

ARCHIVAL WEBSITE

This site was actively used over the period 2005-2011 as the necessary technical and environmental studies to permit the Kenosha-Racine-Milwaukee (KRM) commuter rail project to proceed to implementation were conducted. These studies were initiated in 2005 by an Intergovernmental Partnership of the County Executives and Mayors of Kenosha, Milwaukee, and Racine, the Secretary of the Wisconsin Department of Transportation, and the Chairman of the Southeastern Wisconsin Regional Planning Commission. In July 2009, the studies were continued by the Southeastern Regional Transit Authority (SERTA), which was created by the Wisconsin State Legislature and Governor in the 2009-2011 Wisconsin State budget specifically to oversee the development of a KRM commuter rail service. In June 2011, the State Legislature and Governor repealed the State law creating SERTA, requiring SERTA to dissolve in September 2011, and resulting in the indefinite postponement of the KRM commuter rail studies. As such, links within the site relating to submittal of comments and questions, and sign-up for email updates have been de-activated.



What's New

Alternatives Analysis/Draft Environmental Impact Statement

As part of the Environmental Impact Statement and Project Development phase of the KRM Alternatives Analysis, a Draft Environmental Impact Statement (DEIS) has been prepared by the Southeastern Wisconsin Regional Planning Commission, on behalf of an Intergovernmental Partnership (IGP) of the Counties and Cities of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation (WISDOT), and the Regional Planning Commission. The DEIS is one necessary component of this phase, and has been approved by the Federal Transit Administration (FTA).

The other component is the Alternatives Analysis, which involves reviewing and refining the commuter rail and bus alternatives considered to date, and recommending one for implementation. The Alternatives Analysis process is described in the DEIS document, culminating in the selection of the Commuter Rail Alternative as the Locally Preferred Alternative by the KRM Steering Committee in November of 2006. The commuter rail and bus alternatives were further refined in June 2010, with an application submitted by the [Southeastern Regional Transit Authority \(SERTA\)](#) to the FTA requesting permission to initiate Preliminary Engineering (PE) under the FTA's discretionary "New Starts" funding program. FTA funding will depend on how the project compares to other similar projects nationwide based on FTA project criteria, including cost effectiveness. To view or download the full application, click on the following link:

- [KRM New Starts Application to the Federal Transit Administration for KRM Commuter Rail – June 2010 \(PDF\)](#)

Should the FTA approve the "New Starts" application, the SERTA Board of Directors would decide whether or not to initiate PE on a KRM commuter rail line. FTA permission to enter PE is necessary to continue project development on a KRM commuter rail line, and to potentially obtain an FTA "New Starts" discretionary grant to provide the Federal share of costs associated with implementing the line. A Final Environmental Impact Statement (FEIS) would also be prepared during PE.

The DEIS has been prepared and filed according to the State and National Environmental Policy Acts and is now available for public comment. The document describes a full range of commuter rail and bus alternatives, the affected environment, and an analysis of the environmental impacts of each alternative in the Kenosha-Racine-Milwaukee corridor. The analysis includes the effects on land use, noise, vibration, and air quality, as well as the impacts on natural resources such as ecosystems and water resources. To view or download the full document, click on the following link:

- [KRM Draft Environmental Impact Statement – July 2009 \(PDF\)](#)

Three public hearings were held September 14-16, 2009, in the Cities of Racine, Kenosha, and Milwaukee, respectively, to obtain comments on the DEIS. The public hearings were conducted in "open house" format, with exhibits on display and project staff available to answer questions about the DEIS or any other aspect of the project. A short project presentation was also made during each hearing.

At the hearings, attendees were able to provide written comments or give oral comments to court reporters at any time during the two hour time frame. In addition, written comments were accepted through October 5, 2009. Although the public comment period has ended, comments regarding any aspect of the project are always welcome, and can be sent via the KRM website, or by email, mail, or fax:

- E-mail:
- U.S. Mail: KRM Commuter Link, P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

Record of Public Comments on the KRM DEIS

A record of public comments received on the DEIS was recently prepared. This record includes a summary of the written and oral comments received during the formal public comment period, as well as the comments themselves, attendance records from the public hearings, materials announcing those hearings, materials distributed at those hearings, and newspaper articles pertaining to the DEIS. To view the record of public comments, click on this link:

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Public Hearing Display Boards

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Public Hearing Presentation

To view the presentation given at each of the September 2009 public hearings, click on this link:

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Public Viewing Locations for the Draft Environmental Impact Statement

In addition to the groups, agencies, organizations, and individuals directly receiving copies, the KRM DEIS was also made available for review and comment at the following public locations by any individual, citizen group, or public agency. The DEIS can still be reviewed at these locations during normal business hours.

