



RECORD OF PUBLIC COMMENTS

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN

**COMMENTS RECEIVED MARCH 28
THROUGH JUNE 1, 2011**

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High School District of Westosha
Michael Pollocoff Village Administrator,
Village of Pleasant Prairie
Marisol Simón Region 5 Director,
Federal Transit Administration
Jude Tindall Citizen, Village of Twin Lakes
Stan Torstenson Citizen, Village of Twin Lakes
Paula Williams Executive Director,
Kenosha Achievement Center

RECORD OF PUBLIC COMMENTS

**KENOSHA COUNTY
TRANSIT DEVELOPMENT PLAN**

COMMENTS RECEIVED MARCH 28
THROUGH JUNE 1, 2011

Prepared by the

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
www.sewrpc.org

October 2011

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RECORD OF PUBLIC COMMENTS

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN

INTRODUCTION

This report documents the comments received on the Kenosha County Transit Development Plan from March 28, 2011 through June 1, 2011, and consists of a summary of the comments received and a series of appendices:

- Written and oral comments received from March 28, 2011 through June 1, 2011 (Appendix A).
- Attendance records of public informational meetings held April 5, 6, and 14, 2011 (Appendix B).
- Materials announcing the three public informational meetings and summary materials distributed at those meetings (Appendix C).
- Newspaper articles concerning the Kenosha County Transit Development Plan (Appendix D).

Background

Commission staff solicited public input on the Kenosha County Transit Development Plan via three methods: First, Commission and County staff held three public informational meetings on April 5, 6, and April 14, 2011, with the first two in the City of Kenosha, and the third in the Village of Twin Lakes. The purpose of these meetings was to obtain comments on the unmet needs for transit services in the County, as well as to distribute information and provide an update on the plan to interested parties. A total of 32 people attended the three public meetings, which are documented in Appendices A and B.

Second, Commission staff solicited input from Kenosha Area Transit and Western Kenosha County Transit bus drivers. On April 26, 2011, Commission staff went to the Kenosha Area Transit garage and spoke with bus operators, or drivers, as they were arriving or leaving from their bus shifts. On June 1, similar meetings were held with Western Kenosha County Transit drivers at the Kenosha Achievement Center.

The third way that the Commission solicited public comment was through advertising and outreach, as documented in Appendix C. A display advertisement regarding the public informational meetings was published in newspapers throughout Kenosha County. The ads supplemented the information provided in the *Kenosha County Transit Development Plan Newsletter 1*, prepared by the Southeastern Wisconsin Regional Planning Commission staff and direct-mailed to over 700 interested parties, including chief elected officials in Kenosha

County, as well as County Board members, advisory committee members and the Commission's list of central city, minority, and low-income groups and organizations. *Newsletter 1*, which is also included in Appendix C, summarized the work completed to-date on the plan as of March 2011. It included a description of the existing transit services provided in the County, an overview of the evaluation of the existing Kenosha Area Transit and Western Kenosha County Transit services, and unmet transit travel needs in both the eastern and western parts of the County. *Newsletter 1* was available and distributed as a handout at the meetings.

SUMMARY OF COMMENTS RECEIVED FROM MARCH 28, 2011 TO JUNE 1, 2011 REGARDING THE KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN

From March 28, 2011 through June 1, 2011, a total of 36 comments were made regarding the Kenosha County Transit Development Plan. The comments were provided on comment forms available at public informational meetings and to court reporters at those meetings, or via letter, e-mail, fax, or through the Commission website, and orally to Commission staff by the bus drivers of the City of Kenosha and Western Kenosha County Transit systems.

General Comments in Favor or Opposed to Transit in the City and County

A total of eight comments expressed general support for (or general opposition to) transit and the transit plan.

- Two comments expressed support for expanding public transit service. One of the commenters suggested that the regional planning commission take a more aggressive approach to improve transit, as Illinois has done.
- Two comments expressed concern about potential cuts to the transit system with one noting that inadequate funding of the transit system would eventually lead to shrinking of the system and a potential diminishing of the service.
- Three comments expressed support for the streetcar expansion: two commenters noted that the streetcar expansion had received approval for Federal funding, which would cover 80 percent of capital expenses, so the City should approve the local share of capital expenses so that the project moves forward. Another streetcar supporter pointed out that the streetcars run on domestically-produced electricity rather than imported oil, and oil prices tend to fluctuate.
- One comment expressed support for the proposed Kenosha-Racine-Milwaukee (KRM) commuter rail extension.

Comments Identifying Suggested Improvements to the Kenosha Area Transit System

A total of 12 comments had specific suggestions for improving Kenosha Area Transit. Those comments can be further divided into comments about the transit system's schedule or hours; about routes serving areas just outside the City of Kenosha, and about potential capital improvements.

Comments about Kenosha Area Transit Route Schedules and Hours within the City of Kenosha

- One comment stated that the transit system should have weekday evening service later than 7:30 p.m., Saturday evening service later than 5:00 p.m., and Sunday service.
- One comment suggested the streetcar should run only nine months a year and on weekends and holidays.
- One comment suggested that bus service should be provided to the lakefront on days of special events such as the 4th of July and Taste of Wisconsin.
- One comment suggested that route information/schedules be posted at bus stops.

Comments about Routes Serving Suburbs around the City of Kenosha

- Two comments suggested restoring Route No. 35 service to Lakeview Corporate Park.

- One comment expressed the need for service to State offices (such as the Wisconsin Department of Transportation Division of Motor Vehicles Service Center and the Wisconsin Department of Revenue) and the Kenosha County Detention Center at 4777 88th Avenue.
- One comment expressed need for service to the Prime Outlets commercial area in Pleasant Prairie.

Comments about Potential Capital Improvements to the Kenosha Transit System

- Two comments related to the concept of “right-sizing” the buses used by the transit system. The commenters said that large buses, which are more expensive, should be used on the routes and times with the highest ridership, and small, lower-cost buses, such as cutaways, should be used on the other routes and at other times of the day.
- One of the commenters in favor of expanding the streetcar service specifically suggested the streetcar operate between Harbor Park and the Pick N’ Save on 50th Street and 22nd Avenue, and between Carthage College and downtown Kenosha.
- One commenter also recommended that the transit system take into consideration the manufacturer’s reliability ratings before purchasing vehicles.

Comments Identifying Improvements to Western Kenosha County Transit

A total of 12 comments had suggestions for improving the Western Kenosha County Transit services:

- Two comments were made regarding weekend service of Western Kenosha County Transit. One comment suggested that door-to-door service be provided on Saturdays. One comment stated the service should run on weekends.
- One comment expressed support for the door-to-door service provided by Western Kenosha County Transit, but stated that sometimes the service is so busy that they cannot accept reservations, even a day or two in advance.
- One comment stated that Western Kenosha County Transit Route No. 1 should have a stop at the Brat Stop near the intersection of IH 94 and STH 50 to provide a connection to airport shuttles serving Mitchell, O’Hare, and Midway airports.
- One commenter stated that Kenosha County should not provide transit service in Western Kenosha County communities that voted against a regional transit authority in advisory referendums in 2010.

Several comments regarding Western Kenosha County Transit specifically relate to routes serving neighboring counties.

- Two comments expressed support for providing service to Regency Mall in Racine County, either through a Western Kenosha County Transit route or through coordinating a route with another transit provider.
- Two comments expressed support for providing service from the Village of Twin Lakes to the Metra Station in Fox Lake, Illinois.
- One commenter opposed funding Western Kenosha County Transit service outside Kenosha County for shopping and recreational destinations, but supported the service to the Metra Station in Antioch, Illinois for the purpose of providing regional transit connections.
- One comment expressed support for continuing the service on Route No. 3 from the Village of Twin Lakes to the City of Lake Geneva.
- One comment expressed support for providing service to Memorial Hospital in the City of Burlington in Racine County.

Comments Identifying Needs for Transit Connections to Other Counties

In addition to the comments relating to service by Western Kenosha County Transit to other counties, the following comments identified a need for transit services that would connect to other transit systems in surrounding Counties.

- One comment expressed support for one midday bus trip from the City of Kenosha to the City of Waukegan, Illinois to connect to METRA service.
- One comment expressed support for providing a transit connection with the suburban Pace transit system in northern Lake County, Illinois.
- One comment expressed a need to restore transit service between the University of Wisconsin Parkside and the City of Racine.

Comments Regarding Concerns that are beyond the Scope of the Kenosha County Transit Development Plan

- One commenter expressed concern for the bus driver contracts, which were being negotiated at the time of the public meeting on April 5, 2011. Because those contracts were considered on a much more accelerated timeframe than this plan, they are beyond the scope of what will be considered in the Kenosha County Transit Development Plan.

SUMMARY OF ORAL COMMENTS MADE ON APRIL 26, 2011 AND JUNE 1, 2011 BY BUS DRIVERS FOR THE KENOSHA AREA TRANSIT AND WESTERN KENOSHA COUNTY TRANSIT SYSTEMS

Comments from Kenosha Area Transit Bus Drivers

The comments made by Kenosha Area Transit drivers can be summarized into two categories: comments about the overall transit system, and specific comments about routes or schedules.

Comments about the Overall Transit System

- Two drivers noted that the downtown route structure was very complicated, with the routes traveling on different streets for inbound and outbound trips. One driver said the downtown route structure should be consistent so inbound and outbound trips go along the same street unless one-way streets make that impossible. Another driver noted that over the past 10 years, several parts of the downtown area have been redeveloped and the street grid has changed, and the routes should be revised to serve the new grid.
- Two drivers suggested changing the route structure so that the routes go along the principal arterials (such as 52nd Street, 60th Street, and 75th Street). One of the drivers said that routes shouldn't have to converge at the downtown transit center and they should operate more like a grid, running along the main thoroughfares.
- One driver suggested adding bus stop signs at stop lights.
- One driver said that the transfer point should be in a geographically central location in the City of Kenosha, not in the downtown.

Specific Comments about Routes or Schedules

- Several drivers mentioned that the southern leg of Route No. 1 was hard to complete on schedule. In particular, the Route No. 1 run that is scheduled to arrive at 3:00 p.m. at Tremper High School must always arrive on time, otherwise the departure time for the bus is delayed by the high volume of traffic in the parking lot. Several drivers suggested eliminating some of the service to Lance Middle School to solve the schedule problem.
- Two drivers stated that Route No. 4 southbound does not need to serve the Metra station after it leaves the downtown transit center, since Route No. 1 already serves the Metra station.

- One driver suggested changing Route No. 4 so that it goes north on Sheridan Road to serve Carthage College first, then northwest on Birch Road to serve the multi-family residences in that area, ending at Glenwood Crossings area on 18th Street and 30th Avenue.
- One driver suggested changing Route No. 3 to avoid the left-hand turns at the southern terminus of the route. He suggested that the route follow Sheridan Road to the Human Services Building at 8600 Sheridan Road, then turn right onto 91st Street, continuing on the remainder of the existing loop, but then ending at Supervalu Foods on 80th Street.
- One driver stated that once 39th street north of Bullen middle school is built, the transit system could operate a cross-town route along the length of 39th Avenue with a northern terminus at Glenwood Crossings and a southern terminus at Supervalu Foods.
- One driver said that there should be bus service to the Walmart in the Somers Town Center at the corner of STH 31 and CTH S.
- One driver said that Route No. 31 shouldn't serve the Kenosha Business Park during the weekends, saying it should run directly to Indian Trail Academy so that passengers can transfer to other routes.
- One driver noted that most of the ridership on Route No. 35, which served Lakeview Corporate Park before it was cancelled in 2011, worked at Unified Solutions. He asked whether Unified Solutions was still open or whether it had closed. (Note: Commission staff was able to confirm that Unified Solutions formerly occupied a building at 9800 72nd Avenue, but has relocated to a new location at 9801 80th Avenue in Pleasant Prairie.)

Comments from Western Kenosha County Transit Bus Drivers

The comments made by the drivers for Western Kenosha County Transit can also be summarized into two groups: comments about the overall transit system, and specific comments about routes or schedules.

Comments about the Overall Transit System

- Many drivers stated that many western Kenosha County residents are still unaware of the transit system. They said that the service needs to be better advertised and better marketed. They suggested using signage at the bus stops to better advertise the service.
- Several drivers said that western Kenosha County residents would be willing to go to major shopping destinations in the City of Kenosha area (such as the Target in Pleasant Prairie or the Walmart in Somers), if service to the Walmarts in Lake Geneva or Antioch were eliminated.
- One driver said that some or most of the service could be replaced with demand-responsive service.

Specific Comments about Routes or Schedules

- Many drivers commented that Route No. 2 does not carry many passengers. Drivers had a variety of recommendations for Route No. 2, including changing it so that it serves the Wilmot area in the Town of Salem at the corner of CTH W and CTH C; dropping the Village of Silver Lake stop (which is already served by Route No. 1); and dropping the section of the route that serves USH 45 in the town of Bristol. Some drivers thought that the area currently served by Route No. 2 could be replaced by a demand-response service.
- Two drivers stated that there was no need for two morning commuter trips between Twin Lakes and Kenosha in the morning. They said that the 6:00 a.m. bus trip from Twin Lakes to Kenosha rarely had riders.
- Drivers of Route No. 3 said that many of the people who ride that route are seniors who use it to go to Lake Geneva for shopping and recreation. They said that if the route were cut, the seniors would simply go to a different destination.

APPENDICES

Appendix A

**COMMENTS RECEIVED FROM MARCH 28, 2011
THROUGH JUNE 1, 2011, REGARDING THE KENOSHA COUNTY
TRANSIT DEVELOPMENT PLAN**

Appendix A-1

WRITTEN COMMENTS RECEIVED BY MAIL, E-MAIL, FAX, OR ONLINE COMMENT FORM

From: lucille_repka
Sent: Monday, March 28, 2011 10:34:41 AM
To: SEWISRTA
Subject: Comment from SERTA Website Form
Auto forwarded by a Rule

Submitted: 3/28/2011 10:21:58 AM
Name: Lucille repka
E-mail:
Organization:
PO Box/Street: 7803-14 ave
City: Kenosha
State: WI
Zip: 53143
Phone:
Comments: I am unable to attend the Kenosha meetings, but would like to submit the following: 1) I believe that Kenosha needs to have smaller buses for off-peak hours/days. 2) some service must be established and maintained to allow all person access to state offices (motor vehicle & revenue) and county correctional facility both located on 88th Ave. This becomes more crucial as new voting laws take effect when voters are required to have state issued IDs, but will have no public transport to get them to the DMV, or to visit or establish accounts for incarcerated friends/relatives. 3) The streetcar should run only 9 months a year and then on weekends and holidays.

From: Dubielzig, Sonia
Sent: Tuesday, March 29, 2011 12:04 PM
To: Beck, Albert A.; KenoshaTransitPlan
Cc: Ayanwale, Ajibola M.
Subject: public comment via phone

I just got off the phone with a woman named Patricia Harms, who was concerned about two things:

- 1) She was worried that the streetcar wasn't going to be running late enough in the evening so that she could see the presentation at 5:45 and get back to the transit center prior to the 7:05 bus. (Yes, it should be running that late in April, but I will make sure Ron Iwen confirms this and also communicates with the streetcar driver so they know that there will be some people waiting for the streetcar after 6:00)
- 2) She is very supportive of the bus drivers. The says the Kenosha Transit System has excellent bus drivers and she was very upset about an article that was recently published in the Kenosha News about bus driver contracts. "I can't believe they are doing this to the bus drivers". She is also worried about the potential cuts to the transit system and the effect it will have on people who rely on transit to get to their jobs.

From: Dubielzig, Sonia
Sent: Friday, April 15, 2011 9:31 AM
To:
Cc: KenoshaTransitPlan; Beck, Albert A.; Ayanwaie, Ajibola M.
Subject: Kenosha Transit Development Plan

Dear Mr. Cameron,

I wanted to follow up on our phone conversation from Tuesday, April 12, regarding the Kenosha County Transit Development Plan.

You expressed concern that the recommendations of this transit plan will not be implemented, and asked how you could be sure that your comments in favor of expanding transit service would not be ignored.

As we discussed on the phone, our evaluation of the Kenosha Area Transit System led us to conclude that there are some unmet needs for transit service in Kenosha:

- Service to Lakeview Corporate Park and the RecPlex in Pleasant Prairie
- Service to the Shoppes at Prairie Ridge along STH 50 in Pleasant Prairie
- Service to commercial development at Somers Market Center (Walmart and Sam's Club)
- Weekday evening service later than 7:30 p.m. and Saturday evening service later than 5:00 p.m.
- More extensive weekend service
- Shorter, more convenient transit travel times.

For the next step of the plan, we will develop two alternative service plans for Kenosha Area Transit.

For the first set of service proposals, which we are calling the "desirable alternative", we will develop a set of potential service changes that attempts to address these unmet needs for transit service, but that maintains the total annual levels of hours and miles of transit service provided by the system. We are hoping that by re-aligning some routes, we can reduce duplication, and eliminate a route or two. KAT could then use the savings to provide longer hours on evenings and weekends. We are calling that set of potential service changes the "desirable" alternative plan.

For the second set of service proposals, which we are calling the "financially-constrained alternative", we will calculate the potential annual hours and miles of service that could be provided with reduced Federal, State, and local transit aid. Like the desirable alternative, we are hoping that by re-aligning some routes, we can reduce duplication, and eliminate a route or two. However, further reductions in service frequency and hours are probably likely under this alternative.

We will certainly take your comments into consideration as we prepare those two alternatives. The Advisory Committee members will have the final determination into which one of these alternative service plans is selected for recommendation to the City of Kenosha and Kenosha County. We will provide them with all of the public comments that were made as part of the study. Since you know some of the Advisory Committee members personally, you can also talk with them to let them know your concerns.

Once the Advisory Committee recommends a final plan to the City and the County for adoption, the City and County may decide to formally adopt the plan. However, if they adopt the plan, it is an **advisory** plan only; they are not bound by any law or rule to fully implement it. If you want to influence the City and the County to implement the plan recommendations, you will need to tell your elected officials to support the public transit system.

Let me know if you have any further questions.

Sonia Dubielzig
Senior Transportation Planner

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, WI 53187
Phone: 262-547-6721
Fax: 262-547-1103
sdubielzig@sewrpc.org

From: Sharon Lewis
Sent: Wednesday, April 06, 2011 4:28 PM
To: Carolyn A. Feldt
Subject: RE: Transit Plan Public Meeting - going on now

Hi
My name is Sharon Lewis and I work with the upfront process of W-2 here in the building and facilitate classes also. It was funny you sent this out unfortunately I will not be able to make the meetings due to prior commitments however I have heard from many of our participants that they are frustrated. They are not able to take 2nd or 3rd shift positions and are remaining on W-2 because of transportation. Also the fact that there is no transportation on Sunday's has hurt their chances for employment most try for retail positions. Can this please be voiced on the behalf of our participants because it would be too late to contact them.

Thank you
Sharon Lewis

From: Carolyn A. Feldt
Sent: Wednesday, April 06, 2011 4:16 PM
To: DHSBuilding
Subject: Transit Plan Public Meeting - going on now

Hi colleagues,
A public comment session is being held tonight (Wednesday), from 4:30 - 6:30, in N-2 on future transit needs sponsored by the Southeastern WI Regional Planning Commission. Information is set up about current services, analyses and future needs; staff are present to record comments from the public about transit needs - and a presentation will be made by SEWRPC at 5:45 pm about a 5-year Transit Development Plan.

A similar meeting will be next Thursday, April 14th at 4:30 at the Twin Lakes Village Hall.

All are invited to register their comments about the city and county's transit needs.

Carolyn Feldt, Manager
Elder & Disability Services
Kenosha County Department of Human Services
8600 Sheridan Road
Kenosha, WI 53143

262-605-6611

April 8, 2011

Sonia Dubielzig, Transportation Planner
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607

Sonia,

I appreciate the opportunity to express my views to you regarding our local Transit system and Transit systems in general.

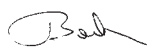
Enclosed is some basic information on the cutaway vehicles manufactured by the Eldorado National plant located in Salina, Kansas. For additional information on any of these units, or any transit information please contact:

Mitch Comfort, National Sales Manager
Eldorado National
P.O. Box 3260
Salina, Kansas 67402-3260

Sizing the vehicles to match ridership should prove to be a tremendous cost savings for the Transit system as well as ourselves, the tax payers.

