

Introduction to Racine County Public Transit Plan

The study will perform the following functions:

- Evaluate the performance of the City of Racine Belle Urban System (BUS).
- Evaluate other public and human services transportation provided in Racine County.
- Identify the unmet transit travel needs for trips within Racine County and to/from other counties.
- Recommend alternative transit service improvements for the BUS that address the evaluation and unmet needs.
- Recommend alternative transit service improvements for the remainder of the County outside the BUS service area.
- Prepare a short-range (5-year) plan of service improvements and expansion.

Who is preparing the plan?

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been asked by Racine County and the City of Racine to develop the plan. The Commission is preparing the plan together with staff from the BUS and the Racine County Department of Planning and Development.



Racine County Transit Plan Workgroup

- The Racine County Transit Plan is being developed under the guidance of a Workgroup formed specifically for this study.
- Representatives from all units of government in Racine County and a wide variety of agencies and populations with an interest in transportation in the County have been invited to participate in the Workgroup.
- The Workgroup is responsible for proposing transit improvements to Racine County, the City of Racine, and SEWRPC, after careful study and evaluation.

Agencies and Organizations Invited to Participate in Workgroup

<p><u>Transit Service Providers</u> First Transit, Inc. Racine Belle Urban System</p>	<p><u>Other Government</u> City of Burlington Village of Caledonia Village of Mt. Pleasant Village of Rochester Village of Sturtevant Village of Union Grove Village of Waterford Village of Wind Point Town of Burlington Town of Dover Town of Norway Town of Raymond Town of Waterford Town of Yorkville Wisconsin Department of Transportation U. S. Department of Transportation, Federal Transit Administration</p>	<p><u>Business Organizations</u> Racine Area Manufacturers and Commerce Greater Union Grove Area Chamber of Commerce Waterford Area Chamber of Commerce Burlington Chamber of Commerce Racine County Economic Development Corporation</p>
<p><u>Racine County Government</u> County Executive's Office Health and Human Development Committee Human Services Department Department of Planning and Development Workforce Development Center</p>	<p><u>Educational Institutions with Student Transportation Needs</u> Burlington Area School District Racine Unified School District Union Grove High School District Waterford Union High School District</p>	<p><u>Non-Profit Organizations</u> Alliance on Mental Illness of Racine County American Red Cross Careers Industries, Inc. First Choice Pre-Apprentice Jobs Training Hispanic Roundtable Love, Inc. Racine County Opportunity Center Racine Hispanic Business and Professionals Organization Racine Interfaith Coalition Society's Assets, Inc. Urban League of Racine and Kenosha</p>
<p><u>City of Racine Government</u> Mayor's Office Department of City Development Transportation Department Transit and Parking Commission</p>		

Steps in the Plan Process

Steps Completed to Date

- Inventory of population, employment, land use, and travel patterns in Racine County and surrounding counties
- Review of existing transit services and trends in operation
- Development of transit objectives and standards to evaluate system performance
- Assessment of transit system and route performance
- Comparison of BUS performance to similar transit systems
- Facilitated discussions with human services agencies, employers, and BUS users
- Initial identification of unmet transit service needs

Next Steps

- Obtain public opinion on transit system performance, unmet needs, and service improvement ideas (Winter 2009-2010)
- Finalize identification of unmet transit service needs (Winter 2009-2010)
- Develop alternative transit service improvement plans, including costs of different plans (Spring 2010)
- Second series of public meetings to obtain additional public input on service improvement plans (Spring 2010)
- Develop final recommended transit service improvement plan (Mid-2010)

Existing Transit Services

City of Racine Belle Urban System (BUS)

BUS facilities and equipment are owned by the City, which contracts with a private firm, Professional Transit Management, Inc., to oversee the day-to-day operation of the transit system.

The system provides fixed-route bus service over 9 regular routes, several school tripper routes, and the rubber-tire Lakefront Trolley circulator.

Most routes meet on a “pulse” schedule at the Racine Metro Transit Center on State Street to facilitate transfers between routes.

Service hours and service frequency

- Weekdays: 5:30 a.m.-midnight; every 30-60 minutes
- Saturdays: 5:30 a.m.-11:00 p.m.; every 45 minutes
- Sundays: 9:30 a.m.-7:00 p.m.; every 45 minutes

Fares

- Adult cash fare: \$1.50, \$1.25 after 7:00 p.m.
- Elderly and disabled cash fare: \$0.75
- Youth cash fare: \$1.25; special fares for Racine Unified School District students

The BUS also provides Dial-A-Ride paratransit service (DART) for disabled individuals who are unable to use the fixed-route bus service.

- For trips made within three-quarters of a mile of a BUS route
- Same hours as the fixed-route bus service
- Requires reservation the day before service is needed
- Fare is \$2.50

Racine County Human Services Department

The Racine County Human Services Department administers two transportation programs for special population groups in the County.

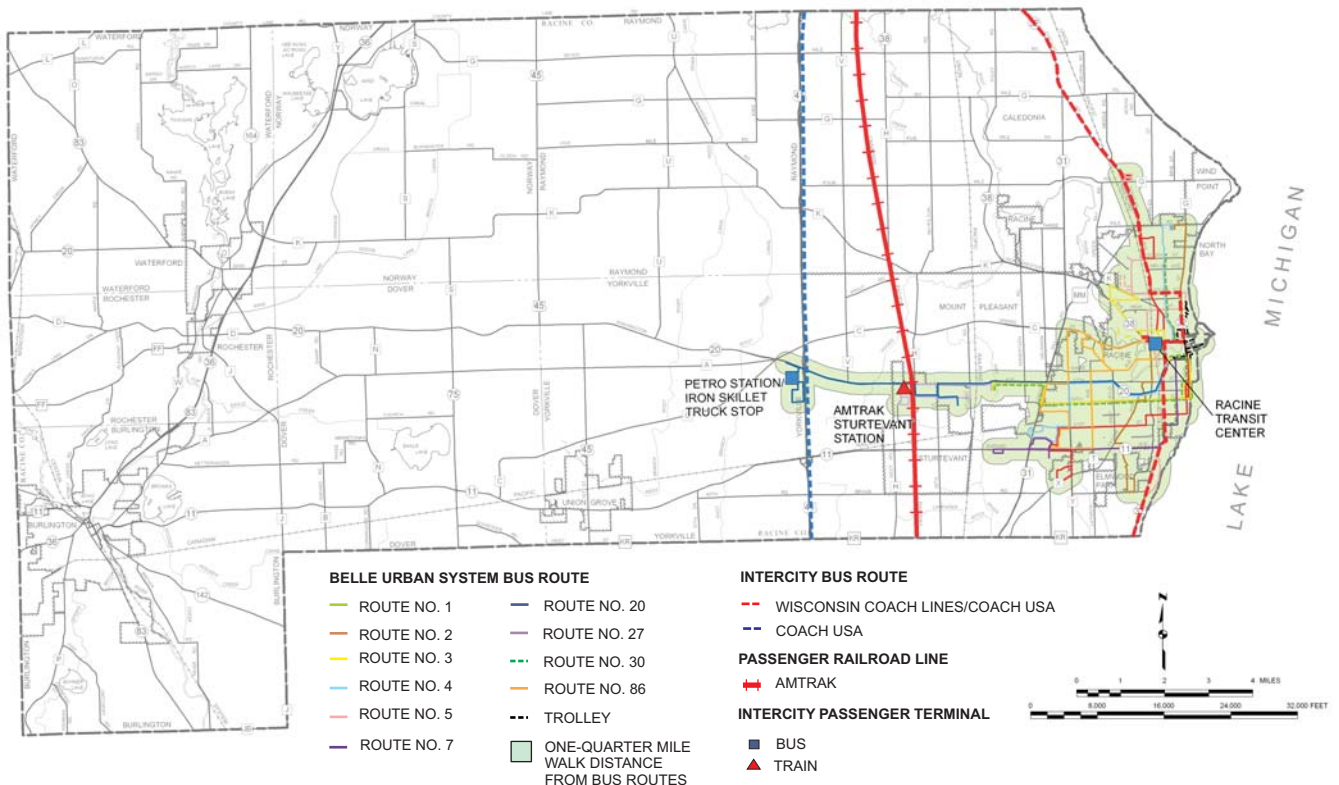
- Door-to-door service for transportation-handicapped individuals for trips outside the service area for the City’s DART paratransit service. The County contracts with First Transit, Inc., and Express Transportation of Wisconsin to provide the service.
- Fixed-route, subscription transportation services to developmentally-disabled individuals participating in training and employment programs. The County contracts with a private bus company--First Transit, Inc.--and two private nonprofit agencies--the Racine County Opportunity Center and Goodwill Industries--to transport participants in these programs.