Federal, State, and Regional Offices

- Federal Transit Administration Regional Office
200 W. Adams Street, Suite 320, Chicago IL 60606
Phone (312) 353-2789
Hours: Monday-Friday, 7:00am-5:00pm.
- Wisconsin Department of Transportation Hill Farms State Office Building - Library
4802 Sheboygan Avenue, First Floor, Room 100, Madison WI 53707
Phone (608) 264-8142
Hours: Monday-Friday, 7:30am-5:00pm.
- Wisconsin Department of Transportation Southeast Region Offices - Library
141 N.W. Barstow Street, East Wing, Second Floor Reception Desk, Waukesha WI 53186
Phone (262) 548-5902
Hours: Monday-Friday, 8:30am-3:00pm (by appointment only for the general public).
- Southeastern Wisconsin Regional Planning Commission Offices
W239 N1812 Rockwood Drive, Waukesha WI 53186
Phone (262) 547-6721
Hours: Monday-Friday, 8:00am-4:30pm.

County Offices

- Kenosha County Department of Public Works
19600 75th Street, Bristol WI 53104, Phone (262) 857-1870
Hours: Monday-Friday, 8:00am-4:30pm.
- Milwaukee County Department of Public Works - City Campus
2711 W. Wells Street, Suite 300, Milwaukee WI 53208
Phone (414) 278-5096
Hours: Monday-Friday, 7:30am-4:00pm.
- Racine County Department of Public Works - Ives Grove Office Complex
14200 Washington Avenue, Sturtevant WI 53177
Phone (262) 886-8440
Hours: Monday-Friday, 8:00am-4:30pm.

Local Libraries in the KRM Corridor

- Kenosha Public Libraries:
 - Simmons Library
711 59th Place, Kenosha WI 53140
Phone (262) 564-6100
Hours: Monday-Thursday, 9:00am-8:00pm. Friday, 9:00am-6:00pm. Saturday, 9:00am-5:00pm.
 - Northside Branch - 1500 27th Avenue, Kenosha WI 53140
Phone (262) 564-6100
Hours: Monday-Thursday, 9:00am-9:00pm. Friday, 9:00am-6:00pm. Saturday, 9:00am-5:00pm. Sunday, Noon-4:00pm (September – May).
- Carthage College - Hedberg Library
2001 Alford Park Drive, Kenosha WI 53140
Phone (262) 551-5900
Summer 2009 Library Hours:
Sunday, 1:00pm-10:00pm. Monday-Thursday, 8:00am-10:00pm. Friday, 7:30am-5:00pm. Saturday, 8:00am-5:00pm.
2009-2010 School Year Library Hours:
Monday-Thursday, 7:00am-12:00 midnight. Friday, 7:00am-10:00pm. Saturday, 7:30am-6:00pm. Sunday, 12:00 noon-12:00 midnight.
- Racine Public Library
75 Seventh Street, Racine WI 53403
Phone (262) 636-9241
Hours: Monday-Thursday, 9:00am-8:00pm. Friday & Saturday, 11:00am-4:00pm.
Sunday, 1:00pm-4:00pm (from October – Mid May with holiday exceptions).
- Oak Creek Public Library
8620 S. Howell Avenue, Oak Creek WI 53154
Phone (414)764-4400

Hours: Monday-Wednesday, 10:00am-8:30pm. Thursday, 12:00pm-8:30pm. Friday, 10:00am-5:00pm. Saturday, 10:00am-4:00pm. Sunday, 1:00pm-4:00pm (closed on Sundays in June, July and August).

- South Milwaukee Public Library
1907 10th Avenue, South Milwaukee WI 53172
Phone (414) 768-8195
Summer Hours: Monday-Wednesday, 9:00am-8:00pm. Thursday, 9:00am-6:30pm.
Friday, 9:00am-5:00pm. Saturday, 9:00am-4:00pm. Closed Sundays.
- Cudahy Family Library
3500 Library Drive, Cudahy WI 53110
Phone (414) 769-2244
Hours: Monday-Thursday, 10:00am-8:00pm. Friday, 9:00am-5:00pm (September-May).
Saturday, 12:00 noon-4:00pm (June, July, August). Sunday, 12:00 noon-4:00pm.
- St. Francis Public Library
4230 S. Nicholson Avenue, St. Francis WI 53235
Phone (414) 481-7323
Hours: Monday-Thursday, 10:00am-8:00pm. Friday, 10:00am-5:00pm. Saturday, 9:00am-4:00pm (Labor Day to Memorial Day). Saturday, 9:00am-1:00pm (Memorial Day-Labor Day). Sunday, 1:00pm-4:00pm (Labor Day to Memorial Day). Closed Sundays (Memorial Day to Labor Day).
- Milwaukee Public Libraries:
 - Central Library - 814 W. Wisconsin Avenue, Milwaukee WI 53233
Phone (414) 286-3000
Hours: Monday-Tuesday, 9:00am-7:00pm. Wednesday-Saturday, 9:00am-5:30pm.
Sunday, 1:00pm-5:00pm (October-April).
 - Bay View Branch - 2566 S. Kinnickinnic Avenue, Milwaukee WI 53207
Phone (414) 286-3019
Hours: Monday-Thursday, 10:00am-8:30pm. Friday & Saturday, 10:00am-5:00pm.
 - Tippecanoe Branch - 3912 S. Howell Avenue, Milwaukee WI 53207
Phone (414) 286-3085
Hours: Monday-Wednesday, 12:30pm-8:30pm. Thursday-Friday, 10:00am-5:00pm.
Saturday, 10:00am-5:00pm (September-May).
- City of Milwaukee Legislative Reference Bureau Library - City Hall
200 E. Wells Street, Room B-11, Milwaukee WI 53202
Phone (414) 286-8818
Hours: Monday-Friday, 8:00am-4:45pm.

