



# **RECORD OF PUBLIC COMMENTS**

## **RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017**

**FEBRUARY 7, 2013  
THROUGH MARCH 15, 2013**

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RECORD OF PUBLIC COMMENTS

**RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017  
TRANSIT SERVICE IMPROVEMENT ALTERNATIVES**

COMMENTS RECEIVED FROM  
FEBRUARY 7, 2013 THROUGH MARCH 15, 2013

Prepared by the

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March 2013



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## **RECORD OF PUBLIC COMMENTS**

### **RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017 TRANSIT SERVICE IMPROVEMENT ALTERNATIVES**

#### **INTRODUCTION**

This report documents the comments received on a series of transit service improvement alternatives developed as part of the Racine County Public Transit Plan. Comments were received during a formal public comment period of February 7, 2013, through March 15, 2013, and during public meetings held on March 6, 2013, at the Corinne Reid-Owens Transit Center in Racine and on March 12, 2013, at the Veterans Terrace in Burlington.

The Racine County Public Transit Plan is a short-range, five-year plan for public transit in Racine County being prepared by the Southeastern Wisconsin Regional Planning Commission at the request of the City and County of Racine. The plan will include recommendations for transit service and capital improvements for both the City and County transit systems over the period 2013 through 2017. The preparation of this transit plan is a joint effort by the staffs of Racine County, the City of Racine, and the Commission. The plan is being guided by an Advisory Workgroup that includes representatives from all units of government in Racine County and a wide variety of agencies and populations with an interest in transportation in the County. The Workgroup is responsible for proposing to the City of Racine, Racine County, and the Commission, after careful study and evaluation, a plan identifying the recommended transit system improvements over the next five years. The Workgroup approved the proposed transit service improvement alternatives, which were developed by the Commission staff working closely with City and County staff, for public comment.

The report presents in a series of appendices:

- Written and oral comments received from February 7, 2013, through March 15, 2013, including comments submitted at the public meetings held on March 6 and 12, 2013 (Appendix A).
- Attendance records of the public meetings held on March 6 and 12, 2013 (Appendix B).
- Materials announcing the two public meetings and summary materials distributed at those meetings (Appendix C).
- Newspaper articles and editorials concerning the Racine County Public Transit Plan (Appendix D).

The following section provides a summary of the comments received, and the Commission staff responses to those comments.

#### **SUMMARY OF COMMENTS AND RESPONSES**

During the period of February 7, 2013, through March 15, 2013, a total of 41 persons provided comments regarding the proposed transit service improvement alternatives developed as part of the Racine County Public Transit Plan. Oral comments were provided during public meetings held on March 6 and 12, 2013.

Written comments were provided on forms available at the public meetings or via letter, email, fax, or through the study website ([www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)).

### **General Comments Related to Public Transit in City of Racine, Racine County, or between Racine County and Surrounding Counties**

A total of four persons provided comments related to general transit service issues and did not identify specific transit service improvement alternatives.

- Two persons indicated a need to provide additional public transportation options for persons with disabilities.
- One person expressed opposition to any of the proposed alternatives that would have the potential to require the County to provide increased funding for public transit.

Response: The plan recognizes that limited funding is available to implement transit improvements. Commission staff analysis indicates that the County may be able to implement several of the proposed County alternatives within its current level of funding. For example, the County shuttle service, if operated as public transit as proposed under County Sub-alternative 1C, would be eligible for Federal and State rural transit operating assistance funds. Using these funds has the potential to reduce the County's share of operating expenses for the shuttle service. There are, however, several alternatives that would likely require additional County funding during the five-year plan period or beyond, particularly those that would replace or expand eligibility for the existing eligibility-limited County demand-response service, such as the public shared-ride taxi program proposed under County Alternative 2.

- One person indicated that there was a need to provide public transit or specialized transportation to the Aging and Disabilities Resource Center (ADRC) in Ives Grove for individuals living within the City dial-a-ride (DART) paratransit service area.

Response: Currently, the City's DART paratransit service provides specialized transportation to seniors and persons with disabilities for trips made entirely within 3/4 mile of City fixed-route, non-commuter service, while the County's existing demand-response transportation service provides specialized transportation to seniors and persons with disabilities residing outside the City's DART paratransit service area. The service area for the City's DART paratransit service does not include the ADRC. In order for specialized transportation to be provided to seniors and persons with disabilities from within the City's DART paratransit service area to the ADRC in Ives Grove—which is west of IH 94—the County and City would need to reach an agreement on which party would be responsible for serving those trips. In terms of public transit, the public shared-ride taxi program proposed under County Alternative 2 would provide a public transportation option for all individuals wanting to travel to the ADRC from anywhere in the County—including seniors and persons with disabilities residing within the City's DART paratransit service area.

- One person expressed support for addressing the transportation needs of individuals without access to an automobile.

## **Comments Related to Preliminary Recommended Alternative for City of Racine Belle Urban System**

A total of 12 persons provided comments specifically related to the preliminary recommended alternative for the City of Racine Belle Urban System (BUS).

- Three persons indicated that proposed changes to the alignments of specific BUS routes under the preliminary recommended alternative for the BUS would make it difficult or inconvenient for them to continue to use the BUS. Two of the commenters indicated that changing the BUS Route No. 86 loop to the proposed out-and-back Route No. 6 would make it more inconvenient to get to St. Mary's Hospital from their residences near the intersection of Lathrop Avenue and Durand Avenue. One of the commenters also suggested that there is a need to provide a late night public transportation option for patients at St. Mary's Hospital that need to return home. One of the commenters suggested that the proposed Route No. 25—a combination of existing Route Nos. 2 and 5—would make it inconvenient to get to work at Modine Manufacturing Company from his residence in the Lake Park area. He suggested that ridership on the existing Route No. 5 may be increased by operating the route through downtown, and that if Route Nos. 2 and 5 are to be combined, consideration be given to operating the proposed Route No. 25 over Memorial Drive rather than over Taylor Avenue between Durand Avenue and 12th Street.

Response: The proposed changes under the preliminary recommended alternative for the BUS are intended to improve the convenience and efficiency of the BUS, recognizing the limitations of existing and projected future funding levels. In doing so, there will be some individual riders that will be inconvenienced. City and BUS staff will need to consider these riders when determining whether to implement the proposed changes or make revisions to these changes. It should be noted that the changes to existing Route Nos. 5 and 86 are being proposed in an attempt to increase ridership on the routes, as both routes were identified among the weakest-performing routes in an evaluation of the transit system conducted as part of the plan.

- Two persons indicated that the BUS should continue to serve Lakeside Curative Services on Lincolnwood Court in the City of Racine.
- Two persons expressed support for establishing the proposed southwest transfer point in the Regency Mall area.
- One person expressed general opposition to the proposed changes to the BUS because they would have the potential to confuse existing users of the BUS.

Response: Under the preliminary recommended alternative for the BUS, many of the proposed changes would address concerns identified during a previous public outreach and involvement effort for the plan in 2009<sup>1</sup>. One such concern was that the current BUS midday schedule is confusing because between 9:30 a.m. and 3:00 p.m., the bus routes alternate between 30- and 60-minute service frequencies. The proposed changes would make the midday schedule more understandable, with consistent 60-minute service frequencies during the midday. It should be noted that whenever there are changes made to bus system routes or service levels, there is the potential to cause confusion for

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<sup>1</sup>Record of Public Comments, Racine County Public Transit Plan: 2012-2016, *June 2011*.

existing users. Should any of the proposed changes be implemented, City and BUS staff would provide sufficient notice to users of the exact changes for each BUS route that are being implemented so that users can make adjustments to their travel.

- One person suggested that the BUS replace some of its larger buses with small buses in order to reduce costs, indicating that many of the larger buses appear to operate with excess seating capacity.

Response: Commission staff analyses for other transit studies has determined that there may be no cost savings from replacing a fleet of large buses with small buses, and there may in fact be increases in costs. First, like street and highway vehicle traffic, passenger demand on bus systems is peaked, with significant travel occurring during the morning and afternoon rush hours. During these hours, a larger bus is required to carry all passengers. A system with a fleet of small buses would require two buses to carry the same number of passengers in those peak hours. As the bus driver represents the majority of the cost to operate a bus service, this would mean a significant increase in operating costs. And, in addition to higher operating costs, the capital cost of small buses would also be higher than large buses when considered over the lifetime of the bus. While the purchase price of a small bus may be one-half that of a large bus, its expected service life (about seven years) is typically about 60 percent of that of a large bus (about 12 years).

Using a mixed vehicle fleet—where large buses operate during peak times and small buses operate during off-peak times when the additional capacity of a large bus is not needed—also would increase costs. First, capital costs would be greater as both large and small buses would need to be purchased. Also, the two vehicle types would require different spare parts, so additional parts would need to be purchased. Operating costs would also increase as drivers and maintenance personnel would need to be skilled in operating and maintaining the two vehicle types, which would require additional training. The need for a driver to return to the garage to exchange a large bus for a small bus would increase costs as well.