Other Transit Services

Other transit services for the general public which operate within Racine County include:

- Wisconsin Coach Lines, Inc./Coach USA operates a commuter-oriented express-bus route between Milwaukee, Racine, and Kenosha, with several intermediate stops in Racine County.
- Coach USA operates intercity bus routes between Milwaukee and Chicago, with a stop along IH 94.
- Amtrak intercity passenger train service runs between Milwaukee and Chicago with a stop in the Village of Sturtevant.

PUBLIC TRANSPORTATION SERVICES IN RACINE COUNTY: 2009



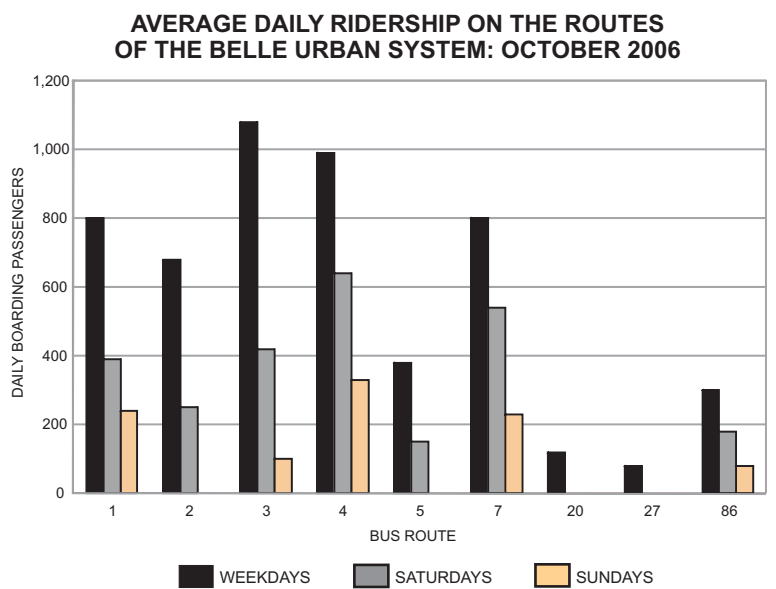
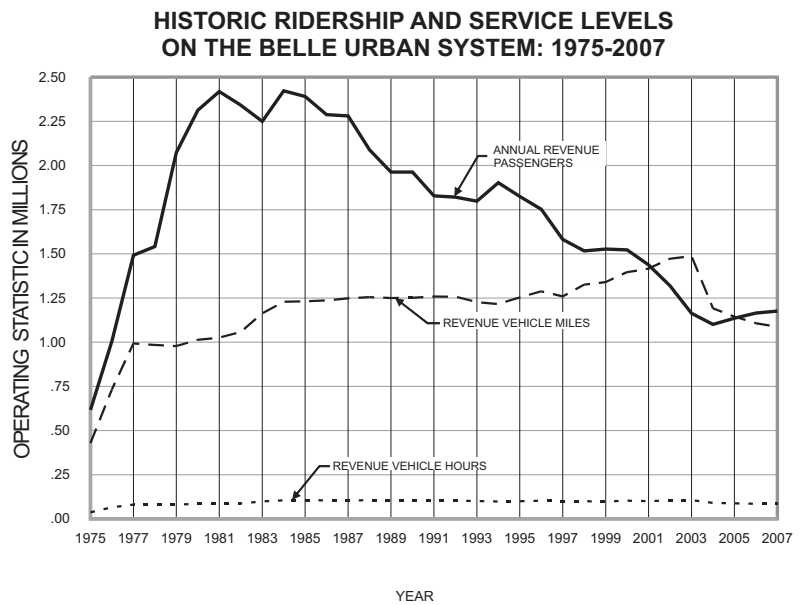
Belle Urban System Historic Ridership and Service Levels

- About 39 percent of the travel made on the transit system is to and from work, 22 percent to and from school, 10 percent for shopping, and the other 21 percent for medical, social, recreational, and other purposes.

- As shown in the top figure to the right, ridership on the Belle Urban System (BUS) increased steadily in each year from 1976 through 1981 as the City of Racine implemented an entirely new transit system and reduced passenger fares.

- Several factors have contributed to the general decline of ridership on the transit system from 1982 through 2004 including: six fare increases; decreased use of the system to provide student transportation services for the school district; a severe economic recession and high unemployment levels; and steady decreases in gasoline prices and increases in automobile availability which resulted in increased automobile use.

- From 2004 to 2008, BUS total annual revenue vehicle hours of service were cut by about 4 percent, and the adult cash fare increased from \$1.25 to \$1.50 per trip.



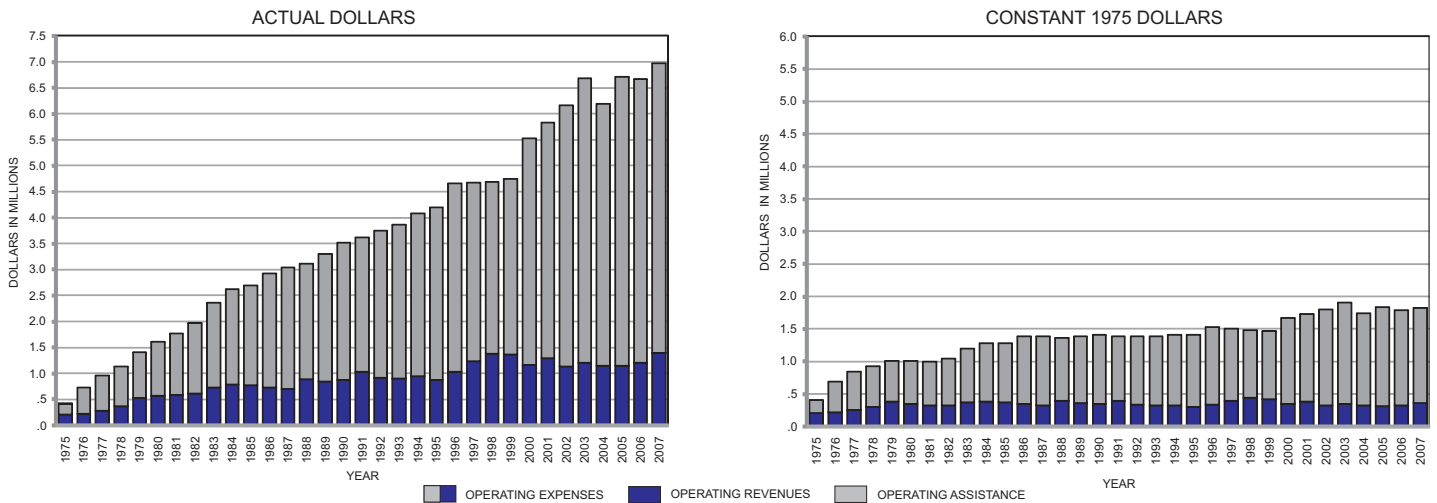
Source: City of Racine Department of Transportation and SEWRPC.

