

Minutes of the Third Meeting

KENOSHA COUNTY TRANSIT PLANNING ADVISORY COMMITTEE

Date: August 27, 2009

TIME: 1:00 p.m.

PLACE: Community Idea Center
Gateway Horizon Center
4940 88th Avenue
Kenosha, WI 53144

Committee Members Present

Len Brandrup Director, City of Kenosha Department of Transportation
Kimberly Breunig Supervisor, Kenosha County Board
Dr. Arthur I. Cyr Professor, Carthage College
Pam Devuyst Citizen, City of Kenosha
Dennis DuChene II President, Kenosha Area Convention and Visitors Bureau
Carolyn Feldt Manager, Elderly and Disability Services,
Kenosha County Department of Human Services
Adelene Greene Director, Kenosha County job Center
William Jordan Amalgamated Transit Union, Local 998
Lenny Klaver Vice Chancellor, University of Wisconsin Parkside
Jeff Labahn Director of City Development, City of Kenosha
George E. Melcher Director, Kenosha County
Department of Planning and Development
John Milisaukas Manager, Kenosha County Job Center
Wisconsin Department of Transportation
Sandy Milligan Congregations United to Save Humanity
William Morris Administrator, Town of Somers
Southeast Region
Ben Ortega Executive Director, Spanish Center of
Racine, Kenosha, and Walworth Counties
Jude Tindall Citizen, Village of Twin Lakes
Jean Werbie Community Development Planner, Village of Pleasant Prairie
Paula Williams Executive Director, Kenosha Achievement Center
Mark Zlevor Chief Financial Officer, Gateway Technical College

Guests and Staff Present

Valjean Abrahamson Kenosha Achievement Center
Albert A. Beck Principal Planner, SEWRPC
Sonia Dubielzig Planner, SEWRPC
Steve Herr Member, Kenosha Transit Commission
Ronald Iwen Supervisor of Operations, Kenosha Area Transit
Roger Lincoln Program Manager, Kenosha Achievement Center, Inc.
Stephanie Phillips Transportation Coordinator, Kenosha Area Transit

Guests and Staff Present (continued)

Louis Rugani Member, Kenosha Transit Commission
Karen Schmiechen Planner, Wisconsin Department of
Transportation, Southeast Region
Kenneth R. Yunker Executive Director, SEWRPC

WELCOME AND INTRODUCTIONS

The meeting was called to order at 1:00 p.m. Mr. Yunker who asked those present to introduce themselves and indicated that roll call would be taken through the circulation of a meeting sign-in sheet.

CONSIDERATION AND APPROVAL OF MINUTES OF THE APRIL 29, 2009, MEETING

Mr. Yunker drew the Committees attention to the minutes of the April 29, 2009, Advisory Committee meeting and asked for any comments or corrections. Mr. Herr and Ms. Werbie indicated they had corrections or additional material for Chapter III of the study which had been reviewed at the last meeting.

Ms. Werbie stated that she had identified a number of corrections and suggested changes to Chapters III and V, and that she would send a letter to staff identifying them so they could be incorporated into the chapter and meeting minutes. Mr. Herr commented that there were major activity centers located outside Kenosha County that were used by County residents which he believed should be identified in Chapter III including Chicago O'Hare International Airport, Chicago Midway Airport, Milwaukee County's General Mitchell International Airport, and the University of Wisconsin-Milwaukee (UWM). He also asked if staff could obtain data from Metra which could be used to help identify the number and residence of passengers from Kenosha County, and if information could be obtained on the number of Kenosha County residents working at employers in Lake County, Illinois. Finally, he asked if the person trip data presented in Chapter III could be refined to produces trip volumes for smaller subareas in western Kenosha County, such as townships, and to provide information on the trips generated by the University of Wisconsin-Parkside. Mr. Yunker stated that staff would look into providing this information and respond in the meeting minutes.

[Secretary's Note: A letter from Ms. Werbie dated October 14, 2009, with comments on, and requested changes to, Chapters III and V, along with revisions made to these chapters in response to the letter, is included in Attachment 1. The additional trip generators outside of Kenosha County identified by Mr. Herr will be added to the text, tables and maps in Chapter III. The sample size for the Commission's 2001 household and external travel surveys is not large enough to accurately represent person travel movements for geographic areas smaller in size than those used in the analysis of person travel reported in Chapter III. Commission staff has obtained limited information on the residential locations of University of Wisconsin-Parkside students in Kenosha County, on the number of Kenosha County residents working at employers in Lake County, Illinois, and on number and residence of passengers from Kenosha County using Metra commuter rail service. This information will be included in a section of Chapter V to be prepared for review by the Advisory Committee at its next meeting that discusses unmet transit service needs for travel between Kenosha County and the surrounding counties.]

A motion to approve the minutes as amended was made by Mr. Melcher, seconded by Mr. Brandrup, and unanimously approved by the Committee.

CONSIDERATION OF CHAPTER V, "EVALUATION OF THE EXISTING TRANSIT SYSTEM", OF SEWRPC COMMUNITY ASSISTANCE PLANNING REPORT NO. 281, "KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2011-2015"

Mr. Yunker led the Committee through a review of Chapter V of the Kenosha County Transit System Development Plan on a section-by-section basis. Ms. Dubielzig noted that the sections of the chapter being reviewed presented the evaluation of Kenosha Area Transit (KAT), and that sections of the chapter documenting the evaluation of Western Kenosha County Transit (WKCT) would be presented at the next meeting. During the review of the sections before the Committee, the following questions were raised and addressed:

1. Noting that year 2000 population and employment data had been used for preparing the estimates of the existing population and employment served by KAT routes presented in Tables 5-2 and the total service area population for KAT shown in Table 5-4, Ms. Werbie commented that considerable growth had occurred in Pleasant Prairie and the rest of Kenosha County since the year 2000. She asked if more current population and employment estimates data could be obtained for the evaluation. Ms. Dubielzig indicated that the estimates of the population and employment in the transit service area were based on population and employment data allocated to quarter sections by the Commission staff, and that year 2000 data was the most current information available in this format. Mr. Yunker explained that such population and employment data files were only prepared every 10 years and that the year 2000 data would be updated after 2010 Census data is released. He indicated that other information had been provided in Chapter III to supplement the year 2000 data including information on where residential, commercial, and office development had occurred or been proposed since 2000, and the location of major activity centers in the County in 2009 including major employers. Ms. Dubielzig indicated the evaluation of the number of jobs and major employers served presented in the chapter would be expanded to include the employment served by work shift after Commission staff completes its survey of employers in the County.

[Secretary's Note: The text and table to be inserted after the first paragraph on page 4 which documents the evaluation of the employment served by KAT by work shift are included in Attachment 2.]

2. Ms. Dubielzig identified a correction to Table 5-4 which summarized the service characteristics for KAT and the peer transit systems used in the evaluation. She stated that in the column identifying "Ownership/Management" for the various transit systems, the term "public" should be replaced with "municipal".
3. Referring to the peer group comparison on pages 5 through 7, Mr. Brandrup stated that the service levels for KAT were minimal in comparison to the peer bus systems. He noted that most of the Wisconsin and national peer systems provide evening service on weekdays and Saturdays and some provide service on Sundays, and that many national systems provided more service than KAT. He indicated that the operating headways for KAT (30 minutes during weekday peak periods and 60 minutes at other times) were also minimal in comparison to many other bus systems of similar size. He explained that since the existing KAT service is almost fully utilized during peak hours, there was not much potential to

increase ridership and grow the system with its current service levels. He noted that the system's circuitous routes also did not help to attract riders to the system. Mr. Yunker indicated staff would revise the text to include a discussion on how the KAT service levels and routes limited the ability of the system to increase its ridership and that increasing service levels could increase ridership by increasing the convenience of using public transit. In response to a comment by Mr. Tindall, Mr. Yunker stated that information would also be added to Table 5-4 showing the peak and off-peak headways for the peer transit systems. He also noted that the peer comparison indicated that KAT performed well in comparison to its peers with respect to effectiveness and efficiency.

[Secretary's Note: A revised copy of Table 5-4 with new columns showing the peak period and off-peak period headways for the peer transit systems is included in Attachment 3. The following paragraph was added at the end of the second bullet on page 6:

"In comparison to transit systems of similar size, KAT service levels may be considered to be minimal, with infrequent service provided outside of peak periods and service periods that begin later and end earlier on weekdays and exclude any service on Sundays. The current KAT service levels may actually limit the ability of the system to attract new users and increase ridership."]

4. Referring to Tables 5-6 and 5-7 which summarized the impacts of KAT on the overall efficiency of the total transportation system, Ms. Dubielzig stated that the information in the tables indicated the transit system does have some positive impacts on both motor vehicle fuel consumption and on traffic on City streets. Mr. Rugani noted that the streetcars operated by the transit system use electricity, not petroleum fuels. Mr. Brandrup noted that the local streetcar group believes the streetcar line has a higher efficiency than the City's bus system.
5. Referring to the weekday performance characteristics for the KAT bus routes presented in Table 5-8, Mr. Yunker stated that the table was intended to identify the routes with effectiveness and efficiency levels that indicated they could be reviewed for possible changes. Ms. Dubielzig noted that Route Nos. 3, 5, and 35 were found to be the best performing routes of the system in April 2006, and that Route Nos. 1, 31, and 36 had low performance levels which suggested these routes could be looked at for possible service changes. Mr. Jordan noted that ridership on the bus routes was higher in January than in April, and that high ridership can negatively affect the performance of some routes. He explained that high ridership levels on Route No. 5 often had caused problems with on-time performance on the route, and that service issues and problems also occur on some routes during bad weather. He asked for clarification of the text on page 9 where the text indicated that some the bus routes could continue to be operated without change. In response, Mr. Yunker stated that the statement was made in reference to only the performance measures identified in Table 5-8 which indicated some routes had acceptable performance levels for the measures identified. He indicated the performance of the routes with respect to other measures discussed later in the chapter, such as on-time performance and travel times, also would also be considered in identifying potential routing and service changes.
6. In reference to the performance of Route No. 36 shown in Table 5-8, Mr. Brandrup stated that the performance of that route, which served the Kenosha County Detention Center, had been negatively affected when the Kenosha County Sheriff's Department discontinued providing KAT passes to prisoners under a prisoner work-release program and ridership generated by the center dropped significantly. He also noted that the service currently provided over Route

No. 36 does not adequately serve certain activity centers that have recently been developed in the area including the Division of Motor Vehicles (DMV) office on CTH H.

7. Referring to Table 5-9 which presented information on the performance of the Kenosha downtown streetcar line, Ms. Dubielzig noted that the streetcar's performance was kept separate from that for the KAT bus routes as the streetcar line operated with different service characteristics than KAT bus routes with most of its service and ridership occurring during the summer months. Mr. Brandrup noted that ridership on the streetcar line was up during 2009 and its performance would likely exceed that of the KAT bus routes in many of the measures used for the route evaluation. He also noted that the streetcar carries more passengers than would a rubber-tired trolley system such as that operated in Milwaukee County.
8. Ms. Dubielzig discussed the evaluation of bus ridership by route segment presented in Figure 5-3 and Map 5-6. She noted that route segments around schools, malls and the downtown area tended to have the highest ridership, while Route Nos. 31 and 36 were largely composed of route segments with low ridership. Mr. Jordan commented that the segments for Route Nos. 31 and 36 were operated over highways where stops were in unsheltered open locations some distance from the activity center being served and were not convenient for riders to use. Mr. Brandrup noted that there were many locations west of Green Bay Road along KAT routes where the riders had requested stops but the lack of turn-outs made it unsafe to add a bus stop. He suggested that was an issue that should be looked into under the plan.

Ms. Werbie noted that the passenger counts on Route No. 31 were done in April 2006, before the Shoppes at Prairie Ridge had opened, and suggested the stores in the shopping center now may add riders to the route and suggested that another passenger count be undertaken for the route. Mr. Brandrup stated that Route No. 36 would need to be looked at under the transit study to determine if service could be provided to some of the new development that is occurring on the west side of the City of Kenosha including Gordon Food Service and Affiliated Foods Midwest.

9. Commission staff distributed a handout containing a section of Chapter V entitled "Provision of Passenger Shelters" to be inserted on page 12 of the chapter (see Attachment 4). Ms. Dubielzig explained that because KAT had received Federal funding for the purchase and installation of 15 bus shelters at stops on KAT routes, Commission staff had identified potential locations for additional passenger shelters. She noted that permission from landowners may be needed before shelters could be erected at some sites.