The other great cost savings would come from rating the manufacturers. Down time and warranty claims are very expensive for the operators. Ratings could be turned into dollar values that would be added to the final vehicle bid prices. As in the bid process we now have where the low bid wins, quite often that low bid vehicle turns out to be the costliest vehicle. Reliability is the key to saving a lot of time and money for any agency.

Thank you again for your time. I hope your other two sessions went as well as the one I attended.


Bob Babcock
11336 Lakeshore Drive
Pleasant Prairie, Wisconsin 53158-5201

Appendix A-2

WRITTEN COMMENTS SUBMITTED AT PUBLIC MEETINGS

WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 5, 2011
Civil War Museum
5400 First Avenue
Kenosha, Wisconsin

Name: CITIZEN

Affiliation: _____

Mailing Address: _____

Comment: include rate information/schedules
@ stops. make it easier to get rate
information

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: kenoshatransitplan@sewrpc.org
Website: www.sewrpc.org/kenoshatransitplan

WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 5, 2011
Civil War Museum
5400 First Avenue
Kenosha, Wisconsin

Name: B. FAELAK

Affiliation: _____

Mailing Address: P.O. Box 2187
KENOSHA, WI 53141-2187

Comment: TOO MUCH WASTED TIME. \$ 80%
FUNDING IS THERE FOR STREETCAR EXPANSION.
GIVE THE LOCAL MATCH. 53,000 PAYING
PASSENGERS LAST YEAR.

I MIDDAY TRIP KENOSHA TO WAUKEGAN
FOR A METRA CONNECTION

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: kenoshatransitplan@sewrpc.org
Website: www.sewrpc.org/kenoshatransitplan

WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 5, 2011
Civil War Museum
5400 First Avenue
Kenosha, Wisconsin

Name: Karen Quandt

Affiliation: _____

Mailing Address: 5121 - 20 Avenue
Kenosha, WI 53140

Comment: move ahead with streetcar expansion.
we have the money.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

Southeastern Wisconsin Regional Planning Commission
W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103
E-mail: kenoshatransitplan@sewrpc.org
Website: www.sewrpc.org/kenoshatransitplan

WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 14, 2011
Twin Lakes Village Hall
108 E Main Street
Twin Lakes, Wisconsin

Name: ED SIMANEK

Affiliation: _____

Mailing Address: TWIN LAKES

Comment: PROVIDE SERVICE TO THE METRA
IN FOX LAKE.

PROVIDE OR COORDINATE SERVICE TO
BACINE MALL (REG. ONLY)

PROVIDE SERVICE TO HOSP. IN BURTONTON

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 14, 2011
Twin Lakes Village Hall
108 E Main Street
Twin Lakes, Wisconsin

Name: Joyce Simanek
Affiliation: _____
Mailing Address: 1009 Shore Dr.
Twin Lakes WI 53181

Comment:

consider extend bus transportation from
Southport to Regency Mall - Racine

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 14, 2011
Twin Lakes Village Hall
108 E Main Street
Twin Lakes, Wisconsin

Name: Michelle Dolnik
Affiliation: Citizen
Mailing Address: 5708 55 Ave
Kenosha, WI 53144

Comment:

BAT should consider offering bus
service to the lakefront on days
when events are being held.
i.e. 4th of July, Taste of Wisconsin,
etc. There isn't much convenient
parking downtown and bus
service would help bring
more people to the events and
eliminate congestion at the end
of events.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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Waukesha, Wisconsin 53187-1607
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E-mail: kenoshatransitplan@sewrpc.org
Website: www.sewrpc.org/kenoshatransitplan

WRITTEN COMMENT

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016

Public Information Meeting
April 14, 2011
Twin Lakes Village Hall
108 E Main Street
Twin Lakes, Wisconsin

Name: Shirley Meyer Do
Affiliation: _____
Mailing Address: 27051-101st St
Trevor, WI 53179

Comment:

My 30 year old son has seizures and is unable to drive.
He lives in Kenosha, near Southport Mall and I
live in Trevor. Having the bus with door to door service
has been a blessing for us. It gives Todd the freedom
to get around town & get home without having to
depend on others. We have found that he does
have trouble getting the bus rides to my house
even when he calls a day or two ahead. It seems
they are always too busy to pick him up. When I
spoke with Joyce at the recent meeting, she said that the
second bus they have running out this way is seldom
busy. Why is he then unable to get a ride? Also will the
door to door bus run on Saturdays? The door to door is good for Todd
as I don't have to worry about him having a seizure & falling in traffic.

Add sheets as needed and leave at the registration table or give to a SEWRPC staff member or send following the meeting to the Southeastern Wisconsin Regional Planning Commission.

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P.O. Box 1607
Waukesha, Wisconsin 53187-1607
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Website: www.sewrpc.org/kenoshatransitplan

Thanks,
Shirley Meyer

Appendix A-3

COMMENTS FROM INTERACTIVE BOARDS AT PUBLIC MEETINGS

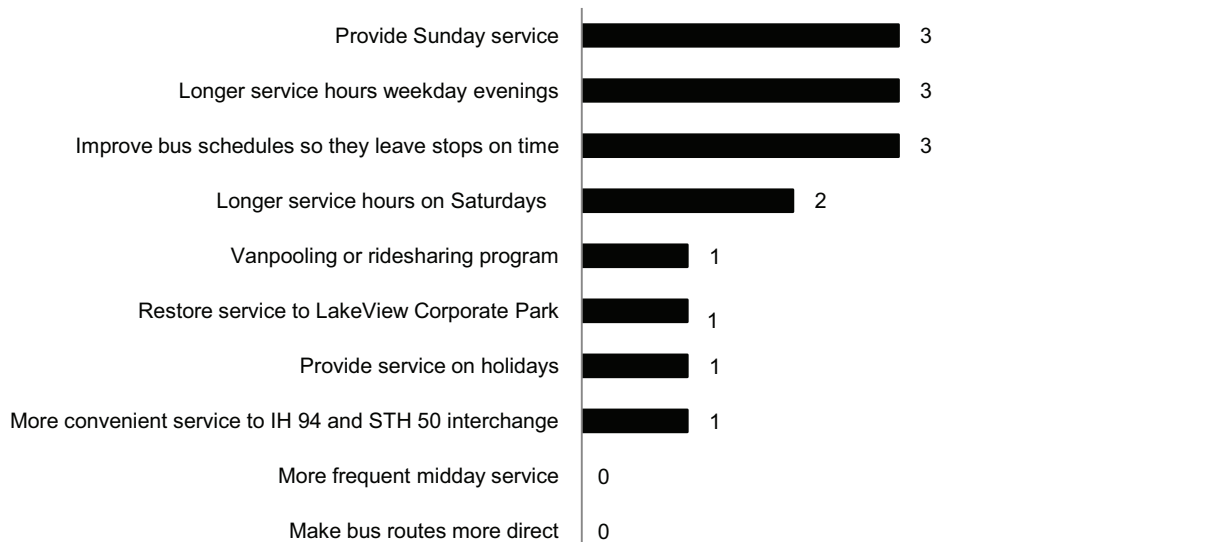
At the public meetings, two interactive display boards were used to gather further public input on potential service improvements, changes, or new services in the eastern and western Kenosha County.

Preferences for Potential Service Improvements or New Services. One board showed a list of potential service improvements for eastern Kenosha County, such as “Longer service hours on Saturday” or “More convenient service to IH 94 and STH 50 interchange”. For western Kenosha County, the board showed a list of potential new services, such as “Service to Burlington” or “Vanpooling or ridesharing program”. Interested individuals were given three stickers to indicate their preference for the potential service improvements or new services. The board also had blank spaces at the bottom, which allowed individuals to write in their own ideas for potential service improvements or new services. In western Kenosha attendees added the following additional items: “Service to Regency Mall”, “Connect with Coach USA airport route”, and “Connect with Fox Lake Metra service”. Regional Planning Commission staff counted the number of stickers placed beside each potential service improvement or new service. The chart on the following page displays the preferences of meeting attendees for potential service improvements or new services.

Kenosha County Map Showing Areas of Concern. The other interactive display board showed a map of Kenosha County and the surrounding area, with Kenosha Area Transit bus routes, Western Kenosha Transit routes, rail passenger routes, and intercity bus stations and bus routes. Interested individuals were given numbered pushpins, which they placed in the map at a point where they had a specific problem or concern with services. They then wrote their comment on a comment form showing the pin number on the top right-hand side. The map on page A-6 displays the location of each of the pushpins from the public informational meetings and the number of the comment. The numbered comments follow the map.

**PREFERENCES OF MEETING ATTENDEES FOR POTENTIAL SERVICE IMPROVEMENTS
OR NEW SERVICES AT PUBLIC MEETINGS HELD APRIL 5, 6, AND 14, 2011**

Eastern Kenosha County



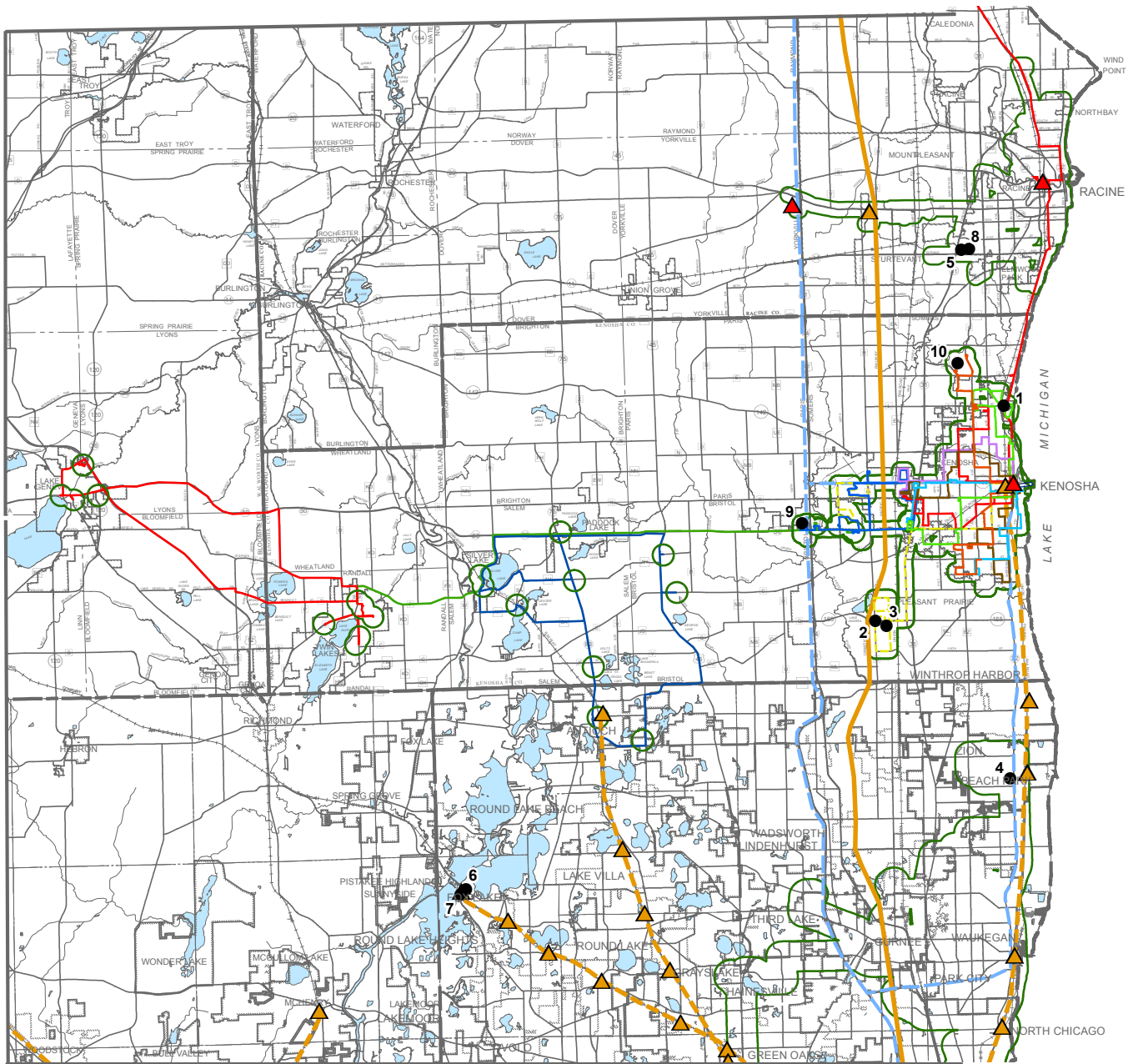
Western Kenosha County



Between Kenosha and Surrounding Counties



**COMMENTS MADE REGARDING KENOSHA COUNTY SERVICE AND AREAS OF CONCERN
AT THE PUBLIC MEETINGS HELD APRIL 5, 6, AND 14, 2011**



LOCATION RELATING TO COMMENTS FROM PUBLIC INFORMATIONAL MEETINGS

- LOCATION RELATING TO COMMENTS
- 10 PIN/COMMENT NUMBER (SEE NUMBERED COMMENTS ON FOLLOWING PAGES)

KENOSHA AREA TRANSIT BUS ROUTES

- ROUTE NO. 1
- ROUTE NO. 2
- ROUTE NO. 3
- ROUTE NO. 4
- ROUTE NO. 5
- ROUTE NO. 6
- ROUTE NO. 31
- ROUTE NOS. 30, 35, 36 (ELIMINATED FOR 2011)
- STREETCAR

WESTERN KENOSHA COUNTY TRANSIT ROUTES

- ROUTE NO. 1
- ROUTE NO. 2
- ROUTE NO. 3
- WALK ACCESS SERVICE AREA FOR LOCAL BUS ROUTES

INTERCITY BUS ROUTES

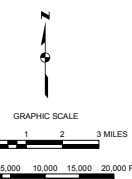
- INTERCITY BUS ROUTE
- KENOSHA-RACINE-MILWAUKEE COMMUTER BUS ROUTE

RAILROAD PASSENGER ROUTES

- AMTRAK TRAIN LINE
- METRA

INTERCITY PASSENGER STATIONS

- ▲ BUS
- ▲ TRAIN



WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 1

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 5, 2011
Civil War Museum

Name: Nicola Montanaro
Affiliation: _____
Mailing Address: 413 56th Street
Kenosha

Comment:

① Trolley like transportation
from Carthage to Mett-
Downtown

② Harbor Park to Pick & Save
on 50th & 22nd.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 2

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 5, 2011
Civil War Museum

Name: Raymond Cameron
Affiliation: Citizen
Mailing Address: 2312 63rd St. #207
- Kenosha 531434357

Comment:

Additional unmet need would
be transportation to Prime
Outlets in Pleasant Prairie -
bus + paratransit

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 3

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 6, 2011

Kenosha Job Center

Name: Kerry Thomas
Affiliation: Transit Now
Mailing Address: _____

Comment:

Restore Route No. 35 to
Lakeview Corporate Park

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 4

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 6, 2011

Kenosha Job Center

Name: Len Brandrup
Affiliation: Former KAT director
Mailing Address: _____

Comment:

Provide Connection to
PACE services

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 5

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: Ed Simanek
Affiliation: rider of WKCT
Mailing Address: Twin Lakes

Comment: transit
Provide service to Regency
mall in Racine

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 6

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: Ed Simanek
Affiliation: rider of WKCT
Mailing Address: Twin Lakes

Comment: Provide transit service to Fox
lake Metra Station

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 7

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: Stan Torstenson
Affiliation: Twin Lakes Chamber of
commerce
Mailing Address: Richmond Rd
Twin Lakes, WI

Comment: Provide transit service to
Fox lake Metra station

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 8

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: Joyce Simanek
Affiliation: WKCT rider
Mailing Address: Twin Lakes

Comment: Provide transit service to Regency
Mall in Racine by
extending the bus service
between Southport Mall and
Regency Mall.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 9

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: _____

Affiliation: KAC driver for WKCT service

Mailing Address: _____

Comment:

WKCT service should ~~sto~~ provide
connections to airport shuttles
stopping at Brat stop, continuing
to Mitchell, O'Hare, and Midway
airports.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 10

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN:
2012 - 2016
April 14, 2011

Twin Lakes Village Hall

Name: James Heller

Affiliation: UW-Parkside

Mailing Address: _____

Comment:

Need to restore transit
service between UW-Parkside
and Racine.

Appendix A-4

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETINGS

BROWN & JONES REPORTING, INC.

STATE OF WISCONSIN

PUBLIC COMMENTS IN RE:

KENOSHA COUNTY TRANSIT
DEVELOPMENT PLAN
2012-2016

Public Comments held before MARY RING, a
Registered Professional Reporter and Notary Public in and
for the State of Wisconsin, at Kenosha Civil War Museum,
5400 First Avenue, Kenosha, Wisconsin, on April 5, 2011,
commencing at 4:30 p.m. and concluding at 6:33 p.m.

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

KCT DEVELOPMENT PLAN: 2012-2016, 04/05/2011 2

Public Comments By:	Page
Mr. Raymond Scott Cameron 2312 63rd Street, Apartment 207 Kenosha, Wisconsin 53143-4357.....	3
Mr. Robert G. Babcock 11336 Lake Shore Drive Pleasant Prairie, Wisconsin 53158-5201.....	4
Mr. Louis J. Rugani 4526 29th Avenue Kenosha, Wisconsin 53140.....	6
Mr. Robert Michael Faelak PO Box 2187 Kenosha, Wisconsin 53141-2187.....	8
* * * * *	

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KCT DEVELOPMENT PLAN: 2012-2016, 04/05/2011 3

TRANSCRIPT OF PUBLIC COMMENTS
MR. CAMERON: Well, for one, the Kenosha/Racine/Milwaukee rail extension that they have been talking about, combined with what I believe would be this bullet train, represents some fashion of trying to resurrect what was the old Chicago Northwestern train station. Back in the '40s, when people came here for work, we had two existing train systems, the North Shore and this one. The potential for jobs that would be generated by the KRM rail extension is clearly evident. There's already been studies conducted by the Southeastern Wisconsin Planning Commission that confirm this, not only in the short-term but in the long-term. It's my opinion that with regard to the KRM, that a beginning place would be to refurbish the -- what was the Racine station for the Chicago Northwestern and the Milwaukee one and all the track in between. Once it could be seen that that was up and running and that there was ridership, then make the case to the Federal transit authority about adding other stations. Now, this is just one man's opinion as a

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KCT DEVELOPMENT PLAN: 2012-2016, 04/05/2011 4

citizen, a disabled resident, although I'm ambulatory, here in Kenosha. And that concludes my testimony. * * * * * MR. BABCOCK: The biggest complaint people have, and I've not heard anybody not complain about this, is the lack of ridership, you know, the empty buses. And it is a rare occurrence that I see a lot of people on a bus. Now that I've got my complaint said, I don't like to complain without giving some alternatives. And my alternative thought would be to update your study on ridership on each route getting the maximum riders. And this would probably have to be done over a year's period of time so they can -- you know, different things during the years. And then use the big, expensive buses you have during the maximum ridership routes, and then on the slow time they bring the bus back to the garage, take a small bus and run the other routes with a small bus, a cutaway. And they can bring that back and get the -- for afternoon get the big bus back out, or whatever they want to do. And my thoughts what that would do is,

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05:10 1 number one, that would probably double, if not
05:10 2 triple, the life of your large bus. And, number
05:10 3 two, it would be much more economical with the
05:10 4 smaller cutaway buses to operate, maintain and --
05:10 5 and the whole bit, plus the fact that when you
05:10 6 went to replace them, there would be a trade-in
05:10 7 value or you could sell them outright to another
05:11 8 agency or something like that. That's primarily
05:11 9 it.

05:11 10 I'm retired now, but for the past
05:11 11 35 years I've been involved in bus sales. And the
05:11 12 first commercial cutaway buses that the CTA in
05:11 13 Chicago bought, I sold them 48 buses. And then
05:11 14 the RTA, the first ones that they bought I sold
05:11 15 them. That was only 20 buses at that time, I
05:12 16 think it was.

05:12 17 But anyway, so I've been back from way
05:12 18 in those -- those days. And I feel that the
05:12 19 commercial cutaways would be the most economical
05:12 20 thing for the community, and, of course, out of my
05:12 21 pocket because I'm a taxpayer, too. And so I'm
05:12 22 not selling them now, so I'm not bringing this up
05:12 23 as a sales pitch or anything like that.