It is also worth noting that large buses operating with excess capacity at certain times and on certain routes can be compared to streets and highways or airports, which are necessarily sized and constructed according to the peak traffic they may need to carry. Most of the time, these facilities have significant excess capacity, but can handle more traffic when demanded by high travel volumes during peak times. A public transit system is very similar in this regard.

- One person suggested that the BUS should provide service to the Amtrak Station in the Village of Sturtevant.

Response: BUS Route No. 27 currently provides all-day service to the Amtrak Station on weekdays. Route No. 27 operates into the City of Racine, connecting to Route No. 3 at J. I. Case High School and to Route Nos. 1, 4, 7, and 86 at Regency Mall. Under the preliminary recommended alternative for the BUS, connections between Route No. 27 and other BUS routes would be further improved by constructing the proposed southwest transfer point in the Regency Mall area.

- One person requested that the plan include specific recommendations for the locations of passenger shelters at stops along BUS routes.

Response: In 2011, the City of Racine obtained a grant from the Federal Transit Administration (FTA) Section 5309 Bus and Bus Facilities Livability Initiative Program to purchase and construct new passenger shelters. The City has used that grant to replace two existing shelters and construct shelters at 27 new locations. Commission staff will work with City staff to prepare a priority listing of additional locations with high passenger boarding volumes that could be considered for future shelters. Implementation of future shelters would depend on the ability to obtain additional Federal capital assistance funding and to provide the required local matching funds.

- One person suggested that the BUS provide service to the Marcus Renaissance Cinema in the Village of Sturtevant on weekends.

Response: BUS Route No. 27, which serves the Marcus Renaissance Cinema, currently only operates on weekdays. Given that the route was recently changed in September 2012, the preliminary recommended alternative for the BUS does not propose any changes to the route at this time. However, BUS staff intends to monitor the performance of the recently-changed Route No. 27 to determine whether further changes are necessary and whether the route should be expanded to operate on Saturdays and/or Sundays.

- One person indicated that there is a need for the BUS to provide later evening service for individuals that attend support group meetings at the office of the National Alliance on Mental Illness (NAMI) of Racine County, which is located on DeKoven Avenue in Racine.

Response: The existing BUS Route No. 2 currently provides direct service to the NAMI office. The route currently operates weekdays until about 6:30 p.m., but many of the support group meetings at the NAMI office are held in the evening, typically ending around 7:30 p.m. As such, those attendees are able to travel to an evening support group meeting on the BUS, but are not able to make the return trip home on the BUS. The NAMI office would continue to be directly served under the preliminary recommended alternative for the BUS by the proposed BUS Route No. 25, but the alternative does not propose extending the hours of Route No. 25 due to funding limitations. However, should additional funding become available, the City may want to consider providing later evening service on the proposed Route No. 25 to provide return trips for those attending NAMI support group meetings.

- One person suggested that the BUS continue to serve areas of concentrated employment in the City of Racine, such as Huck Industrial Park on the northern side of the City and Olsen Industrial Park on the southern side of the City.

Response: Under the preliminary recommended alternative, the proposed Route No. 25—a combination of existing Route Nos. 2 and 5—would continue to provide all-day service to Huck Industrial Park and Olsen Industrial Park.

- One person indicated that there was a general need to improve the BUS to attract new riders.

Response: The preliminary recommended alternative for the BUS was developed assuming the total transit operating budget would remain relatively flat over the five-year planning period and local funding also would need to remain at about the year 2012 funding level. Commission staff identified and evaluated several potential desirable service improvements, which could be considered beyond the proposed changes above should

additional funding become available. The service improvement options include adding service on the proposed Route No. 6, providing service to the Village of Sturtevant, establishing express bus service between the Cities of Racine and Kenosha, and extending Saturday service hours to 9:40 p.m.

- One person expressed concern that the proposed changes to the BUS would require a fare increase.

Response: A fare increase is not proposed under the preliminary recommended alternative for the BUS. The alternative system would not require an increase in local operating assistance over the existing system, and in fact, is estimated to slightly reduce the amount of required local operating assistance. However, in case the City determines that it become necessary to reduce the local funding that it provides to the transit system at some point over the next five years, a fare increase of \$0.25—from \$2.00 to \$2.25—was identified and evaluated for later in the plan period to help the transit system avoid making cuts to service.

### **Comments Related to Transit Service Alternatives for Racine County**

A total of 28 persons provided comments specifically related to the proposed transit service improvement alternatives for Racine County.

- 25 persons expressed opposition to County Sub-alternative 1C, which would involve the County operating the existing Shuttling People Around Racine County (SPARC) shuttle service as a public transit service open to the general public. The commenters expressed support for the County continuing to operate the existing Burlington SPARC shuttle service, but expressed concern that the County would not be able to provide the same personalized service as the current Burlington SPARC service if the County were to operate the service as public transit. One of the commenters suggested that meeting the requirements associated with using Federal transit operating and capital assistance funds, as proposed under County Sub-alternative 1C, would require significant additional County funding and that the County should not implement any public transit services that would utilize Federal funding. One of the commenters suggested that the County consider operating the existing Burlington SPARC service on Saturdays, in addition to its current weekday service.

Response: County Sub-alternative 1C proposes that the County continue to fund and pursue refinements to the shuttle program, including the current Burlington SPARC service. This could include modifying routes, dropping routes, and trying new routes. It also suggests that the County accommodate trips made by the general public in addition to trips by seniors and persons with disabilities, while maintaining the same general service levels and fares as the existing Burlington service. Under Sub-alternative 1C, the County could continue to contract with a private operator to provide the same level of personalized service that is currently being provided.

Operating the shuttle service as public transit would make it eligible for rural transit operating assistance through the Federal Transit Administration (FTA) Section 5311 non-urbanized area formula grant program and State Section 85.20 transit operating assistance program. The combination of Federal and State funds available through these programs may be expected to cover about 55 to 60 percent of annual operating expenses during the five-year plan period. The local share of the operating assistance for the shuttle could come from the combination of the State Section 85.21 specialized transportation assistance allocation to the County and the County's required match for the Section 85.21

program funds. The combination of these funding sources would be expected to limit the County's annual share of operating expenses to about \$8,000 between 2013 and 2017—compared to County funding for the existing shuttle service of about \$13,000 in 2011.

It should be noted that Federal ADA regulations require public transit operators to use vehicles that are accessible to persons with disabilities, including those using wheelchairs. If the County uses Federal transit assistance to fund the shuttle service proposed under Sub-alternative 1C, the operator of the shuttle service must use wheelchair-accessible vehicles. The County's current contract with Kenson Enterprises, the private operator of the SPARC shuttle service, includes the costs for vehicles provided by Kenson, which are not wheelchair accessible. If the County purchases accessible vehicles with Federal capital assistance and provides those vehicles to the contract operator of the service for a nominal fee, it would meet the Federal ADA requirements. For the Burlington SPARC shuttle (and any other shuttle implemented in a non-urbanized area), the County could apply through the FTA Section 5311 non-urbanized area funding program. Federal capital assistance, if obtained, would cover 80 percent of the cost of vehicle purchases.

- Two persons commented that First Transit vehicles, which are used for the County demand-response transportation service, tend to drop riders off in the Burlington area and then wait idle for long periods of time.
- One person indicated that there is a need for additional transportation options for individuals and families that participate in programs offered by Love, Inc. in Burlington, including a need for transportation from the Burlington area to the Racine area, particularly for medical appointments.

Response: Many of the participants in programs offered by Love, Inc. are seniors or persons with disabilities and are eligible to use the County's existing demand-response transportation service. Many of the other participants are BadgerCare recipients and are eligible for Medicaid non-emergency medical transportation currently coordinated by LogistiCare. One additional transportation option, operated by the County from June of 2012 through January of 2013, was a cross-county shuttle called the Racine County Link. The Link was open to the general public and served cross-county trips between the Burlington and Racine areas. However, the County eliminated the Link because it did not receive Federal Section 5317 New Freedom funding to continue operations in 2013. The Link was also experiencing low ridership. Two of the County alternatives that would increase the transportation options available for Love, Inc. participants would involve replacing and expanding the existing County demand-response transportation service—County Sub-alternative 1A (expanding eligibility of the County's demand-response service to all clients of the County Human Services Department) and County Alternative 2 (replacing the existing County demand-response service with a shared-ride taxi program open to the general public). It should be noted that either alternative has the potential to require a significant increase in County funding by 2017 or beyond.

- One person expressed support for a combined City DART paratransit and County demand-response service east of IH 94 proposed under County Sub-alternative 1B.
- One person expressed support for the public shared-ride taxi program proposed under County Alternative 2.

- One person expressed support for a vanpool program proposed under County Alternative 3.
- One person suggested that the Racine County Link was unsuccessful because the route was too long and the service was not advertised well enough.

### **Comments Related to Transit Service Alternatives for Travel between Racine County and Surrounding Counties**

A total of six persons provided comments specifically related to the proposed transit service improvement alternatives for travel between Racine County and surrounding counties.