Latest Newsletter

The newest edition of the project newsletter summarizes the Alternatives Analysis/Draft Environmental Impact Statement, including descriptions of the alternatives considered and the Locally Preferred Alternative, a summary of the costs and benefits of the Commuter Rail Alternative, and the next steps for the project. To view or download this newsletter, click on the following link:

- [KRM Newsletter No. 4 – September 2009 \(PDF\)](#)

Adobe Reader is required to view some of the documents on this page. The program is available as a [free download](#). If you are unsure if you have the reader, you can click on a link to any PDF file to see if it opens properly.

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Background

Here in Southeastern Wisconsin, community leaders have long recognized the potential for improving transit in the Kenosha-Racine-Milwaukee corridor. By better connecting Kenosha, Racine, and Milwaukee to each other as well as to northeast Illinois and Chicago, both economic and population growth within the corridor and in the Milwaukee-Chicago mega-metro area will likely result, along with better access to jobs, culture, and entertainment. Here's a recap of what's been accomplished so far and where the effort stands today:

- In 1998, SEWRPC completed a feasibility study concluding that establishing a 33 mile commuter rail service from Kenosha – through Racine – to Milwaukee (KRM) is technically and financially feasible.
- An alternatives analysis of commuter rail and bus alternatives for the KRM corridor followed looking at costs, benefits and impacts of both commuter rail and bus alternatives. In spring of 2003, public hearings were conducted with more than 1,280 people indicating their support for the commuter rail alternative with only 20 opposed. The study advisory committee recommended that the project move into Preliminary Engineering with the State being the project sponsor of the proposed commuter rail, and that the proposed commuter rail be funded by Federal and state dollars.
- State legislation was enacted in the Summer of 2003 defining the State's role with respect to commuter rail as providing capital and operating financial assistance to locally-sponsored commuter rail projects and requiring a local funding share of commuter rail implementation.
- In February of 2005 an Intergovernmental Partnership (IGP) was formed among the County Executives and Mayors of Kenosha, Milwaukee, and Racine, the Secretary of the Wisconsin Department of Transportation, and the Chairman of the Southeastern Wisconsin Regional Planning Commission. The IGP agreed to conduct the necessary technical and environmental studies to permit the project to proceed to implementation. Each member of the IGP, other than the Regional Planning Commission, appointed a representative to serve on the KRM Project Steering Committee with the Southeastern Wisconsin Regional Planning Commission serving as lead agency, project manager, and fiscal agent for the next phase of the KRM study. The role of the Steering Committee is to provide overall direction and oversight of the study.
- Also in early 2005, a group of business leaders from the Greater Milwaukee Committee joined with elected officials representing the Kenosha, Racine, and Milwaukee areas and representatives from Transit Now, a non-profit group, to determine how to advance the KRM project. The group works to develop support for critical issues including governance and financing.
- In July of 2005, the State Legislature and Governor enacted legislation creating a Regional Transit Authority (RTA) serving Kenosha, Racine, and Milwaukee Counties which was to recommend a sponsor for the commuter rail project and a source to provide the necessary local funding for the project.
- In July of 2007, alternative analysis of commuter rail and bus alternatives was completed, including all technical work for the Draft Environmental Impact Statement (DEIS). A subsequent application to the Federal Transit Administration for approval of the DEIS was withdrawn by the RTA because the 2007-2008 Wisconsin State budget did not create a permanent regional transit authority with the authority to construct and operate a commuter rail line in the KRM corridor and did not provide a local dedicated funding source for the project.
- In anticipation that the 2009-2011 Wisconsin State budget would provide a permanent regional transit authority, the "temporary" RTA created in July of 2005 and the IGP continued to work on obtaining approval for the DEIS, updating the alternatives analysis, and preparing to apply for a Federal New Starts grant for the project's capital funding.
- In the 2009-2011 Wisconsin State budget, a permanent [Southeast Regional Transit Authority \(SERTA\)](#) was created. SERTA has been given the authority to construct and operate the KRM commuter rail line with the authority to levy a vehicle rental fee of up to \$18 per transaction in each of Milwaukee, Racine, and Kenosha Counties.
- In June of 2010, SERTA submitted an application to the Federal Transit Administration (FTA) requesting permission to initiate Preliminary Engineering (PE) under the FTA's discretionary "New Starts" funding program. Should the FTA approve the "New Starts" application, the SERTA Board of Directors would decide whether or not to initiate preliminary engineering on a KRM commuter rail line.

