④③		④③ X							
	Mile	Symbol												
<i>(Soo Line)</i> Chicago, IL—Union Sta. ● (CT)	0	⊙	Dp	8 30A	10 00A	1 30P	⊕ 3 15P	4 40P	6 40P	10 30P				
Glenview, IL (METRA/Milw. Line)	17	♂	↓	⑩ 8 53A	⑩ 10 23A	⑩ 1 53P	⑩ ⊕ 3 39P	⑩ 5 03P	⑩ 7 03P	⑩ 10 53P				
Sturtevant, WI (Racine)	62	●	↓	9 29A	10 59A	2 29P		5 39P	7 39P	11 29P				
Milwaukee, WI (Green Bay ●) ● (CT)	86	♂	Ar	10 02A	11 32A	3 02P	⊕ 4 45P	6 12P	8 12P	12 02A				

Hiawatha Service Milwaukee...Glenview...Chicago

Train Number ▶	330		332		334		336		8		338		340	
Days of Operation ▶	⑦ ExSu		Daily		Daily		Daily		Daily		Daily		FrSaSu	
Train Service ▶							④③		④③ X		④③			
	Mile	Symbol												
<i>(Soo Line)</i> Milwaukee, WI (Green Bay ●) ● (CT)	0	♂	Dp	6 20A	8 00A	10 40A	12 40P	⊕ 2 01P	4 35P	6 40P				
Sturtevant, WI (Racine)	24	●	↓	6 44A	8 24A	11 04A	1 04P		4 59P	7 04P				
Glenview, IL (METRA/Milw. Line)	68	♂	↓	⑩ 7 25A	⑩ 9 05A	⑩ 11 45A	⑩ 1 45P	⑩ ⊕ 3 03P	⑩ 5 40P	⑩ 7 45P				
Chicago, IL—Union Sta. ● (CT)	86	♂	Ar	7 57A	9 32A	12 12P	2 12P	⊕ 3 40P	6 07P	8 12P				

Source: Amtrak

SAMPLE AMTRAK FARES IN THE
MILWAUKEE-CHICAGO CORRIDOR: JUNE 1991

City Pairs	Regular One-Way	Regular Round-Trip
Milwaukee-Chicago	\$15.00	\$23.00
Milwaukee-Glenview	15.00	23.00
Sturtevant-Chicago	15.00	23.00
Milwaukee-Sturtevant	6.00	12.00

Source: Amtrak

Appendix B



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AMTRAK PASSENGER SURVEY CHICAGO TO MILWAUKEE

This survey is being conducted to help continue to improve passenger train service between Milwaukee and Chicago. Your cooperation is essential. All replies will be kept entirely confidential and will be used for statistical purposes only. Your name is not required. When you have completed this survey, please return it to the survey personnel before you leave the train. This survey is being conducted by the Southeastern Wisconsin Regional Planning Commission in cooperation with the City of Milwaukee, the Wisconsin Department of Transportation, and Amtrak. Please print.

1. HOW DID YOU GET TO THE AMTRAK STATION AT CHICAGO OR GLENVIEW?

- | | | | | |
|---------------------------------------|----------------|----------------------|---|--------------------|
| <input type="checkbox"/> Enter Number | 1 Walk | 4 Taxicab | 7 "L" or subway | 10 Other (specify) |
| | 2 Private auto | 5 Hotel courtesy car | 8 Transferred from another Amtrak train | _____ |
| | 3 Rental car | 6 Bus | 9 Transferred from a Metra train | |

2. DID YOU CONNECT FROM ANOTHER AMTRAK TRAIN IN CHICAGO?

- Yes No
- | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|

A. IF YES, WHERE DID YOUR TRIP START? _____
 (city) (state)

B. IF NO, FROM WHERE DID YOU COME TO THE AMTRAK STATION?

--	--	--	--	--	--	--	--	--	--

 (street address or intersection, name of company or building)

 (city, town, or village) (state)

3. WHY WERE YOU THERE?

- | | | | |
|---------------------------------------|--------------------------------|--------------------------------|-----------------------------------|
| <input type="checkbox"/> Enter Number | 1 Home | 4 Conducting personal business | 7 Social, vacation, or recreation |
| | 2 Place of work | 5 Going to school | 8 Other (specify) |
| | 3 Work-related meeting/seminar | 6 Shopping | _____ |

4. AT WHAT STATION WILL YOU LEAVE THIS TRAIN?

- | | | | |
|---------------------------------------|-------------|--------------|------------|
| <input type="checkbox"/> Enter Number | 1 Milwaukee | 2 Sturtevant | 3 Glenview |
|---------------------------------------|-------------|--------------|------------|