- Three persons expressed support for providing public transportation between Burlington and Milwaukee, such as establishing the commuter bus route proposed under Inter-County Alternative 4.
- Two persons expressed support for establishing a commuter rail service to and from Racine.

Response: Several members of the plan's Advisory Workgroup have expressed support for establishing a commuter rail service to and from Racine. One such service which was recently studied was a potential commuter rail line between Kenosha, Racine, and Milwaukee. Appendix C to the plan report discusses this commuter rail line and its current status. A regional transit authority was created in 2009 by the Wisconsin State Legislature and Governor, with the authority to construct and operate this proposed Kenosha-Racine-Milwaukee (KRM) commuter rail line. However, in 2011 this authority was dissolved by the Wisconsin State Legislature and Governor, and Federal earmarks which had been obtained to provide the funds necessary to continue KRM commuter rail studies were withdrawn. Given that the Racine County Public Transit Plan is a short-range plan—identifying actions to be implemented within the next one to five years—it appears highly unlikely that a commuter rail service could be established during the five-year plan period.

- Two persons indicated that there was a general lack of public transportation options for travel between western Racine County and surrounding counties.
- One person suggested that the express bus service between Kenosha and Racine, proposed under Inter-County Alternative 3, should also include stops at Regency Mall and Carthage College.

Response: Express bus service is a limited-stop public transit service, with stops usually spaced about every 1/4 mile to one mile along an express bus route. The proposed route for the express bus service between Kenosha and Racine under Inter-County Alternative 3 would have an estimated one-way running time of about 60 minutes between the downtown transit centers in Kenosha and Racine. This running time is very desirable for scheduling purposes and makes it easy for potential riders to understand the schedule. Serving additional locations that would add distance to the route and make them less direct—such as Regency Mall or Carthage College—would likely increase the estimated one-way running time to more than 60 minutes. However, additional alternative route alignments—possibly including alignments to serve these locations—would necessarily be considered in more detail should the Cities of Kenosha and Racine determine to pursue implementation on an express bus service.

- One person requested more advertisement for the Milwaukee-Racine-Kenosha commuter bus route operated by Wisconsin Coach Lines (WCL).

Response: Inter-County Alternative 1 proposes increasing the service frequency on the existing Milwaukee-Racine-Kenosha commuter bus route. This alternative also recommends additional steps that the City of Racine should consider to integrate the route with existing BUS routes—regardless of whether or not service frequency is increased. These steps include adding the commuter route alignment to the BUS route map and requesting that the City of Kenosha also add the alignment to the Kenosha Area Transit (KAT) route map; establishing consistent charges for transfers between the commuter route and the local routes of the Racine and Kenosha transit systems; and providing information about the commuter route and its schedule at the Racine transit center and on the Kenosha and Racine transit system websites and anywhere else information about the two Cities’ transit systems is displayed. These steps would promote coordination between commuter and local transit services by making it easier and more attractive to use the two services.

- One person expressed support for the extended BUS Route No. 1 to the UW-Parkside campus proposed under Inter-County Sub-alternative 2B.

#### **Other Comments and Suggestions**

- One person suggested that a private taxi service is needed in the City of Racine and environs to serve evening trips and fulfill same day service requests. The commenter suggested that consideration be given to encouraging a private operator to provide taxi service, perhaps by providing partial public funding or a tax break to the operator.

Response: A taxi service in the City of Racine with reasonable response times was previously identified as an unmet need during an earlier stage of the development of the Racine County Public Transit Plan. Currently, there are no private taxi operators in the City of Racine area.

- One person suggested that the City should establish a bicycle sharing program as a way to improve access to the BUS and promote increased ridership on the BUS.

Response: A bicycle sharing program would be a potential way to increase access to the BUS by providing a transportation option for transit users to get to bus stops or to their final destinations, thus promoting increased ridership. This type of program can have other benefits as well, particularly for tourists and visitors to the City, but also for local residents. This comment will be provided to City staff for their consideration.

\* \* \*



## APPENDICES



**Appendix A**

**COMMENTS RECEIVED FROM FEBRUARY 7, 2013 THROUGH MARCH 15, 2013,  
REGARDING THE RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017**



# Appendix A-1

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

**Racine County Public Transit Plan: 2013-2017**

*March 1, 2013*

I am an 80 year old woman who lives at East Park Towers near Lake Michigan in Racine. I don't drive out of town anymore nor drive when it's dark. In winter it can get dark by 2 PM or 4PM. This inability to drive in certain circumstances puts me in a dilemma when I can't get to see my doctor. For me it is essential to have

### 1 - transport to out-of-town medical facilities

**2 - A Racine cab service for same day or immediate transport needs. Other agencies like ITN cannot guarantee same day or night pick-up. Taxi service is essential - they can be at one's residence in half an hour and operate until midnight. No other entity can do that.**

This is my story. One vital service Racine County has is First Transit which transports people to their doctors in Milwaukee and Kenosha. When my local doctor advised me to go to a specialist at Froedtert I was able to get First Transit to take me up for an appointment but when I planned to go up for another, the funding for the service had dried up and I couldn't get there. First Transit got more funding in 2013 so I have a return visit. A big relief.

I have a reflux problem and started having painful episodes just before the holidays. I had called my Dr's office, but he wasn't available, called again Dec. 24 and still no Dr. That evening in acute pain and the only MD's available on Christmas Eve were those at the Wheaton Hospital ER, I called a taxi at 10PM only to find it had gone out of business. So even though it's very difficult to drive at night, I got in my car and headed to the ER with a near mishap on the way. The ER patched me up and sent me home once more driving in the dark.

On Dec. 29 I was unusually dizzy so I called my doctor's office who told me to go to prompt care. At 1 PM a friend took me to prompt care but I was there for such a long time, it got dark and my 86 year old friend had to go home. Since there is no longer taxi service in Racine, I was stranded. My friend searched and finally found a kind soul to pick me up and take me home.

Taxi service in Racine comes and goes. Perhaps there could be some way to keep one operating permanently with help from the county - a tax-break maybe. Partially funding this service might be a cheaper way of providing transit for some seniors and others with disability problems since it would basically be a private business.

Yours truly, Nancy Duersten

Racine, WI 53403

*Nancy Duersten*



**Ms. Enid Spaight**

*3-6-13*

*Racine County Transit Alternatives  
as a shuttle bus  
rides - it is my heart  
hope you will continue  
SPARC much it operates  
at the present time. The  
cost is durable to those  
of us who use it  
often - the scheduled  
times very acceptable -  
and you driver Karen  
in this case) goes above  
and beyond his duty in  
helping those of us  
who need it. Please  
don't do too much  
changing in the present  
method - those of us who  
no longer drive - really  
depend on SPARC!!!  
Thank you. Enid Spaight*

WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Doris Annetti

Affiliation (if any): \_\_\_\_\_

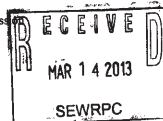
Mailing Address: Burlington, WI

Comment:

*Burlington at least has space. There is no transportation out of town. I live in Western (Kenosha) County. It was possible to go to Milwaukee w/ O'Hare by airport bus w/ the train in Antioch, Ill. & I can't afford to take you shopping at the hospital. Also the Aging Dept. provides volunteer drivers for appointments to the hospital in Racine as long as the resident in Kenosha County.*

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 by March 15, 2013.

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: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)  
Website: [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)



Email Comments through March 15, 2013

From: Mark M (Giese)  
Sent: Friday, February 15, 2013 12:41:36 PM  
To: RacineTransitPlan  
Subject: Proposed Changes to Bus Route 5

Mark M Giese

Dear Planners:

I use the Route 5 bus every weekday to get from my home in Lake Park to work (Modine) on Dekoven and have done so for over 30 years.

As it is hardly a 10-minute ride (about 1.5 miles), with no transfers, it is pretty painless and convenient.

I don't mind the 3-block walk from Racine St. to Modine.

But the proposed re-route, going up Taylor, would more than double that distance to about 8 blocks unless I am able to make a transfer.

Also, under the current route up Racine St, should I miss my bus home, I just walk home and at least I've already walked part of the way by simply going to the stop on Racine St. from Modine.

But the proposed route would have me go 8 blocks away from getting to my house to catch the bus and missing that bus would *highly* inconvenient.

I would prefer Route 5 remain unchanged for the above reasons -- though I have always wanted it to run thru downtown ever since it was routed away from downtown.

The proposed changes may make me, regrettably, a former bus rider.

If there must be changes to Route 5, what about having it go up Memorial Drive?

I realize southbound on Memorial Drive is not very bus-stop friendly.

Thank you.