- Despite the recent service cuts and fare increase, BUS ridership increased from 1.1 million to 1.2 million revenue passengers from 2004 to 2008, or by about 10 percent.

- The lower figure shows that Route Nos. 1, 3, 4, and 7 account for the majority of the daily ridership on the system. In addition, weekday ridership is more than double that of Saturday ridership and more than 5 times that of Sunday ridership.

Belle Urban System Operating and Capital Costs

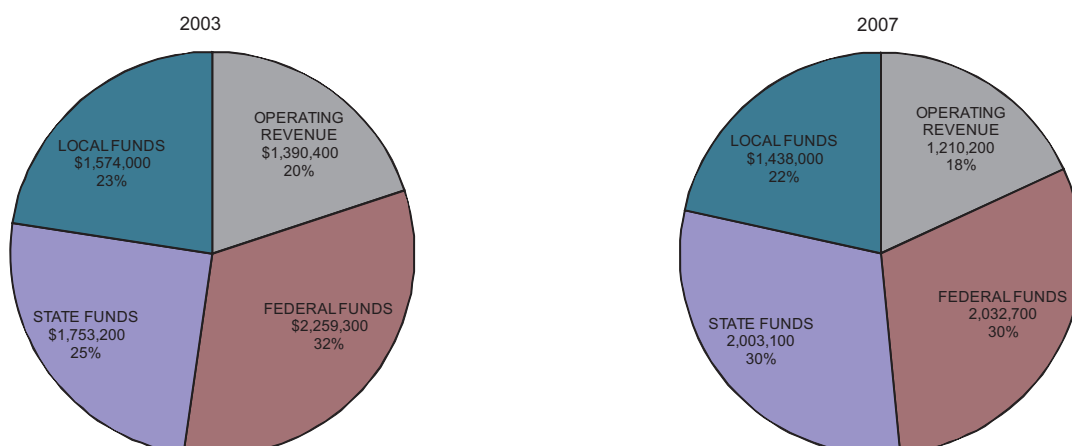
BELLE URBAN SYSTEM ANNUAL OPERATING EXPENSES, OPERATING REVENUES, AND OPERATING ASSISTANCE: 1975-2007



Source: City of Racine Department of Transportation and SEWRPC.

- Total operating expenses for the transit system have risen since the system began public operation in 1975. Actual operating expenses and deficits for the system increased in the 1970s and 1980s as needed improvements were made to the bus system. High fuel prices and declining system ridership have contributed to recent cost increases, resulting in the major service cuts that were implemented in 2004. Costs have fluctuated since 2004.
- Operating revenues have grown somewhat since 1975, reflecting the periodic fare increases implemented by the City. In constant dollars, revenues have been flat and reflect the declining ridership on the system. This has prevented any real growth in revenue despite the increases in passenger fares. Operating revenues currently account for about 20 percent of annual operating expenses for the system.
- The transit system is heavily dependent on Federal and State funding. About 60 percent of annual system operating expenses are provided by these sources.
- About 80 percent of capital expenditures are funded through Federal transit capital assistance programs, and the remaining 20 percent come from the City of Racine.

DISTRIBUTION OF TOTAL ANNUAL OPERATING EXPENSES FOR THE BELLE URBAN SYSTEM BY FUNDING SOURCE: 2003 AND 2007

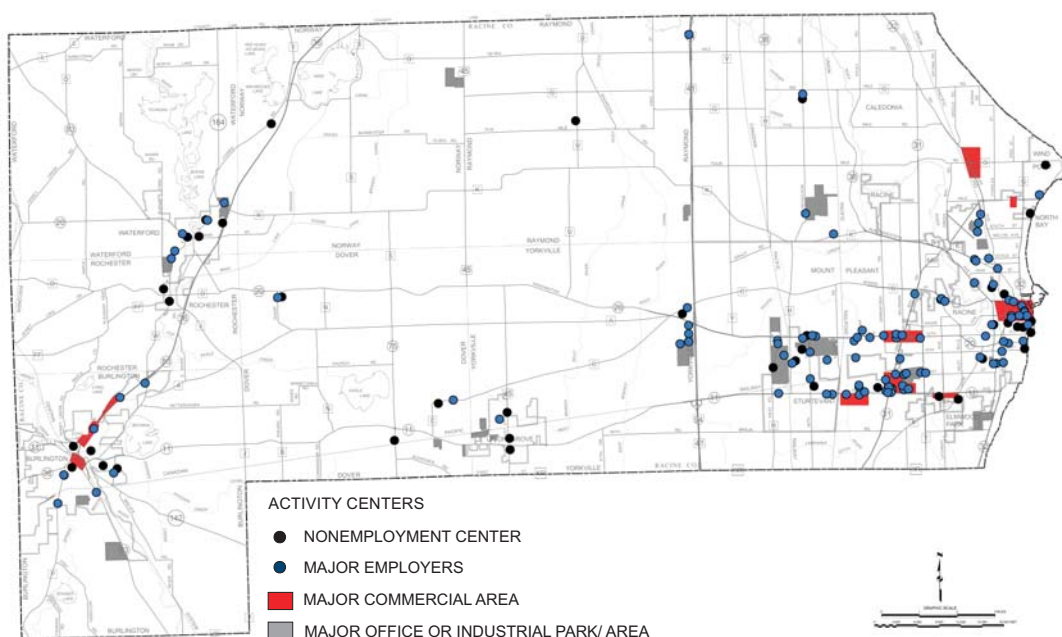


Source: City of Racine Department of Transportation and SEWRPC.

Major Activity Centers and Transit-Supportive Areas

- Most major activity centers in Racine County are in the City of Racine proper, with a small number located in the Village of Sturtevant and the Village of Mt. Pleasant. In the western portion of the County, the City of Burlington and the Villages of Rochester, Union Grove, and Waterford contain most of the activity centers.
- Areas with transit-supportive residential densities (at least four dwelling units per acre) and/or employment densities (at least four jobs per acre) can be found primarily in the portions of the City of Racine located east of Green Bay Road, as well as in a small number of areas west of Green Bay Road in the Villages of Mt. Pleasant and Sturtevant. Some portions of western Racine County, including in the Burlington and Union Grove areas, also have transit-supportive residential or employment densities.

MAJOR ACTIVITY CENTERS IN RACINE COUNTY: 2009



Source: SEWRPC.