In response to a question from Mr. Melcher on whether property owners had presented obstacles to erecting bus shelters in the past, Mr. Brandrup stated that there had not been serious problems, and that some businesses had erected shelters on their own without City assistance. He noted that passenger shelters would likely be needed at the Target and at the Wal-Mart stores if service was expanded into that area.

Ms. Devuyt expressed a concern that not all passenger shelters, in particular shelters located along 22nd Avenue, had openings that permitted disabled people using wheelchairs to use them. Mr. Yunker stated that Commission staff would work with Kenosha transit system staff to identify those bus shelters, and the costs for correcting them would be identified in the capital improvements associated with the alternative and recommended transit improvements.

[Secretary's Note: KAT staff has indicated that they will work with Ms. Devuyst to identify bus shelters that are not accessible and replace those shelters with the new bus shelters to be purchased by the KAT.]

In response to a question from Ms. Werbie, Ms. Dubielzig confirmed that Map 5-7 identified potential locations for bus shelters identified by Commission staff using passenger count data collected in April 2006. Ms. Werbie stated that Pleasant Prairie identifies where bus shelters may be needed in proposed developments and asked that the map add potential shelters at the Prairie Ridge Senior Center, and at STH 165 and CTH Q. Mr. Yunker indicated that information on where Pleasant Prairie had identified a need for passenger shelters in its local plans would be incorporated into the capital improvements associated with the alternative and recommended transit improvements.

10. Referring to the text on page 13 of the chapter discussing the weekday on-time performance of KAT routes, Mr. Jordan agreed with the suggestion that running times along each bus route used in the current schedules should be reviewed and corrected to more accurately reflect current conditions. He explained that problems have occurred when stops were added to or removed from a route and a revised schedule was published. He also commented that the on-time checks for the chapter were done in May 2006 during good weather but more problems occur during the winter or in bad weather when busses are more likely to be off-schedule. Ms. Devuyst stated that the time needed for securing bus passengers using wheelchairs also contributed to on-time issues and should be noted in the chapter. Ms. Dubielzig responded that text on page 13 would be revised to identify that time needed to make additional stops and to secure passengers using wheelchairs can cause buses to be off-schedule.

[Secretary's Note: The following text was added after the sixth sentence in the second bullet on pages 12 and 13:

“Extra time not reflected in schedules which may contribute to buses running off-schedule also occurs if stops have been added for new development or activity centers, and when driver assistance is provided to passengers using wheelchairs. “]

11. Referring to the text at the bottom of page 13 which indicated that it was possible to travel by car anywhere in Kenosha in 10 to 15 minutes, Mr. Labahn expressed his belief that this was why it was difficult to get people to use the bus system. Mr. Brandrup attributed the long transit travel times to the circuitous routing used by the system and stated that the City did not having the financial resources to provide more direct service as that would entail operating more routes and with higher service frequencies. He noted that each route of the system had been designed to serve multiple traffic generators and, while helping to minimize operating costs, this has resulted in inconvenient service for many riders. Mr. Yunker stated that staff would revise the discussion in this section to incorporate Mr. Brandrup's comments.

[Secretary's Note: The paragraph on the bottom of page 13 and the top of page 14 has been revised as follows:

“For a city the size of Kenosha, where it is possible to drive virtually anywhere in the city in 10 to 15 minutes, the walk and wait time for transit by itself is nearly as much as the total automobile travel time. In general, for small cities or for short trips, the total transit travel time will generally be significantly longer than the automobile travel time. It may not be possible to reduce the transit-auto travel time difference to

less than 45 minutes because automobile travel times are low. Long travel times on KAT bus services can be attributed to both indirect routes and infrequent service. Portions of KAT bus routes serve multiple traffic generators resulting in alignments that are circuitous and indirect. Service levels for the bus system are minimal with infrequent service provided outside of weekday peak ridership periods, service hours which do not begin early enough or end late enough to serve many jobs on weekdays and Saturdays, and no service available on Sundays. Fully addressing these problems would entail adding routes and increasing service frequencies, the costs for which would exceed the City's current financial resources. Map 5-8 identifies the portions of the routes on the Kenosha transit system that are not direct in alignment. All routes except for Route No. 30 have at least a segment of their alignment which is indirect when compared to a path that would be followed by an automobile. Eliminating indirect routing and inconvenient service would help the transit system maintain its current ridership base and attract new riders.”]

12. Referring to the text discussing the unmet transit service needs related to the KAT service area identified on the bottom of page 16, Mr. Milisauskas noted that the new Rust-Oleum distribution center was located at 52nd street and CTH H, not 60th Street and CTH H as stated in the text. Mr. Yunker stated the text would be corrected.
13. In reference to the unmet needs related to the KAT service days and hours identified on page 17, Ms. Phillips noted that the lack of service on Saturday evenings and on Sundays was cited as an unmet need for KAT but most of the Wisconsin peer transit systems also did not provide service during these periods. She asked if this lack of service was also an unmet need for the other systems and how they were addressing it. Mr. Brandrup and Mr. Beck indicated that it likely was an unmet need but that the costs of expanding bus service had probably been an obstacle to the peer systems in addressing the need.
14. Referring to the unmet needs related to transit travel times discussed on page 17, Mr. Jordan commented that long travel times were partially attributable to the time passengers spend waiting for a bus and suggested this be identified in the text. Mr. Yunker noted that various studies have concluded that passengers are more sensitive to the time they incur waiting for a bus than the time they spend riding on the bus. He stated the text would be revised to identify how the frequency of service on the routes affects transit travel times and the convenience of using transit

[Secretary's Note: The last sentence in bullet number 3 on page 17 has been revised as follows:

“The lengthy times result from several factors including indirect route alignments on some routes of system, the low overall operating speeds of the KAT local bus routes, and the infrequent service for KAT routes which often result in long wait times for passengers using the bus service.”]

15. Mr. Brandrup stated that transit system staff had received many suggestions from the public on service changes and improvements over the past two or three years which reflected unmet needs as perceived by existing and potential system users. He indicated that the comments included a petition signed by over one hundred persons requesting longer weekday and weekend service periods. He stated that he would provide the comments to the Commission staff for its use in identifying KAT unmet transit service needs.

[Secretary's Note: Attachment 5 includes new text that was added on page 17 summarizing the requests for service changes and new service received by KAT staff since 2006.]

16. Dr. Cyr noted that the aging of the population may have an impact on the need for public transit service, and questioned if that should be included as a potential unmet need. Mr. Yunker replied the Commission staff would look at the transit service provided to the elderly population during the evaluation of the alternative service improvements and the recommended plan. Dr. Cyr also noted that recent studies had cited the positive economic and land use impacts of rail transit services and suggested that potential transit needs of any new development associated with the Kenosha Metra station may be relevant to the study. Mr. Yunker responded that the Kenosha Metra station and surrounding area were well served by the existing bus system and would continue to be in the future.

Mr. Yunker suggested that approval of Chapter V be postponed until the next Advisory Committee meeting when the Advisory Committee would have had the opportunity to review additional information provided in the meeting minutes addressing questions raised during the review of the current sections of the chapter, as well as the remaining sections of the chapter including the performance evaluation of Western Kenosha County Transit.

UPDATE ON THE CHANGES TO THE WESTERN KENOSHA COUNTY TRANSIT SERVICES BY CAROLYN FELDT OF THE KENOSHA COUNTY DEPARTMENT OF HUMAN SERVICES

Ms. Feldt stated that the Kenosha County appreciated both SEWRPC and the City of Kenosha agreeing to expand of the scope of the original transit study for the City of Kenosha transit system to include all of Kenosha County and Western Kenosha County Transit. She briefed the Committee on the status of Western Kenosha County Transit and on the changes to the system which County staff was considering for 2010 including: additional morning and afternoon service aimed at commuters from Twin Lakes to Kenosha and Antioch, Ill. with stops in Paddock Lake, Silver Lake and Salem; additional bus stops with new stops in Twin Lakes and Camp Lake; and new schedules expanding the weekday service hours in order to capture more commuters. She added that the County had received Federal funds for bus stop amenities including bus stop signs, poles and benches, and for new buses to operate the service, and the equipment was expected to be available in early 2010. For 2010, she stated that the services would continue to be available Monday through Friday from 8 a.m. to 5 p.m. plus the Saturday service implemented this summer. She noted that the County planned on adding one vehicle to the demand responsive service so that 2 vehicles would be available for that service. She expressed appreciation for the work of the Advisory Committee on developing a plan for the services provided by Western Kenosha County Transit.

The Advisory Committee had the following questions for Ms. Feldt:

1. In response to a question from Mr. Melcher, Ms. Feldt stated that five buses were used to operate the Western Kenosha County Transit bus routes and demand-responsive service.
2. Ms. Phillips asked if the current transit study would identify the bus stop locations for Western Kenosha County Transit with the highest use which would be helpful in the placement of the new passenger shelters. Ms. Dubielzig stated that suggested locations for the shelters would be identified under the study.

3. Ms. Phillips inquired as to the peer transit systems that would be used in the evaluation of Western Kenosha County Transit. Ms. Dubielzig stated that staff was reviewing potential peer systems and had not selected systems at this time.

NEXT MEETING OF THE KENOSHA COUNTY TRANSIT PLANNING ADVISORY COMMITTEE

Mr. Yunker stated that Commission staff would prepare the remaining sections of Chapter V documenting the evaluation of Western Kenosha County Transit for the next Committee meeting. He indicated that the minutes of the current meeting would include additional information for the KAT evaluation as requested by the Committee at the current meeting.

ADJOURNMENT

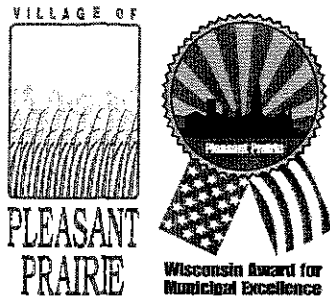
The meeting was adjourned at 2:55 p.m.

Respectfully submitted

Kenneth R. Yunker
Recording Secretary

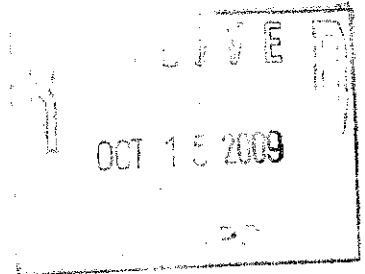
KRT/SD/AAB/ab/lgh
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DOC#149552 v2: Minutes for AC Meeting #3 on 8/27/09



October 14, 2009

Mr. Al Beck, Principal Planner
Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607



Dear Mr. Beck:

The purpose of this letter is to provide written comments to you pertaining to the Kenosha Area Transit System portion of Chapter V, "Evaluation of the Existing Transit System", SEWRPC Community Assistance Planning Report No 281, "Kenosha County Transit Development Plan: 2010-2014." In addition to the comments noted at the August 27, 2009 meeting, the Village has the following changes/corrections to the document:

1. Map 5-2, page 2c. Shift the 104th Avenue/STH 50 commercial or industrial development dot to a point southeast in order to more accurately locate the Shoppes at Prairie Ridge Development and shift the dot north of CTH Q to the center of the vacant land midway between CTH c and CTH Q west of IH 94.
2. Map 5-3, page 2d. Shift the blue dot for St. Catherine's Hospital – it should be shown next to Target. Also the blue/black dots are difficult to read.
3. Map 5-4, page 2e. Shift the dot on 104th Avenue north (Grande Prairie) and shift the dot on STH 50 south for the Prairie Ridge Senior Apartments.
4. Page 3. Year 2000 employment does not reflect the recent (2006-2009), rapid increase in full and part time un-served employment south of STH 50 in the Prairie Ridge Development. There are close to 1,500 workers at Prairie Ridge (St. Catherine's Hospital, Target, JC Penney, Dick's Sporting Goods, Prairie Ridge Commons, Famous Daves, etc.
5. Page 6 – One weakness in the current system is the need to address the frequency of service to the employer's locations at the times that the employees are needed at the early work shifts. Another issue is the limited ability of the current schedule to attract new users-due to the travel time stops of the buses.
6. Page 9 – Although the ridership study was done relatively recently it does not include the last three year build-out of the Shoppes at Prairie Ridge. Updated information for this area should be included.

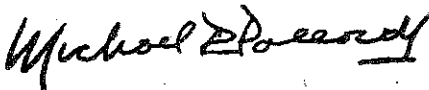
October 14, 2009
Mr. Al Beck
Page 2

7. Page 16 – Unmet transit service area needs may also include the Village's RecPlex (over 300 full/part time workers) located at 9900 Terwall Terrace.
8. Page 21- The Village of Pleasant Prairie feels the needs for transit in Pleasant Prairie will be best addressed with placement of a metro train stop in the vicinity of 122nd Street and the metra tracks.