Sincerely,  
Mark M Giese

--- On Mon, 2/18/13, Lynde, Eric D. <[Elynde@sewrpc.org](mailto:Elynde@sewrpc.org)> wrote:

From: Lynde, Eric D. <[Elynde@sewrpc.org](mailto:Elynde@sewrpc.org)>  
Subject: RE: Proposed Changes to Bus Route 5  
To:  
Cc: "RacineTransitPlan" <[RacineTransitPlan@SEWRPC.org](mailto:RacineTransitPlan@SEWRPC.org)>  
Date: Monday, February 18, 2013, 9:22 PM

Mr. Giese,

Thank you for your comment. We very much appreciate you taking the time to review and provide comments on the preliminary recommended alternative for the Belle Urban System (BUS).

It should be noted that the combination of Route Nos. 2 and 5—referred to in your email below—is being proposed because they were identified as two of the weakest-performing routes of the system. Route No. 5 was shown to perform particularly poorly in several measures of service effectiveness and cost effectiveness. You are correct that, as proposed, the combination of Route Nos. 2 and 5 would make it significantly more inconvenient for you—and others making similar trips—to commute to and from work using the BUS.

Your comments will be discussed with City and BUS staff and will be considered along with all other comments received during the public comment period. Specifically, the comments will be incorporated into the development of a final recommended plan for the Belle Urban System, which should include refinements to the preliminary recommended BUS alternative.

If you have any additional comments or questions, please do not hesitate to contact the Commission staff.

Sincerely,

Eric Lynde  
Senior Transportation Planner/Engineer  
Southeastern Wisconsin Regional Planning Commission  
P: (262) 547-6722 x281  
[elynde@sewrpc.org](mailto:elynde@sewrpc.org)

From: Mark M Giese  
Sent: Tuesday, February 19, 2013 12:36 PM  
To: Lynde, Eric D.  
Cc: RacineTransitPlan  
Subject: RE: Proposed Changes to Bus Route 5

Thank you for your reply.

Any idea when the Rt 2/5 changes might take place?

---On 2/19/2013 1:02 PM, Lynde, Eric D. wrote:

Mr. Giese,

In response to your question, there are still several steps in the planning process that must still be completed before any of the proposed changes—including the proposed combination of Route Nos. 2 and 5—could be implemented. As indicated below, following the current public comment period, the comments will be incorporated into the development of a final recommended plan for the Belle Urban System, which should include refinements to the preliminary recommended BUS alternative. The final recommended plan would then need to be approved by the City of Racine prior to any changes taking place.

City and BUS staff are currently planning to implement the final changes during the summer or fall of this year, assuming timely completion of the final plan and its approval. It should be noted that if any changes are to be implemented, City and BUS staff would post announcements in the appropriate locations so that you, and others that may be affected by the changes, have enough time to make any necessary adjustments.

I hope this helps,

Eric Lynde  
Senior Transportation Planner/Engineer  
Southeastern Wisconsin Regional Planning Commission  
P: (262) 547-6722 x281  
[elynde@sewrpc.org](mailto:elynde@sewrpc.org)

-----  
From: Mary Beth Popchock[SMTP:POPCHOCKM@LAKESIDECURATIVE.COM]  
Sent: Thursday, February 21, 2013 9:52:58 AM  
To: RacineTransitPlan  
Subject: Input Regarding Proposed Racine County Public Transit Plan

Good Morning,

Thank you for the opportunity for input. I am pleased to learn that the bus stop in front of Lakeside Curative Services is proposed/targeted to remain status quo; especially since over 12 people use the bus everyday to get to LCS plus up to 30 - 40 others, throughout the week, who come in for other types of services and/or appointments. When reviewing this plan, I ask that you please consider that many individuals with disabilities (across the city) are reliant upon public transportation for their ride to employment or other important appointments. As it stands now, if an individual lives or works outside of defined city parameters public transit is not available for them. This can cause a huge problem. Additionally, individuals with disabilities and others who reside or are offered employment west of I94 and do not drive, have no public transit options and limited alternative transportation solutions.

I think that there are compelling ideas related to addressing some of these concerns outlined in the plan proposal. Ideas such as the shared taxi system, van pools, and are others are great examples of "thinking outside the box" and I applaud the committee for its willingness to be creative.

I ask that you please take these thoughts into consideration when adopting your final plan. Thank you.

Sincerely,  
Mary Beth Popchock  
Executive Director

Lakeside Curative Services  
2503 Lincolnwood Ct.  
Racine, WI 53403  
262-598-0098 Ext. 104

*The information contained in this message may be privileged, confidential, and protected from disclosure. If the reader of this message is not the intended recipient, or any employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by replying to the message and deleting it from your computer. Thank you.*

-----  
From: wirenut  
Sent: Friday, February 22, 2013 8:04:37 AM  
To: RacineTransitPlan  
Subject: public transportation five-year plan Auto forwarded by a Rule

As a western Racine county resident, I am disgruntled over the proposed alternatives that have the potential to significantly increase the county's public transit costs. We should be looking at alternatives that cut costs not increase them. Please remove any of the alternatives from the 5 year plan that have the potential to increase the tax funding liability of the residents.  
It is frustrating to learn that our tax dollars were spent even looking into such frivolous proposals.  
Thank You In Advance,  
Jonathan Munt

-----  
From: Fritz Obernberger  
Sent: Thursday, March 07, 2013 9:13:48 AM  
To: RacineTransitPlan  
Subject: Feedback for transportation

To whom it may concern,  
I was not able to make the meeting on 3-6-2013, wanted to make suggestion. Racine needs a taxi service, that is all.  
Sent from Yahoo! Mail on Android

-----  
From: Ben Greenebaum  
Sent: Thursday, March 07, 2013 12:19:13 PM  
To: RacineTransitPlan  
Subject: Racine Transit Plan

Ladies and Gentlemen:

My prime concern with the plan as presented online and in the newspapers has to do with ensuring that service continues to be available for my two adult disabled sons and the not-insignificant number of similarly-situated people. They use the regular Racine City BUS system for transportation to and from work at Lakeside Curative, traveling on Route 2 from their apartment on North Main St. to the Lakeside Curative location on Lincolnwood in the south side Olsen Industrial Park. According to staff at Lakeside Curative, they are two of several participants who ride the BUS daily, in preference to the more-expensive special transportation options; in addition, I am informed that up to 100 people weekly come to the Lakeside Curative location for visits through DVR. In addition, until the recent elimination of Saturday service on Route 2, my sons used it Saturdays to travel around the city for recreation or to purchase something at a fast food restaurant, business that these establishments have now lost.

According to the plan and map published on the Internet for comment, Route 2 would no longer serve North Main St, requiring residents there who have no automobiles to walk what could be a considerable distance, depending on exactly where they live, to pick up Route 4. They could transfer at the Transit Center to Route 25--not a problem in itself for my sons as long as connections are halfway decent--but the earliest published plan's map shows that this route does not enter Olsen Industrial Park, but would require a walk along S. Memorial Dr. (without sidewalks) of close to 1/2 mile in all weather. While the February 2013 map shows access to Lakeside Curative and staff there have told me that BUS planners do not intend to eliminate service to their door, it is not clear whether this access will only be for specific runs or all-day, accommodating the DVR appointments and people with nonstandard schedules.

The earlier published plan also showed that not only would Olsen Industrial Park and North Main St. lose service, but so would much of the industrial park on the north side along Mt. Pleasant Street, which includes the Racine Unified School District offices. This seems at variance with plans to encourage growth of employment in these industrial parks, including employment for people with disabilities and other people whose situations mean that they do not have a car that will benefit both the individuals and the companies which the parks are supposed to attract, not to mention reducing access to RUSD headquarters for everyone without a car. While the Feb. 2013 map seems to have accommodated some of these areas, it still seems that comprehensive planning has not been as comprehensive as it might from the point of view of making the service fit the needs, rather than just the budget.

Sincerely yours,

Ben Greenebaum

--- On Thu, 3/7/13, Lynde, Eric D. <Elynde@sewrpc.org> wrote:

From: Lynde, Eric D. <Elynde@sewrpc.org>  
Subject: RE: Racine Transit Plan  
To:  
Cc: "RacineTransitPlan" <RacineTransitPlan@SEWRPC.org>  
Date: Thursday, March 7, 2013, 4:12 PM

Mr. Greenebaum,

Thank you for your comments. We very much appreciate you taking the time to review and provide comments on the preliminary recommended alternative for the Belle Urban System (BUS).

The proposed alternative system recognizes that a significant number of people, like your two sons, ride the BUS to Lakeside Curative Services on Lincolnwood Court on a regular basis. As you mentioned in your email, Lakeside Curative and the Olsen Industrial Park are currently served by Route 2. Under the alternative system, Route Nos. 2 and 5 are being proposed to be combined ("Route 25") because they were identified as two of the weakest-performing routes of the system. The proposed Route 25 would continue to provide all-day service to Lakeside Curative and the Olsen Industrial Park. In addition, Route 25 would continue to provide all-day service to Huck Industrial Park, located along Mt. Pleasant Street on the north side of the City, which is currently served by Route 2.