5. WHERE WILL YOU GO AFTER LEAVING THE AMTRAK STATION?

--	--	--	--	--	--	--	--	--	--

 (street address or intersection; name of company or building; city, village, or town if other than Chicago)

6. WHY ARE YOU GOING THERE?

- | | | | |
|---------------------------------------|--------------------------------|--------------------------------|-----------------------------------|
| <input type="checkbox"/> Enter Number | 1 Home | 4 Conducting personal business | 7 Social, vacation, or recreation |
| | 2 Place of work | 5 Going to school | 8 Other (specify) |
| | 3 Work-related meeting/seminar | 6 Shopping | _____ |

7. HOW OFTEN DO YOU TYPICALLY MAKE THIS TRIP?

- | | | |
|---------------------------------------|------------------------------------|------------------------------------|
| <input type="checkbox"/> Enter Number | 1 20 or more round trips per month | 4 1 to 4 round trips per month |
| | 2 10 to 19 round trips per month | 5 Less than 1 round trip per month |
| | 3 5 to 9 round trips per month | |

8. IS THIS TRAIN TRIP PART OF A ROUND TRIP ON AMTRAK TODAY?

- Yes No

9. IN OCTOBER 1989 THE AMTRAK SERVICE IN THE MILWAUKEE-CHICAGO CORRIDOR WAS INCREASED FROM FOUR DAILY ROUND TRIPS TO SIX DAILY ROUND TRIPS; AND THE TRAIN SCHEDULES WERE ADJUSTED. HOW HAVE THESE IMPROVEMENTS AFFECTED YOUR TRAVEL BETWEEN MILWAUKEE AND CHICAGO?

A. COMPARED TO BEFORE OCTOBER 1989, ARE YOU NOW MAKING MORE TRIPS BY TRAIN BETWEEN MILWAUKEE AND CHICAGO?

- Yes No

B. IF YES, WHAT ARE THE REASONS FOR YOUR INCREASED TRAIN TRAVEL? (please check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> My job or family requires more travel between Milwaukee and Chicago | <input type="checkbox"/> Auto travel has become less desirable because of congestion or cost |
| <input type="checkbox"/> Improved train service has caused me to travel in total more between Milwaukee and Chicago | <input type="checkbox"/> Bus travel has become less desirable |
| <input type="checkbox"/> Improved train service has caused me to travel by train rather than by auto or bus between Milwaukee and Chicago | <input type="checkbox"/> Other (specify): _____ |

10. WHAT ARE THE TWO MOST IMPORTANT REASONS WHY YOU CHOSE TO RIDE THE TRAIN?

- | | | |
|---|--|--|
| <input type="checkbox"/> <input type="checkbox"/> Enter Numbers | 1 Avoids traffic congestion or parking problems | 6 Safer than other forms of travel |
| | 2 Less expensive than other forms of travel | 7 Convenient to destination |
| | 3 Affords an opportunity to read, work, or sleep | 8 More comfortable and relaxing than other forms of travel |
| | 4 Faster than other forms of travel | 9 Avoids unsafe parking |
| | 5 More reliable than other forms of travel | 10 Other (specify): _____ |

11. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 6:20 A.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

6:15 a.m. Yes No 6:45 a.m. Yes No
6:30 a.m. Yes No 7:00 a.m. Yes No

12. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 8:00 A.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

7:30 a.m. Yes No 8:15 a.m. Yes No
7:45 a.m. Yes No 8:30 a.m. Yes No

13. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 4:35 P.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

3:00 p.m. Yes No 5:00 p.m. Yes No
4:10 p.m. Yes No 5:30 p.m. Yes No

14. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 6:40 P.M. ON FRIDAYS, SATURDAYS, AND SUNDAYS?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME ON FRIDAYS, SATURDAYS, AND SUNDAYS WERE CHANGED TO: (please check yes or no for each time)

7:30 p.m. Yes No 9:00 p.m. Yes No 11:00 p.m. Yes No
8:00 p.m. Yes No 10:00 p.m. Yes No

15. DO YOU USE THE TRAIN THAT DEPARTS CHICAGO AT 4:40 P.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

4:10 p.m. Yes No 5:15 p.m. Yes No
5:00 p.m. Yes No 5:30 p.m. Yes No

16. REGARDLESS OF THE CURRENT AMTRAK SCHEDULE, WHAT WOULD BE YOUR IDEAL TIMES FOR TRAINS TO LEAVE MILWAUKEE FOR CHICAGO?

(specify one or more times)

17. REGARDLESS OF THE CURRENT AMTRAK SCHEDULE, WHAT WOULD BE YOUR IDEAL TIMES FOR TRAINS TO LEAVE CHICAGO FOR MILWAUKEE?

(specify one or more times)

18. IF YOU LIVE OUTSIDE THE MILWAUKEE AREA, WOULD YOU CONSIDER USING THESE TRAINS TO ATTEND MILWAUKEE'S SUMMER FESTIVALS AND OTHER EVENTS BASED ON THE CURRENT TRAIN SCHEDULE?