About the KRM Commuter Link Project

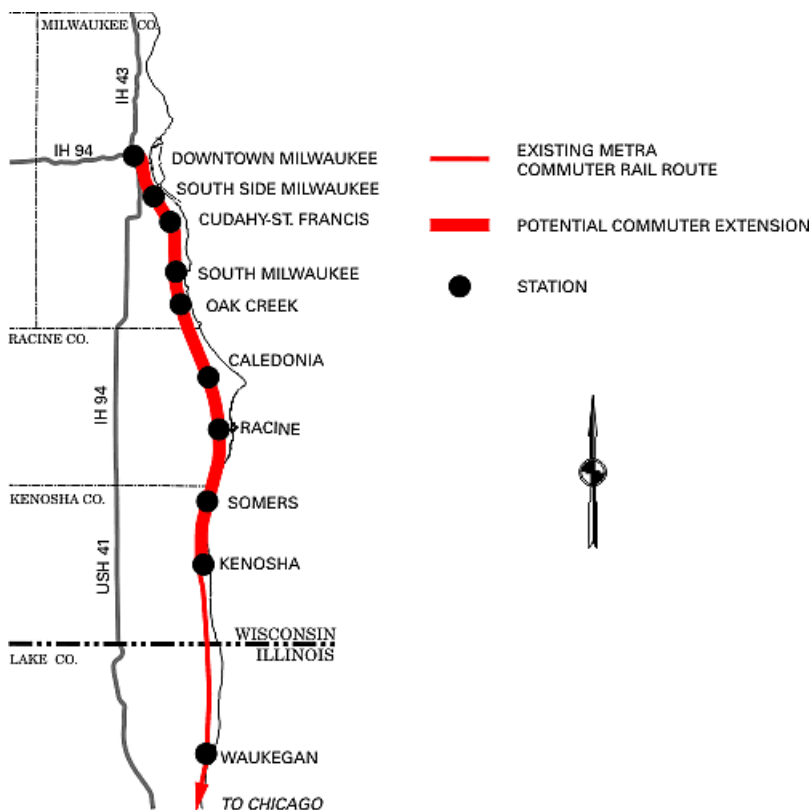
The [Southeastern Wisconsin Regional Planning Commission](#) has undertaken this phase of the project on behalf of the Intergovernmental Partnership (IGP) of the Counties and Cities of Kenosha, Racine, and Milwaukee, the Wisconsin Department of Transportation (WisDOT), and the Regional Planning Commission. A consulting team was hired for this phase of the project, with the Regional Planning Commission acting as project manager and the KRM Steering Committee providing guidance on the direction of the project.

The outcome from this phase, which includes two basic components, will determine if the project will advance to Preliminary Engineering and eventual implementation. The first component is the development of a DEIS which is necessary to secure a favorable Record of Decision from the Federal Transit Administration (FTA), the project's primary source of funding. The DEIS has now been prepared and filed with the Environmental Protection Agency, and is available for public comment. The second component is performing an Alternatives Analysis, reviewing and refining the commuter rail and bus alternatives considered to date, and recommending one for implementation. FTA funding will depend on how the recommended alternative compares to other similar projects nationwide based on FTA project criteria, including cost effectiveness.

The alternatives that have been considered as part of the Alternatives Analysis process include:

- **No-Build.** This alternative essentially reflects the current transportation system throughout the Kenosha-Racine-Milwaukee corridor.
- **Transportation System Management (TSM).** This alternative reflects the "best that can be done" to address the identified problems in the corridor without major capital investment in new infrastructure such as a new transit guideway. The TSM Alternative utilizes and improves upon the current transit services in the corridor using measures such as improved bus service and increased park-and-ride capacity in strategic locations but without making a major capital investment. The TSM Alternative represents a level of capital investment that is greater than the No-Build Alternative but substantially less than either the Bus Rapid Transit or Commuter Rail Alternatives.
- **Bus Rapid Transit (BRT).** This alternative includes the development and operation of a high-capacity and capital-intensive commuter bus service between Kenosha, Racine, and Milwaukee that would be coordinated with the existing Kenosha-Chicago Metra service. This alternative builds and improves upon the TSM Alternative by incorporating the use of exclusive and/or semi-exclusive rights-of-way, on-line passenger stations, and vehicles with floor heights compatible with station platforms that improve passenger accessibility while reducing boarding and alighting times to provide a service comparable and competitive with commuter rail.
- **Commuter Rail.** This alternative will include the development and operation of commuter rail service between Kenosha, Racine, and Milwaukee similar to that which is currently provided between Kenosha and Chicago. The service would be coordinated with the existing Kenosha-Chicago Metra service. Service options to be examined under this alternative include service requiring a cross-platform transfer at Kenosha or Waukegan and a through service that would not require such a transfer. Equipment options to be examined include conventional locomotive-hauled trains and self-propelled coaches.

The Commuter Rail Alternative was selected as the Locally Preferred Alternative by the KRM Steering Committee in November of 2006. It will include stations for each of the communities identified in the previous phase of the KRM study including Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St. Francis, South Side Milwaukee, and Downtown Milwaukee.