Your comments will be discussed with City and BUS staff and will be considered along with all other comments received during the public comment period. Specifically, the comments will be incorporated into the development of a final recommended plan for the Belle Urban System, which should include refinements to the preliminary recommended BUS alternative.

If you have any additional comments or questions, please do not hesitate to contact the Commission staff.

Sincerely,

Eric Lynde  
Senior Transportation Planner/Engineer  
Southeastern Wisconsin Regional Planning Commission  
P: (262) 547-6722 x281  
[elynde@sewrpc.org](mailto:elynde@sewrpc.org)

-----  
From: Ben Greenebaum  
Sent: Friday, March 08, 2013 11:29 AM  
To: Lynde, Eric D.  
Subject: RE: Racine Transit Plan

Dear Mr. Lynde,

Thank you for your prompt and full reply; I appreciate the consideration.

Please note that although my specific questions had to do with my sons' need for transit, I am also concerned on behalf of the community in general that the local transit plans offer as much opportunity for as large a part of the day and night as possible for people who do not have access to an auto, whether for because of disability, economics, age and infirmity, or anything else. The more people can use the bus to get to a job, go shopping, or exercise any other type of independence, the better for not only their quality of life, but also for the whole local economy and quality of life.

I wish you and your colleagues well in your efforts to ensure this, as well as in seeing how much you can squeeze out of our admittedly difficult (and probably short-sighted) budgetary situation.

Ben Greenebaum

-----  
From: [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
Sent: Thursday, March 07, 2013 12:46:29 PM  
To: RacineTransitPlan  
Subject: Racine County Transit Development Plan Comment Form

FirstName1: Judy  
LastName1: Charnon  
Email:  
City1: Racine  
State1: WI

I have noticed for years that most of our large buses are empty or very few riders (except for a school route). Could Racine sell some of our large buses to other cities? Could Racine then have buses that are small? I have seen small buses in other cities which made me wonder why our city doesn't .... Racine would save money on fuel, maintenance , etc.  
Thank You Judy Charnon

-----  
From: [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
Sent: Thursday, March 07, 2013 2:42:59 PM  
To: RacineTransitPlan  
Subject: Racine County Transit Development Plan Comment Form

FirstName1: glenn  
LastName1: scheuerman  
Email:  
MailingAddress1:  
City1: racine  
State1: wi  
Zipcode1: 53403

anything is better than the way the city bus transit system is being run now. a new company needs to run as well as a new supervisor. a complete overhaul is needed. if possible get rid of the teamsters union, with that, most drivers think they own the buses and that they can't be touched!Please helpm us! NOW!

-----  
From: [website@sewrpc.org](mailto:website@sewrpc.org)[SMTP:WEBSITE@SEWRPC.ORG]  
Sent: Wednesday, March 13, 2013 1:47:36 PM  
To: RacineTransitPlan  
Subject: Racine County Transit Development Plan Comment Form

FirstName1: Andreas  
LastName1: Weiger  
Email:  
MailingAddress1:  
City1: Burlington  
State1: Wisconsin  
Zipcode1: 53105  
phone:

I was disabled 4+ years ago due to a car crash. I now have to ask friends, neighbors and family to take me to appointments, medical treatments, and such innocuous things as going to the store or pharmacy. Recently there is a local transit option but that does not help me with things I need to do in Milwaukee. Instead I have to inconvenience those mentioned above - trying to fit it in with their jobs or their responsibilities. I'm 47 and I need to ask to go everywhere I can't reasonably walk to ONLY because there is not a mass transit option. My wife and I were looking to leave the area because I need to be able to travel on my own, at my own pace, and on MY schedule. I say WERE since, with the possibility of additional longer distance transit being available, I would be able to go places without any private transportation assistance. My situation may be unique but because of it and its transportation limitations I have lost touch with friends and not been able to enjoy the many things Milwaukee has been able to provide. My needs are only mine but a transit system that connects Milwaukee to the Burlington, Waterford, Union Grove area would also benefit students who commute daily to the city, wage earners that are limited to this area versus potential variety of opportunities in Milwaukee. If I was there in person to present this you would hear a impassioned plea for this transit plan to come to a reality. You have no idea - I am assuming here I know - what it means to be trapped where you live. I love the City of Burlington and what it has to offer but not being able to go any farther than my 2 feet can take me sometimes feels like an invisible prison. These varied solutions would free me from it. Thank you for your time.

MAR-13-2013 16:14

SOCIETYS ASSETS

2626378646 1

## 2013-2017 Racine County Transit Plan Comment Sheet

Name JEFF JONES

Address \_\_\_\_\_

RACINE WI  
(city, state, zip)

Phone \_\_\_\_\_

Email \_\_\_\_\_

Comments: NOT HAVING ROUTE 86 RUNNING AT LATHROP  
AND DURAND WOULD MAKE IT VERY DIFFICULT TO  
GET TO AND FROM MEDICAL APPOINTMENTS. THIS IS  
THE ONLY ROUTE IN THIS AREA THAT SERVES  
ACCESS TO ST. MARY'S



# Fax Form

To: Racine Transit  
 Attn: \_\_\_\_\_ Fax: 262-547-1103

From: Racine Friendship Clubhouse  
 Fax: 262.636.9084 Phone: 262.636.9393

Date: 3-14-2013 Number of Pages including cover sheet: 2

Subject:

## DISCLOSURE

This fax and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this fax in error please notify the sender. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this fax. Please notify the sender immediately by phone if you have received this fax by mistake and shred the documents. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

Racine Friendship Clubhouse  
 2000 17<sup>th</sup> St.  
 Racine, WI 53403  
 262/636-9393  
 info@racineclubhouse.org

## 2013-2017 Racine County Transit Plan Comment Sheet

Name ARN R. ANDERSON

Address \_\_\_\_\_

RACINE WI  
 (city, state, zip)

Phone \_\_\_\_\_

Email WIA

Comments: I DON'T FEEL THAT THESE CHANGES  
THAT ARE BEING CONSIDERED IN REGARDS OF  
THE CITY BUSES ARE NOT RIGHT. THEIR ARE  
PEOPLE WHO MAY OR MAY NOT BE  
ABLE TO PAY TWO DOLLARS AND TWENTY  
FIVE CENTS. I ALSO WOULD LIKE TO POINT  
OUT THAT ALL THESE CHANGES ARE NOT  
FAIR TO THE PEOPLE WHO USE THE  
BUS'S EVERY DAY. I ALSO WANT TO POINT  
OUT THAT THESE CHANGES ARE GOING TO AFFECT  
PEOPLE. I WANT TO POINT THAT THERE WAS CHANGES  
JUST LAST YEAR. I ALSO BELIEVE THE CHANGES  
ARE DUE TO THE LOW BUSES WAY SHOULD  
WE PAY FOR THEM? WE DIDN'T ASK FOR THEM

## Appendix A-2

### TELEPHONE COMMENTS RECEIVED

00210411.DOC

3-12-2013

#### TELEPHONE COMMENT

RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017

Name: GERARD MAERZKE

Affiliation: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

I WAS AT THE MEETING TONIGHT AND YOU SAID TWO BUSES WOULD BE WORKING AGAINST EACH OTHER. WELL, WHEN YOU HAVE SCHOOL BUSES THEY DON'T WORK AGAINST EACH OTHER, THEY WORK FOR EACH OTHER. WHEN YOU HAVE MORE, MORE INCREASES. SO IF YOU HAVE A SPARC SHUTTLE AND IT DOES ITS JOB, AND YOU HAVE A BUS FOR HANDICAPPED AND OTHER PEOPLE IT WILL DO ITS JOB. THE MORE YOU PUT ON, THE MORE MONEY YOU ARE GOING TO MAKE. AND IN THE LONG RUN YOU WILL BENEFIT FROM IT. THAT'S WHY THEY HAVE MORE THAN ONE SCHOOL BUS, BECAUSE THE FIRST ONE CAN'T PICK UP ALL THE CHILDREN. THEY NEED MORE, THEY BUS MORE. SO IF YOU WANT TO PUBLICIZE YOUR BUS, YOU JUST PUBLICIZE YOUR BUS. AND IF YOU CHARGE THE SAME AMOUNT YOU CHARGE OUR BUS, IT WILL BE OK.

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: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)  
Website: [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)

00210411.DOC

3-15-2013

#### TELEPHONE COMMENT

RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017

Name: GERARD MAERZKE

Affiliation: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

COMMENTS MADE DURING PHONE CONVERSATION:

- BURLINGTON SPARC SHOULD BE LEFT ALONE. IF THE COUNTY WANTS TO PROVIDE A PUBLIC TRANSIT SERVICE THAT PERSONS WITH DISABILITIES COULD USE, THAT SERVICE SHOULD TAKE PEOPLE WHERE THE BURLINGTON SPARC DOES NOT GO - LIKE WATERFORD, UNION GROVE, WIND LAKE, AND OTHER COMMUNITIES IN WESTERN RACINE COUNTY
- RACINE COUNTY LINK SHOULD HAVE BEEN BETTER ADVERTISED AND THE ROUTE SHOULD HAVE OPERATED OVER HWY 11, NOT HWY 20, BETWEEN BURLINGTON AND RACINE. IT WAS DIFFICULT TO RIDE BECAUSE IT WAS TOO CONG.
- NEED PUBLIC TRANSPORTATION BETWEEN BURLINGTON AND MILWAUKEE.
- NOTICED THAT FIRST TRANSIT VEHICLES DROP PEOPLE OFF IN BURLINGTON THEN WAIT FOR A LONG TIME UNTIL THAT PERSON IS READY TO LEAVE. THIS MUST COST FIRST TRANSIT A LOT OF MONEY.