Yes No

A. BASED ON A MORE CONVENIENT TRAIN SCHEDULE?

Yes No

B. IF YES, WHAT WOULD BE MORE CONVENIENT TIMES?

Depart Chicago: _____; Depart Milwaukee _____

19. IF THE AMTRAK MILWAUKEE-CHICAGO SERVICE WERE NOT AVAILABLE, HOW WOULD YOU HAVE MADE THIS TRIP?

Enter Number 1 By driving auto 4 Bus 6 Would not make trip
2 As auto passenger 5 Airline 7 Other (specify)3 Rental car

20. PLEASE RATE THE MILWAUKEE-CHICAGO AMTRAK SERVICE ON EACH OF THE FOLLOWING ITEMS:

	POOR (1)	LESS THAN SATISFACTORY (2)	SATISFACTORY (3)	EXCELLENT (4)	NOT APPLICABLE (9)
1 Number of departures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 Convenience of departure times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Speed of trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Parking at stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Connections with other trains in Chicago	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Connections with local bus/transit services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Smooth ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 Courteous and helpful station staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 Courteous and helpful train personnel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10 Cleanliness and comfort of trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 Cleanliness and comfort of stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 Information/reservation service from Amtrak	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 Available seats on board trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 Other (specify): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. WHAT IS YOUR OCCUPATION?

- | | | | |
|---------------------------------------|-----------------------------------|------------------------------|--------------------------|
| <input type="checkbox"/> Enter Number | 1 Executive/managerial | 5 Craftsman/operator/laborer | 9 Student |
| | 2 Clerical/administrative support | 6 Self-employed | 10 Retired |
| | 3 Sales/buyer | 7 Teaching | 11 Other (specify) _____ |
| | 4 Professional/technical | 8 Homemaker | |



22. WHERE DO YOU LIVE? _____ (city, village, or town) _____ (state)

23. WHAT IS YOUR AGE GROUP?

- | | | | |
|---------------------------------------|---------------|---------|---------------|
| <input type="checkbox"/> Enter Number | 1 15 or under | 4 35-44 | 7 65 or older |
| | 2 16-24 | 5 45-54 | |
| | 3 25-34 | 6 55-64 | |

24. WHAT IS YOUR HIGHEST LEVEL OF EDUCATION?

- | | | |
|---------------------------------------|-------------------------------|---------------------------------|
| <input type="checkbox"/> Enter Number | 1 Some high school | 4 Associate or technical degree |
| | 2 High school graduate or GED | 5 Bachelor's degree |
| | 3 Some college | 6 Graduate degree |

25. WHAT IS THE APPROXIMATE RANGE OF YOUR TOTAL HOUSEHOLD INCOME BEFORE TAXES?

- | | | |
|---------------------------------------|----------------------|---------------------|
| <input type="checkbox"/> Enter Number | 1 Less than \$10,000 | 5 \$40,000-\$49,999 |
| | 2 \$10,000-\$19,999 | 6 \$50,000-\$74,999 |
| | 3 \$20,000-\$29,999 | 7 \$75,000-\$99,999 |
| | 4 \$30,000-\$39,999 | 8 \$100,000 or more |

WHAT COMMENTS WOULD YOU LIKE TO MAKE?



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MKE SVT

AMTRAK PASSENGER SURVEY MILWAUKEE TO CHICAGO

This survey is being conducted to help continue to improve passenger train service between Milwaukee and Chicago. Your cooperation is essential. All replies will be kept entirely confidential and will be used for statistical purposes only. Your name is not required. When you have completed this survey, please return it to the survey personnel before you leave the train. This survey is being conducted by the Southeastern Wisconsin Regional Planning Commission in cooperation with the City of Milwaukee, the Wisconsin Department of Transportation, and Amtrak. Please print.