TRANSIT-SUPPORTIVE AREAS IN RACINE COUNTY: 2000

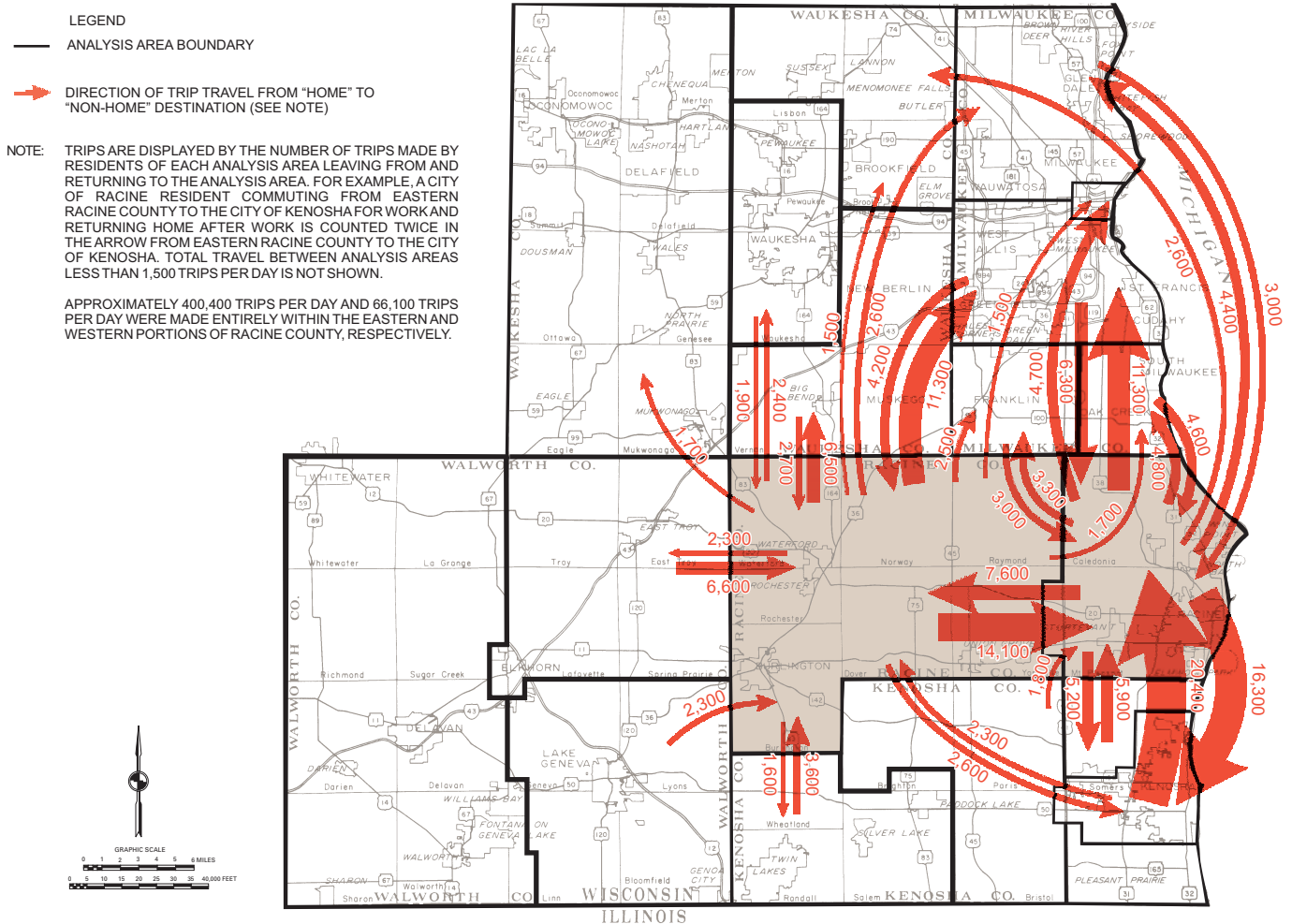


Source: U.S. Bureau of the Census and SEWRPC.

Travel Patterns

- Travel surveys undertaken by the Regional Planning Commission indicate that a majority (73 percent) of the person trips made by County residents were made entirely within the County in 2001.
- Average weekday total person trips increased from 652,500 to 695,300, or by about 7 percent, from 1991 to 2001.
- Over three-fourths of that 7 percent increase in person trips was due to the increase in external trips made between Racine County and areas outside the County. The number of external trips made by Racine County residents increased by 32,900 trips, or by about 22 percent, between 1991 and 2001.

DISTRIBUTION OF AVERAGE WEEKDAY PERSON TRIPS BETWEEN RACINE COUNTY AND SURROUNDING AREAS: 2001



Source: SEWRPC

Public Transit Service Objectives and Standards

The following transit service objectives provide a basis for measuring the performance of the transit system, identifying unmet transit service needs, and designing and recommending improvements:

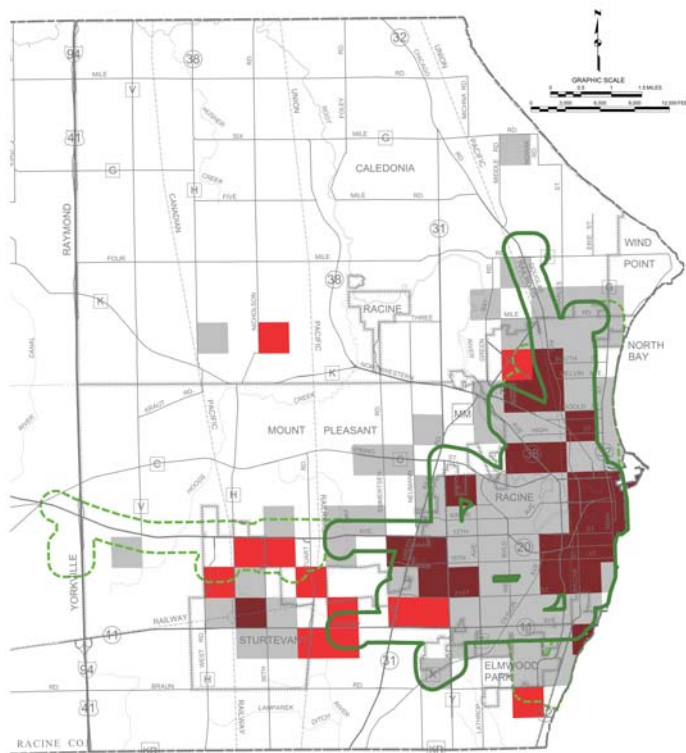
- 1.The public transit system should effectively serve the existing land use pattern and support the implementation of planned land uses, meeting the demand and need for transit services, and particularly the needs of the transit-dependent population;
- 2.The transit system should promote effective utilization of transit service and operate service that is reliable and provides for convenience and comfort;
- 3.The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Each of the above transit service objectives is supported by a planning principle and a set of standards intended to quantify the achievement of each objective.

Evaluation of Belle Urban System: Coverage of Service Population, Employment, and Activity Centers

- The existing Belle Urban System (BUS) routes provide excellent coverage of the current residential and employment concentrations inside the City of Racine.
- Outside the City, the BUS provided good coverage of most residential and employment concentrations, although some new developments in the Villages of Mt. Pleasant and Sturtevant that may have transit-supportive residential or employment densities are not served.
- The BUS also provides very good coverage of the major activity centers and excellent coverage of residential concentrations of transit-dependent population groups and the total minority population in the portion of Racine County east of IH 94.

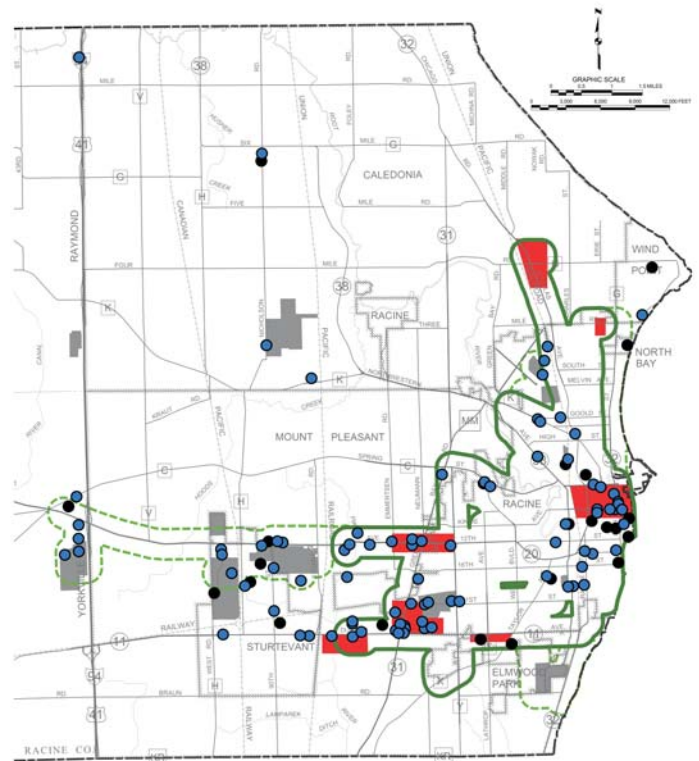
TRANSIT-SUPPORTIVE AREAS FOR CONVENTIONAL FIXED-ROUTE TRANSIT SERVICES WITHIN AND OUTSIDE OF THE 2009 SERVICE AREA FOR THE BELLE URBAN SYSTEM