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: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)  
Website: [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)

## Appendix A-3

### WRITTEN COMMENTS SUBMITTED AT PUBLIC MEETINGS

PUBLIC FORUM  
March 6, 2013

REMARKS CONCERNING  
SEWRPC RACINE COUNTY TRANSIT PLAN: 2013-2017  
TRANSIT SERVICE IMPROVEMENT ALTERNATIVES

By  
Steven K. Rogstad

My remarks this evening are intended to be as a response to the SEWRPC's *Racine County Public Transit Plan: 2013-2017: Transit Service Improvement Alternatives*, as published in Newsletter 2 in February, 2013. My comments are being given specifically to Sub-alternative 1C: "Continue to operate the existing County shuttle service (Burlington SPARC), refine as needed, and operate the service as public transit" (page 5).

I am limiting my remarks this evening solely to the SPARC shuttle program, and will let those persons associated with the City's mass transit system, the Belle Urban System (including its DART paratransit program, address those programs. I am the operator for the current SPARC-Burlington shuttle program.

#### SPARC-Burlington

SPARC-Burlington was established in December 2009 to specifically service a targeted population of *ambulatory senior citizens*. The concept was to provide affordable and efficient transportation services to a population of seniors, who are (1) active, (2) no longer driving, and (3) do not require the use of a wheelchair or other mobility device. Other designed aspects of this transportation initiative included (1) door-to-door service, (2) the driver loading/unloading groceries and other personal items, (3) the route operating on a deviated-fixed schedule/route, which would permit limited on-board time, increased ridership, and greater flexibility for personalized (customized) service. This service has been welcomed by this community of active and ambulatory seniors, which does not compete with non-emergency medical transportation programs, such as the Racine County's paratransit and demand-response provider. The program has grown from 8 daily trips to nearly 700 trips per month. SPARC Burlington is not a "cookie-cutter, one size fits all, universal" transit operation for anyone who chooses to ride. It is unique. It is customized. It is for a targeted population. It is segregated from other transit programs. And it WORKS!

#### Federal and State Funding

SEWRPC proposes abandoning the current structure of the County's successful SPARC shuttle program, and replace it with a standard national public transportation structure and model that would eliminate the personalized service for ambulatory seniors that the program was established to serve. As the former 21-year Operations Manager and General Manager for the City's Belle Urban System, I am very familiar with the Federal and State transit operating funds to which SEWRPC suggests the County accept to operate its new transit system. I am also very familiar with the hidden costs and constraints which this type of transit structure would impose upon Racine County. It is important to note that these costs would be the responsibility of the County, not any provider. Whether the County would hire County employees to operate its transit program, or whether it sub-contracted those employees (as in the case of the City of Racine's Belle Urban System and Milwaukee County Transit) the costs will still be *completely* paid for by Racine County. A sub-contractor is simply a pass-through organization for funding, but does not pay for any of the operating or capital expenses. If the County were to accept Federal transit operating funds to operate even *ONE* vehicle, these costs and specific regulations will go into effect. Even SEWRPC in its report states: "This eligibility would require the operator (County) to purchase and use vehicles...." (page 5). The Report also minimizes these costs by stating that "Overall, this Federal and State funding would limit the amount of County funding needed...." (page 5). How much would this funding be? SEWRPC does not indicate a level; neither will SEWRPC or the County full realize it until after it goes into effect. How much funding does the County currently put into its SPARC shuttle program? It will be significantly more than what the County currently contributes for the shuttle program.

#### Federal Regulations and Misc. Expenses

There are numerous regulations that also accompany the acceptance of Federal funding. The cost of these regulations will also be paid for by the County. Here are a few examples from simply an operational perspective:

- Substance Abuse program for drivers, dispatchers, and any persons who maintain or direct the movement of vehicles. This will involve written contracts for physicians, 3<sup>rd</sup> party testers, medical staff, laboratories, and testing facilities. It will require personnel to be dedicated to monitor the County for compliance issues associated with the program. I know. I was the program administrator for this program for over nearly 15 years. The program administrator for this program is a part-time job alone).
- 20% of all capital expenses, including all vehicle purchases.
- Federal maintenance program for county-owned vehicles. This program is also attached to the Federal substance abuse program, for any personnel who perform maintenance on equipment purchased with federal funds need to be included in the substance abuse program. If maintenance providers are unwilling to participate in the County's Federal substance abuse program, they are prohibited from performing even repair work on vehicles. These Federal Government constraints very often prohibit local - and even regional - providers to provide routine maintenance/repairs.
- Dispatch software.
- Dispatch and supervisory personnel.
- Costs for vehicle insurance, maintenance, and storage.
- Schedules, publications, passes, marketing materials, etc.
- Communication technologies (2-way radios, phones, etc.)
- Request for Proposal process.

There are other categories for federal regulations that involve specific finance and accounting practices, inventory, and administration. It is important to also note here that the federal government will set the standards for these categories, and the County will be compelled to pay

whatever costs are associated with them to ensure total compliance with the DOT regulations. The Federal DOT has a 100% compliance standard; you are either 100% in compliance with these categories or you are in non-compliance. Depending on the severity of the non-compliance item, fiscal penalties can be issued to the County.

Should Racine County seriously consider the SEWRPC proposal to establish a County-wide "public transit system" to meet the needs of seniors in Burlington, Waterford, Union Grove, and other areas in western Racine County, then my opinion is that the County should simply take the Belle Urban System off the hands of the City of Racine and expand it into a County-wide public transportation agency. It makes no sense to have two separate public transit systems operating within the same county. Given the fiscal constraints, challenges and realities of operating the City's Belle Urban System with the current levels of Federal funding, I am fairly confident that Racine Mayor John Dickert would very willingly deliver the documents transferring ownership of the B.U.S. to Racine County in person *tomorrow* with a big smile on his face, if the County wished to operate a public transit system.

Truthfully, it makes no fiscal or operational sense to establish a public transportation system in Racine County. Those costs will not be "limited," but *staggering* compared to what the County currently pays for senior and paratransit transportation. You cannot generate or sustain successful transportation programs like SPARC if you take federal funds, transform it into a cookie-cutter transit service - a one size which must include all mentality - and expect the riders to support it, promote it, and continue to use it. They won't. The numbers speak for themselves. Seniors are using it because it works, and it works because it was designed for an ambulatory population who desires flexibility and customized service. This will all disappear when the federal government sets the rules and processes.

I cannot stress this point enough: Do not take or accept any federal funds to operate any transportation initiatives or programs in Racine County. You will pay for it.

Thank you for listening.

#### WRITTEN COMMENT

##### PUBLIC MEETING

##### RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 6, 2013  
Corinne Reid-Owens Transit Center  
Racine

Name: \_\_\_\_\_

Affiliation (if any): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Comment: \_\_\_\_\_

*melissa.*

*Connection to*  
*Amtrak*

*Station by*  
*Bus from city*

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 by **March 15, 2013**.

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E-mail: racinetransitplan@sewrpc.org  
Website: www.sewrpc.org/racinetransitplan

WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 6, 2013  
Corinne Reid-Owens Transit Center  
Racine

Name: Charles Stahl

Affiliation (if any): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Comment:

Increasing ridership on current routes is crucial before system can expand. I believe this can be done by promoting a bicycle program such as what is being done in Madison. Bicycling is much more practical than one might imagine, and can significantly expand service area.

Placing transfer centers near riders' destinations is an excellent idea. I highly support a transfer center around the Regency shopping area.

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WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 6, 2013  
Corinne Reid-Owens Transit Center  
Racine

Name: Laura Terry

Affiliation (if any): Society's Assets

Mailing Address: \_\_\_\_\_

Comment:

I think plan 1B is a good idea because people who do not live in the service area of Route 5 would be able to have transportation on the weekends.

Extend Routes 27/29 to get to Marcus theaters on the weekend.

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WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 6, 2013  
Corinne Reid-Owens Transit Center  
Racine

Name: MARK M GIESE

Affiliation (if any): SELF

Mailing Address: \_\_\_\_\_

Comment:

Please see attached.  
Thank you  
Mg 3/6/13

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Website: www.sewrpc.org/racinetransitplan

From: Mark M (Giese)  
Sent: Friday, February 15, 2013 12:41:36 PM  
To: RacineTransitPlan  
Subject: Proposed Changes to Bus Route 5

Mark M Giese

Dear Planners:

I use the Route 5 bus every weekday to get from my home in Lake Park to work (Modine) on Dekoven and have done so for over 30 years.