05:12 24 Okay. Now, here's my phone number if
05:12 25 they have any comments or questions. It's

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05:12 1 262-697-1917. If anybody needs any information,
05:12 2 I'll provide it. If I can't get it, I will find
05:13 3 out where it is and get the information and
05:13 4 provide it to them.

* * * * *

06:25 6 MR. RUGANI: I have several comments. I
06:26 7 oppose funding western Kenosha County Transit to
06:26 8 go to a neighboring state and county, namely Lake
06:26 9 County in Illinois and Walworth County here in
06:26 10 Wisconsin, to take shoppers from the county, to
06:26 11 take them to a distant destination to shop. And I
06:26 12 do not oppose the use of that transit system to go
06:26 13 to the Metra station in Antioch because that
06:26 14 coordinates with the goal of providing public
06:26 15 transportation.

06:26 16 Furthermore, since a number of the
06:26 17 counties have objected in an advisory referendum
06:26 18 in 2010 their desire to not use any additional
06:26 19 taxes to fund transit, I'm opposed to the rest of
06:26 20 the county taxpayers picking up the costs of
06:27 21 running western Kenosha County Transit into areas
06:27 22 that have vocally advised against paying for their
06:27 23 own transit.

06:27 24 And, secondly, I'm in possession of
06:27 25 Southeastern Wisconsin Regional Planning

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06:27 1 Commission newsletter Volume 21, number 6, dated
06:27 2 November/December 1981, which discusses much of
06:27 3 what was explained today. And I'm also in
06:27 4 possession of similar reports since then, back
06:27 5 when Mayor Frank Zeidler of Milwaukee was the
06:27 6 chairman.

06:27 7 And since then none of the comments that
06:28 8 were made by people in participation then or in
06:28 9 the intervening decades to my knowledge has ever
06:28 10 been implemented. And my suggestion is if there's
06:28 11 no desire or will among the leadership of
06:28 12 Wisconsin or SEWRPC to implement any of these,
06:28 13 that we just continue on as we are without the
06:28 14 facade of meetings in which the advice is
06:28 15 discarded or ignored.

06:28 16 If indeed there is a desire for better
06:28 17 transportation, I suggest we take a more
06:28 18 aggressive approach, as Illinois has, and continue
06:28 19 on with a genuine desire to improve transit rather
06:29 20 than hosting meetings which have no positive
06:29 21 outcome and just serve, rather, as a mode of a
06:29 22 show of interest without any real will to back it
06:29 23 up.

06:29 24 Furthermore, I think the Kenosha
06:29 25 streetcar needs to be encouraged because it runs

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06:29 1 on domestically-produced electricity rather than
06:29 2 imported oil. Over the past few days, oil jumped
06:29 3 20 cents at the gas pumps, and there's no telling
06:29 4 how high that will go. And since the city owns
06:29 5 enough electric vehicles that we could extend it
06:29 6 farther, I think that with the city's million
06:29 7 dollar a year obligation to petroleum fuels for
06:29 8 the transit buses, this could be cut substantially
06:30 9 if only we extended the streetcar line with monies
06:30 10 that are now available as just about every other
06:30 11 community which has implemented a streetcar system
06:30 12 over the past decade has.

06:30 13 Kenosha seems to be the only city which
06:30 14 has not added one extra inch of rail when all the
06:30 15 other starter systems have grown exponentially
06:30 16 since 2000. Okay. And that concludes it.

* * * * *

06:31 18 MR. FAELAK: The most important thing,
06:31 19 use the funding that's available in grants for a
06:31 20 three-mile extension to the streetcar in Kenosha.
06:31 21 There are over 50,000 paying passengers every
06:31 22 year, and the fact that that money is there,
06:31 23 please don't sit on your hands and let it expire
06:32 24 because one of these days when that happens that
06:32 25 funding will never come back. And I would

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consider that the most important for the go-ahead and provide the local match for streetcar expansion.

And a midday bus to the Waukegan Metra station should be provided. And there's no Metra train service to the south between 9:00 a.m. and 3:00 p.m., and if there was just one Wisconsin Coach Line's trip extended to like a timed transfer in Waukegan, I think it would really serve a good purpose for Kenosha/Racine area passengers to get to Metra when there isn't any service here midday. That's it.

(Proceedings concluded at 6:33 p.m.)

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STATE OF WISCONSIN)
COUNTY OF MILWAUKEE) SS:

I, MARY RING, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that the above public comments were recorded by me on April 5, 2011, and reduced to writing under my personal direction.

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

In witness whereof I have hereunder set my hand and affixed my seal or office at Milwaukee, Wisconsin, this 11th day of April, 2011.

Notary Public
In and for the State of Wisconsin

My Commission Expires: April 29, 2012.

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A	chairman 7:6 Chicago 3:7,19 5:13 citizen 4:1 city 8:4,13 city's 8:6 Civil 1:21 clearly 3:12 Coach 9:8 combined 3:4 come 8:25 commencing 1:25 comments 1:4,17 2:1 3:1 5:25 6:6 7:7 10:8 commercial 5:12 5:19 Commission 3:14 7:1 10:24 community 5:20 8:11 complain 4:7,11 complaint 4:5,10 concluded 9:13 concludes 4:2 8:16 concluding 1:25 conducted 3:13 confirm 3:15 consider 9:1 continue 7:13,18 coordinates 6:14 costs 6:30 counsel 10:11,13 counties 6:17 county 1:5 6:7,8,9 6:9,10,20,21 10:2 course 5:30 CTA 5:12 cut 8:8 cutaway 4:21 5:4 5:12 cutaways 5:19	B Babcock 2:4 4:5 back 3:7 4:20,22 4:23 5:17 7:4,22 8:25 beginning 3:18 believe 3:5 better 7:16 big 4:17,23 biggest 4:5 bit 5:5 bought 5:13,14 Box 2:8 bring 4:19,22 bringing 5:22 bullet 3:5 bus 4:9,20,20,21 4:23 5:2,11 9:4 buses 4:8,18 5:4,12 5:13,15 8:8	C Cameron 2:2 3:2 case 3:23 cents 8:3 certify 10:7,10	D dated 7:1 day 10:17 days 5:18 8:2,24 decade 8:12 decades 7:9 desire 6:18 7:11,16 7:19 destination 6:11 DEVELOPMENT 1:6 different 4:16 direction 10:9	E economical 5:3,19 electric 8:5 electricity 8:1 employee 10:11,12 empty 4:8 encouraged 7:25 evident 3:13 existing 3:9 expansion 9:3 expensive 4:17 expire 8:25 Expires 10:24 explained 7:3 exponentially 8:15 extend 8:5 extended 8:9 9:8 extension 3:3,12 8:20 extra 8:14	F facade 7:14 fact 5:5 8:22 Faelak 2:8 8:18 farther 8:6 fashion 3:6 Federal 3:23 feel 5:18 financially 10:13 find 6:2 first 1:23 5:12,14 Frank 7:5 fuels 8:7 fund 6:19 funding 6:7 8:19 8:25 further 10:10 Furthermore 6:16 7:24	G G 2:4 garage 4:20 gas 8:3 generated 3:12	H hand 10:16 hands 8:23 happens 8:24 heard 4:6 held 1:17 hereunder 10:15 high 8:4 hosting 7:20	I ignored 7:15 Illinois 6:9 7:18 implement 7:12 implemented 7:10 8:11 important 8:18 9:1 imported 8:2 improve 7:19 inch 8:14 indirectly 10:14 information 6:1,3 interest 7:22 interested 10:13 intervening 7:9 involved 5:11	J J2:6 jobs 3:11 jumped 8:2	K Kenosha 1:5,21,23 2:3,7,9 4:2 6:7 6:21 7:24 8:13 8:20 Kenosha/Racine 9:10 Kenosha/Racine... 3:3 know 4:8,16 knowledge 7:9 KRM 3:12,18	L lack 4:7	M maintain 5:4 man's 3:25 MARY 1:17 10:5 match 9:2 maximum 4:14,18 Mayer 7:5 meetings 7:14,20 Metra 6:13 9:4,5 9:11 Michael 2:8 midday 9:4,12 million 8:6 Milwaukee 3:20 7:5 10:2,16 mode 7:21 money 8:22 monies 8:9 Museum 1:21	N needs 6:1 7:25 neighboring 6:8 never 8:25 newsletter 7:1 North 3:9 Northwestern 3:7 3:20 Notary 1:19 10:6 10:21 November/Dece... 7:2 number 5:12,24 6:16 7:1	O objected 6:17 obligation 8:7 occurrence 4:9 office 10:16 oil 8:22 Okay 5:24 8:16 old 3:7 Once 3:21 ones 5:14 operate 5:4
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PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
OPEN HOUSE PUBLIC MEETING
ON KRM DEVELOPMENT

PUBLIC COMMENTS before KAREN L. HOWELL, a
Registered Professional Reporter and Notary Public in and
for the State of Wisconsin, at Kenosha County Job Center,
8600 Sheridan Road, Kenosha, Wisconsin, on April 6, 2011,
commencing at 4:30 p.m. and concluding at 6:30 p.m.

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

SEWRPC OPEN MEETING

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* * * * *

SEWRPC OPEN MEETING

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TRANSCRIPT OF PROCEEDINGS

MR. LEN BRANDRUP: We should not ignore
the connections to the Pace bus system. Pace is
prepared, based on previous discussions that I
have had with them, to consider services both in
the I-94 corridor, the Sheridan Road corridor and
the 131 corridor to connect with our systems.

Pace's rules are that we be responsible
for the funding of the service north of the
Illinois/Wisconsin line, but your report suggests
there may not be a market for it, but I don't
think we should ignore the opportunity as we look
forward, and it should be in the five-year plan.

No. 2, the system is inadequately
funded, has no evening service. That's a crime if
we are serious about jobs. The service has no
Sunday service and therefore transit dependent
people have no way to travel within the community
on Sundays. That is a crime.

The service is inadequately funded
because of lack of political will, both within the
region, southeastern Wisconsin, and at the State
level in Madison, and until that changes, public
transit in Kenosha County, Racine County and the
other small urban areas is going to continue to

SEWRPC OPEN MEETING

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shrink and potentially diminish from service at
all leaving the State in a destitute position in
competitiveness of jobs from employers who may not
currently be in the State.

MS. KAREN HOWELL: The bus service from
Twin Lakes to Lake Geneva is much appreciated. I
have friends whose teenagers like to use the bus
to travel to Lake Geneva for their jobs as well as
shopping. I anticipate my own teenagers will be
using this bus service starting this spring for
the same reasons. I think it is a valuable
service, especially with gas prices rising. My
only suggestion is to make it available on the
weekends as well. Thank you.

1 STATE OF WISCONSIN)
 2 COUNTY OF MILWAUKEE) SS:
 3
 4 I, KAREN L. HOWELL, a Registered
 5 Professional Reporter and Notary Public in and for
 6 the State of Wisconsin, do hereby certify that the
 7 above transcript was recorded by me on April 6,
 8 2011, and reduced to writing under my personal
 9 direction.
 10 I further certify that I am not a
 11 relative or employee or attorney or counsel of any
 12 of the parties, or a relative or employee of such
 13 attorney or counsel, or financially interested
 14 directly or indirectly in this action.
 15 In witness whereof I have hereunder set
 16 my hand and affixed my seal of office at
 17 Milwaukee, Wisconsin, this 7th day of April, 2011.
 18
 19
 20
 21 Notary Public
 22 In and for the State of Wisconsin
 23 My Commission Expires: June 27, 2011.
 24
 25

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1 STATE OF WISCONSIN }
2 COUNTY OF MILWAUKEE } SS:
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5 I, KAREN L. HOWELL, a Registered
6 Professional Reporter and Notary Public in and for the
7 State of Wisconsin, do hereby certify that on April 14,
8 2011 at the Twin Lakes Village Hall, 108 East Main
9 Street, Twin Lakes, Wisconsin, for SEWRPC: Regional
10 Planning Commission's Kenosha County Transit
11 Development Plan, there were no statements taken.

12 In witness whereof I have hereunder set
13 my hand and affixed my seal of office at Milwaukee,
14 Wisconsin, this 15th day of April, 2011.
15
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17
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21 _____
22 Notary Public
23 In and for the State of Wisconsin
24
25

My Commission Expires: June 27, 2011.

BROWN & JONES REPORTING, INC.
414-224-9533

Appendix B

**ATTENDANCE RECORDS OF PUBLIC INFORMATIONAL MEETINGS
HELD APRIL 5, 6, AND 14, 2011**

SIGN-IN ROSTER

Public Informational Meeting
Kenosha County Transit Development Plan: 2012-2016

April 5, 2011
Civil War Museum
5400 First Avenue
Kenosha, Wisconsin

Name	Address	Community
1. Patricia Harms	1600-605TH#38	Kenosha
2. BOB BABCOCK	11356 LAKESHORE DR	P.L. PRAIRIE
3. BARB TENUTA	7730 Sheridan Rd	53143
4. Pam Devyst		
5. Valjean Abrahamson	9517 67th Street	Kenosha, Wisc.
6. Steve Kunkiewicz		
7. Carolyn Henry	7301 88th Ave #267	Pleasant Prairie
8. Robert Henry		
9. Bob Taalot		
10. LOUIS RUGANI	4526 29th Avenue	Kenosha 53140
11. BOB VILIS	2517 Lincoln Rd	KENOSHA
12. Raymond Campbell	2316 63rd St	Kenosha, Wisconsin
13. ALVC KUMORIEWICZ	12432 30th Ave	PTA
14. Edda Johnson	524 74th St.	KENOSHA
15. Stephanie Phillips		Kenosha Transit
16. James Hallen		UW-PARKSIDE
17. Jeff Labuhn		City of Kenosha.
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SIGN-IN ROSTER

Public Informational Meeting
Kenosha County Transit Development Plan: 2012-2016

April 6, 2011
Kenosha County Job Center
8600 Sheridan Road
Kenosha, Wisconsin

Name	Address	Community
1. Carolyn Feldt	8600 Sheridan Rd	Kenosha
2. Wayne Hickey	KEN KAC	Kenosha
3. Jerry Thomas		Waukesha Co.
4. Len Branning		Pleasant Prairie
5. Karen Howell		Twin Lakes
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SIGN-IN ROSTER

Public Informational Meeting
Kenosha County Transit Development Plan: 2012-2016

April 14, 2011
Twin Lakes Village Hall
108 E Main Street
Twin Lakes, Wisconsin

Name	Address	Community
1. Linda Meyer	27051-10th St	Trevon
2. Joyce Hamann		T.L.
3. SIMONEK		T. C.
4. Stan Torstensen	12523 Richmond Rd	Twin Lakes 53181 Randall
5. Bob Long	635 BURLINGTON AVE	TWIN LAKES 53181
6. Erin Wray	37544-89th Pl	Twin Lakes, WI
7. Roger Bonny	313 Hwy Z	TWIN LAKES, WI.
8. Charles Lisch	26417 114th St	Kenosha, WI
9. Carolyn Feldt	8600 Sheridan Rd	53143
10. Karen Schmeckel	WISDOT	
11. Doreen Schmeckel	57056-55 Ave	Kenosha 53144
12. Craig Lewis	1324 E Lake ch. Dr	Twin Lakes WI 53181
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Appendix C

**COMMISSION ANNOUNCEMENTS OF PUBLIC INFORMATIONAL
MEETINGS HELD IN APRIL 2011 AND
SUMMARY MATERIALS DISTRIBUTED AT THOSE MEETINGS**

Appendix C-1

PAID NEWSPAPER AND ONLINE ADVERTISEMENTS

Public Informational Meetings for Kenosha County Transit Development Plan

Tuesday, April 5, 2011
4:30-6:30 p.m.*
Kenosha Civil War Museum
5400 First Avenue, Kenosha

Wednesday, April 6, 2011
4:30-6:30 p.m.*
Kenosha County Job Center, Rm N-2
8600 Sheridan Road, Kenosha

Thursday, April 14, 2011
4:30-6:30 p.m.*
Twin Lakes Village Hall
108 E Main Street, Twin Lakes

***Presentation at each: 5:45 p.m.**

You are invited to attend public informational meetings on the Kenosha County Transit Development Plan. The plan is currently being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City and County of Kenosha. The plan will recommend transit service improvements for the City of Kenosha and Kenosha County over the five-year period from 2012 to 2016.

The meetings will be held in "open house" format, allowing you to attend at any time during the two-hour timeframe for each meeting. A court reporter will be available to record oral comments on the plan. Written comments may be submitted at each meeting or by U.S. mail, email, or fax **through April 30, 2011.**

Information will be provided on the Kenosha Area Transit System, the Western Kenosha County Transit System, and on preliminary unmet needs identified for travel within the County and between the County and surrounding areas. Your feedback on further unmet transit needs is very valuable to the preparation of this plan. Draft plan chapters, a newsletter, and other information are available at www.sewrpc.org.

Accessibility: All meeting locations are handicapped accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of 72 hours before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

***Southeastern Wisconsin Regional Planning Commission,
PO Box 1607, Waukesha, Wisconsin 53187-1607
Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: kenoshatransitplan@sewrpc.org***

www.WestoftheI.com

March 21, 2011 - April 14, 2011

The Insider News
April 1, 2011

Kenosha News
March 22, 2011

El Conquistador
March 25, 2011

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016



NEWSLETTER 1

MARCH 2011

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City and County of Kenosha, is preparing a short-range transit development plan for Kenosha County covering the years 2012-2016. This study will include:

- A rigorous evaluation of existing Kenosha Area Transit and Western Kenosha County Transit services to review their existing performance and identify areas of good and poor performance.
- An assessment of unmet transit travel needs for resident trips within Kenosha County and to/from adjacent counties.
- Recommendations for alternative transit service improvements and capital improvements for both the City and County systems.
- The preparation of a planning document that will help City and County officials implement transit recommendations through annual transit budgets and capital and operations programming.

KENOSHA AREA TRANSIT SYSTEM (KAT)

In 2010, KAT operated 10 regular routes, 24 peak-hour tripper routes serving schools, and one streetcar in downtown Kenosha. Of the 10 regular routes, seven passed through the Downtown Transit Center located on the north side of the Central Business District. KAT buses meet at the Center on a “pulse” schedule to facilitate transfers between routes.

- **Service Hours:** The regular routes run from 6 a.m. to 7:30 p.m. on weekdays and from 6 a.m. to 6 p.m. on Saturdays. KAT does not operate on Sundays.
- **Service Frequency:** Most buses arrive every 30 minutes during weekday peak periods, and every 60 minutes during weekday off-peak periods and Saturdays.
- **Fares:** Adults pay \$1.50 cash fare. Seniors and people with disabilities pay \$0.70 and students pay \$0.75.

In 2011, KAT made several significant service changes, mostly due to cuts in service to the Village of Pleasant Prairie. Routes 35 and 36, providing service to indus-

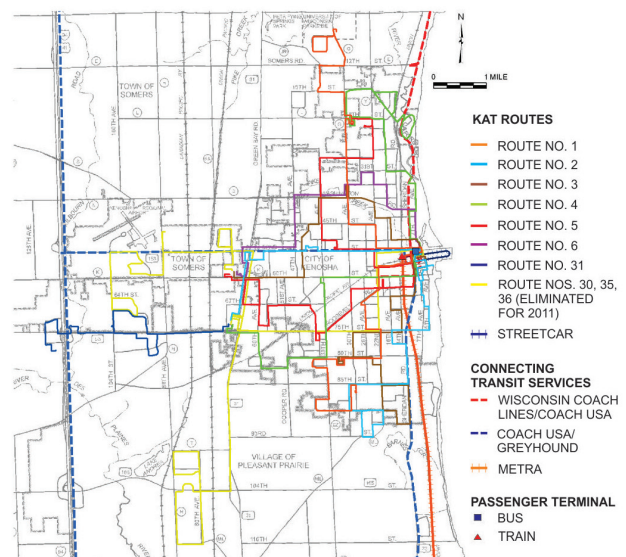
KENOSHA COUNTY TRANSIT PLANNING ADVISORY COMMITTEE

The Kenosha County Transit Development Plan is being developed under the guidance of an Advisory Committee appointed by the City of Kenosha Mayor and the Kenosha County Executive specifically for this study. The Committee includes representatives from the various units of government in Kenosha County and a variety of agencies and populations with an interest in transportation. A list of the Advisory Committee members can be found on the Kenosha County Development Plan Summary Brochure or the website: www.sewrpc.org/kenoshatransitplan.

trial parks west and south of Kenosha, were eliminated completely. Route 31 was modified to reduce service to Pleasant Prairie and serve some areas previously served by Route 36. Route 30 (which served as a rapid connection from the Downtown Transit Center to the transfer point at Southport Mall) was also eliminated. The following map shows the eliminated routes in yellow.