In the April 29, 2009 minutes, the following should be modified:

1. Attachment2, Table 3-7 Page 5d. The Shoppes at Prairie Ridge should be added as a major commercial center in Kenosha County: 2009 The location is Village of Pleasant Prairie, south of STH 50 between 88th and 104th Avenues.
2. Attachment 2 Table 3-11 Page 6a. Major Employers (located in Shoppes at Prairie Ridge) within Kenosha County: 2009 add
 - a. JC Penney 100-249
 - b. Dick's Sporting Good 100-249
3. Attachment 3 Page 5e Remove Shoppes at Prairie Ridge (it is an existing development) and insert Village Green Center to be located at 39th Avenue and Springbrook Road. Approximately employment - data not available.

Thanks for the opportunity to send in additional information. Should you have any questions regarding the referenced information, please contact Ms. Jean Werbie, Community Development Director at (262) 925-6717.



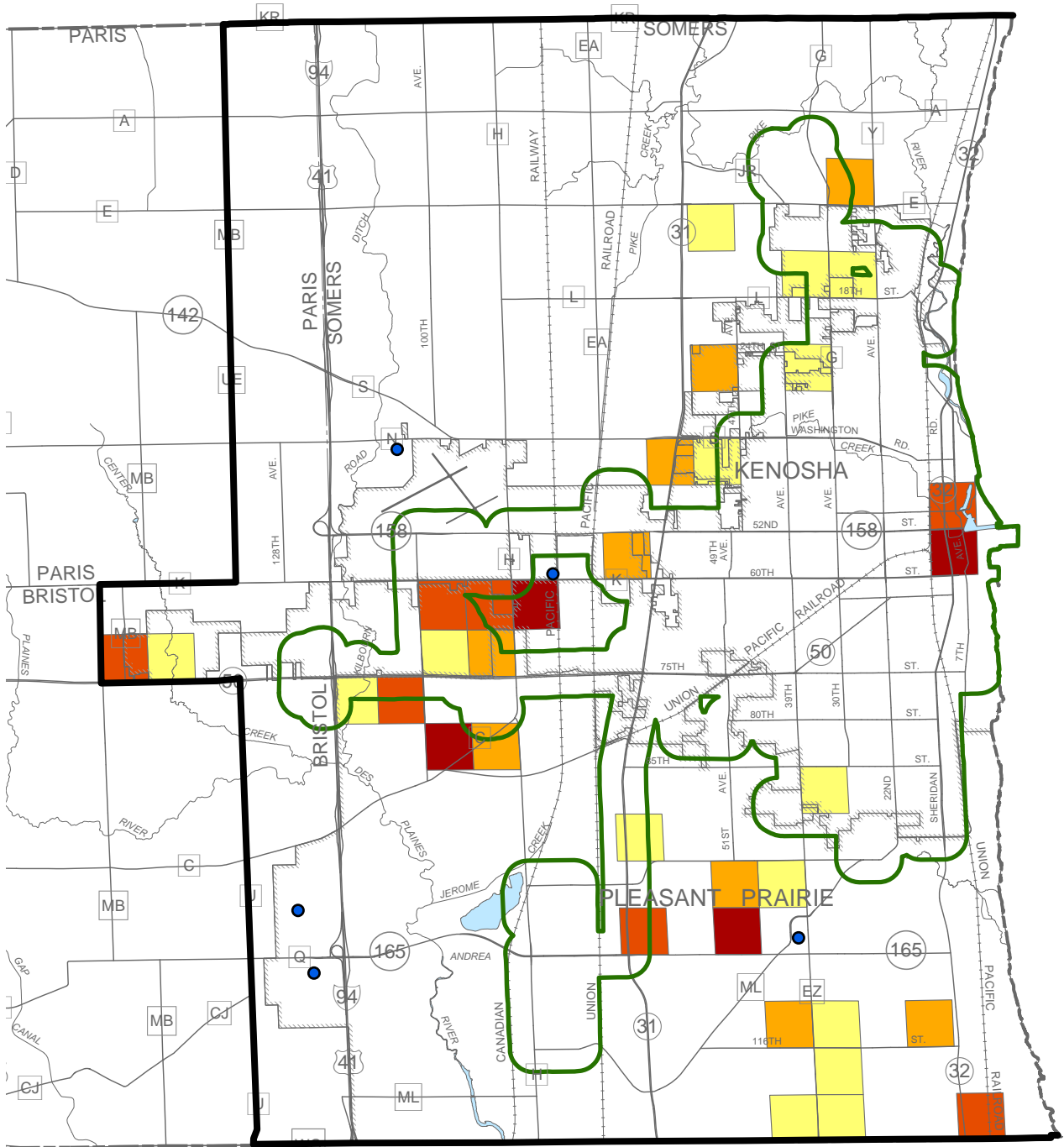
Michael R. Pollocoff
Village Administrator

Commission Staff Responses to Jean Werbie Comments Submitted October 14, 2009

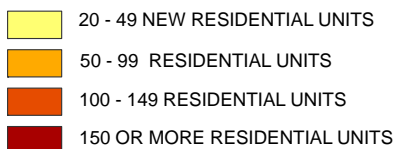
1. Item numbers 1, 2, and 3 on page one of the letter: Commission staff revised Maps 5-2, 5-3, and 5-4 in Chapter V. Copies of the revised tables and maps are attached.
2. Item number 4 on page one and item number 7 on page two of the letter: The Shoppes at Prairie Ridge Shopping Center and the Pleasant Prairie RecPlex have been identified in the discussion of KAT unmet transit service needs. The last two sentences in bullet number 1 on pages 16 and 17 has been revised to read as follows:

“Moreover, some parts of the Village of Pleasant Prairie not currently served well by the transit system may merit additional fixed-route transit service including: the Lakeview Corporate Park, the Shoppes at Prairie Ridge Shopping Center, the Pleasant Prairie RecPlex, and the industrial employers and the Prime Outlets retailers located near the interchange of IH 94 and STH 165.”
3. Item number 5 on page one of the letter: The alternative transit service improvements will be identified in Chapter VI that will include routing and scheduling changes directed at better serving the locations and shift times of employers in the KAT service area, including those in the Village of Pleasant Prairie, and at reducing transit travel times in the KAT service area. Among the possible changes to be considered would be expanding the days and hours of system operation, increasing the frequency of service on KAT bus routes, and adjusting route alignments and/or adding new routes. All would changes would be directed at making the KAT bus service more convenient to use for work trips.
4. Item number 6 on page one of the letter: Commission staff is in the process of obtaining updated counts of boarding and alighting passengers for KAT Route No. 31 including the segment on 75th Street (STH 50) between 88th and 104th Avenues. The route currently serves St. Catherine’s Hospital but does not serve the Shoppes at Prairie Ridge Shopping Center.
5. Item number 8 on page two of the letter: Changes to the Metra commuter rail service are beyond the scope of the transit study for Kenosha County. The request to add a Metra stop in the Village of Pleasant Prairie near 122nd Street will be passed on to the consultant working on the planning study for the Kenosha-Racine-Milwaukee commuter rail service.
6. Item number 1, 2, and 3 on page two of the letter: Commission staff revised Tables 3-7, 3-11 and 3-12A and Maps 3-7, 3-8, and 3-9 in Chapter III. Copies of the revised tables and maps are attached.

**NEW RESIDENTIAL DEVELOPMENT AND PROPOSED INDUSTRIAL
AND COMMERCIAL DEVELOPMENTS WITHIN AND OUTSIDE
THE WALK ACCESS SERVICE AREA FOR KENOSHA AREA TRANSIT: 2008**



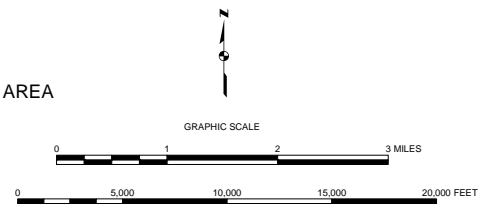
**U.S. PUBLIC LAND SURVEY QUARTER SECTIONS WHERE NEW
RESIDENTIAL UNITS WERE CONSTRUCTED BETWEEN 2000 AND 2008**