Intergovernmental Partnership for the Proposed Commuter Rail Service in the Kenosha-Racine-Milwaukee Corridor

Tom Barrett	Mayor, City of Milwaukee
Keith G. Bosman	Mayor, City of Kenosha
John Dickert	Mayor, City of Racine
Mark Gottlieb	Secretary, Wisconsin Department of Transportation
Lee Holloway	Chairman, Milwaukee County Board of Supervisors
Jim Kreuser	County Executive, Kenosha County
William L. McReynolds	County Executive, Racine County
David L. Stroik	Chairman, Southeastern Wisconsin Regional Planning Commission

Steering Committee for the Kenosha-Racine-Milwaukee Commuter Rail Extension

George E. Melcher	Director of Planning and Development, Kenosha County, and Committee Chairman
Brian Dranzik	Director of Administration, Department of Transportation and Public Works, Milwaukee County
Ron Iwen	Director of Operations, City of Kenosha
Richard M. Jones	Commissioner of Public Works, City of Racine
Jeffrey J. Mantes	Commissioner of Public Works, City of Milwaukee
David Prott	Director of Public Works, Racine County
Mark J. Wolfgram	Administrator, Division of Transportation Investment Management, Wisconsin Department of Transportation

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Purpose & Need

On behalf of the Intergovernmental Partnership of the Counties and Cities of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation (WISDOT) and the Southeastern Wisconsin Regional Planning Commission, the Regional Planning Commission undertook the EIS and Project Development phase of the KRM Alternatives Analysis (AA) in order to produce a Draft Environmental Impact Statement (DEIS), refine the previous alternatives analysis, and develop further a commuter transportation project within the corridor. This study has been funded by the Federal Transit Administration (FTA) Section 5309 "New Starts" program, WISDOT, and the members of an Intergovernmental Partnership consisting of the Cities and Counties of Kenosha, Milwaukee, and Racine, WisDOT, and the Regional Planning Commission. The products of this study have been used to support an application to the FTA requesting permission to initiate Preliminary Engineering (PE) under the FTA's discretionary "New Starts" funding program. This "New Starts" application was submitted to the FTA in June 2010 by the Southeastern Regional Transit Authority (SERTA), which was created in the 2009-2011 Wisconsin State budget to oversee the development of commuter rail service in Kenosha, Racine, and Milwaukee Counties.

The improvement and expansion of public transit in this heavily traveled corridor has the potential to provide a public transit alternative which will have travel times competitive with the automobile, support and encourage more efficient higher density development, reduce automobile traffic volume and congestion, reduce transportation-related air pollutants and energy consumption, provide a high quality alternative when IH 94 is undergoing reconstruction, and meet the needs of those who are unable or who choose not to use an automobile.

The corridor extending from Milwaukee to Chicago covers only 9% of the area in the thirteen counties comprising the combined Milwaukee and Chicago metropolitan area, but represents 26% of the population and 36% of the employment. Population density is nearly 3 times higher and job density is nearly 4 times higher in this corridor than in the combined metropolitan area, and is expected to grow. The portion of the corridor in southeastern Wisconsin lacks transportation options for travel between communities in the corridor, as well as for travel between southeastern Wisconsin and northeastern Illinois. People with limited or no access to private automobiles are particularly restricted in their ability to access jobs and education, and census data indicates that 15% of the households within the KRM corridor in southeastern Wisconsin do not have an automobile.

Existing transit services do operate within the KRM corridor, but consist largely of separate local systems with services that are slow, operate only in a limited service area, and are not coordinated with each other. Improved transit is necessary for the corridor's employers to find the workers they need to grow their businesses and for people within the corridor to access jobs as well as education and recreation. With limited arterial street and highway capacity, growing traffic volumes and congestion, and extremely limited opportunities for new highways, it is time to develop high quality and attractive transit service in the corridor that is competitive with the private automobile in terms of travel time, cost, and convenience.

High quality and attractive transit service can stimulate desirable and positive land use development and redevelopment in the older major cities such as Kenosha, Milwaukee, and Racine, in the older suburban communities such as Cudahy, St. Francis, and South Milwaukee, and in the newer developing communities such as Caledonia, Oak Creek, and Somers. An investment in high-quality transit service will generate additional investment in communities.

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Public Involvement

Public participation is a fundamental component of this DEIS and Alternatives Analysis phase of the KRM project. The activities planned throughout this project phase are designed to facilitate open, ongoing, two-way communication and allow the study team to gather suggestions, opinions, perspectives, and values from the community. This public participation will provide valuable information and feedback in order to make the best possible decisions.

Public Hearings for the Draft Environmental Impact Statement

Three public hearings were held in September 2009 throughout the KRM corridor to obtain comments on the DEIS. The public hearings were conducted in “open house” format, with exhibits on display and project staff available to answer questions about the DEIS or any other aspect of the project. A short project presentation was also made during each hearing, as noted below.