As it is hardly a 10-minute ride (about 1.5 miles), with no transfers, it is pretty painless and convenient.

I don't mind the 3-block walk from Racine St. to Modine.

But the proposed re-route, going up Taylor, would more than double that distance to about 8 blocks unless I am able to make a transfer.

Also, under the current route up Racine St, should I miss my bus home, I just walk home and at least I've already walked part of the way by simply going to the stop on Racine St. from Modine.

But the proposed route would have me go 8 blocks away from getting to my house to catch the bus and missing that bus would highly inconvenient.

I would prefer Route 5 remain unchanged for the above reasons -- though I have always wanted it to run thru downtown ever since it was routed away from downtown. **RUNNING IT THRU DOWNTOWN MIGHT INCREASE ITS RIDERSHIP!**

The proposed changes may make me, regrettably, a former bus rider.

If there must be changes to Route 5, what about having it go up Memorial Drive?

I realize southbound on Memorial Drive is not very bus-stop friendly.

Thank you.

Sincerely, Mg  
Mark M Giese

WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Wednesday, March 6, 2013  
Corinne Reid-Owens Transit Center  
Racine

Name: Melissa Wain

Affiliation (if any): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Racine  
[Cabrera]

Comment:

① I would like to see specific recommendations for sketching bus stops. <sup>locations structure</sup>  
Someone should not have to stand in a car with baby in car + toddler by hand waiting (Ridealong) for a bike.

② UCL notion of bus stop locations. Signs. no idea where or when to get this bus.

③ Commuter rail on existing tracks.

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PS like route to Laurel  
transit at Laurel

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STW

(4) into county  
alternate 3

A Should include stop at Legion

K Gateway - Parkland - Legion - Gateway  
Transit Center + Transit Center

B Can't stop? Include

3/12/13

Sue  
We at Spring Brook Village thank you for the wonderful service! Shuttle provided. this is the only transportation some of us have.  
Thank you.

Sincerely  
Jill Cartrell  
Spring Brook Village

I use the bus to take me to Foot Dr. Anderson Chiropractic, and to #5 Grocery - Gooseberries, Walmart, ALDI, SENTRY. Pick n Save bus also take me to get my pills at Walgreen. I don't drive because of my disability and the bus give me independent so I'm not always calling on family member. The bus is also affordable.  
Gerard C. Maerzke  
The Maerzke Family



DOING THE MOST GOOD

I Love the Bus

it help people  
with no car  
out

Nancy Thielen

I moved from ~~Waltham~~  
Waltham City to Racine  
City to Riverview apt..

I still drive but when  
I can't use all need  
this bus service, as a  
lot of people have no  
other means of getting  
anywhere. Our families  
(when we have any) have  
jobs & lives of their own &  
can't be there to cart  
us around..

Cabs service is not  
reliable in Burlington..  
I don't know what these  
1st Transit buses do.  
There is never anyone  
on them.

*Joe*

3/11/13

To whom it concerns,

Please keep our  
shuttle bus! I like  
others here at senior  
housing rely on it for  
appointments @ clinics,  
shopping and ~~of~~  
socializing.  
my only social outing  
is Seaside cafe lunch  
on Wednesdays &  
sometimes ride 5  
days a week.

Thank you,  
Celia Rose

3-12-13

TO WHOM IT MAY CONCERN,

WHY DON'T YOU LEAVE  
THE SPARE BUS ALONE.  
WE WOULD LIKE TO KEEP  
IT THE WAY IT IS.

IT IS A GOD SENT  
TO US OLDER SENIORS.

Sincerely,  
Heraline H. Estelita  
580 Madison St apt 231  
Burlington, WI  
53105

I just moved back  
to Burlington after being  
gone for 3 years and  
was thrilled to hear we  
had a bus. I am on a  
small budget and can't  
afford a cab to take me  
for doctor appointments  
and shopping. It's hard  
to live I would be stuck  
and unable to go when  
I need to. Please  
continue the way it is  
now so people on low  
incomes can still get  
around and be at least  
a little independent.

Sincerely,  
Sue Ann Thomas



Ms. Enid Spaight

Is it true it may become  
the Bus Service

Hopely the Bus Service  
in Burlington will remain  
much as it is at present.  
Those of us who no longer  
drive (and also many  
who still do drive) rely  
on this service. Not only  
that - Burlington is a  
thriving town and having  
a good transportation  
service is certainly an  
asset to the prosperity  
and growth. It's worse  
to live in an area  
without adequate public  
transportation services  
available? May it  
continue much as it  
is at present! Sincerely,  
Enid Spaight

The SPARC Shuttle Bus is a  
good thing to have in Burlington for people  
who don't drive or who want to be  
independent, or to have way to get  
to their appointment or to the grocery  
store. I think they need to keep the  
Senior bus for the seniors.

Thank you

PATRICIA O EVANS

Racine County Transit:

I had to give up my car a few years ago - And the Shuttle Bus (Sparc) started a couple months later. What a blessing. You feel like you lose your independence giving up your car, but the Shuttle Bus makes you feel safe & secure. Karen knows where each person goes - so can trust she'll be back to get you. When you grow old - security is a big thing for a lot of folks. They become afraid to venture out for new things, but after first ride with someone to show them what's it all about & you have one more rider that really uses the bus.

Where else can you go on the bus and keep feeling useful. I'd hate to see us lose our bus - so many people depend on it. Thank you! Ethel Grebe

To whom it may concern,

I think the current County Shuttle service is the best alternative. I live at Riverview Manor and the SPARC shuttle has been a blessing. Many of the residents no longer have cars and use the shuttle every week or more. The rates, service and schedule are good. I think the shuttle is good for the local business as well because we now have better access to the racine store. The shuttle also gives seniors more independence so they don't have to rely on family members to take them shopping or medical appointments.

Mary Ann Rich



Hello,

March 4, 2013

I am one of many adults with a disability that can not drive myself to:  
my Doctor appointments  
to go shopping  
to go to the store for my pet's needs  
to go to the library  
to go to Love, Inc. for the Food Pantry

The bus to me means getting out - it is my connection to the outside world!!

But, "the bus" also has someone who is the heart & soul of it...

Karen Goodwin.

Karen is the reason so many of us love to ride the bus, she is always friendly and helpful, she'll help us get our packages, bags, food carts, and walkers off the bus and in many ~~cases~~ cases, help us with them to our doors.

What I want to say  
Plane and Simple...

Karen is a wonderful person, her compassion for people is rare -

For me, the "SPARC" bus is Karen...

it means, laughing, smiling, meeting people and getting out, because of Karen.

Until you can no longer drive,  
for whatever reason, you start to feel depressed and cut-off from life.

So... because of Karen and the little "SPARC" Bus...

I, and many others  
have a life again... Sincerely...  
Please ... don't stop "our bus." Lynda Stawler

WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Gary Dull

Affiliation (if any): \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Comment: I would love to keep Buss  
in the area as it is not bad for  
the bus stop things going on keep it  
up

Lucille R. Dull 58 Madison

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WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Elna Madorey

Affiliation (if any): \_\_\_\_\_

Mailing Address: Burlington, WI

Comment: I live at Riverview Manor. Many  
of our people don't drive anymore. This  
park bus is the best thing that  
happened to Riverview. Many of our  
people are now independent. As bus  
drive is a blessing to all of our  
people. Even those still drive take the  
bus too. I can't say enough good about  
the park bus.

Elna Madorey

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WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Joseph Dull

Affiliation (if any): \_\_\_\_\_

Mailing Address: Burlington

Comment: I hope our bus stays as is  
We can get to our apt's shopping  
and etc.  
Not to mention I don't see how  
Karol could be replaced -

Joseph Dull

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WRITTEN COMMENT  
PUBLIC MEETING  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Ted Lazzaro

Affiliation (if any): \_\_\_\_\_

Mailing Address: Burlington, WI

Comment: KEEP OUR BUS AS IS

Salvatore Lazzaro

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WRITTEN COMMENT

PUBLIC MEETING

RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: CLARK HUNHOLTZ

Affiliation (if any): NAMI - RAC. & LOVE, INC.

Mailing Address: \_\_\_\_\_

Comment:

AT NAMI, THE RACINE CITY BUS IS  
NEEDED (2300 DEKORV) FOR SUPPORT GROUPS  
WHEN PEOPLE NEEDS TO BE THERE FOR GROUPS  
SCHEDULED.

WITH LOVE, INC TRANSPORTATION TO LOVE,  
INC. IS NEEDED FOR MEALS, MEETINGS, ETC.  
GATHERING INDIVIDUALS FROM BURLINGTON.  
NEEDS ALSO TO GET FROM BURLINGTON  
INTO RACINE FOR DOCTOR APPTS., MEDICATION,  
PSYCHIATRISTS, THERAPISTS, ETC.