KENOSHA AREA TRANSIT EVALUATION AREA

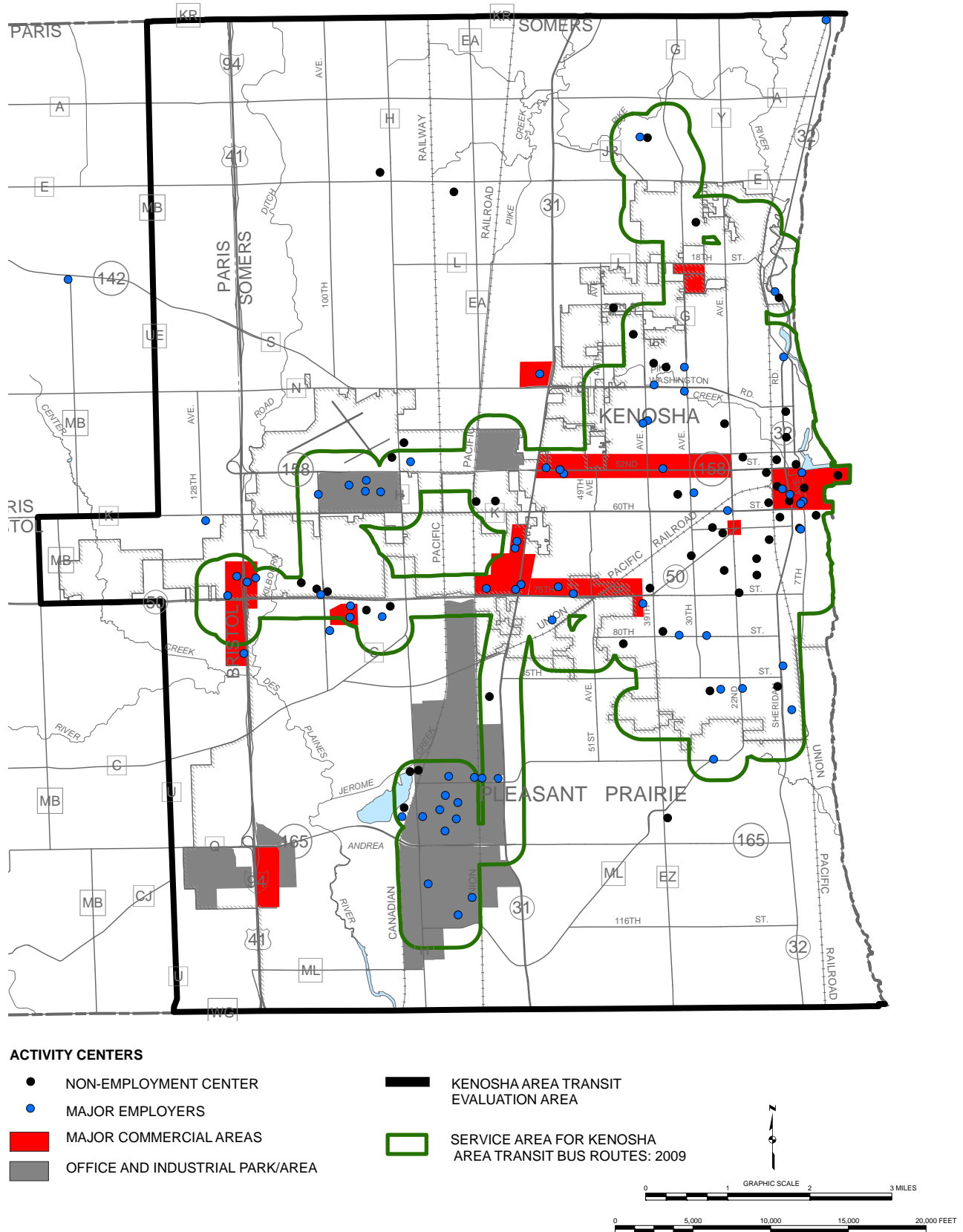
SERVICE AREA FOR KENOSHA
AREA TRANSIT BUS ROUTES: 2009

PROPOSED COMMERCIAL OR
INDUSTRIAL DEVELOPMENTS
WITHIN KENOSHA COUNTY: 2009



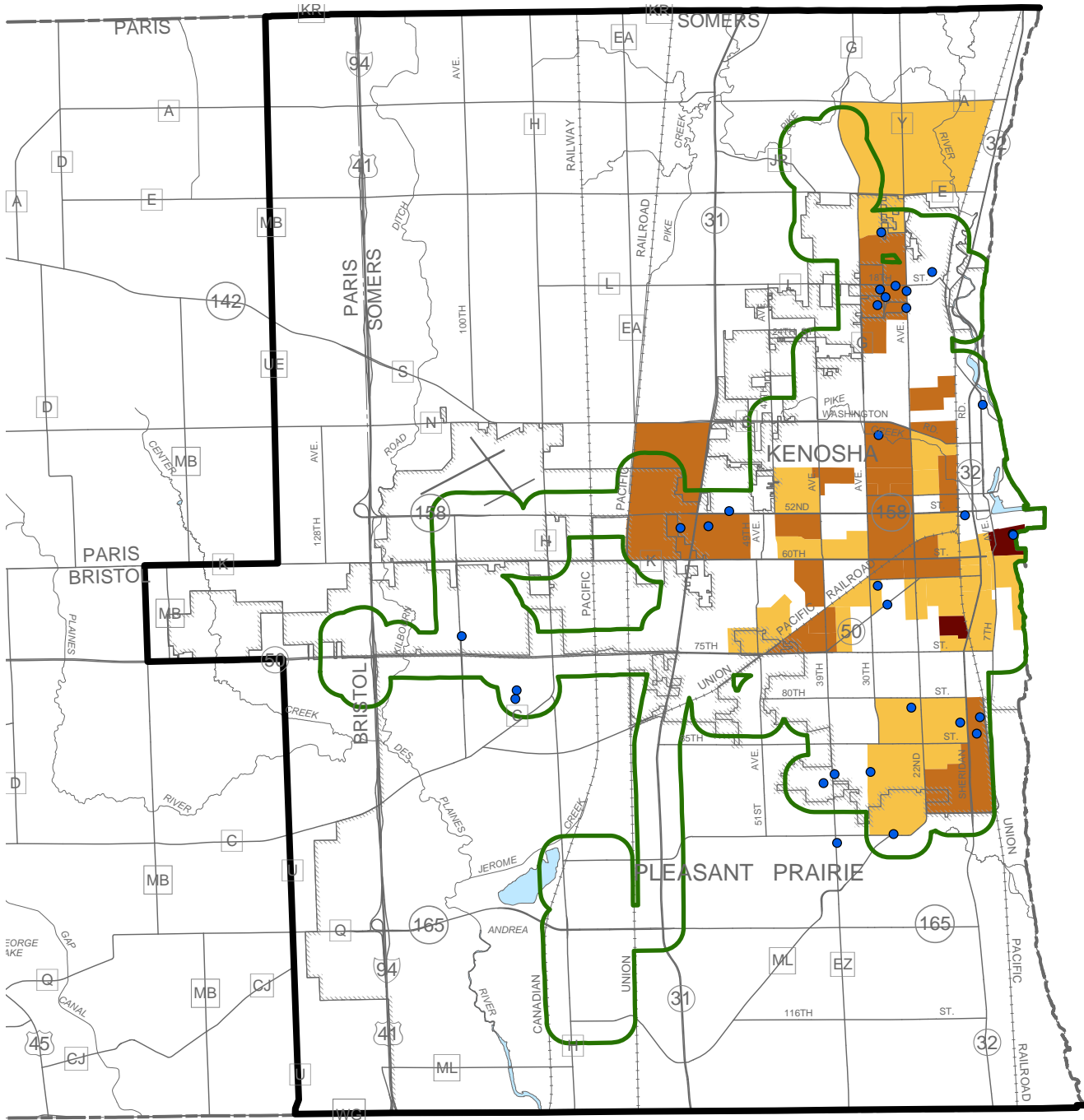
Map 5-3 Revised

**MAJOR ACTIVITY CENTERS WITHIN AND OUTSIDE
THE WALK ACCESS SERVICE AREA FOR KENOSHA AREA TRANSIT: 2009**



Map 5-4 Revised

CENSUS BLOCK GROUPS WITH CONCENTRATIONS OF TRANSIT-DEPENDENT POPULATIONS AND FACILITIES FOR ELDERLY, DISABLED AND LOW-INCOME PERSONS WITHIN AND OUTSIDE THE WALK ACCESS SERVICE AREA FOR KENOSHA AREA TRANSIT



CENSUS BLOCK GROUPS WITH CONCENTRATIONS ABOVE THE COUNTY AVERAGE FOR AT LEAST THREE OF THE FIVE TRANSIT DEPENDENT GROUPS IN 2000

- BLOCK GROUPS CONTAINING ABOVE AVERAGE CONCENTRATIONS IN 3 CATEGORIES OF TRANSIT-DEPENDENT POPULATION GROUPS
- BLOCK GROUPS CONTAINING ABOVE AVERAGE CONCENTRATIONS IN 4 CATEGORIES OF TRANSIT-DEPENDENT POPULATION GROUPS
- BLOCK GROUPS CONTAINING ABOVE AVERAGE CONCENTRATIONS IN 5 CATEGORIES OF TRANSIT-DEPENDENT POPULATION GROUPS
- FACILITIES FOR ELDERLY, DISABLED, OR LOW-INCOME PERSONS

- KENOSHA AREA TRANSIT EVALUATION AREA
- SERVICE AREA FOR KENOSHA AREA TRANSIT BUS ROUTES: 2009

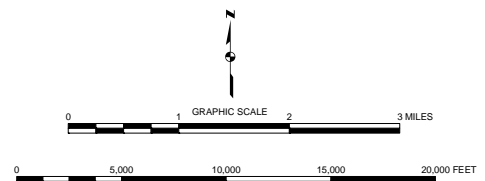


Table 3-7 Revised

MAJOR COMMERCIAL CENTERS IN KENOSHA COUNTY: 2009

Number on Map 3-7	Commercial Center or Area	Location
1	Kenosha Central Business District	City of Kenosha, area bounded by 50 th Street, Union Pacific Railroad Right-of-way, 60 th Street, and Lake Michigan
2	Kenosha Uptown Business District	City of Kenosha, on 22 nd Avenue between 60 th Street and Roosevelt Road and 63 rd street between 22 nd Avenue and 24 th Avenue including retail and office establishments
3	52 nd Street Commercial Area	City of Kenosha, on 52 nd Street between 14 th Avenue and Green Bay Road, including Midtown shopping district, K-Mart, Shopko, and Save-A-Lot Foods
4	Glenwood Crossing Shopping Center	City of Kenosha, on 18 th Street between 27 th Avenue and 30 th Avenue
5	Pershing Plaza Shopping Center	City of Kenosha, at 75 th Street and Pershing Boulevard
6	75 th Street Commercial Area	City of Kenosha and Village of Pleasant Prairie, on 75 th Street between Pershing Boulevard and Green Bay Road, including Pick 'n Save and other retail, office, and service establishments
7	Southport Plaza Shopping Center and Adjacent Commercial Area	City of Kenosha, at intersection of 75 th Street and Green Bay Road
8	Shoppes at Prairie Ridge	Village of Pleasant Prairie, south of STH 50 between 88 th Avenue and 104 th Avenue
9	IH 94 and STH 50 Commercial Area	City of Kenosha and Town of Bristol, at IH 94 and STH 50
10	Prime Outlets of Pleasant Prairie	Village of Pleasant Prairie, at IH 94 and STH 165
11	Paddock Lake Commercial Area	Village of Paddock Lake, including retail, office, and service establishments at the intersection of STH 50 and STH 75
12	Twin Lakes Commercial Area	Village of Twin Lakes, including retail, office, and service establishments on Main Street and Lake Avenue between Burlington Avenue and Holy Hill Road
13	Somers Market Center	Town of Somers, at northwest corner of intersection of STH 31 and CTH S, including Wal-Mart and Sam's Club

Source: SEWRPC.

Table 3-11 Revised

MAJOR EMPLOYERS WITHIN KENOSHA COUNTY: 2009

Number on Map 3-8	Employer	Address	Approximate Employment ^a			
			100-249	250-499	500-999	1,000 +
	Industrial and Manufacturing					
1	Albany Chicago Company	8200 100th Street, Village of Pleasant Prairie	--	x	--	--
2	Arvato Digital Services	11500 80 th Avenue, Village of Pleasant Prairie	x	--	--	--
3	ATC Leasing Company	10801 Corporate Drive, Village of Pleasant Prairie	x	--	--	--
4	Bane-Nelson, Inc.	4019 43rd Street, City of Kenosha	x	--	--	--
5	Beere Precision Medical Instruments	5307 95th Avenue, City of Kenosha	x	--	--	--
6	Calumet Diversified Meats, Inc.	10000 80 th Avenue, Village of Pleasant Prairie	x	--	--	--
7	Cherry Electric Products	11200 88th Avenue, Village of Pleasant Prairie	x	--	--	--
8	Daimler Chrysler	5555 30th Avenue, City of Kenosha	--	--	x	--
9	Fair Oaks Farms, Inc.	7600 95th Street, Village of Pleasant Prairie	x	--	--	--
10	Honeywell Genesis Cable Systems	7701 95th Street, Village of Pleasant Prairie	x	--	--	--
11	Hospira, Inc.	8401 102 nd Street, Village of Pleasant Prairie	x	--	--	--
12	I E A, Inc.	9625 55 th Street, City of Kenosha	x	--	--	--
13	IRIS USA, Inc.	11111 80th Avenue, Village of Pleasant Prairie	x	--	--	--
14	Kenosha Beef International LTD	3111 152 nd Avenue, City of Kenosha	--	x	--	--
15	Kix-Kutzler Express Inc.	12737 60 th Street, City of Kenosha	x	--	--	--
16	Laminated Products, Inc.	5718 52nd Street, City of Kenosha	x	--	--	--
17	Martin Petersen Company, Inc.	9800 55th Street, City of Kenosha	x	--	--	--
18	Ocean Spray Cranberries, Inc.	7800 S 60th Avenue, City of Kenosha	--	x	--	--
19	Pepsi Cola General Bottlers, Inc.	8500 100 th Street, Village of Pleasant Prairie	x	--	--	--
20	Riley Construction Co, Inc.	5614 52nd Street, City of Kenosha	x	--	--	--
21	Rust-Oleum	8505 50 th Street, City of Kenosha	--	x	--	--
22	Sanmina Corporation	8701 100th Street, Village of Pleasant Prairie	--	x	--	--
23	Snap-On	2801 80 th Street, City of Kenosha	--	--	x	--
24	Super Valu, Inc. Distribution Center	7400 95th Street, Village of Pleasant Prairie	--	x	--	--
25	United Communications Corporation (Kenosha News)	715 58th Street, City of Kenosha	x	--	--	--
26	Unified Solutions, Inc.	9801 80th Avenue, Village of Pleasant Prairie	--	x	--	--
27	Vista International Packaging	1126 88th Place, City of Kenosha	x	--	--	--
28	Westvaco	5612 95th Avenue, City of Kenosha	x	--	--	--
	Retail and Service					
29	Brat Stop Inc	12304 75th Street, Town of Bristol	x	--	--	--
30	Breezy Hill Nursery, Inc	7530 288 th Avenue, Town of Salem	x	--	--	--
31	CarMax Auto Superstores	8200 120th Avenue, Town of Bristol	x	--	--	--
32	Cracker Barrel Old Country Store, Inc.	7015 122nd Avenue, Town of Bristol	x	--	--	--
33	Dairyland Greyhound Park	5522 104th Avenue, City of Kenosha	x	--	--	--
34	Dick's Sporting Goods	9899 76 th Street, Village of Pleasant Prairie	x	--	--	--
35	Grande Prairie Health and Rehabilitation Center	10330 Prairie Ridge Boulevard, Village of Pleasant Prairie	x	--	--	--
36	Hospitality Nursing & Rehabilitation Center	8633 32nd Avenue, City of Kenosha	x	--	--	--
37	J C Penny	10225 77 th Street, Village of Pleasant Prairie	x	--	--	--
38	Jockey International, Inc.	2300 60 th Street, City of Kenosha	--	x	--	--
39	Kohl's Department Store	7200 Green Bay Road, City of Kenosha	x	--	--	--
40	Laidlaw Transit, Inc.	6015 52nd Street, City of Kenosha	x	--	--	--
41	Lowe's Home Centers, Inc	6500 Green Bay Road, City of Kenosha	x	--	--	--
42	Mega Marts LLC, Pick 'n Save	5710 75 th Street, City of Kenosha	x	--	--	--
43	Menards, Inc.	7330 74th Place, City of Kenosha	x	--	--	--
44	Palmen Motors, Inc.	5431 75th Street, City of Kenosha	x	--	--	--
45	Red Robin International, Inc.	6610 Green Bay Road, City of Kenosha	x	--	--	--
46	Sears, Roebuck and Company	7630 Pershing Boulevard, City of Kenosha	x	--	--	--
47	Sheridan Medical Complex	8400 Sheridan Road, City of Kenosha	x	--	--	--
48	Spiegelhoff's SuperValu	3401 80 th Street, City of Kenosha	x	--	--	--
49	St. Joseph's Home for the Aged	9244 29th Avenue, City of Kenosha	x	--	--	--
50	Target Stores	7450 Green Bay Road, City of Kenosha	x	--	--	--
51	Texas Roadhouse	7121 118 th Avenue, City of Kenosha	x	--	--	--
52	Sam's Club and Wal-Mart	3300 and 3500 Brumback Road, Town of Somers	--	x	--	--
53	Washington Manor Nursing Home	3100 Washington Road, City of Kenosha	x	--	--	--
54	WE Energies Pleasant Prairie Station	8000 95th Street, Village of Pleasant Prairie	x	--	--	--
55	WE Energies Somers Station	CTH KR/STH 32, Town of Somers	x	--	--	--
56	Woodman's Food Market Inc	7145 120th Avenue, City of Kenosha	--	x	--	--
57	Woodstock Kenosha Health and Rehabilitation Center	3415 Sheridan Road, City of Kenosha	x	--	--	--