- TRANSIT-SUPPORTIVE AREAS**
- AREA WITH TRANSIT-SUPPORTIVE RESIDENTIAL DENSITY OF 7 OR MORE DWELLING UNITS PER RESIDENTIAL ACRE
 - AREA WITH TRANSIT-SUPPORTIVE EMPLOYMENT DENSITY OF 4 OR MORE
 - BOTH RESIDENTIAL AND EMPLOYMENT TRANSIT-SUPPORTIVE DENSITY
 - SERVICE AREA FOR BUS ROUTE OPERATING FOR A FULL SERVICE DAY ON WEEKDAYS
 - SERVICE AREA FOR BUS ROUTE OPERATING FOR A LESS THAN A FULL SERVICE DAY ON WEEKDAYS

Source: US Bureau of the Census and SEWRPC

MAJOR ACTIVITY CENTERS WITHIN AND OUTSIDE OF THE SERVICE AREA FOR THE BELLE URBAN SYSTEM: 2009



- ACTIVITY CENTERS**
- NONEMPLOYMENT CENTER
 - MAJOR EMPLOYERS
 - MAJOR COMMERCIAL AREA
 - MAJOR OFFICE OR INDUSTRIAL PARK/ AREA
 - SERVICE AREA FOR BUS ROUTE OPERATING FOR A FULL SERVICE DAY ON WEEKDAYS
 - SERVICE AREA FOR BUS ROUTE OPERATING FOR A LESS THAN A FULL SERVICE DAY ON WEEKDAYS

Source: SEWRPC.

Evaluation of the Belle Urban System: Comparison to Peer Transit Systems

- The evaluation includes a comparison of the ridership and financial performance of the Belle urban system (BUS) to that of a peer group of 6 similar transit systems in Wisconsin and 10 similar transit systems in the United States.
- The peer group comparison summarized in the table below found that:
 - The BUS measures about average when compared to similar systems with respect to ridership, service levels, and operating costs.
 - The BUS provides a high level of service for its service area population size, resulting in higher service effectiveness but lower service efficiency.
 - The transit system's service efficiency is the principal area of concern identified by the peer group comparison.

COMPARISON OF KEY INDICATORS OF RIDERSHIP AND FINANCIAL PERFORMANCE FOR THE BELLE URBAN SYSTEM AND OTHER BUS SYSTEMS IN THE WISCONSIN AND NATIONAL PEER GROUPS: 2003 AND 2007

Performance Measure	Operating Data ^a								
	Belle Urban System			Average ^b for Bus Systems in Wisconsin Peer Group ^c			Average ^b for Bus Systems in National Peer Group ^d		
	2003	2007	Average Annual Percent Change	2003	2007	Average Annual Percent Change	2003	2007	Average Annual Percent Change
Ridership									
Total Passengers ^e	1,533,200	1,458,700	-1.2	1,158,600	1,170,400	0.3	2,120,200	2,311,200	2.2
Service Levels									
Revenue Vehicle Miles	1,442,400	1,085,700	-6.9	940,600	908,200	-0.9	1,276,500	1,347,900	1.4
Revenue Vehicle Hours	106,100	85,300	-5.3	63,200	60,800	-1.0	93,000	101,200	2.1
Service Effectiveness									
Passengers per Capita	13.7	13.0	-1.3	12.2	12.0	-0.4	11.7	13.2	3.1
Revenue Vehicle Hours per Capita	0.9	0.8	-2.9	0.7	0.6	-3.8	0.5	0.6	4.7
Passengers per Revenue Vehicle Mile	1.1	1.3	4.3	1.2	1.3	2.0	1.5	1.6	1.6
Passengers per Revenue Vehicle Hour	14.4	17.1	4.4	18.0	18.9	1.2	20.6	20.8	0.2
Service Efficiency									
Operating Expense per Revenue Vehicle Mile	\$4.33	\$6.00	8.5	\$4.08	\$5.05	5.5	\$4.97	\$5.75	3.7
Operating Expense per Revenue Vehicle Hour	\$58.87	\$76.33	6.7	\$60.04	\$74.36	5.5	\$68.89	\$78.51	3.3
Cost Effectiveness									
Operating Expense per Passenger, Fixed Route Service	\$4.08	\$4.46	2.3	\$3.52	\$4.17	4.3	\$3.74	\$4.29	3.5
Total Operating Assistance per Passenger, All Service	\$3.48	\$3.78	2.1	\$3.33	\$3.93	4.2	\$3.83	\$4.39	3.5
Farebox Recovery Rate for Fixed Route Service (percent)	19.4	20.7	1.6	15.2	15.8	1.0	18.0	20.9	3.8

^a Based on ridership, service, and financial data obtained from the Federal Transit Administration National Transit Database for the years 2003 thru 2007. Performance measures are for fixed-route bus operations only.

^b Averages reflect the mean of the individual performance measure values calculated for each transit system in the peer group.

^c Key performance indicators were developed based on information reported by six other urban bus systems in Wisconsin: Appleton Valley Transit, Eau Claire Transit, Green Bay Metro, Kenosha Transit, La Crosse Municipal Transit Utility, and Sheboygan Transit

^d Key performance indicators were developed based on information reported by 10 other urban bus systems in the United States. The municipalities where these systems are located are: Bay City, MI; Broom County, NY; Springfield, MO; Salem, OR; Erie, PA; Kalamazoo, MI; Evansville, IN; Black Hawk County, IA; Boise, ID; Bellingham, WA.