The dates, times, and locations of these meetings were:

Monday, September 14, 2009

5:00-7:00 pm (presentation: 5:45 pm)

Great Lakes Room, Racine Building, Racine Gateway Technical College

[901 Pershing Drive, Racine](#)

Tuesday, September 15, 2009

5:00-7:00 pm (presentation: 5:45 pm)

Reuther High School, Gymnasium

[913 57th Street, Kenosha](#)

Wednesday, September 16, 2009

5:00-7:00 pm (presentation: 5:45 pm)

Harbor Lights Room, Milwaukee Downtown Transit Center

[909 E. Michigan Street, Milwaukee](#)

At the hearings, attendees were able to provide written comments or give oral comments to court reporters at any time during the two hour time frame. In addition, written comments were accepted through October 5, 2009. Although the public comment period has ended, comments regarding any aspect of the project are always welcome, and can be sent via the KRM website, or by email, mail, or fax:

- E-mail: (*email address has been removed for archive*)
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Previous Activities

Previous Public Informational Meetings

Three public information meeting open houses were held in February 2007 throughout the KRM corridor to present information, answer questions, and get feedback concerning the planning for this project. The meetings were conducted in an “open house” format to provide visitors an opportunity to look at display materials, to meet one-on-one or in small groups with project staff to ask questions, and provide input and feedback. A short presentation was given at 6 p.m. and again at 7 p.m. Information was provided on the proposed locally preferred alternative, the DEIS, potential impacts, and opportunities for continued community involvement. In particular, information at the public meetings highlighted the differences between commuter rail and bus transit alternatives and outlined the reasons for recommending commuter rail.

The dates, times, and locations of these meetings were:

Monday, February 5, 2007

5:30 - 8:00 pm

Presentations: 6 & 7 pm

Theatre, Racine Building

Racine Gateway Technical College

[901 Pershing Drive, Racine](#)

Wednesday, February 7, 2007

5:30-8:00 pm

Presentations: 6 & 7 pm

Madrigano Auditorium

Kenosha Gateway Technical College

[3320 30th Avenue, Kenosha](#)

Thursday, February 8, 2007

5:30-8:00 pm

Presentations: 6 & 7 pm

Harbor Lights Room

Milwaukee Downtown Transit Center

[909 E. Michigan Street, Milwaukee](#)

Station Area Design Workshops

Two sets of KRM station area design workshops were conducted to identify the potential opportunities for land use development and redevelopment around each proposed transit station. Determining the potential for such “transit-oriented development” is a key component of the KRM Commuter Link project and will be important to deciding whether or not to proceed with the project. The first set of station area workshops was held in March and April of 2006.

After the first set of workshops, the project team had begun to develop station area land use plans and the next step was to bring these preliminary plans back to the public for input and comments at a second set of workshops. These were held in June, July, and August 2006. Public and community participation is vital to the creation of station area plans that stimulate and accommodate desired development and redevelopment. Eventually, each community will be asked to endorse their station area development plan and to adopt policies, plans, and regulations to support them if commuter rail is implemented.

Station area design workshops were held for the Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, South Side Milwaukee, and Downtown Milwaukee station areas.

Public Scoping Meetings Held

This KRM planning phase kicked off with several public information meetings held during February, 2006 in Kenosha, Racine, and Milwaukee. This first round of public information meetings was part of the project scoping process, used to identify issues and concerns early in the study. All interested or affected residents, property owners, civic and community leaders, business owners, and other community members throughout the corridor were encouraged to attend, learn more about the project, and most importantly, provide feedback and comments.

The public information meetings were conducted in “open house” format with staffed information displays. A twenty minute presentation was made by Southeastern Wisconsin Regional Planning Commission staff with members of the study team available throughout the evening to provide information and hear community input. Information was provided on:

- The purpose and need for the project;
- The objectives of the Alternative Analysis, DEIS, and scoping process;
- The scope and schedule of the KRM Alternative Analysis;
- Issues to be addressed throughout the course of the study, including potential impacts to be studied; and
- Opportunities for continued public involvement and participation.

Future Plans

Public participation is important to developing sound recommendations and selecting a transit alternative that can be supported by the community. One of the project team’s goals is to keep the public informed and to incorporate their feedback into the decision making process.

In the future, newsletters and other materials will continue to be produced to provide information as the KRM project moves forward into later phases. Sign up on the comment form page of this website to be added to the mailing list. The current newsletter may be viewed and downloaded here:

- [KRM Newsletter No. 4 – September 2009 \(PDF\)](#)

Additional public involvement meetings will be held in later phases of the project. Public involvement meetings will be advertised in local newspapers, in newsletters, and on the project website. Attend one or all of the public involvement meetings and encourage your neighbors, colleagues, and friends to participate as well.

If you prefer to get your information electronically, continue to use the KRM website. The website will be updated as new project information becomes available. And the site is interactive so you can provide your comments online.

Other opportunities for public involvement will occur as the project proceeds and we will do our best to make sure you are made aware of them.

ARCHIVAL WEBSITE

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Newsletters

The public informational newsletters for the Kenosha-Racine-Milwaukee Commuter Link Project may be obtained on this page of the website.