Table 3-11 Revised (continued)

Number on Map 3-8	Employer	Address	Approximate Employment ^a			
			100-249	250-499	500-999	1,000 +
	Governmental and Institutional					
58	Aurora Medical Group	10400 75th Street, Village of Pleasant Prairie	--	x	--	--
59	Kenosha County Headquarters	1010 56th Street, City of Kenosha	--	x	--	--
60	Kenosha Municipal Building	625 52nd Street, City of Kenosha	x	--	--	--
61	Kenosha Young Men's Christian Association	720 59th Place, City of Kenosha	x	--	--	--
62	Lakeview RecPlex	9900 Terwell Terrace, Village of Pleasant Prairie	x	--	--	--
63	United Hospital System-Kenosha Medical Center	6308 8th Avenue, City of Kenosha	--	--	--	x
64	United Hospital System-Saint Catherine's	9555 76th Street, Village of Pleasant Prairie	--	--	x	--
65	U.S. Postal Service-Kenosha Office	5605 Sheridan Road, City of Kenosha	x	--	--	--
	Educational					
66	Bradford High School	3700 Washington Road, City of Kenosha	x	--	--	--
67	Carthage College	2001 Alford Drive, City of Kenosha	--	x	--	--
68	Central High School District of Westosha	24617 75 th Street, Town of Salem	x	--	--	--
69	Gateway Technical College	3520 30th Avenue, City of Kenosha	--	x	--	--
70	Kenosha Unified School District #1	3600 52 nd Street, City of Kenosha	x	--	--	--
71	Randall Consolidated School	37101 87 th Street, Village of Twin Lakes	x	--	--	--
72	Salem Consolidated Grade School	8828 Antioch Road, Town of Salem	x	--	--	--
73	Tremper High School	8560 26th Avenue, City of Kenosha	x	--	--	--
74	University of Wisconsin-Parkside	900 Wood Road, Town of Somers	--	x	--	--
75	Wilmot Union High School District	11112 308 th Avenue, Town of Salem	x	--	--	--

^aOnly major employment centers having an employment of 100 or more persons are listed.

Source: Wisconsin Manufacturers and Commerce, Wisconsin Department of Workforce Development, and SEWRPC.

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Table 3-12A Revised
PROPOSED COMMERCIAL OR INDUSTRIAL DEVELOPMENTS WITHIN KENOSHA COUNTY: 2009

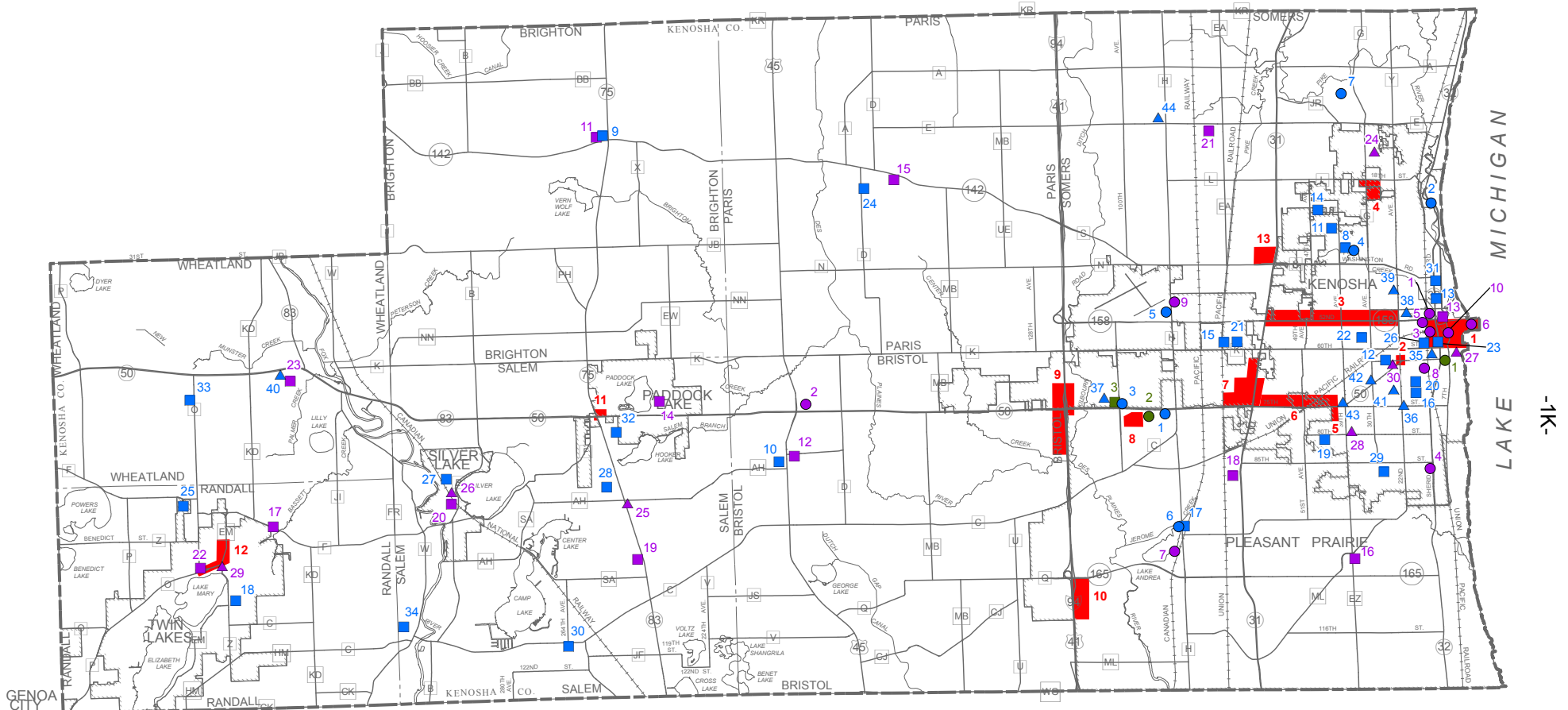
Number on Map 3-9A	Development	Location	Approximate Employment
1	Abbott Laboratories Campus	West of IH-94, between CTH Q and CTH C, Village of Pleasant Prairie	- ^a
2	Affiliated Foods Midwest	8100 60 th Street, City of Kenosha	300
3	Gordon Food Service	10901 38 th Street, City of Kenosha	300
4	Uline Headquarters and Distribution Center	West of IH-94 and south of STH 165, Village of Pleasant Prairie	1,000
5	Village Green Center	39 th Avenue and Springbrook Road, Village of Pleasant Prairie	- ^a

^a Data not available

Source: City of Kenosha Department of City Development, and SEWRPC.

Map 3-7 Revised

MAJOR ACTIVITY CENTERS IN KENOSHA COUNTY: 2009



COMMERCIAL CENTERS

- MAJOR COMMERCIAL AREA
- 1 IDENTIFICATION NUMBER (See Table 3-7)

EDUCATIONAL INSTITUTIONS

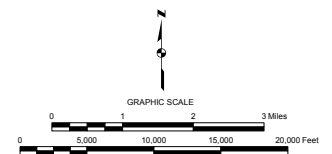
- UNIVERSITY OR COLLEGE
- PUBLIC JUNIOR OR SENIOR HIGH SCHOOL
- ▲ MAJOR PAROCHIAL OR PRIVATE SCHOOL
- 1 IDENTIFICATION NUMBER (See Table 3-8)

MEDICAL CENTERS

- REGIONAL OR COUNTY MEDICAL CENTER
- SPECIAL MEDICAL CENTER
- 1 IDENTIFICATION NUMBER (See Table 3-9)

GOVERNMENTAL CENTERS

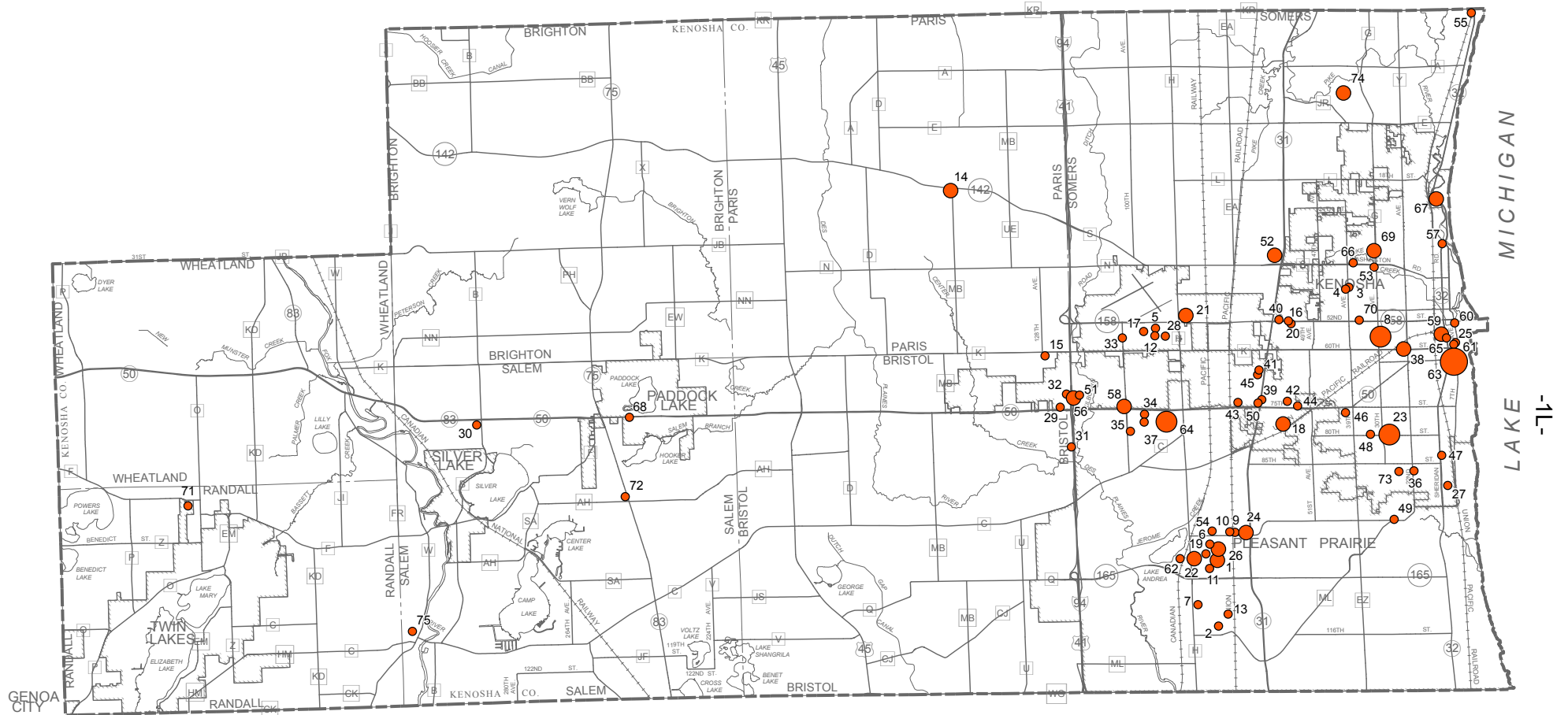
- REGIONAL OR COUNTY
- LOCAL
- ▲ PUBLIC LIBRARY
- 1 IDENTIFICATION NUMBER (See Table 3-10)