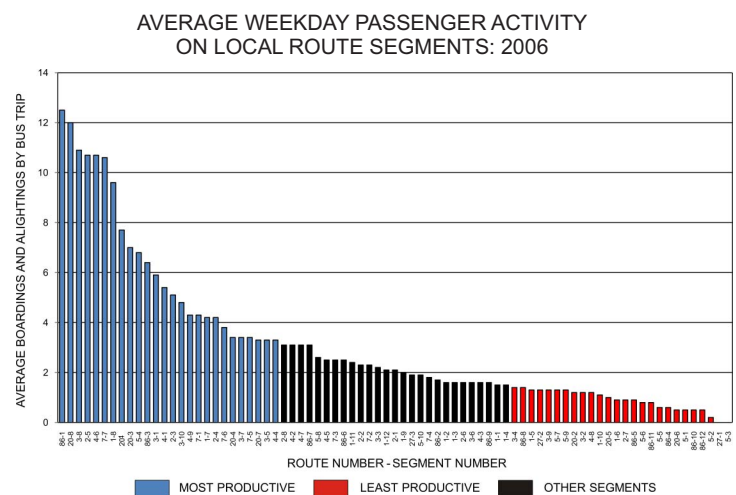
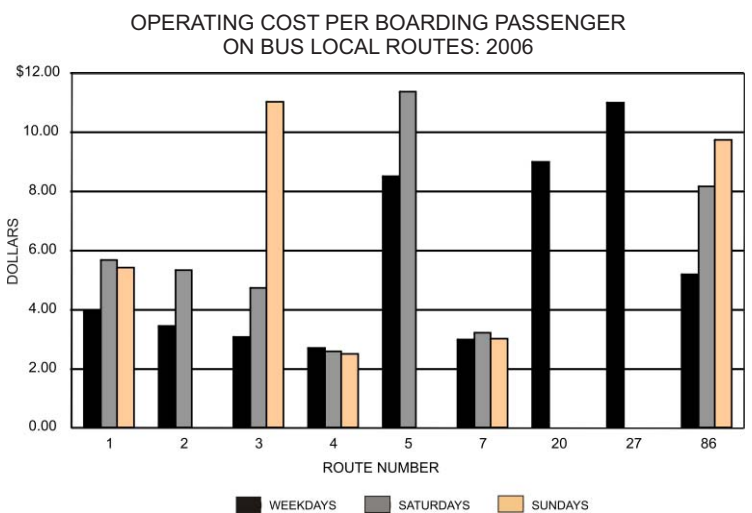
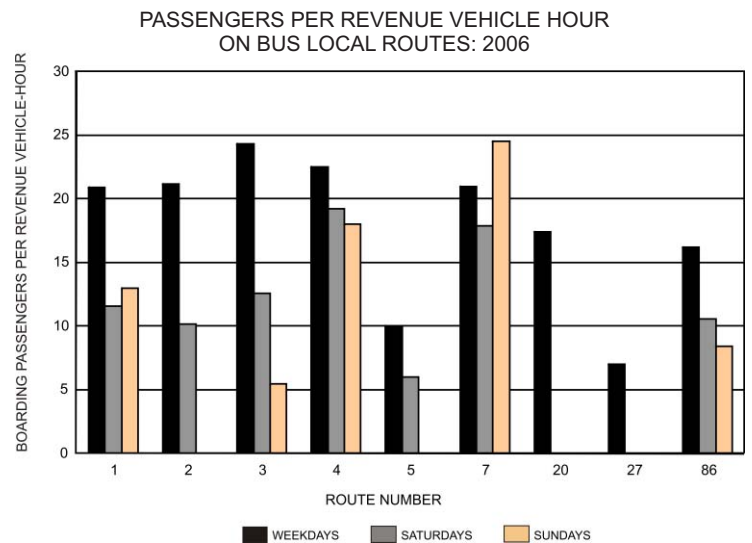
^e This measure of ridership counts all passengers each time they board a transit vehicle. Passengers who transfer one or more times to different routes of a transit system are counted as two or more passengers in completing a single trip between a specific origin and destination.

Source: National Transit Database and SEWRPC.

Evaluation of Belle Urban System: Route by Route Performance

Commission Staff evaluated the Belle Urban System (BUS) on a route-by-route basis to measure route performance. Each route of the transit system was reviewed on several measures, including the ridership and service efficiency and effectiveness of each route. The route performance evaluation found that:

- Route Nos. 1, 2, 3, 4, and 7 have weekday performance levels which consistently exceed the acceptable performance levels. Based solely upon these measures, these routes could continue to be operated without change.
- Route Nos. 5, 20, 27, and 86 have weekday performance levels consistently worse than the acceptable performance measure. Potential changes to these routes to improve their performance should be considered.
- On Weekends, Route Nos. 4 and 7 are the best performers, meeting acceptable performance levels. Route Nos. 1, 2, and 3 meet some, but not all, of the performance measures. Route Nos. 5 and 86 continue to be poor performers.
- All the routes of the system except Route No. 7 had at least one unproductive route segment. Route Nos. 5, 27, and 86--the poorest performers in the measures of ridership, service effectiveness, and cost effectiveness--are comprised of many segments that have low passenger activity. Routing and service changes should be considered for these routes.



Source: City of Racine Department of Transportation and SEWRPC.

Evaluation of Belle Urban System: Evening Service, On-time Performance, and Transit Travel Time

Evaluations of specific aspects of the Belle Urban System BUS transit system found that:

- Evening ridership represents about 7 percent of the ridership on the regular routes on weekdays and about 10 percent of the ridership on the regular routes on Saturdays.

AVERAGE EVENING RIDERSHIP OF THE ROUTES OF THE BELLE URBAN SYSTEM: OCTOBER 2006

Route No.	Average Weekday Total Boarding Passengers	Weekday Evening Ridership ^a		Average Saturday Total Boarding Passengers	Saturday Evening Ridership	
		Total Boarding Passengers	Percent of Weekday Average		Total Boarding Passengers	Percent of Saturday Average
1	800	90	11.3	390	50	12.8
2	680	--	--	250	--	--
3	1,080	80	7.4	420	60	14.3
4	990	110	11.1	640	70	10.9
5	380	--	--	150	--	--
7	800	70	8.8	540	50	9.3
20	120	6 ^b	5.0	--	--	--
27	80	--	--	--	--	--
86	300	30	10.0	180	24	13.3
Total	5,230	380	7.3	2,570	254	9.9

^aReflects passengers boarding between approximately 7:30 p.m. and midnight on weekdays and between approximately 7:30 p.m. and 10:30 p.m. on Saturdays.

^bRoute No. 20 only operates one partial trip after 7:30 p.m. on weekdays. The Route No. 20 bus departs the JohnsonDiversey Waxdale plant on 8310 16th Street at 10:39 p.m., travels west to Grandview Business Park at IH 94 and STH 20, and departs Grandview at 11:04 p.m.. The bus arrives at the downtown transit center at 11:40 p.m.

Source: SEWRPC.

- Buses rarely depart bus stops more than three minutes after the scheduled time. Early departures (more than one-minute before the scheduled time) from bus stops were found to be a problem on some routes, indicating where scheduling adjustments could be made. Overall, buses are over 90 percent on-time.

- For the transit-to-automobile time comparison a travel time difference of more than 45 minutes is considered “tedious” for all riders. Most of the sampled transit trips took less than 30 minutes longer than by auto. The longest trips were ones that required multiple transfers between routes.

COMPARISON OF TRANSIT AND AUTOMOBILE TRAVEL TIMES BETWEEN SIX SELECTED LOCATIONS IN THE BELLE URBAN SYSTEM SERVICE AREA: 2009

From Location			Travel Time To Location (minutes) ^a					
			1	2	3	4	5	6
			Gateway College	Olsen Industrial Park	Regency Mall	Amtrak Depot	Shorecrest Plaza	Wheaton Franciscan - All Saints Hospital
1	Gateway College (1001 Main Street)	Transit time ^b	--	33	16	61	30	22
		Auto time	--	9	12	17	11	10
		Difference (Transit - Auto)	--	24	4	44	19	12
		Ratio	--	3.7	1.3	3.6	2.7	2.2
2	Olsen Industrial Park (S. Memorial Drive & Lincolnwood Court)	Transit time ^b	33	--	22	64	42	69
		Auto time	10	--	7	15	18	12
		Difference (Transit - Auto)	23	--	15	49	24	57
		Ratio	3.3	--	3.1	4.3	2.3	5.8
3	Regency Mall (5538 Durand Avenue)	Transit time ^b	17	32	--	40	39	18
		Auto time	13	7	--	8	16	8
		Difference (Transit - Auto)	4	25	--	32	23	10
		Ratio	1.3	4.6	--	5.0	2.4	2.3
4	Amtrak Depot (Renaissance Business Park)	Transit time ^b	43	75	39	--	64	44
		Auto time	17	15	8	--	18	10
		Difference (Transit - Auto)	26	60	31	--	46	34
		Ratio	2.5	5.0	4.9	--	3.6	3.7
5	Shorecrest Plaza (3900 Erie Street)	Transit time ^b	25	40	35	56	--	58
		Auto time	11	17	16	18	--	12
		Difference (Transit - Auto)	14	23	19	38	--	46
		Ratio	2.5	2.4	2.2	3.1	--	4.8
6	Wheaton Franciscan - All Saints Hospital (3810 Spring Street)	Transit time ^b	22	39	17	55	29	--
		Auto time	10	12	8	10	12	--
		Difference (Transit - Auto)	12	27	9	45	17	--
		Ratio	2.2	3.3	2.1	5.5	2.4	--

^aBased on peak period travel times between the locations identified.