Adobe Reader is required to view these documents. The program is available as a [free download](#). If you are unsure if you have the reader, you can click on a link to any PDF file to see if it opens properly.

When additional newsletters are published, they will also be available for downloading here.

Current Newsletter

The newest edition of the project newsletter summarizes the Alternatives Analysis/Draft Environmental Impact Statement, including descriptions of the alternatives considered and the Locally Preferred Alternative, a summary of the costs and benefits of the Commuter Rail Alternative, and the next steps for the project. To view or download this newsletter, click on the following link:

- [KRM Newsletter No. 4 – September 2009 \(PDF\)](#)

Past Newsletters

The first edition of the newsletter provided an introduction to the project and announced the public scoping meetings held during February 2006.

- [KRM Newsletter No. 1 - February 2006](#)

The second edition of the newsletter discussed the public scoping meetings that were held, the transit alternatives being considered, screening of these alternatives by the project Steering Committee, and the transit-oriented-development workshops held for each of the proposed station areas.

- [KRM Newsletter No. 2 - Summer 2006](#)

The third edition of the newsletter announces the previous round of public informational meetings, highlights the differences between commuter rail and bus transit alternatives, and outlines the reasons for recommending the advancement of commuter rail toward implementation.

- [KRM Newsletter No. 3 - January 2007](#)

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Reports

Reports and other project materials for the Kenosha-Racine-Milwaukee (KRM) Environmental Impact Statement and Project Development phase may be obtained on this portion of the site. Those reports that are available are listed below.

Adobe Reader is required to view these documents. The program is available as a [free download](#). If you are unsure if you have the reader, you can click on a link to any PDF file to see if it opens properly.

Current Project Phase -- "New Starts" Application

An application was recently submitted by the Southeastern Regional Transit Authority (SERTA) to the Federal Transit Administration (FTA) requesting permission to initiate preliminary engineering for a KRM commuter rail line as part of the FTA's discretionary "New Starts" funding program. The "New Starts" application was prepared on behalf of SERTA by the KRM project consultant team, under the guidance of Regional Planning Commission staff, which currently serves as temporary staff to SERTA. Should the FTA approve the "New Starts" application, the SERTA Board of Directors would decide whether or not to initiate preliminary engineering on a KRM commuter rail line. FTA permission to enter preliminary engineering is necessary to continue project development on a KRM commuter rail line, and to potentially obtain an FTA "New Starts" discretionary grant to provide the Federal share of costs associated with implementing the line. A Final Environmental Impact Statement (FEIS) would also be prepared during preliminary engineering. To view or download the full application, click on the following link:

- [KRM New Starts Application to the Federal Transit Administration for KRM Commuter Rail – June 2010 \(PDF\)](#)

Current Project Phase–Draft Environmental Impact Statement (DEIS)

A Draft Environmental Impact Statement (DEIS) for the KRM project was recently prepared and filed according to the State and National Environmental Policy Acts, and describes a full range of commuter rail and bus alternatives, the affected environment, and an analysis of the environmental impacts of each alternative in the Kenosha-Racine-Milwaukee corridor. The analysis includes the effects on land use, noise, vibration, and air quality, as well as the

impacts on natural resources such as ecosystems and water resources. To view or download the full document, click on the following link:

- [KRM Draft Environmental Impact Statement – July 2009 \(PDF\)](#)

A record of public comments received on the DEIS was recently prepared. This record includes a summary of the written and oral comments received during the formal public comment period, as well as the comments themselves, attendance records from the public hearings, materials announcing those hearings, materials distributed at those hearings, and newspaper articles pertaining to the DEIS. To view the record of public comments, click on this link:

- [KRM DEIS Record of Public Comments – June 2010 \(PDF\)](#)

Current Project Phase -- Station Area Plans

A key component of the KRM Commuter Link project is determining the extent of opportunities for transit-oriented land use development and redevelopment around the proposed commuter rail station areas. To show this, a preliminary land use development plan concept was developed for each of the potential stations. Each plan shows possible development and redevelopment potential, as well as land uses, access and circulation, and possible urban design changes in the station area. These plans should not be viewed as final or absolute. Rather, they represent guides to what could be done in the station areas in the future, and what those station areas could be like in order to bring about areas that could attract more transit use. For each of these plans, the starting point was the local community planning and development efforts already underway. It is important to remember that these station area plans are future concepts and that ultimately, each local community will be responsible for determining to what degree their respective station plan is implemented.

Several reports are available that show the KRM station area planning work. A summary report that describes the overall potential for transit-oriented land use around the stations has been prepared. The current version of this report can be viewed or downloaded by clicking on the following link:

- [“Transit-Oriented Land Use Technical Report” - January, 2007](#)

Transit Oriented Development (TOD) Portfolio - This report presents a review of the planning program for each station area including existing and possible future conditions, design plans, anticipated land use and economic effects, and planning and policy strategies. This report can be viewed or downloaded by clicking on the following links. The report contains many graphics and maps. Because of its size, the sections may be accessed separately.