Source: SEWRPC

Map 3-8 Revised

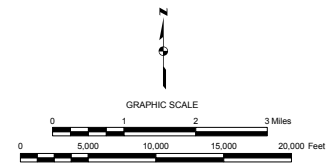
MAJOR EMPLOYERS WITH 100 OR MORE EMPLOYEES IN KENOSHA COUNTY: 2009



EMPLOYERS OR EMPLOYMENT CENTERS WITH:

- 100 - 249 EMPLOYEES
- 250 - 499 EMPLOYEES
- 500 - 999 EMPLOYEES
- 1000 OR MORE EMPLOYEES

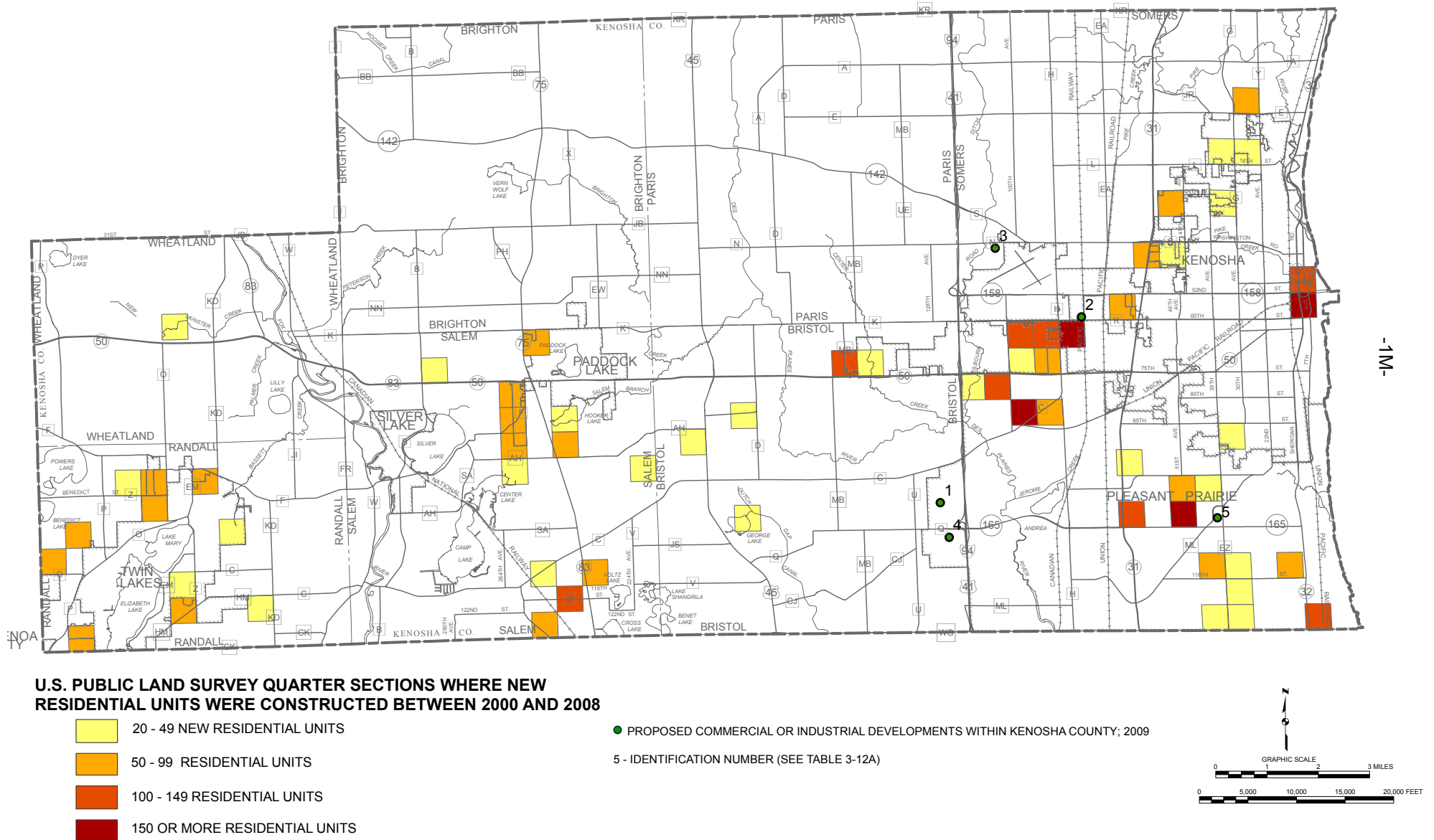
105 IDENTIFICATION NUMBER (See Table 3-11)



Source: SEWRPC

Map 3-9A Revised

NEW AND PROPOSED DEVELOPMENT IN KENOSHA COUNTY: 2009



Source: SEWRPC

Attachment 2

Text and Table to be Inserted after the First Paragraph on Page 4 of Chapter V

Table 3-11 in Chapter III identified the major employers with 100 or more employees in the study area in 2009 and their approximate employment. Using that table as a starting point, Commission staff then removed from consideration the employers that were not within one-quarter mile of a KAT bus route and, therefore, not within the transit service area. Information was then collected on work shift times and the number of employees for each shift at these employers. Commission staff worked with the Kenosha Area Business Alliance (KABA) which requested member employers to provide this information through an email survey conducted in September 2009. Commission staff also conducted a telephone and email survey to collect this information from the major employers within the KAT service area that either did not respond to, or were not contacted for, the KABA survey.

Table 5-3 identifies the employers within the KAT service area that were contacted under both surveys including 69 employers with 100 or more employees that were identified in Table 3-11 in Chapter III, and 15 smaller employers that responded to the KABA survey. Approximately 15,100 jobs were available in 2009 at these 84 employers. As shown in the Table 5-3, the employee work shift information desired for the evaluation was not always available from, or provided by, employers, with only 34 of the 84 employers surveyed providing information on employment by work shift. Commission staff could, therefore, determine the specific work schedules for about 5,300, or about 35 percent, of the 15,100 jobs available at the surveyed employers. Staff compared the work shift schedules for those 5,300 jobs to the 2009 KAT schedules to determine the number of jobs that were fully or partially served by the transit system.

For the purpose of this study, jobs are considered “served” when the scheduled transit service allows employees to arrive at their job locations no sooner than 20 minutes, but no later than five minutes, before the scheduled start time, and allows employees to depart their job location within 20 minutes of the scheduled stop time. Less than 500 jobs had work schedules which were fully served in accordance with this criterion. This represents about 9 percent of the 5,300 jobs for which work schedules were determined. About 2,800 jobs were partially served by the transit system with either the start time or the stop time served but not both. These represented about 53 percent of the 5,300 jobs for which schedules

were determined. About 2,000 jobs had work schedules that were not served at all by the transit system schedules, or 38 percent of the jobs for which schedules were determined.

The last time this analysis was conducted for Kenosha Area Transit was in 1983. At that time it was found that about 59 percent of the jobs for which schedules could be determined were fully served by transit system schedules and about 36 percent were partially served. In 2009, about 7 percent were fully served and 59 percent were partially served. The elimination of Route Nos. 35 and 36 in January 2011 caused additional reductions in the employers and jobs served by KAT bus service as identified in the above analysis for 2009.

One reason for the small proportion of jobs served is that scheduled working hours vary significantly among the types of employers in the transit service area, as well as between individual employers. At some employers, employee work schedules also vary by the day of the week. The variation in work schedules makes it both difficult and costly to provide bus schedules that fully serve all employees. Another reason for the large change in the number of jobs served is that many large employers are now located in outlying areas of the City of Kenosha and the Village of Pleasant Prairie. These outlying areas are less conducive to supporting efficient public transit service because they do not have the residential and employment density along the full length of the route that is needed to generate significant transit ridership. As a result, the scheduled bus services for such areas in 2009 was limited to certain hours of the day and operated with infrequent service.

Major service improvements would likely be needed to address the problems identified concerning the coverage of employee work shifts by KAT bus service. Such improvements would include: reducing peak-period headways on most routes to between 15 and 20 minutes; providing special tripper service to major employers not served by existing KAT routes; and expanding existing system days and hours of operation to cover more work schedules. The expanded service periods would need to include providing weekday service later in the evening and earlier in the mornings, and adding Saturday evening and Sunday service. These improvements will result in a substantial increase in both the service levels and costs for KAT, and may require a new source of local funding.

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Table 5-3

**EMPLOYMENT BY WORK SCHEDULE AT EMPLOYERS WITHIN THE SERVICE AREA
OF KENOSHA AREA TRANSIT THAT PROVIDED WORK SHIFT INFORMATION : 2009**

Employment Category	Employment Center	Address ^a	Total Employment by Work Shift		Employment Served ^b	
			Shift Hours	Estimated Number of Employees		
					Fully ^c	Partially ^d
Industrial/ Manufacturing	Affiliated Foods Midwest	8100 60th Street, City of Kenosha	N/A	300	-- ^d	-- ^d
	Albany Chicago Company	8200 100th Street, Village of Pleasant Prairie	6:30 a.m. - 2:30 p.m. 2:30 p.m. - 10:30 p.m. 10:30 p.m. - 6:30 a.m. Total	N/A N/A N/A 300	-- ^d -- ^d -- ^d -- ^d	-- ^d -- ^d -- ^d -- ^d
	Arvato Digital Services	11500 80th Avenue, Village of Pleasant Prairie	6:00 a.m. - 2:30 p.m. 2:30 p.m. - 10:30 p.m. Total	263 116 379	-- -- --	-- -- --
	Bane-Nelson, Inc.	4019 43rd Street, City of Kenosha	7:00 a.m. - 5:00 p.m.	60	60	--
	Beckart Environmental, Inc.	6900 46th Street, City of Kenosha	7:00 a.m. - 3:30 p.m. 8:00 a.m. - 5:00 p.m. Total	12 22 34	-- -- --	12 22 34
	Beere Precision/Teleflex Medical Instruments	5307 95th Avenue, City of Kenosha	6:00 a.m. - 2:30 p.m. 7:00 a.m. - 3:30 p.m. 8:00 a.m. - 4:30 p.m. 2:30 p.m. - 11:00 p.m. Total	70 20 50 25 165	-- -- 50 -- 50	70 20 -- -- 90
	Calumet Diversified Meats, Inc.	10000 80th Avenue, Village of Pleasant Prairie	6:00 a.m. - 2:30 p.m. 6:30 a.m. - 3:00 p.m. 3:00 p.m. - 11:30 p.m. Total	40 40 50 130	-- -- -- --	-- -- -- --
	Cherry Electric Products	11200 88th Avenue, Village of Pleasant Prairie	7:00 a.m. - 3:45 p.m. 8:00 a.m. - 4:45 p.m. Total	80 19 99	-- -- --	80 19 99
	Chrysler, LLC	5555 30th Avenue, City of Kenosha	6:00 a.m. - 2:30 p.m. 2:30 p.m. - 11:00 p.m. Total	300 200 500	-- -- --	300 200 500
	Concrete Specialties Company	8011 Green Bay Road, City of Kenosha	4:00 a.m. - 2:00 p.m. 6:00 a.m. - 3:00 p.m. 7:00 a.m. - 3:00 p.m. Total	15 6 6 27	-- -- -- --	-- -- 6 6
	Fair Oaks Farms, Inc.	7600 95th Street, Village of Pleasant Prairie	5:30 a.m. - 3:00 p.m. 2:45 p.m. - 12:00 a.m. 11:00 p.m. - 7:00 a.m. Total	105 88 35 228	-- -- -- --	-- -- -- --
	Finishing & Plating Service	4545 68th Ave, City of Kenosha	12:00 a.m. - 8:00 a.m. 8:00 a.m. - 4:00 p.m. 4:00 p.m. - 12:00 a.m. Total	11 18 9 38	-- 18 -- 18	-- -- 9 9
	Honeywell Genesis Cable+C107 System	7701 95th Street, Village of Pleasant Prairie	7:00 a.m. - 3:15 p.m. 3:00 p.m. - 11:15 p.m. 11:00 p.m. - 7:15 a.m. Total	58 55 47 160	-- -- -- --	-- -- -- --
	Horizon Milling	6509 77th Ave, City of Kenosha	7:00 a.m. - 3:00 p.m. 3:00 p.m. - 11:00 p.m. 11:00 p.m. - 7:00 a.m. Total	12 4 4 20	12 -- -- 12	-- -- 4 4
	Hospira, Inc.	8401 102nd Street, Village of Pleasant Prairie	7:00 a.m. - 6:00 p.m. 3:00 p.m. - 11:00 p.m. Total	250 40 290	-- -- --	-- -- --
	IEA, Inc.	9625 55th Street, City of Kenosha	7:00 a.m. - 3:30 p.m. 8:00 a.m. - 5:00 p.m. Total	61 40 101	-- -- --	61 40 101
	IRIS USA, Inc.	11111 80th Avenue, Village of Pleasant Prairie	N/A	200	-- ^d	-- ^d
	Lakeside Steel & Mfg. Co.	4117 13th Court, City of Kenosha	7:00 a.m. - 3:30 p.m. 7:30 a.m. - 4:30 p.m. Total	33 20 53	33 20 53	33 20 53
	Laminated Products, Inc.	5718 52nd Street, City of Kenosha	5:00 a.m. - 1:30 p.m. 8:00 a.m. - 4:30 p.m. Total	60 15 75	-- 15 15	-- -- --
	Martin Petersen Company, Inc.	9800 55th Street, City of Kenosha	6:30 a.m. - 3:00 p.m.	275	-- ^d	-- ^d
	Mid-America Bag LLC	10680 88th Ave, Village of Pleasant Prairie	8:00 a.m. - 4:30 p.m. 4:00 p.m. - 12:30 a.m. 12:00 a.m. - 8:30 a.m. Total	24 12 12 48	-- -- -- --	24 12 -- 36