1. HOW DID YOU GET TO THE AMTRAK STATION?

- Enter Number
- 1 Walk
- 2 Private auto
- 3 Rental car
- 4 Taxicab
- 5 Hotel courtesy car
- 6 Bus
- 7 Other (specify) _____

2. FROM WHERE DID YOU COME TO THE AMTRAK STATION?

[Grid of 10 boxes]

 (street address or intersection, name of company or building)

 (city, village, or town)

3. WHY WERE YOU THERE?

- Enter Number
- 1 Home
- 2 Place of work
- 3 Work-related meeting/seminar
- 4 Conducting personal business
- 5 Going to school
- 6 Shopping
- 7 Social, vacation, or recreation
- 8 Other (specify) _____

4. AT WHAT STATION WILL YOU LEAVE THIS TRAIN?

- Enter Number
- 1 Chicago
- 2 Glenview
- 3 Sturtevant

5. ARE YOU TAKING THIS TRAIN TO CHICAGO TO CONNECT WITH ANOTHER AMTRAK TRAIN?

- Yes
- No

[Grid of 10 boxes]

A. IF YES, WHAT IS YOUR FINAL DESTINATION? _____ (city) _____ (state)

B. IF NO, WHERE WILL YOU GO AFTER LEAVING THE AMTRAK STATION?

[Grid of 10 boxes]

 (street address or intersection; name of company or building; city, village, or town if other than Chicago)

6. WHY ARE YOU GOING THERE?

- Enter Number
- 1 Home
- 2 Place of work
- 3 Work-related meeting/seminar
- 4 Conducting personal business
- 5 Going to school
- 6 Shopping
- 7 Social, vacation, or recreation
- 8 Other (specify) _____

7. HOW OFTEN DO YOU TYPICALLY MAKE THIS TRIP?

- Enter Number
- 1 20 or more round trips per month
- 2 10 to 19 round trips per month
- 3 5 to 9 round trips per month
- 4 1 to 4 round trips per month
- 5 Less than 1 round trip per month

8. IS THIS TRAIN TRIP PART OF A ROUND TRIP ON AMTRAK TODAY?

- Yes
- No

9. IN OCTOBER 1989 THE AMTRAK SERVICE IN THE MILWAUKEE-CHICAGO CORRIDOR WAS INCREASED FROM FOUR DAILY ROUND TRIPS TO SIX DAILY ROUND TRIPS; AND THE TRAIN SCHEDULES WERE ADJUSTED. HOW HAVE THESE IMPROVEMENTS AFFECTED YOUR TRAVEL BETWEEN MILWAUKEE AND CHICAGO?

A. COMPARED TO BEFORE OCTOBER 1989, ARE YOU NOW MAKING MORE TRIPS BY TRAIN BETWEEN MILWAUKEE AND CHICAGO?

- Yes
- No

B. IF YES, WHAT ARE THE REASONS FOR YOUR INCREASED TRAIN TRAVEL? (please check all that apply)

- My job or family requires more travel between Milwaukee and Chicago
- Improved train service has caused me to travel in total more between Milwaukee and Chicago
- Improved train service has caused me to travel by train rather than by auto or bus between Milwaukee and Chicago
- Auto travel has become less desirable because of congestion or cost
- Bus travel has become less desirable
- Other (specify): _____

10. WHAT ARE THE TWO MOST IMPORTANT REASONS WHY YOU CHOSE TO RIDE THE TRAIN?

- Enter Numbers
- 1 Avoids traffic congestion or parking problems
- 2 Less expensive than other forms of travel
- 3 Affords an opportunity to read, work, or sleep
- 4 Faster than other forms of travel
- 5 More reliable than other forms of travel
- 6 Safer than other forms of travel
- 7 Convenient to destination
- 8 More comfortable and relaxing than other forms of travel
- 9 Avoids unsafe parking
- 10 Other (specify): _____

11. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 6:20 A.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

6:15 a.m. Yes No 6:45 a.m. Yes No
6:30 a.m. Yes No 7:00 a.m. Yes No

12. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 8:00 A.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

7:30 a.m. Yes No 8:15 a.m. Yes No
7:45 a.m. Yes No 8:30 a.m. Yes No

13. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 4:35 P.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

3:00 p.m. Yes No 5:00 p.m. Yes No
4:10 p.m. Yes No 5:30 p.m. Yes No

14. DO YOU USE THE TRAIN THAT DEPARTS MILWAUKEE AT 6:40 P.M. ON FRIDAYS, SATURDAYS, AND SUNDAYS?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME ON FRIDAYS, SATURDAYS, AND SUNDAYS WERE CHANGED TO: (please check yes or no for each time)

7:30 p.m. Yes No 9:00 p.m. Yes No 11:00 p.m. Yes No
8:00 p.m. Yes No 10:00 p.m. Yes No