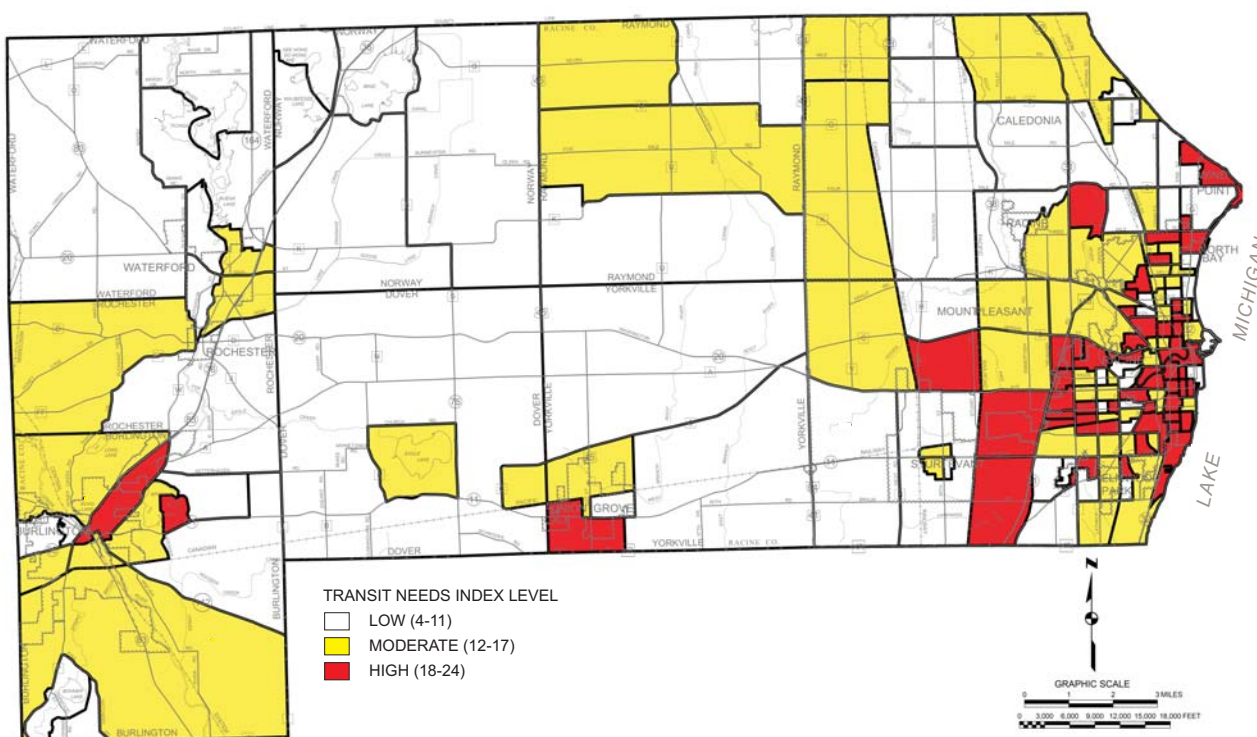
^bTransit travel time includes the wait time for a transfer, if one is necessary.

Source: SEWRPC.

Identifying Unmet Transit Travel Needs: Transit Needs Index

- Commission staff developed a transit needs index using year 2000 U.S. Census block group population data. The index reflects residential concentrations of certain population groups that have historically been considered “transit-dependent” including:
 - Elderly individuals (ages 65 and older)
 - Persons in low-income households
 - Disabled individuals, and
 - Households with no vehicle available.
- The map below graphically displays the resulting transit need levels in terms of high, moderate, and low transit needs for all Census block groups in Racine County.
 - There are high transit needs throughout the City of Racine and parts of Mt. Pleasant and Sturtevant.
 - West of IH 94, Union Grove and Burlington also have areas with high transit needs.

TRANSIT NEEDS INDEX FOR RACINE COUNTY: 2000



THE TRANSIT NEED INDEX IS CALCULATED BY RANKING CENSUS BLOCK GROUPS BASED ON THE PERCENT OF TOTAL POPULATION OR HOUSEHOLDS IN FOUR CATEGORIES: ELDERLY PERSONS (65 AND OLDER), PERSONS IN LOW-INCOME HOUSEHOLDS, DISABLED PERSONS, AND HOUSEHOLDS WITH NO VEHICLE AVAILABLE. EACH RANKED BLOCK GROUP IS ASSIGNED A SCORE FROM 1 TO 6, IN EACH CATEGORY, WITH A 1 FOR THE LOWEST PERCENTAGES AND A 6 FOR THE HIGHEST PERCENTAGES. THE TRANSIT NEED INDEX IS EQUAL TO THE SUM OF THE SCORES FOR ALL FOUR CATEGORIES.

Source: U.S. Bureau of the Census and SEWRPC.

Identifying Unmet Transit Travel Needs: Discussion Groups and Coordination Plans

Discussion Groups

Commission staff held three facilitated discussion sessions with the following groups to solicit input on the unmet transit travel needs:

- Members of the Racine County Workforce Development Board, representing economic development agencies, private industry, and County human services staff
- Social services agencies, including County human services staff, representatives from non-profits that work with elderly, disabled, and low-income populations, and representatives from health clinics
- Users of the Belle Urban System

Public Transit-Human Services Transportation Coordination Plans

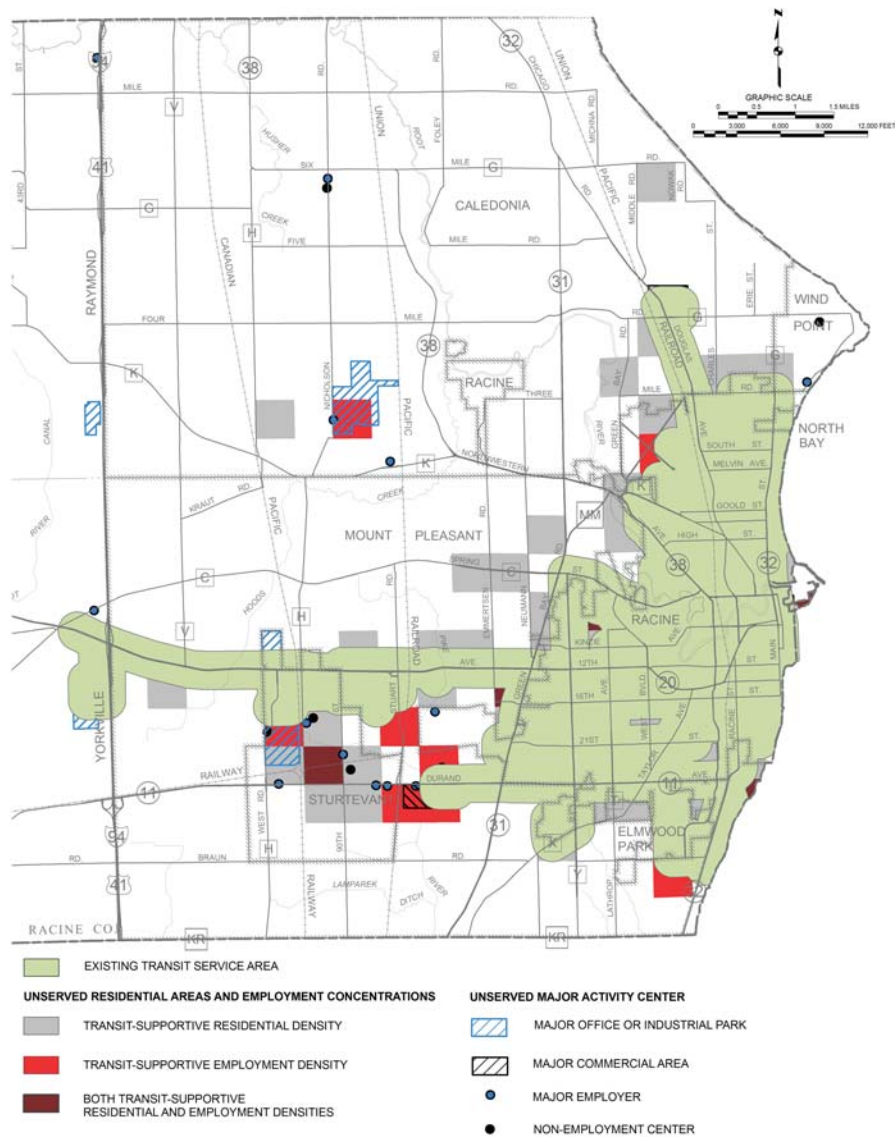
In fall of 2008, over the course of three meetings in Burlington, stakeholders from Racine County developed a Public Transit-Human Services Transportation Coordination plan for the County. As part of that process, a list of unmet needs for public and human services transportation had been developed and included in the coordination plan.