Table 5-3 (continued)

Employment Category	Employment Center	Address ^a	Total Employment by Work Shift		Employment Served ^b	
			Shift Hours	Estimated Number of Employees		
					Fully ^c	Partially ^e
Industrial/ Manufacturing (continued)	Monarch Plastics, Inc.	1205 65th Street, City of Kenosha	6:30 a.m. - 2:30 p.m. 2:30 p.m. - 10:30 p.m. 10:30 p.m. - 6:30 a.m. Total	48 19 22 89	48 -- -- 48	-- 19 22 41
	Ocean Spray Cranberries, Inc.	7800 S 60th Avenue, City of Kenosha	6:00 a.m. - 6:00 p.m. 6:00 p.m. - 6:00 a.m. 6:00 a.m. - 2:00 p.m. 2:00 p.m. - 10:00 p.m. 10:00 p.m. - 6:00 a.m. Total	92 69 25 10 10 206	-- -- -- -- -- --	-- 69 25 10 -- 104
	Pepsi Cola General Bottlers, Inc.	8500 100th Street, Village of Pleasant Prairie	N/A	150	-- ^d	-- ^d
	Powerbrace Corporation	7640 60th Avenue, City of Kenosha	7:00 a.m. - 3:30 p.m.	28	28	--
	Rehrig Pacific Company	7800 100th Street, Village of Pleasant Prairie	7:00 a.m. - 3:30 p.m. 3:00 p.m. - 11:30 p.m. 11:00 p.m. - 7:30 a.m. Total	20 12 12 44	-- -- -- --	20 -- 12 32
	Riley Construction	5301 99th Ave., City of Kenosha	7:00 a.m. - 3:30 p.m.	185	--	185
	Rust-Oleum	8505 50 th Street, City of Kenosha	N/A	250	-- ^d	-- ^d
	Sanmina Corporation	8701 100th Street, Village of Pleasant Prairie	N/A	300	-- ^d	-- ^d
	Snap-On	2801 80th Street, City of Kenosha	Varies	950	-- ^d	-- ^d
	Super Valu, Inc. Distribution Center	7400 95th Street, Village of Pleasant Prairie	8:00 a.m. - 5:00 p.m.	400	-- ^d	-- ^d
	United Communications Corporation (kenosha)	715 58th Street, City of Kenosha	N/A	--	-- ^d	-- ^d
	Unified Solutions, Inc.	9801 80th Avenue, Village of Pleasant Prairie	7:15 a.m. - 3:15 p.m. 3:30 p.m. - 11:30 p.m. 11:30 p.m. - 7:00 a.m. Total	400 100 50 550	-- -- -- --	-- -- 50 50
	Vista International Packaging	1126 88th Place, City of Kenosha	7:00 a.m. - 3:00 p.m. 7:00 a.m. - 3:30 p.m. 7:30 a.m. - 4:00 p.m. 3:00 p.m. - 11:00 p.m. 11:00 p.m. - 7:00 a.m. Total	33 21 21 20 20 115	33 21 21 -- -- 75	-- -- -- 20 20 40
	Westvaco	5612 95th Avenue, City of Kenosha	N/A	150	-- ^d	-- ^d
Retail and Service	Bradshaw Medical, Inc.	5732 95th Ave., City of Kenosha	6:00 a.m. - 4:00 p.m. 8:00 p.m. - 6:00 a.m. Total	60 10 70	-- -- --	60 -- 60
	Bothe Associates	6901 46th Street, City of Kenosha	5:00 a.m. - 3:30 p.m. 3:25 p.m. - 1:55 a.m. Total	22 8 30	-- -- --	22 -- 22
	Brat Stop Inc	12304 75th Street, Town of Bristol	N/A	130	-- ^d	-- ^d
	Boys & Girls Club	1715 52nd St, City of Kenosha	Varies	25	-- ^d	-- ^d
	CarMax Auto Superstores	8200 120th Avenue, Town of Bristol	N/A	177	-- ^d	-- ^d
	Cracker Barrel Old Country Store, Inc.	7015 122nd Avenue, Town of Bristol	6:00 a.m. - 2:00 p.m. 2:00 p.m. - 10:00 p.m. Total	60 70 130	-- -- --	-- -- --
	Dairyland Greyhound Park	5522 104th Avenue, City of Kenosha	Varies	189	--	189
	Dick's Sporting Goods	9899 76th Street, City of Kenosha	N/A	N/A	-- ^d	-- ^d
	Grande Prairie Health and Rehabilitation Center	10330 Prairie Ridge Boulevard, Village of Pleasant Prairie	6:30 a.m. - 2:30 p.m. 2:30 p.m. - 10:30 p.m. 10:30 p.m. - 6:30 a.m. Total	67 30 12 109	-- -- -- --	-- 30 -- 30
	Hospitality Nursing & Rehabilitation Center	8633 32nd Avenue, City of Kenosha	Varies	150	--	150
	JC Penney	10225 77th Street, Village of Pleasant Prairie	N/A	150	-- ^d	-- ^d
	Jockey International, Inc.	2300 60th Street, City of Kenosha	9:00 a.m. - 5:00 p.m.	350	--	350
	Kohl's Department Store	7200 Green Bay Road, City of Kenosha	N/A	140	-- ^d	-- ^d
	Laidlaw Transit, Inc.	6015 52nd Street, City of Kenosha	N/A	170	-- ^d	-- ^d
	Lee Plumbing, Heating & Cooling	2915 60th St, City of Kenosha	7:30 a.m. - 4:30 p.m.	53	--	53
	Lowes Home Centers, Inc.	6500 Green Bay Road, City of Kenosha	N/A	160	-- ^d	-- ^d
	Mega Marts LLC, Pick n' Save	5710 75th Street, City of Kenosha	N/A	150	-- ^d	-- ^d
	Menards, Inc.	7330 74th Place, City of Kenosha	N/A	--	-- ^d	-- ^d
	Palmen Motors, Inc.	5431 75th Street, City of Kenosha	N/A	150	-- ^d	-- ^d
	Puratos Chocolate USA	5000 70th ave, City of Kenosha	7:00 a.m. - 3:30 p.m. 3:00 p.m. - 11:30 p.m. 11:00 p.m. - 7:30 a.m. Total	35 13 12 60	-- -- -- --	35 13 12 60
	Red Robin International, Inc.	6610 Green Bay Road, City of Kenosha	N/A	--	-- ^d	-- ^d
	Sam's Club	3300 Brumback Road, Town of Somers	N/A	--	-- ^d	-- ^d
	Sears, Roebuck and Company	7630 Pershing Boulevard, City of Kenosha	N/A	96	-- ^d	-- ^d
	Sheridan Medical Complex	8400 Sheridan Road, City of Kenosha	Varies	140	-- ^d	-- ^d
	Southport Bank	7027 Green Bay Road, City of Kenosha	8:00 a.m. - 5:00 p.m. 9:00 a.m. - 6:00 p.m. Total	60 45 105	60 45 105	-- -- --
	Spiegelhoff's SuperValu	3401 80th Street, City of Kenosha	N/A	201	-- ^d	-- ^d
	St. Joseph's Home for the Aged	9244 29th Avenue, City of Kenosha	Varies	200	-- ^d	-- ^d

Table 5-3 (continued)

Employment Category	Employment Center	Address ^a	Total Employment by Work Shift		Employment Served ^b	
			Shift Hours	Estimated Number of Employees		
					Fully ^c	Partially ^d
Retail and Service (continued)	Target Stores	9777 76th St, Village of Pleasant Prairie	Varies	150	-- ^d	-- ^d
	Texas Roadhouse	7121 118th Avenue, City of Kenosha	N/A	130	-- ^d	-- ^d
	Wal-Mart	3500 Brumback Road, Town of Somers	N/A	300	-- ^d	-- ^d
	Washington Manor Nursing Home	3100 Washington Road, City of Kenosha	Varies	150	-- ^d	-- ^d
	WE Energies Pleasant Prairie Station	8000 95th Street, Village of Pleasant Prairie	N/A	200	-- ^d	-- ^d
	Woodman's Food Market Inc	7145 120th Avenue, City of Kenosha	Varies	300	--	300
	Woodstock Kenosha Health and Rehabilitation Center	3415 Sheridan Road, City of Kenosha	Varies	165	-- ^d	-- ^d
Governmental and Institutional	Aurora Medical Group	10400 75th Street, Village of Pleasant Prairie	Varies	200	-- ^d	-- ^d
	Kenosha City/County Joint Services	1000 55th Street, City of Kenosha	6:00 a.m. - 2:00 p.m.	9	--	--
			2:00 p.m. - 10:00 p.m.	9	--	--
			10:00 p.m. - 6:00 a.m.	9	--	--
			7:00 a.m. - 3:00 p.m.	9	9	--
			3:00 p.m. - 11:00 p.m.	7	--	--
			11:00 p.m. - 7:00 a.m.	5	--	--
			Total	48	9	--
	Kenosha County Headquarters	1010 56th Street, City of Kenosha	N/A	300	-- ^d	-- ^d
	Kenosha Municipal Building	625 52nd Street, City of Kenosha	N/A	150	-- ^d	-- ^d
	Kenosha Young Men's Christian Association	720 59th Place, City of Kenosha	N/A	200	-- ^d	-- ^d
	Lakeview RecPlex	9900 Terwall Terrace, Village of Pleasant Prairie	4:30 a.m. - 10:00 p.m.	150	--	--
			10:00 p.m. - 6:30 a.m.	6	--	--
Educational	United Hospital System - Kenosha Medical Center	6308 8th Avenue, City of Kenosha	Varies	1000	-- ^d	-- ^d
	United Hospital System - Saint Catherine's Hospital	9555 76th Street, Village of Pleasant Prairie	Varies	900	-- ^d	-- ^d
	U.S. Postal Service-Kenosha Office	5605 Sheridan Road, City of Kenosha	N/A	150	-- ^d	-- ^d
	Bradford High School	3700 Washington Road, City of Kenosha	N/A	197	-- ^d	-- ^d
	Carthage College	2001 Alford Drive, City of Kenosha	Varies	381	-- ^d	--
	Gateway Technical College	3520 30th Avenue, City of Kenosha	Varies	600	-- ^d	-- ^d
	Kenosha Unified School District #1	3600 52nd Street, City of Kenosha	7:30 a.m. - 4:30 p.m.	200	--	200
	Tremper High School	8560 26th Avenue, City of Kenosha	N/A	150	-- ^d	-- ^d
Total	University of Wisconsin-Parkside	900 Wood Road, Town of Somers	Varies	506	-- ^d	-- ^d
	All Employers			15,073	473	2,798

Note: "N/A" indicates data not available.

^a Except where noted, all addresses are in the City of Kenosha

^b Scheduled bus service is available to enable employees to arrive at employment center no sooner than 20 minutes but no later than five minutes before scheduled start time, and to depart from employment center within 20 minutes of stop time

^c Both start and stop times are served by scheduled bus service.

^d Cannot be determined from data available

^e Either stop or start times are served by scheduled bus service, but not both, as defined in footnote b.

Source: Wisconsin Manufacturers and Commerce, Wisconsin Department of Workforce Development, Reference USA, and SEWRPC.