- [TOD - Introduction - February, 2007](#)
- [TOD - Section A: Kenosha - November, 2006](#)
- [TOD - Section B: Somers - December, 2006](#)
- [TOD - Section C: Racine - December, 2006](#)
- [TOD - Section D: Caledonia - January, 2007](#)
- [TOD - Section E: Oak Creek - December, 2006](#)
- [TOD - Section F: South Milwaukee - November, 2006](#)
- [TOD - Section G: Cudahy/St. Francis - November, 2006](#)
- [TOD - Section H: South Side Milwaukee - January, 2007](#)
- [TOD - Section I: Downtown Milwaukee - January, 2007](#)

Transit Oriented Development (TOD) Portfolio Appendix - This appendix to the TOD Portfolio report contains additional materials pertaining to the planning work for each station area. For each station area, the appendix provides detail on the stakeholder interviews, community area workshops that were held, market assessments, and a

preliminary station layout plan. This appendix can be viewed or downloaded by clicking on the following links. The report contains many graphics and maps. Because of its size, the sections of the appendix may be accessed separately.

- [TOD Appendix - Cover](#)
- [TOD Appendix - Kenosha Section](#)
- [TOD Appendix - Somers Section](#)
- [TOD Appendix - Racine Section](#)
- [TOD Appendix - Caledonia Section](#)
- [TOD Appendix - Oak Creek Section](#)
- [TOD Appendix - South Milwaukee Section](#)
- [TOD Appendix - Cudahy/St. Francis Section](#)
- [TOD Appendix - South Side Milwaukee Section](#)
- [TOD Appendix - Downtown Milwaukee Section](#)

Current Project Phase -- Technical Reports

A series of technical reports are being prepared under this project. These reports present the core of the technical findings and conclusions. Preliminary draft versions of these reports are being made available as they are completed and can be viewed or downloaded from this website. The current versions of these reports that are available are:

- [“Definition of Alternatives” - September, 2006](#)
- [“Capital and Operating & Maintenance Cost Estimates” - January, 2007](#)
- [“Evaluation of Alternatives” - January, 2007](#)
- [“Ridership Forecasting Report” – September, 2007](#)

Other technical reports as well as updated versions of these reports will be available as they are completed.

Previous Studies

In 1998, a feasibility study was completed and concluded that establishing a commuter rail service from Kenosha through Racine to Milwaukee was technically and financially feasible. The final report for the feasibility study was published as SEWRPC Community Assistance Planning Report No. 239 and documents the findings, conclusions, and recommendations for transit service improvements in the Kenosha-Racine-Milwaukee corridor. The report can be viewed by clicking on the following link:

- [“Feasibility Study of Commuter Railway Passenger Train Service in the Kenosha-Racine-Milwaukee Corridor”](#)

An alternatives analysis of commuter rail and bus alternatives for the KRM corridor followed completion of the feasibility study, looking at costs, benefits, and impacts of the alternatives. In the Spring of 2003, public informational meetings and hearings regarding the study findings and preliminary recommendations were held and were well attended with many comments being received. The study Advisory Committee subsequently recommended that the project move into the next phase of development. The final study report for this analysis was published as SEWRPC Community Assistance Planning Report No. 276 and can be viewed by clicking on the following link:

- [“Kenosha-Racine-Milwaukee Corridor Transit Study Summary Report and Recommended Plan”](#)

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Comment Form

To Submit Comments

Use the box below to submit any comments you may have about the KRM project (comments will become part of the public record, and will be considered as alternative, preliminary, and final plans are developed and considered):

To Receive the Newsletter

SEWRPC will be printing a series of newsletters about the Kenosha-Racine-Milwaukee (KRM) project. Online editions of the newsletter can be found [here](#). If you would like to be added to the newsletter mailing list, please provide your name and address below.

To Request a Briefing or Presentation

You may request a briefing or presentation for your unit of government or community, business, or other group. If you would like a briefing or presentation, please provide your name, address, and phone number below.

Contact Information

First Name: *

Last Name: *

E-mail address: *

Organization:

PO Box/Street address:

City: *

State: *

Zip:

* Denotes a required field

If you indicated that you were interested in a briefing for your organization, please include a daytime telephone number (with area code) below:

Press the "Submit" button when finished.

(submit button has been removed for archive)

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Contact Us

If you have comments or questions about the project, please contact the study staff.

E-mail: *(email address has been removed for archive)*

U.S. Mail: Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187-1607

Fax: (262) 547-1103

For further information you may also contact:

Kenneth R. Yunker
Executive Director
Southeastern Wisconsin Regional Planning Commission
(262) 547-6721

Request a Briefing for Your Group or Organization

You may request a briefing or presentation for your unit of government or community, business, or other group. Briefings/Presentations provide information about the project to date, and may include topics such as the following:

- Purpose and need
- Alternatives being considered
- Benefits, costs, and impacts of the alternatives
- Recommendations
- Future steps

If you are interested in having a briefing or presentation for your organization or group, please contact the individual listed above or make a request through this website on the comment form page.