The City of Kenosha and Kenosha County jointly fund the “Care-A-Van” program. Care-A-Van provides

KAT ROUTES AND CONNECTING TRANSIT SERVICES: 2010



PUBLIC TRANSIT SERVICE OBJECTIVES AND STANDARDS

The following transit service objectives provide a basis for measuring the performance of the transit systems, 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 transit system should promote efficiency in the total transportation system and help minimize the amount of energy consumed to serve travel by residents of the transit service area;
4. The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

door-to-door transportation east of IH 94 to seniors or people with disabilities who cannot use, or live outside the service area of, KAT's fixed routes. The service allows KAT to comply with Federal requirements that fixed-route transit systems provide paratransit service. Care-A-Van is available during the same hours as the fixed-route service. The fare for Care-A-Van is \$2.50.

Findings from the Evaluation of KAT

In 2009, KAT provided good-to-excellent coverage of population, employment, and activity centers east of IH 94. The transit system had reasonably good service to the high-employment areas in the Village of Pleasant Prairie. However, the elimination of bus service to those areas in 2011 created a large gap in coverage.

KAT's service does not start until 6:00 a.m., operates only until 7:30 p.m. on weekdays and until 6:00 p.m. on Saturdays, and does not operate on Sundays. This means that people who have early or late shifts or who work on weekends cannot depend entirely on the transit system for work trips, even though their job may be on a bus route. Commission staff surveyed employers and determined shift schedules for about 5,300 jobs in the KAT service area. Less than 9 percent of those jobs were fully served by the transit system schedule.

Overall, KAT compares favorably to "peer" transit systems in Wisconsin and nationally with respect to ridership, service levels, and operating costs. In general, KAT provides a high level of service and has high ridership for its service area population size. KAT

expenses per mile and per hour of service are higher than the peer averages, but because of high ridership, the transit system is more cost-effective than the peer system average.

The transit system has a positive impact on the efficiency of the transportation system in Kenosha. KAT has a higher fuel efficiency per passenger mile than the average automobile trip. The transit system also helps reduce traffic volumes on some streets. If the people using public transit traveled instead by automobile, traffic volumes on some streets would increase between 1 and 7 percent during peak-hour travel.

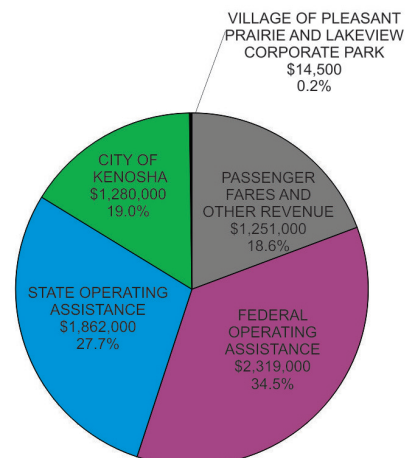
Routes 2, 3, 4, 5, 6, 30, and 35 were the best-performing routes in the system. Routes 1, 31, and 36 had weekday performance levels consistently worse than average. Of the three, Route 36 was the poorest performer in every measure. The Kenosha Downtown Streetcar's annual service effectiveness (22 boarding passengers per revenue hour) and cost effectiveness (\$5.10 per passenger) compare very favorably to the system's regular bus routes.

Transit travel times are significantly longer than automobile times for some trips. Long transit travel times are caused by indirect route alignments on some routes, or the need to make several transfers to complete a trip by bus.

Future Funding Considerations for KAT

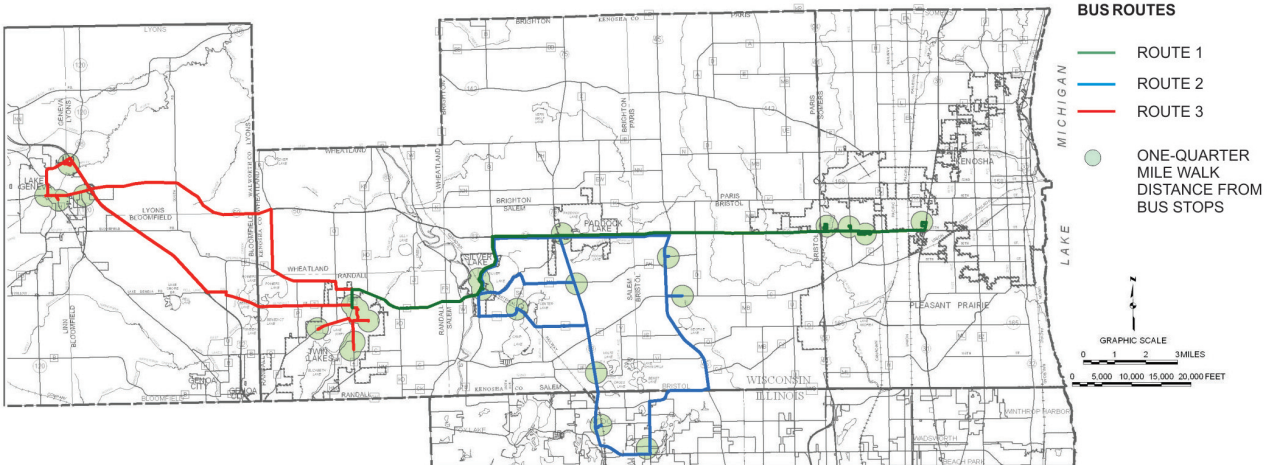
The transit system's operating expenses totaled about \$6.7 million in 2010. The figure below shows the distribution of funding sources for transit operating expenses. The State has traditionally tried to fund up to 60 percent of operating expenses with a combination of

WHO PAYS FOR KENOSHA AREA TRANSIT'S OPERATING EXPENSES?



Source: City of Kenosha 2010 Budget.

WESTERN KENOSHA COUNTY TRANSIT ROUTES



State and Federal funds. In 2012, the transit system will likely face a combination of cuts in both State and Federal transit operating assistance. Commission staff will prepare a set of improvements and actions that attempt to address the concerns identified in the KAT evaluation and the potential financial constraints.

WESTERN KENOSHA COUNTY TRANSIT SYSTEM (WKCT)

In September 2007, the Kenosha County Department of Human Services began operation of the Western Kenosha County Transit. The transit system currently operates three fixed bus routes (as shown on the above map) and also provides advance reservation, door-to-door service for people who cannot use the fixed routes.

- **Service Frequency:** Buses arrive every 1 to 2 hours on weekdays.
- **Fares:** For fixed routes, adults pay a cash fare of \$2 for a one-way trip, or \$10 for a monthly pass. For demand-response, adults pay \$3, or \$2 if they have physical or cognitive disabilities.

Findings from the Evaluation of WKCT

WKCT provides good service to the concentrations of population, employment, and activity centers in the western Kenosha County and the surrounding area.

Ridership on the transit system has been increasing consistently since its start in 2007. That increase must continue in order for the system to compare favorably to similar rural transit systems. The system currently carries 0.06 passengers per revenue vehicle mile, while “mature” rural transit systems generally carry an average of 0.2 passengers per revenue vehicle mile.

Routes 1 and 3 (shown in green and red on the map) had the highest ridership and lowest cost per passenger. Route 2 (shown in blue) had the lowest ridership and

highest cost per passenger, although the commuter service to Antioch on that route has good ridership in mornings and evenings. The County could improve efficiency by reducing the number of trips on that route and providing demand-response service with the same vehicle.

Future Funding Considerations for WKCT

Annual operating expenses for WKCT service were about \$605,000 in 2010. Of that, about \$38,000 (about 6 percent) came from Kenosha County tax levy. The County has been using start-up Federal funding for rural transit that pays up to 80 percent of net operating costs. However, that funding program will no longer be available in 2012, and the County will need to transition to a lower level of Federal and State transit operating assistance. If the County wishes to keep its levy contribution constant, a reduction in WKCT service is likely.

ASSESSMENT OF NEEDS FOR TRANSIT TRAVEL OUTSIDE KENOSHA COUNTY

- Since 2006, when the City of Racine eliminated bus service to the UW-Parkside campus, the only transit service between Kenosha and Racine has been provided by Wisconsin Coach Lines, which operates eight trips a day along STH 32 between Kenosha, Racine, and Milwaukee. There is an unmet need for more frequent and convenient transit service connecting the central business districts in the Cities of Kenosha and Racine.
- There is a need to restore transit service to UW-Parkside for students residing in the City of Racine.
- Based on data from Metra passengers in Kenosha County and data from the US Census, it is not clear that there is a great need for fixed-route bus service between Kenosha County and Lake County, at this time.

You are invited to attend one of three upcoming public informational meetings on the Kenosha County Transit Development Plan. At the meetings, you can learn more about the plan, discuss it with Southeastern Wisconsin Regional Planning Commission, Kenosha Area Transit, and Western Kenosha County Transit staffs, and comment on the work performed to date.

If you cannot attend one of the meetings, please visit the plan website to view the information presented, request a briefing by project staff, or comment on the project. You can submit written comments via mail, e-mail, or fax through April 30, 2011.

Website: www.sewrpc.org/kenoshatransitplan
E-mail: kenoshatransitplan@sewrpc.org
Fax: (262) 547-1103
Mail: PO Box 1607, Waukesha, WI 53187

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

Sonia Dubielzig, Senior Planner
Southeastern Wisconsin Regional Planning Commission
Phone: (262) 547-6721

PUBLIC INFORMATIONAL MEETINGS

The public meetings are in an "open house" format, allowing you to attend at any time during the two-hour timeframe for each meeting. A short presentation will be made at 5:45 pm at each meeting. Attendees will have the opportunity to leave written comments, or speak to a court reporter or Commission staff for oral comments.

Tuesday, April 5, 2011, 4:30-6:30 pm
Kenosha Civil War Museum
5400 First Avenue, Kenosha

Wednesday, April 6, 2011, 4:30-6:30 pm
Kenosha County Job Center, Room N-2
8600 Sheridan Road, Kenosha

Thursday, April 14, 2011, 4:30-6:30 pm
Twin Lakes Village Hall
108 E Main Street, Twin Lakes

All meeting locations are wheelchair-accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2010-2014



SUMMARY BROCHURE

FEBRUARY 2009

INTRODUCTION

At the request of the City and County of Kenosha, the Southeastern Wisconsin Regional Planning Commission (SEWRPC) is preparing a short-range transit development plan for Kenosha County covering the years 2010-2014. This study will:

- Analyze transportation needs with respect to land use patterns, concentrations of employment, and travel habits and patterns, particularly for the transit-dependent population.
- Identify the unmet transit travel needs for resident trips within Kenosha County and to/from adjacent counties.
- Evaluate in-depth the current operations of the Kenosha Area Transit and the Western Kenosha County Transit systems.
- Evaluate courses of action for new or improved transit services along with their estimated costs.
- Recommend transit service and capital improvements for both the City and County systems.

More detail is given below as this brochure provides an overview of the study and will be updated periodically. The Commission seeks to provide information about this effort and its other planning programs, as well as obtain the involvement of interested persons. A website has been established with comprehensive information regarding the study: www.sewrpc.org/kenoshatransitplan. Please see the reverse side of this brochure for more information about how you can become involved.

STUDY PURPOSE

The short-range transit planning study and the preparation of a five-year plan for improving public transit in Kenosha County will provide for:

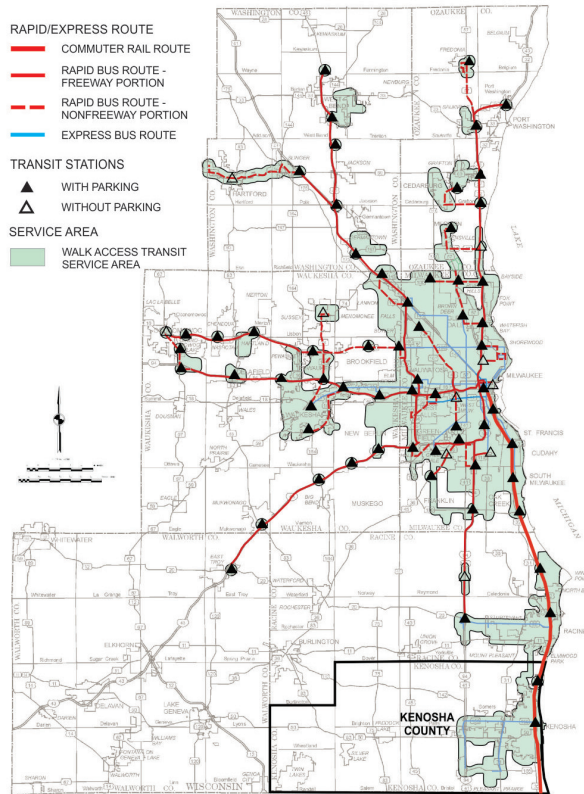
- **An assessment of existing unmet transit travel needs** for Kenosha County residents;
- **A rigorous evaluation of existing Kenosha Area Transit and Western Kenosha County Transit routes and services** to review their existing performance and to identify areas of good and poor performance;
- **The identification and recommendation of alternative transit service improvements** that address the performance evaluation findings and the identified unmet transit service needs;
- **The preparation of a planning document** that will serve as a guide for County and City officials for implementing transit recommendations through annual transit budgeting and capital and operations programming.

The year 2035 long-range regional transportation system plan for Southeastern Wisconsin recommends significant expansion of transit service—local, express, and rapid service—in the Kenosha urbanized area as well as other parts of the Region (see map). That plan will be amended to reflect the public transit recommendations made in the Kenosha County Transit Development Plan: 2010-2014.

STUDY GUIDANCE

The Kenosha County Transit Development Plan is being developed under the guidance of an advisory committee appointed by the City of Kenosha Mayor and the Kenosha County Executive. The Advisory Committee will be responsible for proposing transit service improvements to Kenosha County, the City of Kenosha, and SEWRPC, after careful study and evaluation. The membership of the Committee includes representatives from the various units of government in Kenosha County and a wide variety of agencies and populations with an interest in transportation in the County (see box).

PUBLIC TRANSIT ELEMENT OF THE RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN: YEAR 2035



Source: SEWRPC.

PUBLIC INVOLVEMENT

The Regional Planning Commission encourages public involvement. It will work throughout the study to inform units of government and the general public about plan development, and will work to obtain input on transit service needs, problems, and alternative solutions. We will attempt to incorporate the input received from all sources.

In addition to the Advisory Committee, the following will be used:

- **A website**—www.sewrpc.org/kenoshatransitplan—has been established as a source of comprehensive information. It includes notifications of upcoming meetings, summaries of work progress, and a means to submit comments. Draft plan chapters and workgroup agendas, minutes, and materials will be posted as they become available.
- **Summary brochures and other materials**—will be produced and distributed, including at public meetings and on the website.
- **Public meetings**—will be held at various locations in Kenosha County in two series: the first following the collection and analysis of inventory information and before the design and evaluation of alternatives plans; and the second following the evaluation of alternative plans.
- **Briefings by Commission staff**—are available to provide information and receive comments from all interested persons, community and other groups, and units of government.
- **Other opportunities will be sought**—to notify and inform citizens and obtain their input. Focused outreach efforts will be made to reach minority communities—including African American, Hispanic, Hmong, and Native American—as well as low-income neighborhoods.

FOR MORE INFORMATION

SEWRPC Website: www.sewrpc.org/kenoshatransitplan
E-mail: kenoshatransitplan@sewrpc.org
Phone (262) 547-6721
Fax: (262) 547-1103

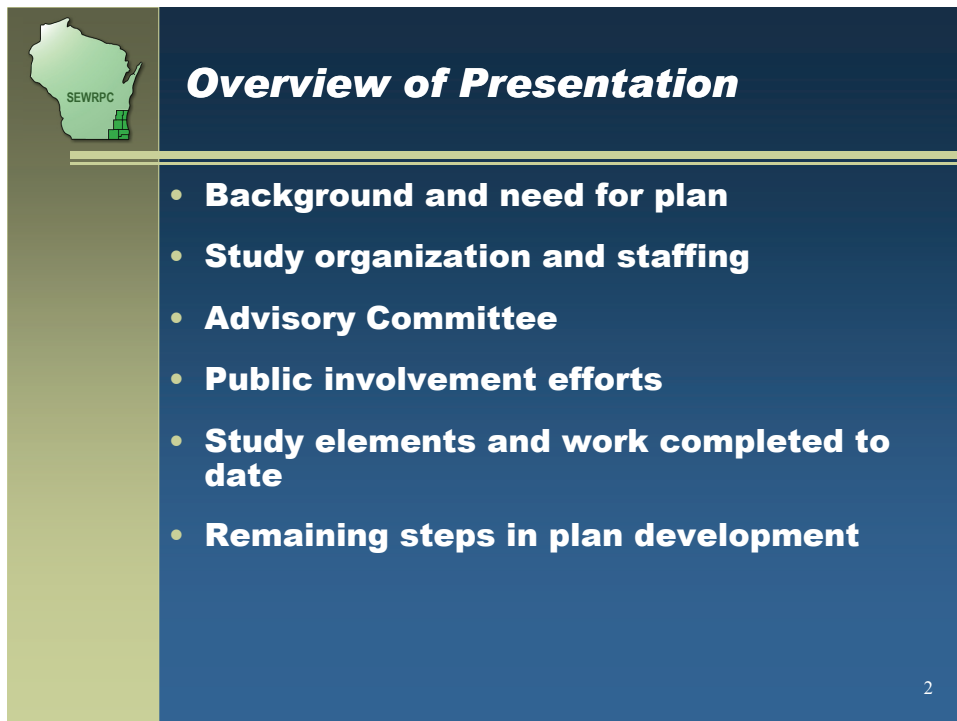
Mail: W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

A mailing list has been developed of individuals and organizations interested in receiving summary information. If you would like to directly receive future such materials, please contact us.