15. DO YOU USE THE TRAIN THAT DEPARTS CHICAGO AT 4:40 P.M.?

Yes No

A. WOULD YOU USE THIS TRAIN IF ITS DEPARTURE TIME WERE CHANGED TO: (please check yes or no for each time)

4:10 p.m. Yes No 5:15 p.m. Yes No
5:00 p.m. Yes No 5:30 p.m. Yes No

16. REGARDLESS OF THE CURRENT AMTRAK SCHEDULE, WHAT WOULD BE YOUR IDEAL TIMES FOR TRAINS TO LEAVE MILWAUKEE FOR CHICAGO?

_____ (specify one or more times)

17. REGARDLESS OF THE CURRENT AMTRAK SCHEDULE, WHAT WOULD BE YOUR IDEAL TIMES FOR TRAINS TO LEAVE CHICAGO FOR MILWAUKEE?

_____ (specify one or more times)

18. IF YOU LIVE OUTSIDE THE MILWAUKEE AREA, WOULD YOU CONSIDER USING THESE TRAINS TO ATTEND MILWAUKEE'S SUMMER FESTIVALS AND OTHER EVENTS BASED ON THE CURRENT TRAIN SCHEDULE?

Yes No

A. BASED ON A MORE CONVENIENT TRAIN SCHEDULE?

Yes No

B. IF YES, WHAT WOULD BE MORE CONVENIENT TIMES?

Depart Chicago: _____; Depart Milwaukee _____

19. IF THE AMTRAK MILWAUKEE-CHICAGO SERVICE WERE NOT AVAILABLE, HOW WOULD YOU HAVE MADE THIS TRIP?

- | | | | |
|---------------------------------------|---------------------|-----------|-----------------------|
| <input type="checkbox"/> Enter Number | 1 By driving auto | 4 Bus | 6 Would not make trip |
| | 2 As auto passenger | 5 Airline | 7 Other (specify) |
| | 3 Rental car | | |

20. PLEASE RATE THE MILWAUKEE-CHICAGO AMTRAK SERVICE ON EACH OF THE FOLLOWING ITEMS:

	POOR (1)	LESS THAN SATISFACTORY (2)	SATISFACTORY (3)	EXCELLENT (4)	NOT APPLICABLE (9)
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2 Convenience of departure times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Speed of trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 Parking at stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 Connections with other trains in Chicago	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 Connections with local bus/transit services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 Smooth ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8 Courteous and helpful station staff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9 Courteous and helpful train personnel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10 Cleanliness and comfort of trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 Cleanliness and comfort of stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 Information/reservation service from Amtrak	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 Available seats on board trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 Other (specify): _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. WHAT IS YOUR OCCUPATION?

- | | | | |
|---------------------------------------|-----------------------------------|------------------------------|--------------------------|
| <input type="checkbox"/> Enter Number | 1 Executive/managerial | 5 Craftsman/operator/laborer | 9 Student |
| | 2 Clerical/administrative support | 6 Self-employed | 10 Retired |
| | 3 Sales/buyer | 7 Teaching | 11 Other (specify) _____ |
| | 4 Professional/technical | 8 Homemaker | |



22. WHERE DO YOU LIVE? _____ (city, village, or town) _____ (state)

23. WHAT IS YOUR AGE GROUP?

- | | | | |
|---------------------------------------|---------------|---------|---------------|
| <input type="checkbox"/> Enter Number | 1 15 or under | 4 35-44 | 7 65 or older |
| | 2 16-24 | 5 45-54 | |
| | 3 25-34 | 6 55-64 | |

24. WHAT IS YOUR HIGHEST LEVEL OF EDUCATION?

- | | | |
|---------------------------------------|-------------------------------|---------------------------------|
| <input type="checkbox"/> Enter Number | 1 Some high school | 4 Associate or technical degree |
| | 2 High school graduate or GED | 5 Bachelor's degree |
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25. WHAT IS THE APPROXIMATE RANGE OF YOUR TOTAL HOUSEHOLD INCOME BEFORE TAXES?

- | | | |
|---------------------------------------|----------------------|---------------------|
| <input type="checkbox"/> Enter Number | 1 Less than \$10,000 | 5 \$40,000-\$49,999 |
| | 2 \$10,000-\$19,999 | 6 \$50,000-\$74,999 |
| | 3 \$20,000-\$29,999 | 7 \$75,000-\$99,999 |
| | 4 \$30,000-\$39,999 | 8 \$100,000 or more |

WHAT COMMENTS WOULD YOU LIKE TO MAKE?