Table 5-4 Revised

**SELECTED SERVICE CHARACTERISTICS FOR KENOSHA AREA TRANSIT AND
TRANSIT SYSTEMS IN THE NATIONAL AND WISCONSIN PEER GROUPS: 2009**

Transit System	Ownership/ Management	Service Area Population	Hours of Operation			Weekday Headways (in minutes)		Peak Buses Operated Weekdays	Adult Cash Fares	Special School Routes
			Weekdays	Saturdays	Sundays	Peak	Off- Peak			
Kenosha Area Transit	Municipal	92,000	6:00 AM – 7:30 PM	6:00 AM – 6:00 PM	- -	30	60	48	\$1.25	Yes ^a
Transit Systems in National Peer Group	Transit Authority	110,000	6:00 AM – 6:15 PM	- -	- -	45	45	40	1.00	No
Bay Metro (Bay City, Michigan)	Municipal	165,000	5:20 AM – 12:30 AM	5:20 AM – 10:40 PM	9:50 AM – 5:45 PM	30	30	38	1.25	Yes ^a
Broome County Department of Transportation (Binghamton, New York)	Municipal	151,000	6:00 AM – 11:00 PM	6:00 AM – 11:00 PM	7:00 AM – 11:00 PM	30	30	20	1.00	Yes ^b
The Bus (Springfield, Missouri)	Transit District	207,000	5:45 AM – 10:30 PM	7:00 AM – 10:30 PM	- -	15-30	60	61	1.25	No
Cherriots (Salem, Oregon)	Transit Authority	190,000	5:15 AM – 11:30 PM	5:50 AM – 11:05 PM	9:15 AM – 7:10 PM	30	30	52	1.10	No
Erie Metropolitan Transit Authority (Erie, Pennsylvania)	Transit Authority	185,000	6:00 AM – 10:15 PM	6:00 AM – 10:15 PM	- -	60	60	32	1.35	No
Metro Transit (Kalamazoo, Michigan)	Municipal	122,000	5:15 AM – 12:15 AM	6:15 AM – 12:15 PM	- -	60	60	23	1.00	No
Metropolitan Evansville Transit System (Evansville, Indiana)	Transit Authority	109,000	5:45 AM – 6:30 PM	7:45 AM – 6:00 PM	- -	60	60	12	1.50	No
Metropolitan Transit Authority of Black Hawk County (Waterloo and Cedar Falls, Iowa)	Transit Authority	273,000	5:15 AM – 7:40 PM	7:45 AM – 6:10 PM	- -	30	60	36	1.00	No
Valley Ride (Boise, Idaho)	Transit Authority	188,000	5:30 AM – 11:00 PM	8:30 AM – 11:00 PM	10:00 AM – 7:30 PM	60	60	46	0.75	No
Whatcom Transportation Authority (Bellingham, Washington)										
Transit Systems in Wisconsin Peer Group										
Appleton Valley Transit	Municipal	252,000	5:30 AM – 10:30 PM	7:30 AM – 10:30 PM	- -	30-60	60	29	1.80	Yes ^a
Eau Claire Transit System	Municipal	69,000	6:00 AM – 10:30 PM	8:00 AM – 6:45 PM	- -	60	60	15	1.50	Yes ^a
Green Bay Metro	Municipal	173,000	5:45 AM – 9:45 PM	7:45 AM – 5:45 PM	- -	60	60	30	1.50	No
La Crosse Municipal Transit Utility	Municipal	65,000	5:15 AM – 10:45 AM	7:45 AM – 7:45 PM	7:45 AM – 6:45 PM	30-60	30-60	15	1.25	Yes ^a
Racine Belle Urban System	Municipal	112,000	5:30 AM – 12:00 AM	5:30 AM – 10:30 PM	9:30 AM – 7:00 PM	30	60	26	1.50	Yes ^a
Sheboygan Transit System	Municipal	59,500	5:45 AM – 9:45 PM	7:45 AM – 5:45 PM	- -	30	30	20	1.50	Yes ^a

^aSchool tripper service operated to serve school starting and ending times in the mornings and afternoons

^bExtensions of fixed routes to serve school starting and ending times in mornings and afternoons

Source: National Transit Database and SEWRPC.

Attachment 4

Text to be inserted after the partial paragraph at the top of page 12 of Chapter V

Provision of Passenger Shelters

One way to improve passengers' comfort and convenience while using the transit system is through the provision of shelters at fixed-route transit stops. The Kenosha transit system currently maintains passenger shelters at 42 bus stops. Because Kenosha Area Transit has received Federal funds for the purchase of additional passenger shelters, Commission staff identified certain key locations where passenger shelters should be considered. These include stops located near facilities used by seniors and persons with disabilities, stops with large numbers of weekday boarding passengers, and major transfer points between routes. Map 5-7 displays these locations as well as the current shelter locations. Table 5-10 presents the number of key locations that are currently served with shelters. Of the 31 key locations that should be considered, 21 already have a shelter, leaving the following 10 additional locations that the transit system should consider for shelter placement:

Facilities Used by Seniors or Persons with Disabilities

- Arbor Green Residential Housing, 6001 55th Street, Kenosha
- Joanne Apartments, 8828 41st Avenue, Kenosha
- St. Catherine Commons, 3524 7th Avenue, Kenosha
- St. Catherine's Hospital and/or Prairie Ridge Senior Campus, 94th Avenue, Pleasant Prairie
- St. Joseph's Villa, 9244 29th Avenue, Kenosha
- St. Paul's Lutheran Church, 8760 37th Avenue, Kenosha

Stops with 50 or More Boarding Passengers Per Day

- Bullen Middle School, 2804 39th Avenue, Kenosha
- Bradford High School, 3400 39th Avenue, Kenosha

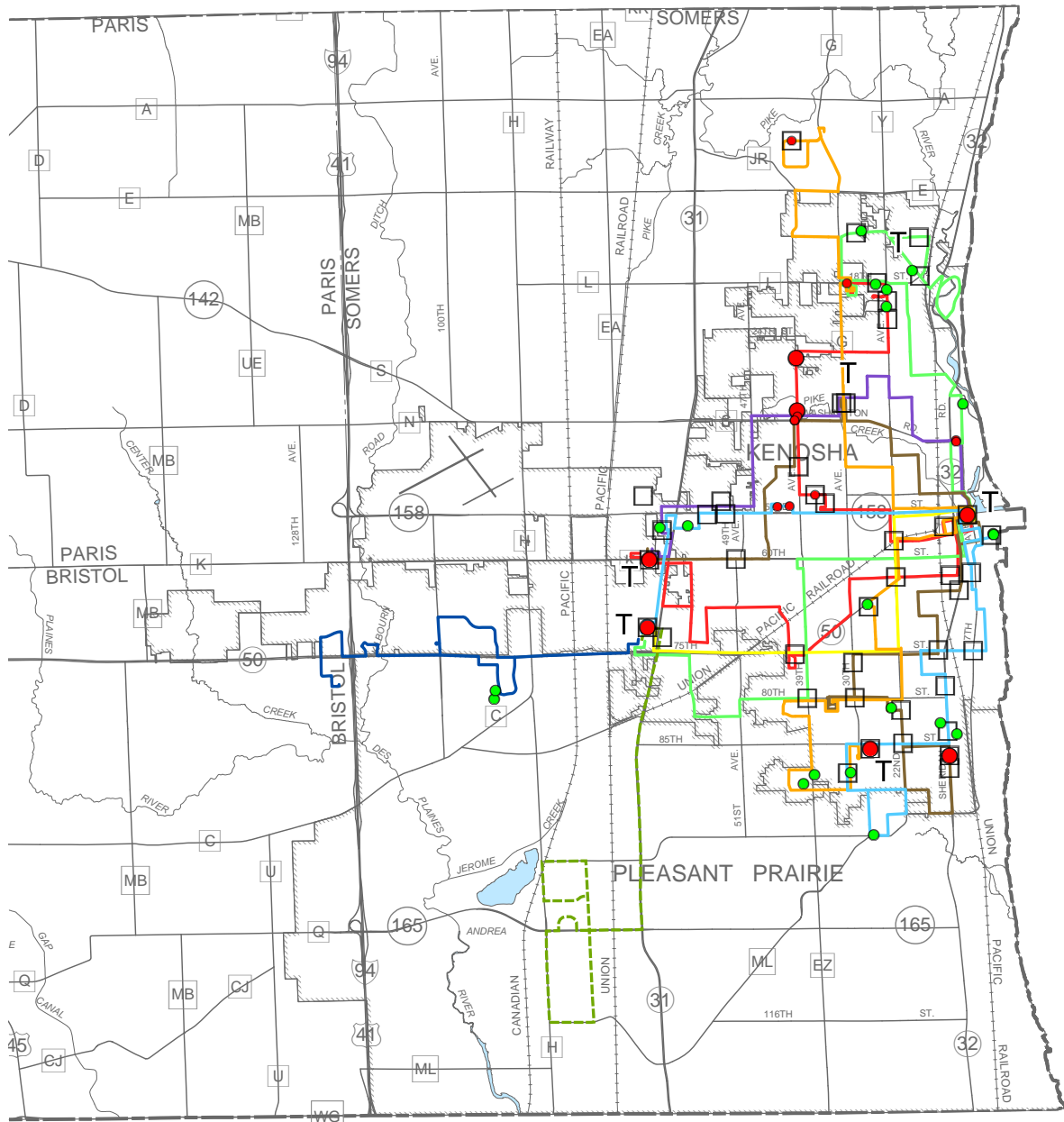
Major Passenger Transfer Points

- Glenwood Crossings Shopping Center, 18th Street and 30th Avenue, Kenosha
- Super Valu supermarket, 3401 80th Street, Kenosha

It should be noted that the City of Kenosha may not have the authority to construct a shelter at all of these locations. Some of the transfer locations or popular boarding points where shelters would need to be constructed are on private parcels such as large stores or shopping malls. The City will need to obtain the permission of the owners of these privately-owned parcels to construct a shelter. For some locations, property owners have historically been reluctant to allow passenger shelters on their property. If they refuse, the City cannot construct a shelter there.

Map 5-7

**LOCATIONS THAT SHOULD BE CONSIDERED FOR PASSENGER SHELTERS,
COMPARED TO CURRENT SHELTER LOCATIONS OF KENOSHA AREA TRANSIT SYSTEM**



- FACILITY FOR SENIORS OR PERSONS WITH DISABILITIES THAT IS LOCATED ON A KENOSHA AREA TRANSIT ROUTE
- BUS STOP WITH BOARDING PASSENGER VOLUME OF 50 OR MORE PASSENGERS PER DAY
- BUS STOP WITH BOARDING PASSENGER VOLUME OF 25-49 PASSENGERS PER DAY
- T MAJOR PASSENGER TRANSFER POINT
- LOCATION OF EXISTING SHELTER

KENOSHA AREA TRANSIT BUS ROUTES: 2009

- ROUTE NO. 1
- ROUTE NO. 2
- ROUTE NO. 3
- ROUTE NO. 4
- ROUTE NO. 5
- ROUTE NO. 6
- ROUTE NO. 30
- ROUTE NO. 31
- ROUTE NO. 35
- ROUTE NO. 36



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Table 5-10

PROVISION OF PASSENGER SHELTERS AT BUS STOPS USED BY SENIORS OR PEOPLE WITH DISABILITIES, STOPS WITH MANY BOARDING PASSENGERS, AND MAJOR TRANSFER POINTS

Locations Where Passenger Shelters Should be Considered	Number of Locations Currently with a Shelter	Total Number of Locations on Kenosha Area Transit Bus Routes
Facilities Used by Seniors/People with Disabilities	12	18
Stops with 50 or More Boarding Passengers Per Day	5	7
Major Passenger Transfer Point	4	6
Total	21	31

Source: Kenosha Area Transit and SEWRPC.

Attachment 5

The following text is to be inserted on page 17 of Chapter V immediately after bullet number 3:

4. Summary of Kenosha Area Transit Passenger Comments and Concerns: The final section of the evaluation is a review of passenger comments and concerns to assess the extent that transit system riders perceive the service to be safe, reliable, convenient, and comfortable. These concerns will be considered in the next chapter, which will propose service improvements. Kenosha Area Transit staff provided the Commission with written comments regarding the transit service that were submitted between 2006 and 2010. There were very few comments submitted, with no common themes among the comments. The individual comments included requests for KAT to provide bus service to events at HarborPark and Simmons Island Park, extended evening bus service to Gateway Technical College in Kenosha, a bus shelter near 36th Avenue and 50th Street, and increased bus service frequency during the morning peak period. In addition to these comments, a signed petition was submitted to the City Clerk's Office in Kenosha on September 9, 2008. The petition, which included 161 signatures, requested that KAT operate 24 hours per day starting at 4:00 a.m. on Mondays and ending at 4:00 a.m. on Sundays, and provide additional service on routes serving industrial/business parks for 2nd- and 3rd-shift workers.