KENOSHA COUNTY TRANSIT PLANNING ADVISORY COMMITTEE

Bryan Albrecht	President, Gateway Technical College
John Alley	Chief, Transit Section, Bureau of Transit, Local Roads, and Harbors, Wisconsin Department of Transportation
Todd Battle	President, Kenosha Area Business Alliance
Keith Bosman	Mayor, City of Kenosha
Kim Breunig	Supervisor, Kenosha County Board
Len Brandrup	Director, City of Kenosha Department of Transportation
Donna Brown	Urban Planning Manager, Wisconsin Department of Transportation, Southeast Region
Dr. Art Cyr	Professor, Carthage College
Carolyn Feldt	Manager, Elderly and Disability Services, Kenosha County Department of Human Services
Bill Jordan	Amalgamated Transit Union, Local 998
Dr. Lenny Klaver	Vice Chancellor, University of Wisconsin-Parkside
Jim Kreuser	County Executive, Kenosha County
Jeff Labahn	Director of City Development, City of Kenosha
Randy Lauretti	Transit system user
Jeff Marx	Transportation Supervisor, Kenosha Unified School District
George Melcher	Director, Kenosha County Department of Planning and Development
John Milisaukas	Manager, Kenosha County Job Center
Sandy Milligan	Congregations United to Save Humanity
Bill Morris	Town Administrator, Town of Somers
Ana Ortiz	Human Services and Outreach Coordinator, Spanish Centers of Racine, Kenosha, and Walworth Counties
Dr. R. Scott Pierce	Superintendent, Central High School District of Westosha
Michael Pollocoff	Village Administrator, Village of Pleasant Prairie
Marisol Simón	Regional Administrator, Federal Transit Administration, Region V
Jude Tindall	Citizen, Village of Twin Lakes
Stan Torstenson	Citizen, Village of Twin Lakes
Paula Williams	Executive Director, Kenosha Achievement Center
To be determined	Paratransit system user

PRESENTATIONS GIVEN AT PUBLIC MEETINGS





Need for Plan

- **Requested by City of Kenosha Mayor and Kenosha County Executive**
- **Review the performance of Kenosha Area Transit and Western Kenosha County Transit services**
- **Assess the need for transit travel between Kenosha County and surrounding counties**
- **Recommend transit service improvements and capital improvements for both Kenosha Area Transit and Western Kenosha County Transit**
- **Prepare a plan to help City and County officials implement transit service changes through annual transit budgets and capital programming.**

3



Study Organization and Staffing

- **Study Sponsors:**
 - **City of Kenosha**
 - **Kenosha County**
- **Study Staffing**
 - **Southeastern Wisconsin Regional Planning Commission (SEWRPC)**
 - **Staff from the City of Kenosha Department of Transportation and the Kenosha County Aging and Disability Resource Center**

4



Kenosha County Transit Planning Advisory Committee

- **Advisory Committee provides guidance to plan**
- **The Mayor of Kenosha and the Kenosha County Executive appointed the members of the Committee, which include representatives from:**
 - **Kenosha County**
 - **City of Kenosha**
 - **Other local governments in Kenosha County**
 - **Wisconsin Department of Transportation**
 - **Business organizations**
 - **Local colleges and universities**
 - **School districts**
 - **Non-profit agencies representing populations affected by transit services**
 - **Transit service providers and users**

5



Public Involvement

- **Advisory Committee**
- **Study website**
(www.sewrpc.org/kenoshatransitplan)
- **Brochure and newsletters**
 - **Newsletter sent to over 600 individuals and agencies in Kenosha County**
- **Public informational meetings**

6



Major Work Elements

- **Objectives and Standards**
- **Inventories**
- **Evaluation of Transit Systems**
- **Identification and Evaluation of Alternative Transit Service Improvements**
- **Selection of a Recommended Plan**
- **Plan Implementation**

7



Work to Date - Objectives and Standards

- **Objectives and Standards**
 - **Four transit service objectives guide the plan**
 - **Provide a basis for assessing performance of the transit systems and the alternatives proposed, and help identify unmet transit service needs**
 - **Each objective is supported by a planning principle and a set of standards.**
 - **Standards quantify the achievement of each objective.**

8



Work to Date - Inventories

- **Inventories conducted to gather background information on:**
 - **Existing transit systems**
 - **City of Kenosha transit system (KAT) service characteristics, ridership, and expenses.**
 - **Kenosha County transit system (WKCT) service characteristics, ridership, and expenses**
 - **Intercity bus and passenger rail service between Kenosha County and surrounding Counties**
 - **Population and employment**
 - **Major activity centers**
 - **Work shifts of major employers**
 - **Travel patterns**

9



Work to Date - Evaluation of Kenosha Area Transit System

- **Evaluation of Kenosha Area Transit system included:**
 - **Systemwide evaluation of service provided to population, employment, and activity centers**
 - **Comparison to other “peer” systems in Wisconsin and United States**
 - **Route by route evaluation of service effectiveness and efficiency of each route**
 - **Comparison of transit and auto travel times**
 - **On-time performance evaluation**
- **Identification of unmet transit service needs**

10



Work to Date – Identification of Unmet Needs for Kenosha Area Transit System

Preliminary unmet needs include:

- **Service to Lakeview Corporate Park and the RecPlex in the Village of Pleasant Prairie**
- **Service to Shoppes at Prairie Ridge along STH 50 in the Village of Pleasant Prairie**
- **Service to commercial development at Somers Market Center (Walmart and Sam's Club)**
- **Weekday evening service later than 7:30 p.m.; Saturday evening service later than 5:00 p.m.**
- **More extensive weekend service**
- **Shorter, more convenient transit travel times.**

11



Work to Date – Potential Service Changes to Kenosha Area Transit System

1. “Desirable Alternative”—maintain annual levels of service, but improve efficiency:

- **Change route alignments and eliminate some routes to provide more direct routes and reduce duplication**
- **Use savings from routing changes to provide longer hours on evenings and weekends**
- **Extend service to destinations in Pleasant Prairie and Somers, taking into account funding concerns**

2. “Financially-Constrained Alternative”—Reduce service in response to possible reductions in Federal, State, and local transit aid:

- **Calculate potential annual hours and miles of service that could be provided with reduced funding**
- **Change route alignments and eliminate some routes to provide more direct routes and reduce duplication**
- **Consider reductions in frequency of service**
- **Consider other service changes as appropriate**

12



Work to Date - Evaluation of Western Kenosha County Transit System

- **Evaluation of Western Kenosha County Transit system included:**
 - **Systemwide evaluation of service provided to population, employment, and activity centers**
 - **Comparison to other “peer” systems in Wisconsin and United States**
 - **Evaluation of effectiveness and efficiency of each route and demand-response, commuter, and Saturday service**
 - **Prioritization of locations to receive bus shelters**

13



Work to Date – Transit Service Deficiencies in Western Kenosha County

- **County uses five vehicles to provide Western Kenosha County Transit (WKCT) service; fewer vehicles could be used to provide the service more efficiently.**
- **Ridership on WKCT needs to increase substantially to be comparable with peer systems and forecasted demand for the system.**

14



Work to Date – Potential Service Changes to Western Kenosha County Transit

1. “Desirable Alternative”, which would maintain most of the WKCT service but improve efficiency:

- Reduce the number of trips to Antioch
- Coordinate the vehicles to reduce the number of vehicles needed to four

2. “Financially Constrained Alternative”, which would substantially reduce the amount of WKCT service in order to maintain the County’s current level of funding in 2012.

Next year WKCT will transition from Federal STRAP demonstration funds (80% of net operating costs) to a combination of Federal Section 5311 funds and State operating assistance (65% of operating costs).

15



Work to Date - Unmet Needs for Transit Travel between Kenosha County and Surrounding Counties

- **Unmet need for frequent and convenient transit service connecting downtown Kenosha and downtown Racine**
- **Need to restore transit service to UW-Parkside for students living in the City of Racine**

Potential Service Improvement:

- **Study will consider potential for express transit service between downtown Kenosha and downtown Racine, along with estimated costs and sources of funds.**

16



Remaining Steps

- **Review public comments**
 - **Finalize unmet transit service needs**
 - **Finalize changes that should be considered in the alternative plans**
- **Develop “desirable” and “financially constrained” alternative transit service improvement plans for City of Kenosha and Kenosha County**
- **Develop service plan for Kenosha-Racine express bus service, along with estimated costs and sources of funds**
- **Advisory Committee reviews plans, then selects recommended transit service improvement plan**

17



Tell Us What You Think

Give us your input about the work and findings of the transit study.

Many ways to give your opinion:

- **Written comment: tonight, or send letter or email**
- **Oral comment with court reporter**
- **Map: Place a pin where you have a problem or concern with service**
- **Potential service changes board—place a sticker to show your preference for service changes**

18



Thank You!

For more information about the plan:

Phone: 262-547-6721

Website for plan:

www.sewrpc.org/kenoshatransitplan

E-mail: kenoshatransitplan@sewrpc.org

DISPLAY BOARDS AT PUBLIC MEETINGS

Introduction to Kenosha County Transit Development Plan

The study will perform the following functions:

- Analyze transportation needs by examining land use patterns, concentrations of employment, and travel habits and patterns, particularly for the transit-dependent population.
- Identify the unmet transit travel needs within Kenosha County and to/from adjacent counties.
- Evaluate the current operations of the Kenosha Area Transit and the Western Kenosha County Transit systems.
- Identify and recommend alternative transit service improvements that address the performance evaluation findings and the unmet transit service needs.
- Recommend transit service and capital improvements for both the City and County systems.

Who is preparing the plan?

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has been asked by Kenosha County and the City of Kenosha to develop the plan. The Commission is preparing the plan under the guidance of an advisory committee appointed by the City of Kenosha Mayor and the Kenosha County Executive.



Kenosha County Transit Planning Advisory Committee

- The Kenosha County Transit Development Plan is being developed under the guidance of an Advisory Committee.
- The City of Kenosha Mayor and the Kenosha County Executive appointed the members of the Advisory Committee, who include representatives from units of government in Kenosha County and agencies and populations with an interest in transportation.
- The Advisory Committee will be responsible for proposing transit service improvements to the City of Kenosha, Kenosha County, and SEWRPC, after careful study and evaluation.

Advisory Committee

Bryan Albrecht	President, Gateway Technical College
John Alley	Transit Section Chief, Bureau of Transit, Local Roads, and Harbors Wisconsin Department of Transportation
Todd Battle	President, Kenosha Area Business Alliance
Keith Bosman	Mayor, City of Kenosha
Kim Breunig	Supervisor, Kenosha County Board
Steven Coons	Urban Planning Manager, Wisconsin Department of Transportation—Southeast Region
Dr. Art Cyr	Professor, Carthage College
Pam Devuyst	Transit Commissioner and Transit System User, City of Kenosha
Dennis Duchene	President, Kenosha Convention and Visitor's Bureau
Carolyn Feldt	Manager, Elderly and Disability Services, Kenosha County Department of Human Services
Ron Iwen	Director, City of Kenosha Department of Transportation
Bill Jordan	Amalgamated Transit Union, Local 998
Dr. Lenny Klaver	Vice Chancellor, University of Wisconsin-Parkside
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Michael Pollocoff	Village Administrator, Village of Pleasant Prairie
Marisol Simón	Region 5 Director, Federal Transit Administration
Jude Tindall	Citizen, Village of Twin Lakes
Stan Torstenson	Citizen, Village of Twin Lakes
Paula Williams	Executive Director, Kenosha Achievement Center

Schedule for Completing the Kenosha County Transit Development Plan

Work Element	2009 thru 2010	2011								
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept
Inventory and Analysis - Chapter II - Existing Public Transit Services	Completed									
Inventory and Analysis - Chapter III - Land Use and Travel Patterns	Completed									
Chapter IV - Objectives and Standards	Completed									
Chapter V - Evaluation of Existing Transit Services and Identification of Unmet Needs	Completed									
Chapter VI - Alternative and Recommended Transit Service Improvements										
Chapter VII - The Recommended Plan										
Chapter VIII - Summary and Conclusions										
Report Publication										
Advisory Committee Meetings (AC) and Public Informational Meetings (PIM)				AC	PIM	AC		AC		

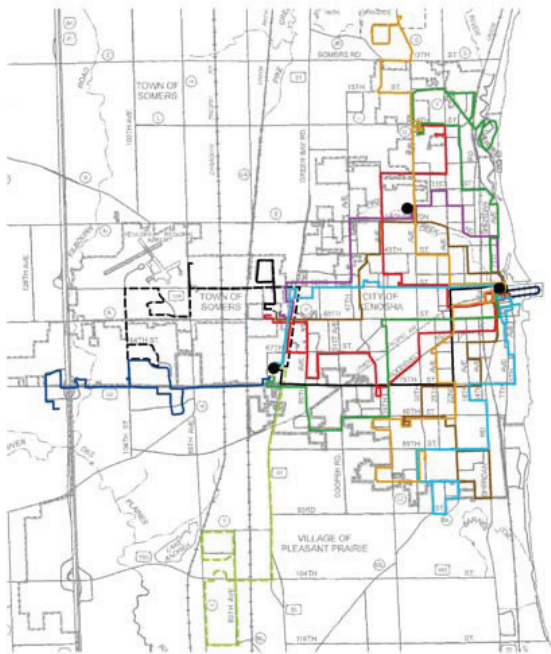
Public Transit Service Objectives and Standards

The following objectives were adopted by the Advisory Committee:

- 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.
- The public transit system should promote effective utilization of transit services and operate service that is safe and reliable and provides for user convenience and comfort.
- The public transit system should promote efficiency in the total transportation system and help minimize the amount of energy consumed to serve travel by the residents of the transit service area.
- The public transit system should be economical and efficient, meeting all other objectives at the lowest possible cost.

Existing Kenosha Area Transit System Map

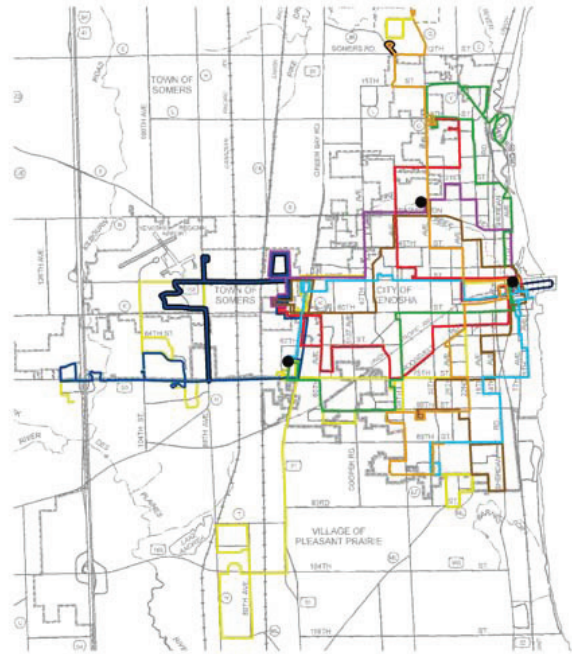
2010 KENOSHA AREA TRANSIT ROUTES



KENOSHA AREA TRANSIT SYSTEM BUS ROUTES

— ROUTE NO. 1	— ROUTE NO. 30
— ROUTE NO. 2	— ROUTE NO. 31
— ROUTE NO. 3	— ROUTE NO. 35
— ROUTE NO. 4	— ROUTE NO. 36
— ROUTE NO. 5	— STREETCAR
— ROUTE NO. 6	● TRANSFER POINT

2011 KENOSHA AREA TRANSIT ROUTES



KENOSHA AREA TRANSIT SYSTEM BUS ROUTES

— ROUTE NO. 1	— ROUTE NO. 31
— ROUTE NO. 2	— ROUTE SEGMENTS ELIMINATED IN 2011
— ROUTE NO. 3	— NEW ROUTE SEGMENTS (HIGHLIGHTED)
— ROUTE NO. 4	— STREETCAR
— ROUTE NO. 5	● TRANSFER POINT
— ROUTE NO. 6	

In 2011, the transit system cut service to Village of Pleasant Prairie:

- Route No. 35, which served Lakeview Corporate Park
- Route No. 31, which used to serve multiple destinations south of STH 50, now only serves St. Catherine's hospital, which is paying for the service.
- Small changes to Route Nos. 2, 4, and 5 to eliminate/reduce service that passed through the Village of Pleasant Prairie

The transit system has also made the following changes to its fixed-route service:

- Route No. 36 was replaced with a restructured Route No. 31
- Route No. 30 service was eliminated
- Route No. 1 serving UW-Parkside no longer goes into main campus area

Kenosha Area Transit: 2011

Service Characteristics

■ Service Hours:

Weekdays: Regular routes run from 6 a.m. to 7:30 p.m.

Saturdays: Regular routes run from 6 a.m. to 6 p.m.

■ Service Frequency

Weekday peak periods: Buses arrive every 30 minutes

Weekday off-peak periods: Buses arrive every 60 minutes

Saturdays: Buses arrive every 60 minutes

■ Fares

Adult cash fare: \$1.50

Seniors and people with disabilities: \$0.70

Students: \$0.75

■ Care-A-Van paratransit service

- Provides door-to-door transportation east of IH 94 to seniors and to people with disabilities who cannot use Kenosha Area Transit's fixed routes.

- Jointly funded by the City of Kenosha and Kenosha County

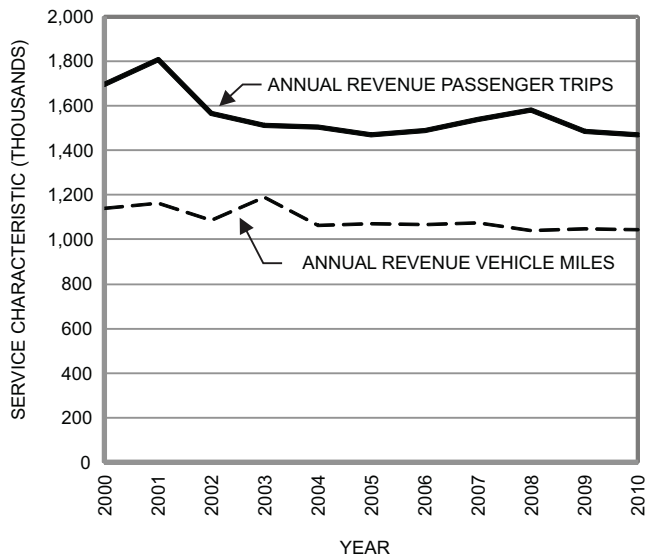
- Fulfills Federal requirements for Kenosha Area Transit to provide complementary paratransit service

- Available during the same hours as the fixed-route service

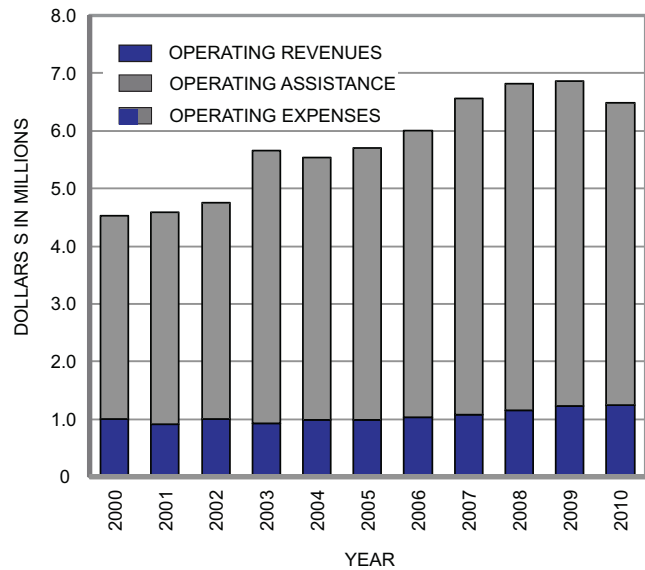
- Fare: \$2.50

Kenosha Area Transit: Annual Service Levels and Expenses

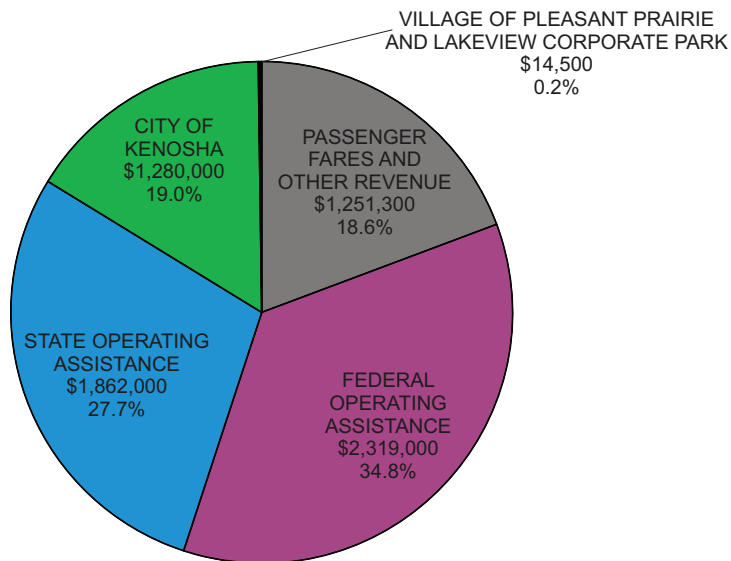
ANNUAL RIDERSHIP AND SERVICE: 2000-2010



ANNUAL OPERATING EXPENSES AND REVENUES: 2000-2010

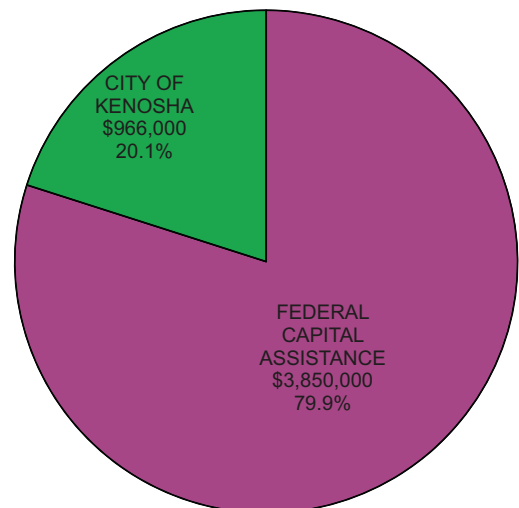


WHO PAYS FOR KENOSHA AREA TRANSIT'S OPERATING EXPENSES?