The unmet needs for transit travel identified during the discussion groups and the coordination planning process are included in the summary of unmet transit travel needs on the following boards.

Summary of Unmet Transit Travel Needs: Eastern Racine County

- A need to connect the BUS services in Kenosha County, possibly via UW-Parkside and/or via Green Bay Road (STH 31);
- A need to add BUS service on holidays, and to extend BUS service hours on weekends;
- A need for more bus shelters;
- A taxi service in the City of Racine with reasonable response times; and,
- A need to improve BUS service to some areas in Sturtevant and Mt. Pleasant by extending routes or increasing service frequency.

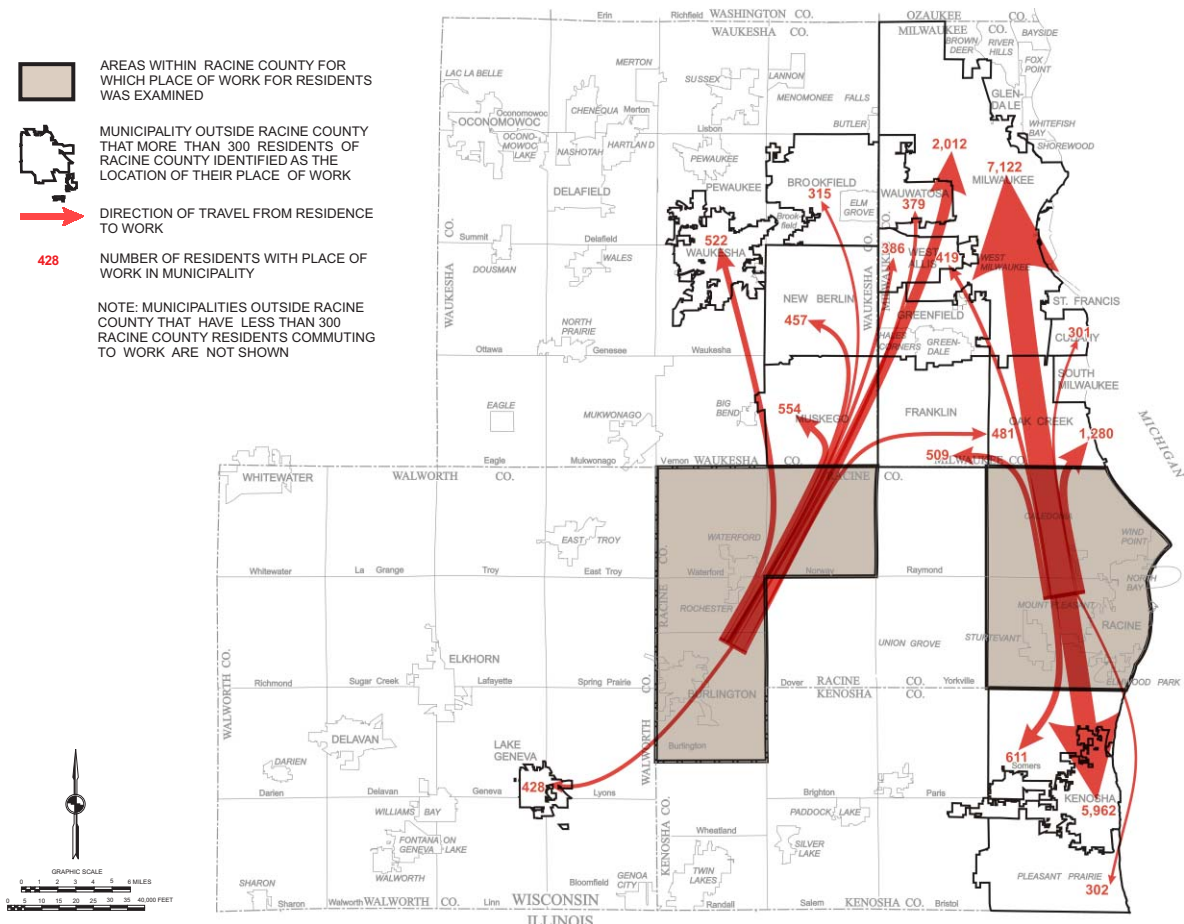
TRANSIT-SUPPORTIVE AREAS AND MAJOR ACTIVITY CENTERS OUTSIDE THE WALK ACCESS SERVICE AREA FOR THE BELLE URBAN SYSTEM: 2009



Summary of Unmet Transit Travel Needs: Western Racine County

- A need for an affordable, wheelchair accessible service for grocery shopping, medical appointments, adult day care, and daily work travel. Specifically, subsidized taxi and/or shuttle routes for major activity centers in the Burlington-Rochester-Waterford area.
- A need for a wider array of other transportation options, including volunteer driver services and ridesharing programs.
- A need to consider and identify transit services that, although currently not in great demand due to the economic recession, may be needed by the end of the five-year planning period as the economy recovers.
- A need to serve travel to and from adjacent counties, including Milwaukee, Kenosha, Walworth, and Waukesha Counties. Such travel would include that for work-commuting as well as for medical trips to major hospitals in Milwaukee County.

PLACE OF WORK OUTSIDE RACINE COUNTY FOR RESIDENTS IN EASTERN AND WESTERN RACINE COUNTY: 2000



Source: U. S. Census Bureau and SEWRPC.

Your Suggestions For Service Changes: Vote Your Preference!

EASTERN RACINE COUNTY: POTENTIAL SERVICE IMPROVEMENTS OR CHANGES	"VOTES"
Extend routes to more areas outside the City	
More frequent service to IH 94 and STH 20 interchange	
Change BUS midday service frequency to 30 minutes	
More frequent service during evenings and weekends	
Add BUS service hours on weekends	
Provide BUS service on holidays	
Reduce travel time for long trips	
More bus shelters	
Provide taxi service	
Allow short deviations from BUS routes to pick up/drop off passengers on request	
Provide service to UW-Parkside	
Improve express bus service to downtown Kenosha	
New route via STH 31 (Green Bay Road) to major employment and activity centers on Kenosha's west side	
Service to employment centers in Oak Creek and Franklin	
Vanpooling or ridesharing program	

WESTERN RACINE COUNTY: POTENTIAL NEW SERVICES	"VOTES"
Taxi service for Burlington/Waterford/Rochester area	
Taxi service for all of Racine County west of IH 94	
Shuttle serving commercial areas, elderly & low-income housing, and social service agencies in Burlington area	
Vanpooling or ridesharing program	
Service to Kenosha County	
Service to Walworth County	
Service to Waukesha County	
Commuter route to downtown Milwaukee	
Commuter route to southern Milwaukee County	
Commuter route to City of Racine	

Your Suggestions For Service Changes: Where do You Have a Problem?