2010 ANNUAL OPERATING BUDGET:
\$6,728,000

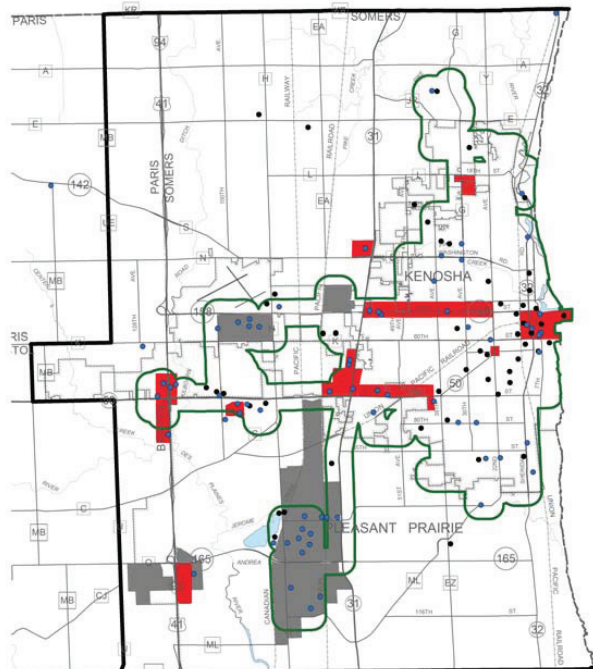
WHO PAYS FOR KENOSHA AREA TRANSIT'S CAPITAL EXPENSES?



2005-2008 AVERAGE ANNUAL CAPITAL EXPENSES:
\$4,816,000

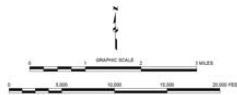
Evaluation of Kenosha Area Transit: Service to Population, Employment, and Activity Centers

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

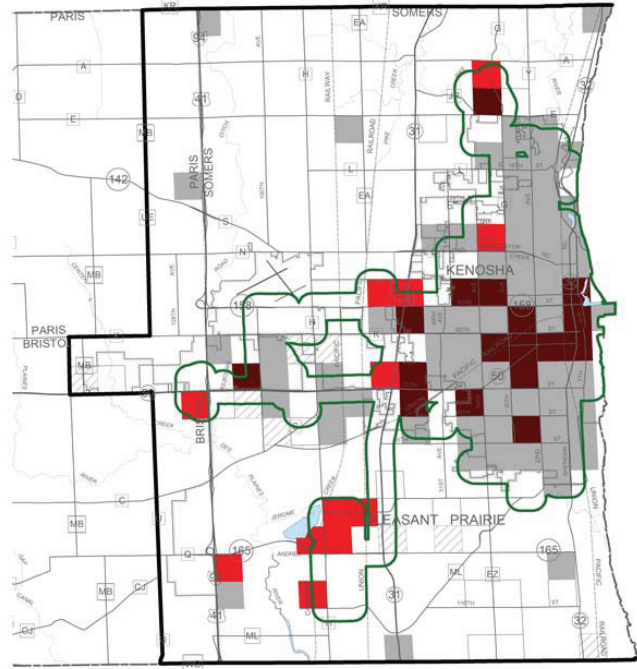


ACTIVITY CENTERS

- NON-EMPLOYMENT CENTER
- MAJOR EMPLOYERS
- MAJOR COMMERCIAL AREAS
- OFFICE AND INDUSTRIAL PARK/AREA
- KENOSHA AREA TRANSIT EVALUATION AREA
- SERVICE AREA FOR KENOSHA AREA TRANSIT BUS ROUTES: 2009

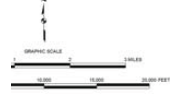


TRANSIT-SUPPORT AREAS FOR CONVENTIONAL FIXED-ROUTE TRANSIT SERVICES WITHIN AND OUTSIDE THE WALK SERVICE AREA FOR KENOSHA AREA TRANSIT



TRANSIT-SUPPORTIVE AREAS: YEAR 2000 CENSUS

- AREA WITH TRANSIT-SUPPORTIVE RESIDENTIAL DENSITY (4 OR MORE DWELLING UNITS PER NET RESIDENTIAL ACRE)
- AREA WITH TRANSIT-SUPPORTIVE EMPLOYMENT DENSITY (4 OR MORE JOBS PER TOTAL ACRE)
- AREA WITH BOTH TRANSIT-SUPPORTIVE RESIDENTIAL AND EMPLOYMENT DENSITIES
- AREA WHERE OVER 100 NEW HOUSING UNITS WERE CONSTRUCTED SINCE 2000
- KENOSHA AREA TRANSIT EVALUATION AREA
- SERVICE AREA FOR KENOSHA AREA TRANSIT BUS ROUTES: 2009



Results of a 2009 survey of employers in the service area of the Kenosha Area Transit System:

- Work schedules were determined for 5,300 jobs. About 9 percent of those jobs were fully served by the transit system schedule.
- 53 percent of the 5,300 jobs for which work schedules were determined were partially served by the transit system schedule. (Either the shift start or end time was served, but not both.)
- 38 percent of the jobs for which work schedules were determined were not served at all by the transit system schedule.

Evaluation of Kenosha Area Transit: Comparison to Peer Transit Systems

Transit Systems in National Peer Group

- Bay Metro (Bay City, Michigan)
- Broome County Department of Transportation (Binghamton, New York)
- The Bus (Springfield, Missouri)
- Cherriots (Salem, Oregon)
- Erie Metropolitan Transit Authority (Erie, Pennsylvania)
- Metro Transit (Kalamazoo, Michigan)
- Metropolitan Evansville Transit System (Evansville, Indiana)
- Metropolitan Transit Authority of Black Hawk County (Waterloo and Cedar Falls, Iowa)
- Valley Ride (Boise, Idaho)
- Whatcom Transportation Authority (Bellingham, Washington)

Transit Systems in Wisconsin Peer Group

- Appleton Valley Transit
- Eau Claire Transit System
- Green Bay Metro
- La Crosse Municipal Transit Utility
- Racine Belle Urban System
- Sheboygan Transit System

COMPARISON OF KEY INDICATORS OF RIDERSHIP AND FINANCIAL PERFORMANCE FOR KENOSHA AREA TRANSIT AND OTHER BUS SYSTEMS IN THE WISCONSIN AND NATIONAL PEER GROUPS: 2003 AND 2007

Performance Measure	Operating Data ^a								
	Kenosha Area Transit			Average ^b for Bus Systems in Wisconsin Peer Group			Average ^b for Bus Systems in National Peer Group		
	2003	2007	Average Annual Percent Change	2003	2007	Average Annual Percent Change	2003	2007	Average Annual Percent Change
Ridership									
Total Passengers ^c	1,601,400	1,660,400	0.9	1,147,300	1,136,800	-0.2	2,120,200	2,311,200	2.2
Service Levels									
Revenue Vehicle Miles	1,019,500	1,053,500	0.8	1,011,100	913,600	-2.5	1,276,500	1,347,900	1.4
Revenue Vehicle Hours	69,300	71,100	0.6	69,300	63,100	-2.3	93,000	101,200	2.1
Service Effectiveness									
Passengers per Capita	17.5	18.1	0.8	11.6	11.2	-0.9	11.7	13.2	3.1
Revenue Vehicle Hours per Capita	0.8	0.8	0.0	0.7	0.6	-3.8	0.5	0.6	4.7
Passengers per Revenue Vehicle Mile	1.6	1.6	0.0	1.1	1.2	2.2	1.5	1.6	1.6
Passengers per Revenue Vehicle Hour	23.1	23.4	0.3	16.6	17.9	1.9	20.6	20.8	0.2
Service Efficiency									
Operating Expense per Revenue Vehicle Mile	\$5.07	\$5.73	3.1	\$3.96	\$5.09	6.5	\$4.97	\$5.75	3.7
Operating Expense per Revenue Vehicle Hour	\$74.59	\$84.88	3.3	\$57.42	\$72.94	6.2	\$68.89	\$78.51	3.3
Cost Effectiveness									
Operating Expense per Passenger Fixed Route Service	\$3.23	\$3.63	3.0	\$3.66	\$4.31	4.2	\$3.74	\$4.29	3.5
Total Operating Assistance per Passenger, for All Service	\$3.10	\$3.36	2.0	\$3.39	\$4.00	4.2	\$3.83	\$4.39	3.5
Farebox Recovery Rate for Fixed Route Service (percent)	11.1	10.8	-0.7	17.2	18.0	1.1	18.0	20.9	3.8

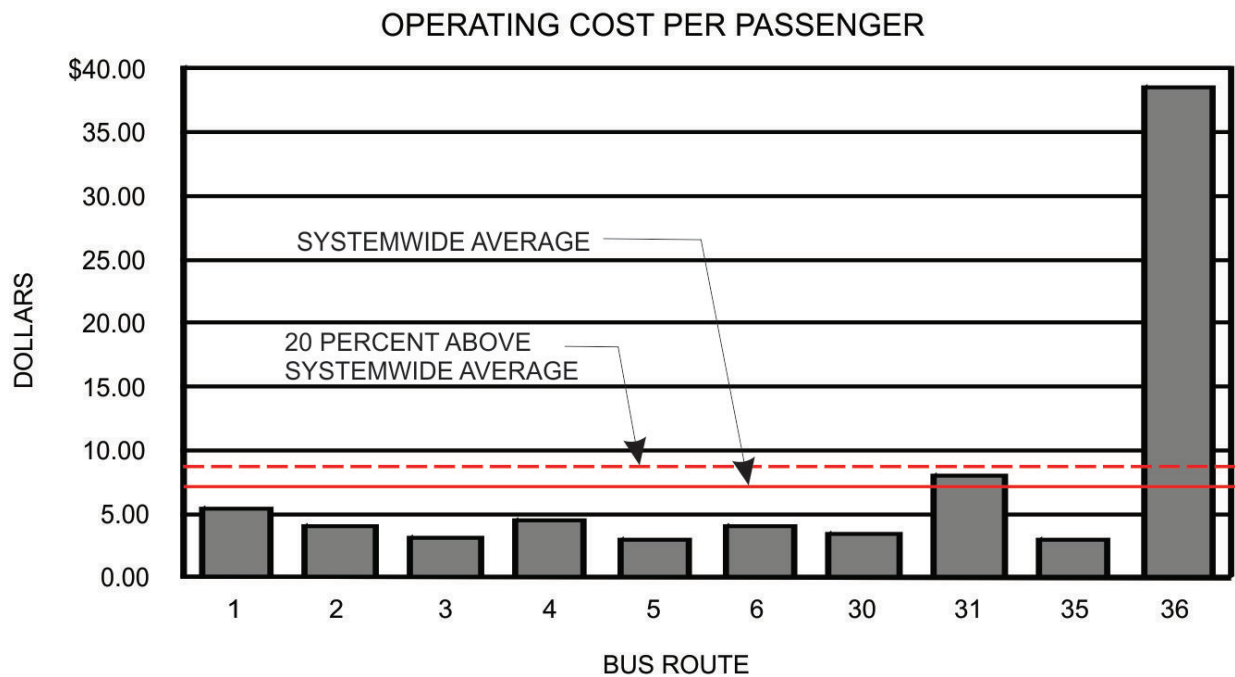
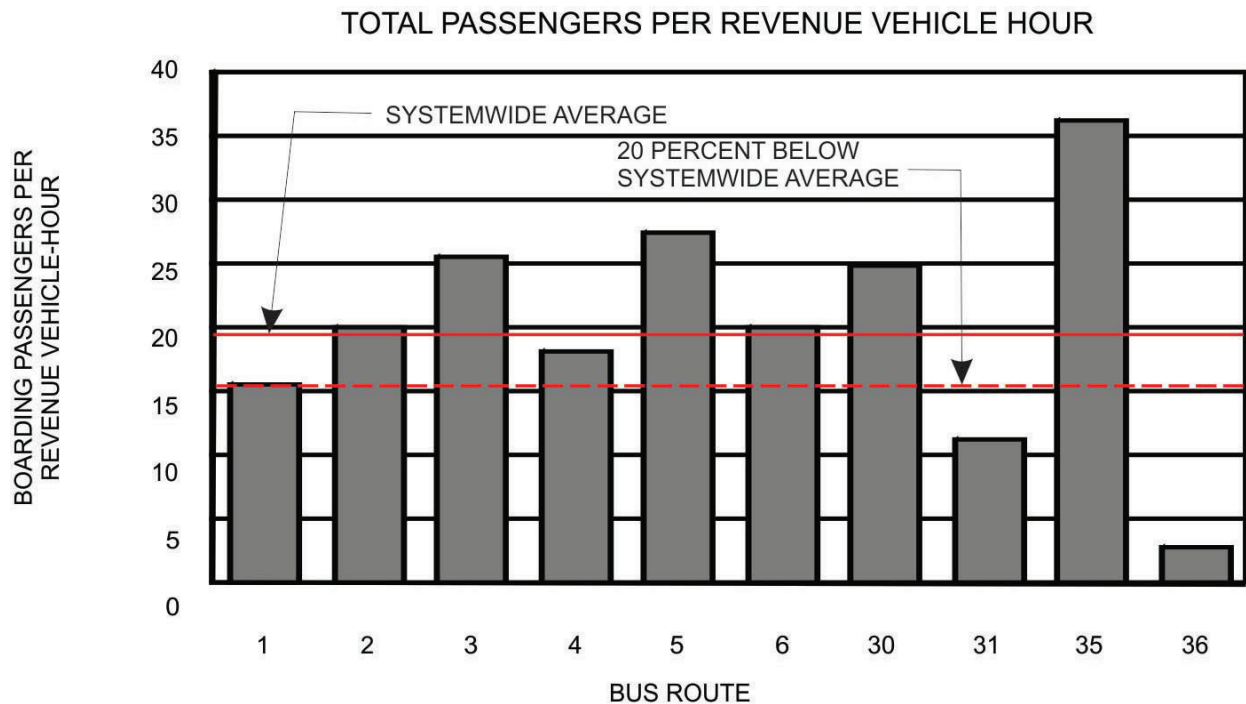
^aBased on ridership, service, and financial data obtained from the Federal Transit Administration National Transit Database for the years 2003 and 2007. Performance measures are for fixed-route bus operations only.

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

^cThis 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: SEWRPC.

Evaluation of Kenosha Area Transit: Route Performance

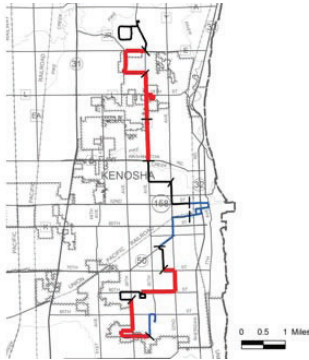


The minimum acceptable performance level for the passengers per revenue vehicle hour is 20 percent below the overall average for all regular routes. The maximum acceptable performance level for the operating cost per passenger is about 20 percent above the overall average for all regular routes.

Evaluation of Kenosha Area Transit: Route Segments Performance

PRODUCTIVE AND NONPRODUCTIVE ROUTE SEGMENTS OF THE
KENOSHA AREA TRANSIT SYSTEM: APRIL 25-27, 2006

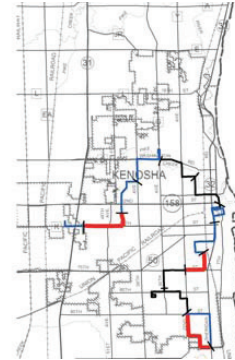
ROUTE 1



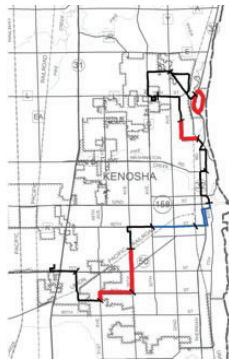
ROUTE 2



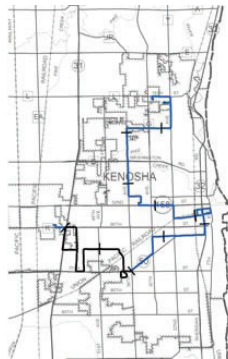
ROUTE 3



ROUTE 4



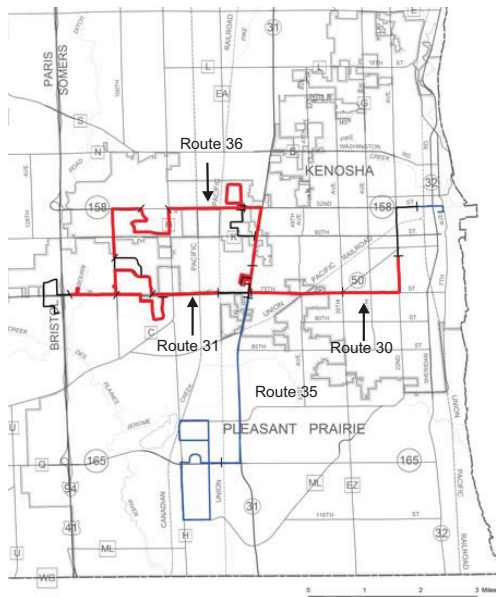
ROUTE 5



ROUTE 6



ROUTES 30,31,35 & 36



ROUTE SEGMENTS

- ROUTE SEGMENTS WITH THE MOST BOARDINGS AND ALIGHTINGS PER BUS TRIP
- ROUTE SEGMENTS WITH THE LEAST BOARDINGS AND ALIGHTINGS PER BUS TRIP
- OTHER ROUTE SEGMENTS



Unmet Needs for Transit Services in Eastern Kenosha County

Unmet needs include:

- Lakeview Corporate Park and the RecPlex in the Village of Pleasant Prairie
- Shoppes at Prairie Ridge along STH 50 in the Village of Pleasant Prairie
- Commercial development at Somers Market Center (Walmart and Sam's Club)
- Weekday evening service later than 7:30 p.m., Saturday evening service later than 5:00 p.m.
- More extensive weekend service
- Shorter, more convenient transit travel times

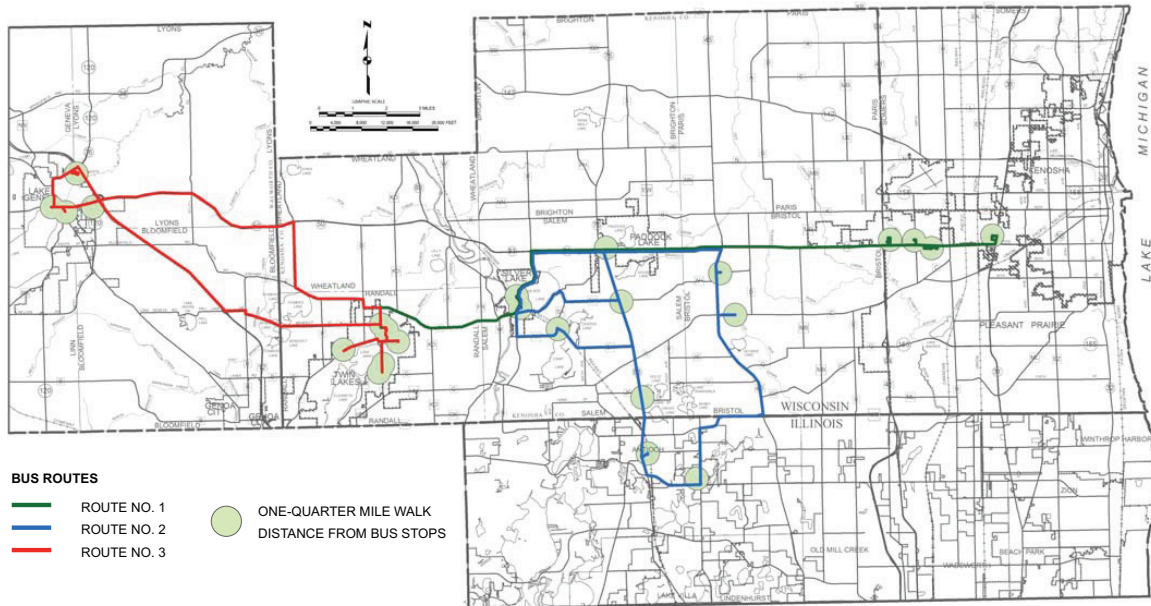
Potential Service Changes under Consideration

Two alternatives are proposed to be considered:

- “Desirable Alternative”, which would maintain the annual levels of the KAT service but improve efficiency:
 - Change route alignments to provide more direct routes and reduce some duplication of service
 - Use the savings from the service reductions to extend transit service hours on evenings and weekends
 - Provide service to Lakeview Corporate Park, the Shoppes at Prairie Ridge, and Somers Market Center taking into account the local funding concerns.
- “Financially-Constrained Alternative”, which would reduce KAT service according to possible reductions in State, Federal, and local transit assistance:
 - Estimate the range in potential future funding, then calculate the potential annual hours and miles of fixed-route and paratransit service that could be provided given that funding.
 - Eliminate some routes
 - Consider how to reduce service hours by reducing frequency
 - Consider other service changes as appropriate

Existing Western Kenosha County Transit System

FIXED-ROUTE TRANSIT SERVICE PROVIDED BY WESTERN KENOSHA COUNTY TRANSIT: 2010



EASTERN COUNTY BUS SERVICE											
Route 1	SILVER LAKE	PADDOCK LAKE	KENOSHA						PADDOCK LAKE	SILVER LAKE	Route 1
AURORA MEDICAL	SILVER LAKE VILLAGE HALL	VILLAGE PLAZA (BEAR REALTY)	TARGET & ST. CATHERINE'S	SOUTHPORT PLAZA	AURORA MEDICAL	WOODMAN'S MARKET	VILLAGE PLAZA (BEAR REALTY)	SILVER LAKE VILLAGE HALL	AURORA MEDICAL		
5:45 AM	-	6:15 AM	-	-	8:30 AM	8:40 AM	8:45 AM	9:00 AM	7:30 AM	7:30 AM	
7:30 AM	7:43 AM	8:00 AM	8:20 AM	8:30 AM	8:30 AM	8:40 AM	8:45 AM	9:00 AM	9:13 AM	9:30 AM	
9:30 AM	9:43 AM	10:00 AM	10:20 AM	10:30 AM	10:40 AM	10:45 AM	11:00 AM	11:13 AM	11:30 AM	11:30 AM	
12:30 PM	12:43 PM	1:00 PM	1:20 PM	1:30 PM	1:40 PM	1:45 PM	2:00 PM	2:13 PM	2:30 PM	2:30 PM	
2:30 PM	2:43 PM	3:00 PM	3:20 PM	3:30 PM	3:40 PM	3:45 PM	4:00 PM	4:13 PM	4:30 PM	4:30 PM	
4:30 PM	4:43 PM	4:55 PM	-	5:30 PM	-	-	6:00 PM	6:13 PM	6:25 PM	6:25 PM	

CENTRAL COUNTY BUS SERVICE									
Route 2	PADDOCK LAKE	SILVER LAKE	CAMP LAKE	SALEM	TREVOR	ANTIOCH	BRISTOL	PADDOCK LAKE	Route 2
	VILLAGE PLAZA (BEAR REALTY)	SILVER CREST APTS.	DOWNTOWN CAMP LAKE	LIBRARY	TREVOR PLACE HALL	WALDMART	BRISTOL TOWN HALL	VILLAGE PLAZA (BEAR REALTY)	
8:00 AM	-	8:12 AM	-	8:24 AM	8:29 AM	8:39 AM	8:53 AM	9:00 AM	
9:00 AM	-	9:12 AM	-	9:24 AM	9:29 AM	9:39 AM	9:53 AM	10:00 AM	
10:00 AM	-	10:12 AM	-	10:24 AM	10:29 AM	10:39 AM	10:53 AM	11:00 AM	
12:00 PM	-	12:12 PM	-	12:24 PM	12:29 PM	12:39 PM	12:53 PM	1:00 PM	
1:00 PM	-	1:12 PM	-	1:24 PM	1:29 PM	1:39 PM	1:53 PM	2:00 PM	
2:00 PM	-	2:12 PM	-	2:24 PM	2:29 PM	2:39 PM	2:53 PM	3:00 PM	
3:00 PM	-	3:12 PM	-	3:24 PM	3:29 PM	3:39 PM	3:53 PM	4:00 PM	

WESTERN COUNTY BUS SERVICE									
Route 3	TWIN LAKES								Route 3
AURORA MEDICAL	MEADOWVIEW & LINCOLN CREST APTS.	TWIN LAKES COMPLEX	TAN OAK APTS.	AURORA MEDICAL	WALDMART	TYNCA LIBRARY	GENEVA SQUARE HALL	AURORA MEDICAL	
8:00 AM	8:03 AM	-	-	-	8:23 AM	8:28 AM	8:33 AM	8:39 AM	9:00 AM
9:00 AM	9:03 AM	9:09 AM	9:16 AM	9:30 AM	9:50 AM	9:56 AM	10:03 AM	10:09 AM	10:30 AM
11:00 AM	11:03 AM	11:09 AM	11:16 AM	11:30 AM	11:50 AM	11:56 AM	12:03 PM	12:09 PM	12:30 PM
1:00 PM	1:03 PM	1:09 PM	1:16 PM	1:30 PM	1:50 PM	1:56 PM	2:03 PM	2:09 PM	2:30 PM
3:00 PM	3:03 PM	3:09 PM	3:16 PM	3:30 PM	3:50 PM	3:56 PM	4:03 PM	4:09 PM	4:30 PM
4:30 PM	4:33 PM	4:39 PM	4:46 PM	5:00 PM	-	-	-	-	5:30 PM

A.M. COMMUTER SERVICE: KENOSHA - SOUTHPORT PLAZA							
TWIN LAKES	SILVER LAKE	PADDOCK LAKE	KENOSHA	PADDOCK LAKE	SILVER LAKE	TWIN LAKES	
AURORA MEDICAL	SILVER LAKE VILLAGE HALL	VILLAGE PLAZA (BEAR REALTY)	SOUTHPORT PLAZA	VILLAGE PLAZA (BEAR REALTY)	SILVER LAKE VILLAGE HALL	AURORA MEDICAL	CONTINUES AS ROUTE 3
6:00 AM	6:15 AM	6:30 AM	6:55 AM	7:30 AM	7:33 AM	8:00 AM	
6:30 AM	6:45 AM	7:00 AM	7:25 AM	8:00 AM	-	-	ROUTE 2

COMMUTER SERVICE: ANTIOCH, IL - METRA							
TWIN LAKES	SILVER LAKE	PADDOCK LAKE	SALEM	ANTIOCH	SALEM	PADDOCK LAKE	TWIN LAKES
AURORA MEDICAL	SILVER LAKE VILLAGE HALL	VILLAGE PLAZA (BEAR REALTY)	SALEM TOWN HALL	SALEM TOWN HALL	VILLAGE PLAZA (BEAR REALTY)	SILVER LAKE VILLAGE HALL	AURORA MEDICAL
5:45 AM	6:00 AM	6:15 AM	6:25 AM	6:35 AM	7:00 AM	7:13 AM	7:30 AM
6:00 AM	-	-	-	4:35 PM	5:00 PM	5:13 PM	5:25 PM
5:30 PM	-	-	-	6:05 PM	6:15 PM	6:30 PM	6:43 PM
5:55 PM	-	-	-	6:27 PM	6:37 PM	6:45 PM	6:58 PM

Monday - Friday Service Schedule

Saturday Service Available: Call 888.203.3498

- Riders may request a specific stop along a route or be picked up along a route by flagging down the bus
- Door to door service available with advance reservation - 888.203.3498
- Visit us at: <http://www.co.kenosha.wi.us/countytransit.html>

Times in bold indicate transfer locations

SERVICE HOURS

Monday - Friday service hours: 5:45 AM - 7:15 PM

Saturday: Call 888.203.3498

Service is not available on the following holidays:

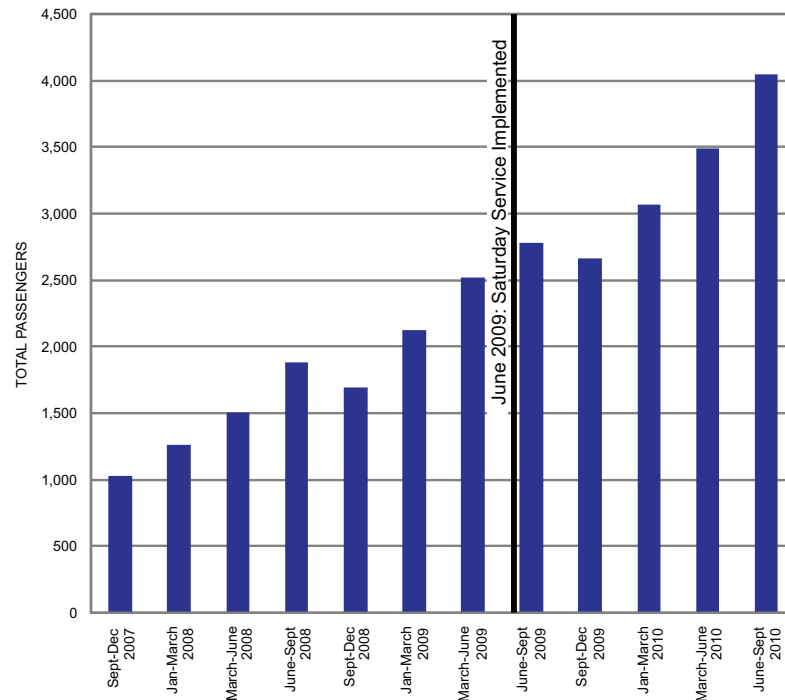
- New Years Day
- Memorial Day
- Independence Day
- Christmas Day

EFFECTIVE DATE: December 2009

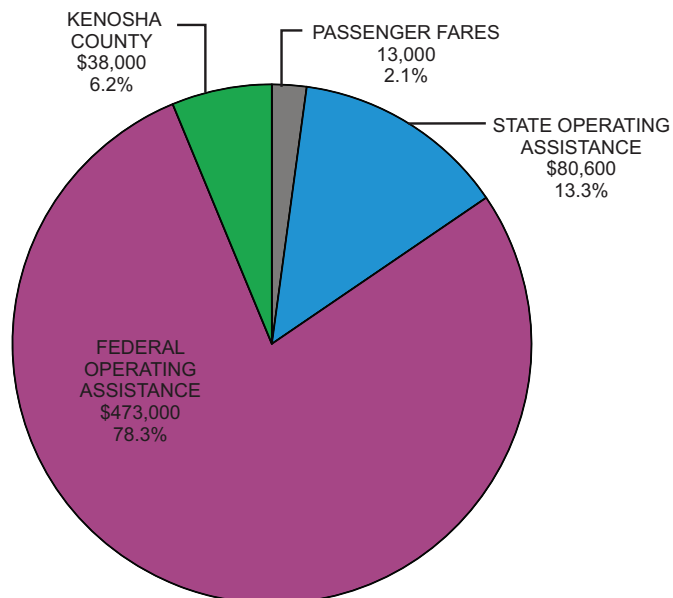
Schedule subject to change without notice.

Western Kenosha County Transit Ridership and Operating Costs

**RIDERSHIP HAS INCREASED STEADILY SINCE THE SYSTEM
BEGAN OPERATING IN SEPTEMBER 2007**



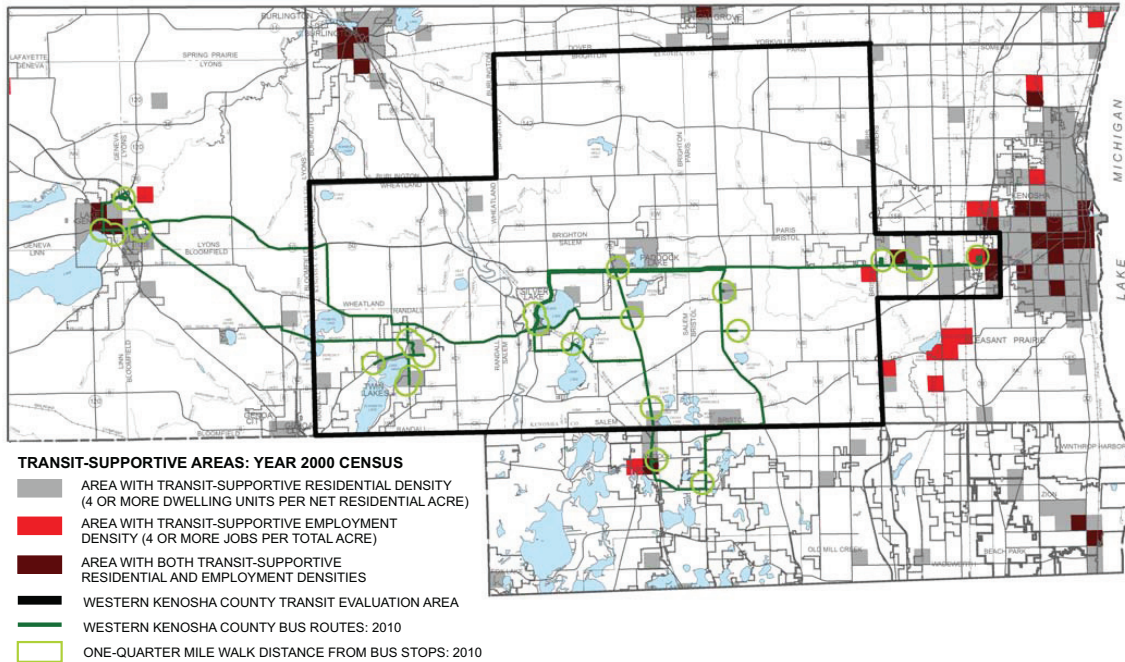
**SOURCES OF OPERATING FUNDING FOR
WESTERN KENOSHA COUNTY TRANSIT: 2010**



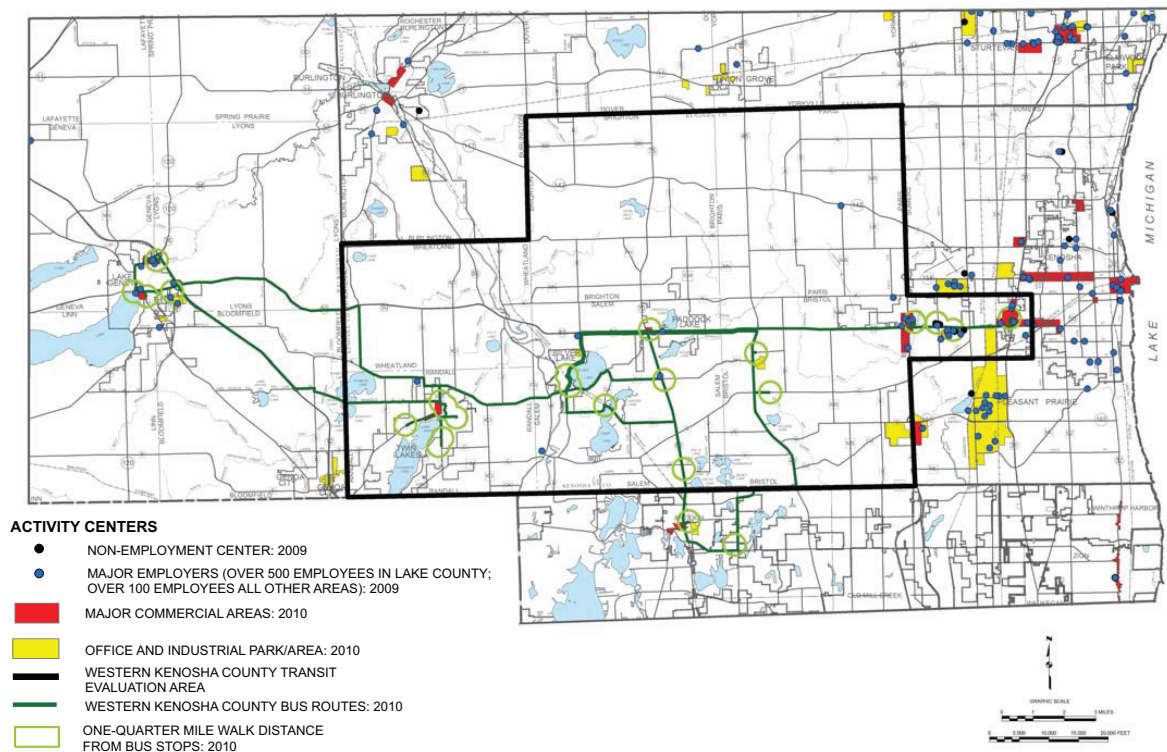
**2010 ANNUAL OPERATING BUDGET:
\$605,000**

Evaluation of Western Kenosha County Transit: Service to Population, Employment, and Activity Centers

**TRANSIT SUPPORTIVE AREAS FOR CONVENTIONAL FIXED-ROUTE TRANSIT SERVICES
WITHIN AND OUTSIDE THE WALK SERVICE AREA FOR WESTERN KENOSHA COUNTY TRANSIT**



**MAJOR ACTIVITY CENTERS WITHIN AND OUTSIDE THE WALK ACCESS
SERVICE AREA FOR WESTERN KENOSHA COUNTY TRANSIT**



Evaluation of Western Kenosha County Transit: Comparison to Peer Transit Systems

Transit Systems in Peer Group

- Allegan County Transportation Department (Michigan)
- Bay Area Rural Transit (Wisconsin)
- Clay County Rural Transit (Minnesota)
- Eastern Upper Peninsula Transit Authority (Michigan)
- Hubbard County Heartland Express (Minnesota)
- Iosco Transit Corporation (Michigan)
- Namekagon Transit (Wisconsin)
- Timber Trails Public Transit, Inc. (Minnesota)

COMPARISON OF KEY INDICATORS OF RIDERSHIP AND FINANCIAL PERFORMANCE FOR WESTERN KENOSHA COUNTY TRANSIT (2010) AND OTHER TRANSIT SYSTEMS IN PEER GROUP (2009)

Performance Measure	Operating Data ^a			
	Western Kenosha County Transit ^b	Bus Systems in Peer Group ^c		
		Average	Minimum	Maximum
Service Area Population	37,100	47,000	12,800	105,200
Ridership				
Total Passengers ^d	14,400	41,700	18,600	67,200
Service Levels				
Revenue Vehicle Miles	285,500	270,100	85,700	550,800
Revenue Vehicle Hours	14,400	12,900	5,100	24,900
Service Effectiveness				
Revenue Vehicle Hours per Capita	0.39	0.38	0.09	1.10
Passengers per Capita	0.39	1.49	0.34	5.23
Passengers per Revenue Vehicle Mile	0.05	0.19	0.07	0.30
Passengers per Revenue Vehicle Hour	1.00	3.87	1.44	7.59
Service Efficiency				
Operating Expense per Revenue Vehicle Mile	\$2.06	\$1.86	\$0.97	\$2.58
Operating Expense per Revenue Vehicle Hour	40.70	38.21	19.76	55.29
Cost Effectiveness				
Operating Expense per Passenger	\$40.86	\$11.81	\$7.28	\$30.75
Operating Revenue per Passenger	0.91	3.58	0.33	15.01
Net Cost per Passenger	39.96	8.23	5.32	15.73
Farebox Recovery Rate (percent)	2.2	23.1	4.1	48.8

^a Operating data are reported for fixed-route and demand-response operations combined. Western Kenosha County Transit data are for year 2010; the peer data are for 2009.

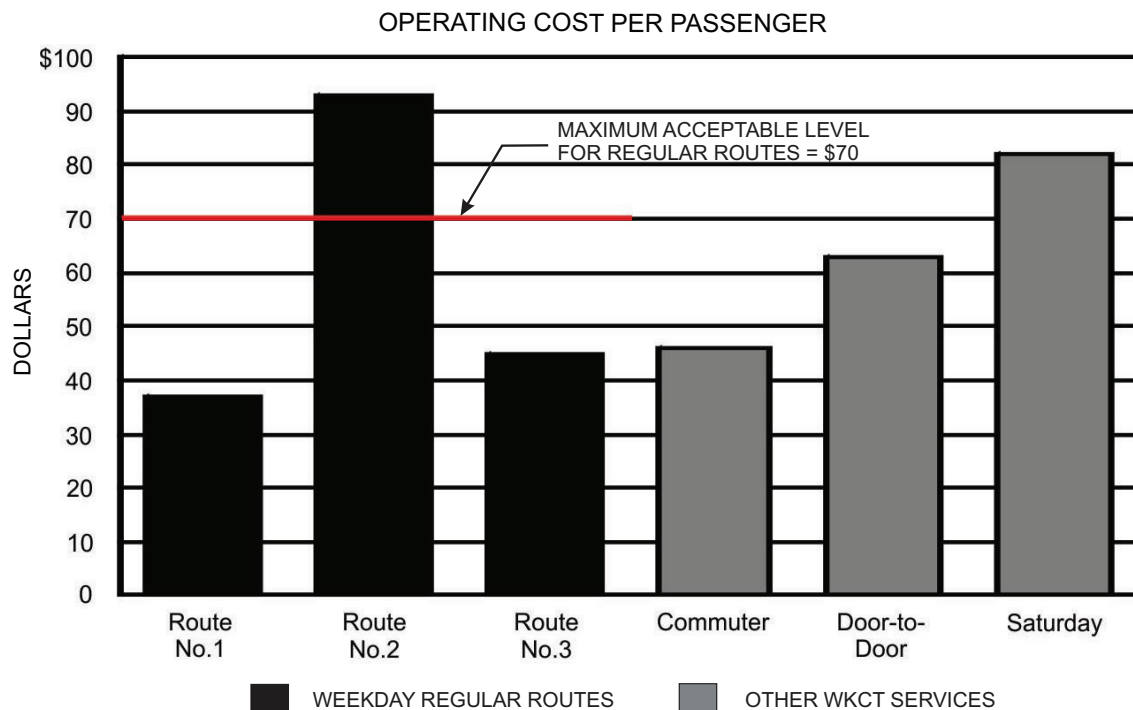
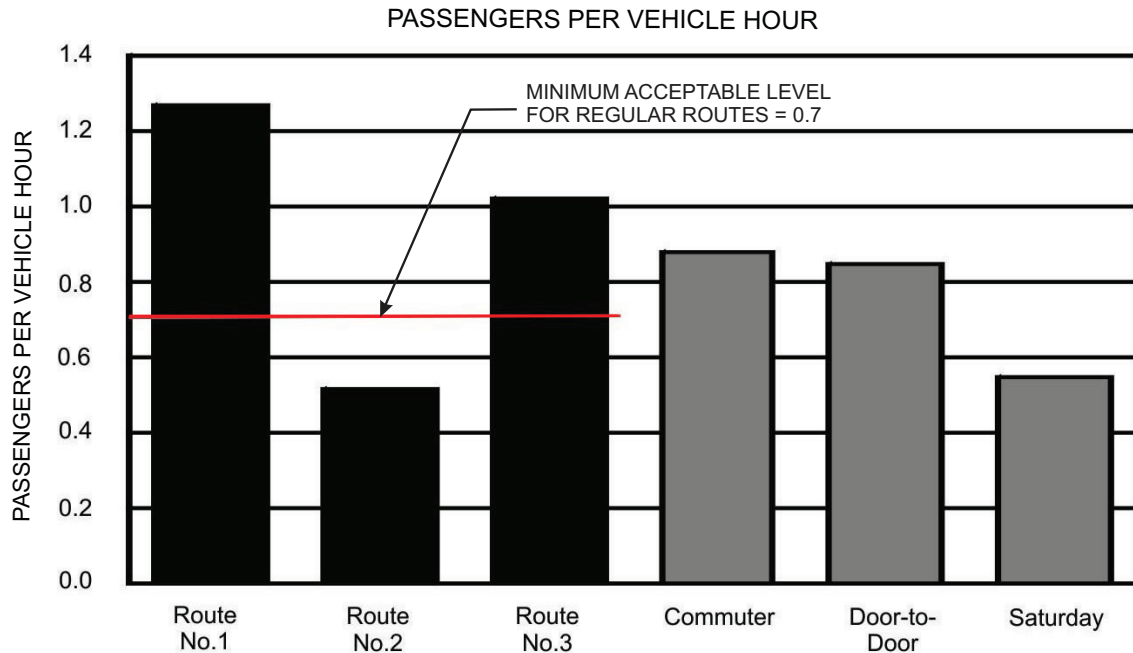
^b Western Kenosha County Transit does not collect and report data on revenue vehicle miles or revenue vehicle hours, so the two measures are estimated using total vehicle miles and total vehicle hours and subtracting the approximate non-revenue vehicle miles and non-revenue vehicle hours.

^c Key performance indicators were developed based on information reported by the eight other rural bus systems identified above. Average, minimum, and maximum values are calculated from individual performance measures calculated for each transit system in the peer group.

^d 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: Rural National Transit Database, Western Kenosha County Transit, and SEWRPC.

Evaluation of Western Kenosha County Transit: Transit Services Comparison



The minimum acceptable performance level for the passengers per revenue vehicle hour standard is 20 percent below the overall average for all regular routes. The maximum acceptable performance level for the operating cost per passenger standard is about 20 percent above the overall average for all regular routes.

Transit Service Deficiencies in Western Kenosha County

- County uses five vehicles to provide Western Kenosha County Transit (WKCT) service; fewer vehicles could be used to provide the service more efficiently
- Ridership on WKCT needs to increase substantially to be comparable with peer systems and forecast demand for the system

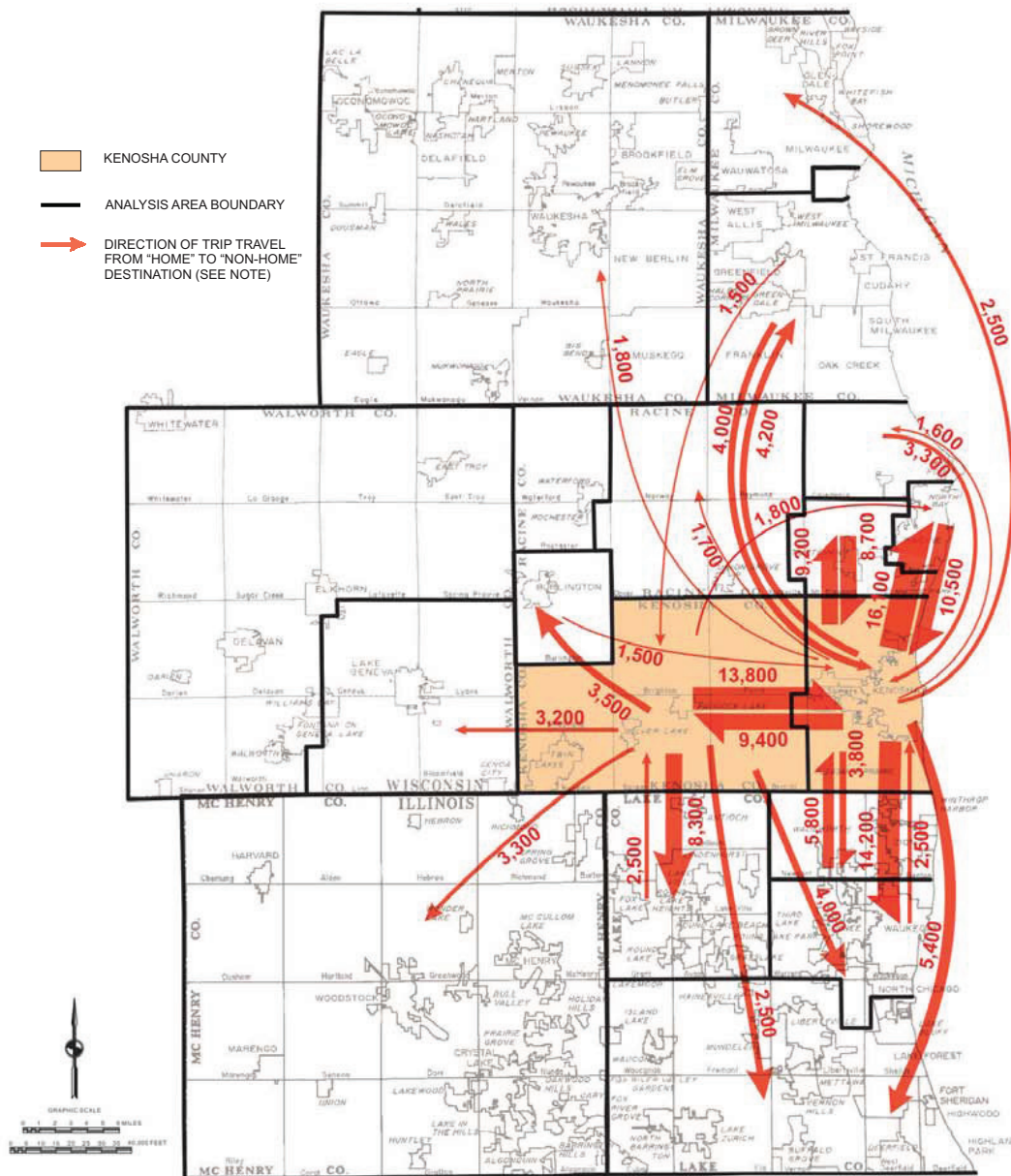
Potential Transit Service Changes to be Considered for WKCT

Two alternatives will be considered:

- “Maintain Service Levels”, which would maintain most of the WKCT service but improve efficiency:
 - Reduce the number of trips to Antioch
 - Coordinate the vehicles to reduce the number of vehicles needed to four
- “Financially Constrained Alternative”, which would substantially reduce the amount of WKCT service in order to maintain the County’s current level of funding in 2012:
 - Next year WKCT will transition from Federal STRAP demonstration funds (80% of net operating costs) to Federal 5311 funds and State Operating Assistance (65% of operating costs)

Travel Patterns between Kenosha County and Surrounding Counties

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



Total travel between analysis areas of less than 1,500 trips per day are not shown.

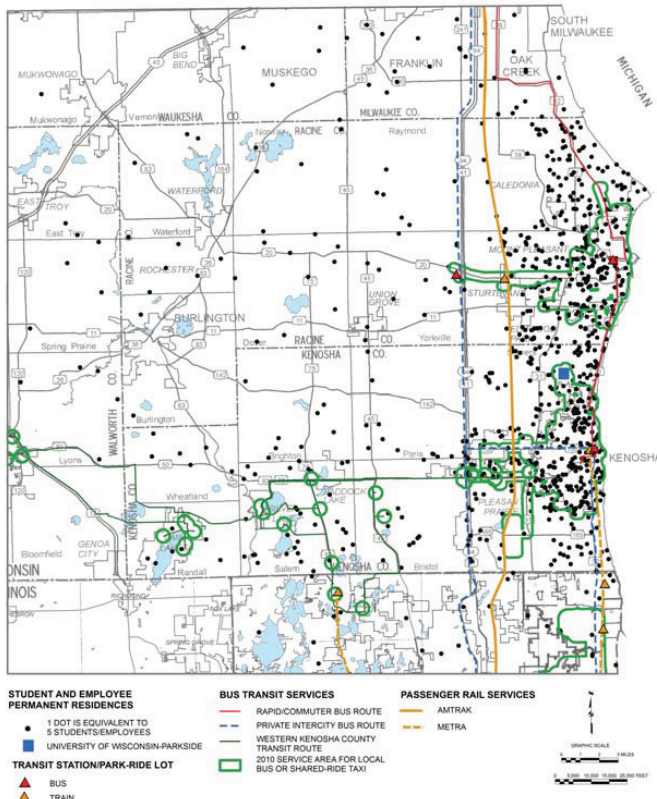
Trips are based on the resident household survey and included all trip purposes. Trips are shown in produced-attracted format, that is, from area of production to area of attraction. This format generally indicates the trips made on an average weekday by the residents of an area to and from each other area. The production area for a trip having one end at “home”—that is, either beginning at or ending at home—is the area containing the location of the “home”; and the attraction area is the area containing the “non-home” end of that trip. The production area for trips having neither end at “home” is the area containing the location of the trip origins and the attraction area is the location of the trip destination.

Approximately 127,100 of about 167,400 total trips between Kenosha County and surrounding counties, or about 75 percent, are shown here. This does not include the internal trips within eastern and western Kenosha County.

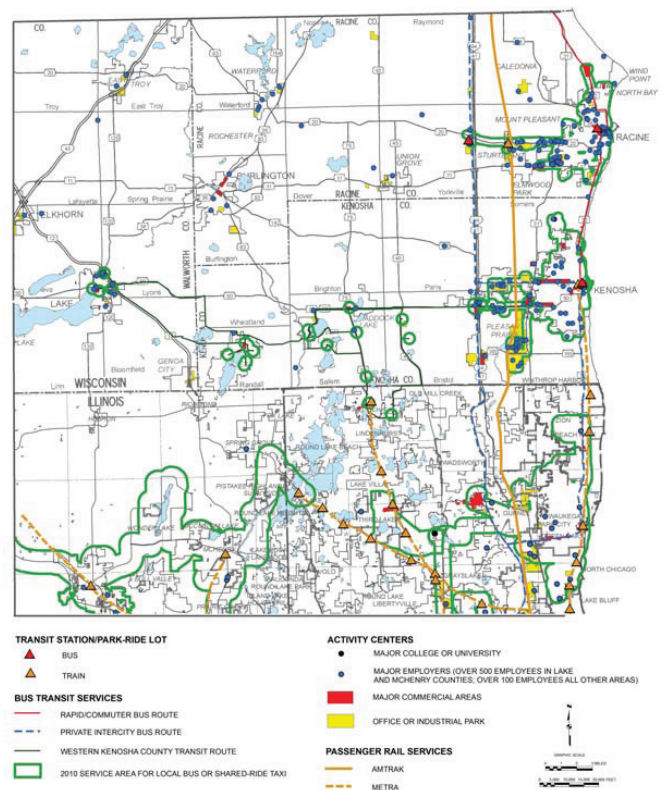
Unmet Needs for Transit Travel between Kenosha County and Surrounding Area

- Unmet need for frequent and convenient transit service connecting downtown Kenosha and downtown Racine
- Need to restore transit service to the University of Wisconsin-Parkside for students residing in the City of Racine
- Consider potential for express transit service between downtown Kenosha and downtown Racine, along with potential costs and sources of funding

PERMANENT RESIDENCES OF UNIVERSITY OF WISCONSIN-PARKSIDE STUDENTS AND EMPLOYEES AND PUBLIC TRANSIT SERVICE AREAS IN KENOSHA COUNTY AND ADJACENT COUNTIES: FALL 2010 HEADCOUNT



MAJOR ACTIVITY AND EMPLOYMENT CENTERS AND PUBLIC TRANSIT SERVICE AREAS IN KENOSHA COUNTY AND ADJACENT COUNTIES: 2010



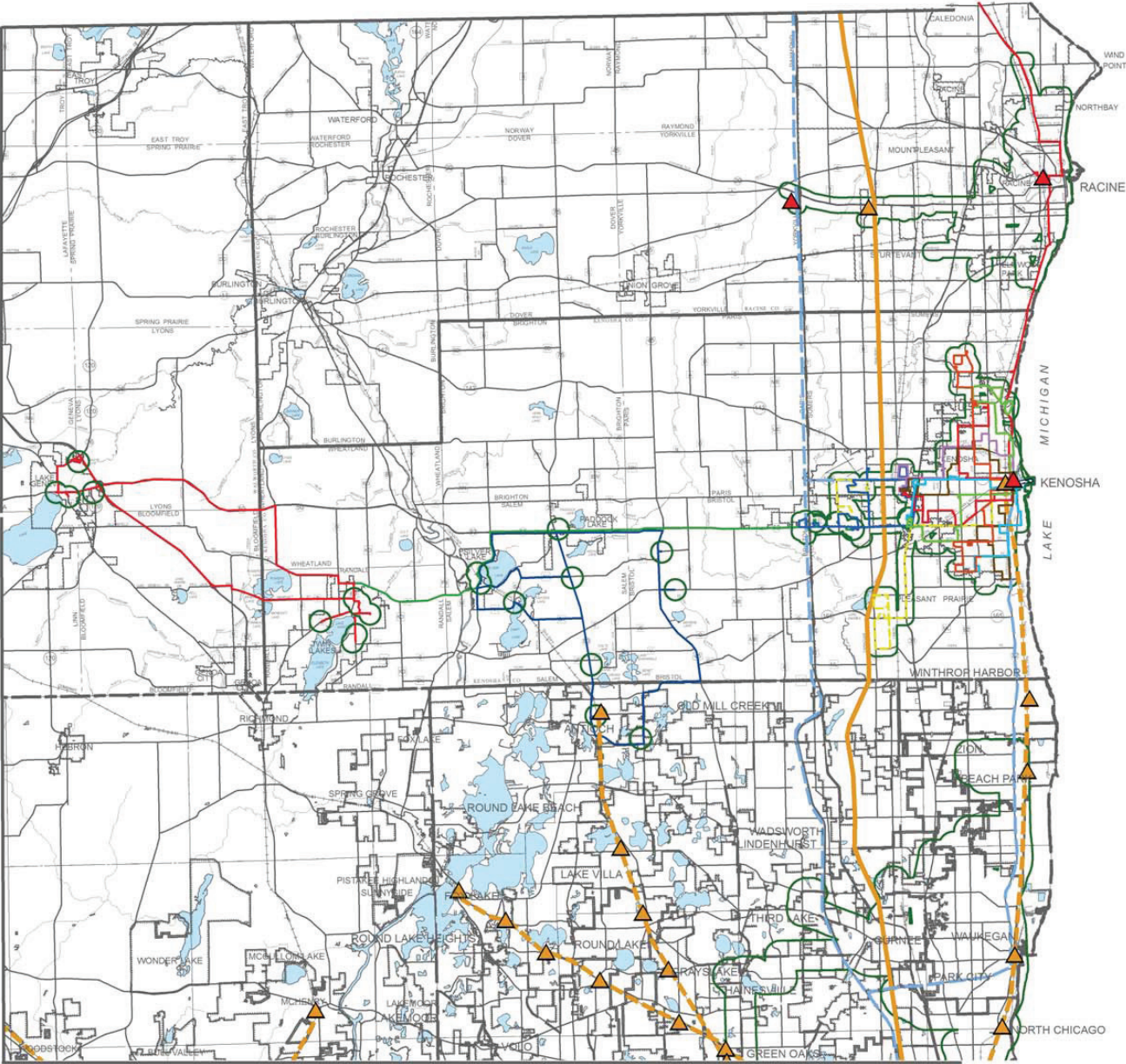
Your Suggestions For Service Changes: Vote Your Preference!

EASTERN KENOSHA COUNTY: POTENTIAL SERVICE IMPROVEMENTS OR CHANGES	"VOTES"
Restore service to LakeView Corporate Park	
More convenient service to IH 94 and STH 50 interchange	
More frequent midday service	
Longer service hours weekday evenings	
Longer service hours on Saturdays	
Provide Sunday service	
Provide service on holidays	
Make bus routes more direct	
Vanpooling or ridesharing program	
Improve bus schedules so they leave stops on time	

WESTERN KENOSHA COUNTY TRANSIT: POTENTIAL SERVICE IMPROVEMENTS OR CHANGES	"VOTES"
More frequent service	
Longer service hours in the weekday evenings/mornings	
Provide Saturday service	
Provide Sunday service	
Provide service on holidays	
Vanpooling or ridesharing program	
More door-to-door service	
Service to Burlington	

TRAVEL BETWEEN KENOSHA COUNTY AND SURROUNDING COUNTIES	"VOTES"
Provide more service between downtown Kenosha and downtown Racine	
Bus service to destinations in Lake County	

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



Appendix D

**NEWSPAPER ARTICLES CONCERNING
THE KENOSHA COUNTY TRANSIT DEVELOPMENT PLAN: 2012-2016**

Meeting on county transit plan is Thursday in Twin Lakes

Apr 13th, 2011 by [Darren Hillock](#).

Southeastern Wisconsin Regional Planning Commission will be hosting a meeting Thursday April 14 in Twin Lakes regarding the Kenosha County Transit Development Plan.



The meeting will take place from 4:30-6:30 p.m. at Twin Lakes Village Hall, 108 E Main St.. It will be in an “open house” format, allowing you to attend at any time during the two-hour timeframe for each meeting. Attendees will have the opportunity to leave written comments, or to speak to a court reporter or Commission staff for oral comments.

The transit study for Kenosha County is intended to serve the following purposes:

- To evaluate the performance of the Kenosha Area Transit and Western Kenosha County Transit systems, including the effectiveness of the existing route structure and schedules, and the financial performance of both systems and their component routes, so as to identify areas of effective and efficient transit service operation, along with areas of ineffective or inefficient operation.
- To identify those transit service needs of Kenosha County residents which are not being met, or not being met well, by existing transit services.
- To design and evaluate alternative transit service improvements that address the service problems and deficiencies identified in the performance evaluation and the unmet transit service needs.
- To prepare a planning document that would serve as a guide for County and City officials for implementing transit recommendations over a five-year period.
- To develop a plan that will ensure adequate financing of existing and planned transit services through available Federal and State transit funding programs.