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WRITTEN COMMENT

PUBLIC MEETING

RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Tuesday, March 12, 2013  
Veterans Terrace - Patriot Room  
Burlington

Name: Marianne Hyshe

Affiliation (if any): Pinewood Manor

Mailing Address: \_\_\_\_\_

Comment:

Leave our Burlington bus  
in Burlington.

It works fine. we are not  
satisfied

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## Appendix A-4

### ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETINGS

BROWN & JONES REPORTING, INC.

-----  
PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

MARCH 6, 2013  
-----

PUBLIC COMMENTS, taken before JENNIFER L. SCHMALING, a Registered Merit Reporter, Certified Realtime Reporter, Certified Broadcast Captioner and Notary Public in and for the State of Wisconsin, at the Corinne Reid-Owens Transit Center, 1421 State Street, Racine, Wisconsin, on March 6, 2013, 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

RACINE COUNTY PUBLIC TRANSIT PLAN, 03/06/2013 2

1 APPEARANCES

2 Public Comments:

3 Ms. Stacey Calder  
4 Mr. Mark M. Giese  
5 Ms. Laura Terry  
6 Mr. Jay Warner  
7 Ms. Stacey Calder

8 \* \* \* \* \*

9  
10  
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RACINE COUNTY PUBLIC TRANSIT PLAN, 03/06/2013 3

1 TRANSCRIPT OF PROCEEDINGS

2 MS. CALDER: No. 1, I believe that the  
3 alternatives No. 1 and No. 2, if they got combined  
4 and stuff somehow, that it would be a great thing  
5 for both ideas to happen at the same time. Also,  
6 when it comes to the Racine public buses, Route 86  
7 would be not convenient for me to be able to get  
8 onto 86 from my home. I will be a little  
9 inconvenienced since I would have to transfer from  
10 Route 7, and that's it.

11 MR. GIESE: My current route is Route 5,  
12 and the proposal makes it not go up Racine Street,  
13 and that messes me up. I guess I would have to get  
14 a transfer on Taylor over to where I want to go  
15 which is Modine. I take the bus every day to work,  
16 and so I understand my route is underperforming or  
17 whatever. But if it were up to me, and it's not, I  
18 would still have it go up Racine Street.

19 I think ridership could be increased if  
20 it could run through downtown. It doesn't  
21 currently run through downtown, and going up Racine  
22 Street, getting off at Racine Street, going to  
23 Modine, is about two-and-half blocks, but going up  
24 Taylor, getting off at Taylor and DeKoven, would be  
25 about eight blocks. And the way it is currently, I

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RACINE COUNTY PUBLIC TRANSIT PLAN, 03/06/2013 4

1 don't have to worry about a transfer. Actually, I  
2 don't have much experience in transferring. I  
3 don't know how good connections are, but I've never  
4 had to make one for my commute, so that's about  
5 all.

6 MS. TERRY: Okay. The ADRC, right now  
7 there's no transportation at all, whether  
8 specialized or public transit. And since they  
9 serve people with disabilities, I think it's  
10 important that they extend transportation to the  
11 ADRC in Ives Grove.

12 MR. WARNER: This is in the -- This is in  
13 the nature of wishful thinking, but it is also  
14 relied -- deals with issues that are very current  
15 to the bus question. These plans that are up here  
16 are discussing multiple options with \$100,000 here  
17 and \$100,000 there. Sometimes we get up to  
18 \$600,000. Perhaps they'll actually be viable.

19 At the same time, if we had a KRM  
20 commuter train running from Kenosha to Milwaukee,  
21 it would cost about one-eighth of the cost of  
22 rebuilding I-94 over the same distance, and it  
23 would increase the demand on the buses and  
24 eliminate concerns for intercity transportation.  
25 It would provide that.

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The highways that are being built now, including the cost of I-94, are reaching the point that we can no longer afford them. The current -- The about-to-be-displayed budget will increase -- will use general revenue funds to help cover desired highways. In other words, the gasoline tax no longer covers the cost of highways in Wisconsin. So my questions focused on the bus systems alone are will this bus system reduce automobile traffic, especially on the most expensive intercity, interstate and great highways? If we could reduce that traffic, we wouldn't need the highways, and we could save some money.

Will this proposed bus system, whichever alternative we have, address the desires of potential users? That is, how will the changes attract noncaptive riders? There's a great deal of concern for handicapped and other captive riders, people who don't have cars or for various reasons are not available to use cars. That's a small percent of the total population. We need a bus system that addresses the needs of all -- of most of the potential riders, the noncaptive. And I am asking seriously, do any of these alternatives address the needs of those noncaptive riders? And

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as a subnote, my regards to Ken Younker.

MS. CALDER: I want to go -- I'll say that there are times that people come to the hospital in an ambulance like at 10:00 at night, and they don't get out until about 2 or 3 in the morning, and there is no transportation. They are stuck at the hospital, and they need transportation home. And the buses stop at about the 10, 11:00 hour, and there needs to be either a shuttle that is coming from the hospital to drop people off at their homes or have the city buses extend their hours of all the city buses, extend the hours so that -- so that people can get home.

(Proceedings concluded 6:30 p.m.)

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STATE OF WISCONSIN )  
COUNTY OF MILWAUKEE ) SS:

I, JENNIFER L. SCHMALING, a Registered Merit Reporter, Certified Realtime Reporter, Certified Broadcast Captioner and Notary Public in and for the State of Wisconsin, do hereby certify that the above Transcript of Proceedings of the RACINE COUNTY PUBLIC TRANSIT PLAN was recorded by me on March 6, 2013, 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 of office at Milwaukee, Wisconsin, this 7th day of March, 2013.

Notary Public  
In and for the State of Wisconsin

My Commission Expires: December 28, 2014.

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\$	3,3, 524	cost [1] - 4:21, 5:2,	Grove [1] - 4:11	Mark [1] - 2:4
\$100,000 [2] - 4:16,	ambulance [1] -	5:7	guess [1] - 3:13	Merit [2] - 1:11, 7:6
4:17	6:4	counsel [2] - 7:13,		messages [1] - 3:13
\$600,000 [1] - 4:18	attorney [2] - 7:13,	7:15		MILWAUKEE [1] -
	7:14	COUNTY [2] - 1:4,		7:2
1	attract [1] - 5:17	7:2, 7:9		Milwaukee [2] -
1 [2] - 3:2, 3:3	automobile [1] -	cover [1] - 5:5		4:20, 7:18
10 [1] - 6:8	5:5	cover [1] - 5:7		Madison [2] - 3:15,
10:00 [1] - 6:4	available [1] - 5:20	current [2] - 3:11,		3:23
11:00 [1] - 6:8		4:14, 5:3		money [1] - 5:13
1421 [1] - 1:14				morning [1] - 6:8
				most [2] - 5:10,
				5:22
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# BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

MARCH 12, 2013

PUBLIC COMMENTS of RACINE COUNTY PUBLIC  
TRANSIT PLAN, before PEGGY MITCHELL, a Certified Realtime  
Reporter, Registered Merit Reporter and Notary Public in  
and for the State of Wisconsin, at Burlington Veteran  
Terrace, 589 Milwaukee Avenue, Burlington, Wisconsin, on  
March 12, 2013, commencing at 4:30 p.m. and concluding at  
6:30 p.m.

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

A P P E A R A N C E S

Public Comments:

Ms. Joy-Lynn Fuentes  
Ms. Joyce Bieneman  
Ms. Audrey Adams  
Mr. Salvatore Lazzaro  
Ms. Guadalupe Gamez  
Mr. Rolando Gamez  
Ms. Shirley Datzler-Fell  
Ms. Myrtle Bermudez  
Mr. Gerard Maerzke

\* \* \* \* \*

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TRANSCRIPT OF PROCEEDINGS

MS. FUENTES: I just really want to say I  
would like the bus to stay exactly the way it is.  
It's perfect. That's it.

MS. BIENEMAN: I'm here to tell you about  
our shuttle bus that we have. And I'm very much  
for it. And I hope you all will be. It is my  
freedom. It's my joy. It's my happiness. It's my  
life. If it wasn't for that, I'd be cooped up in  
the building all the time. And our little shuttle  
has such a nice route around Burlington that it  
takes us and we can get out, we can get around, we  
can do for ourselves.

When you're seniors, you don't have much  
that you're able to do for yourself unless you have  
somebody do it for you. And where are you going to  
get that from? It gives me my independence. And I  
make friends on the shuttle. We have a good time.

So I hope you think twice before you make  
a decision because some day you're going to be in  
our same shoes. You're going to be seniors, and  
who's going to help you. You might wish for a  
shuttle. Thank you.

MS. ADAMS: My name is Audrey Adams. And  
I've been a customer of the SPARC bus since it was

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1 called the BASS, Burlington Area Senior Shuttle,  
2 which is three years. And there have been changes  
3 and improvements for the better as we've grown.  
4 And more people are riding this.

5 I have knowledge of several seniors who  
6 are giving up their cars, or have given up their  
7 cars, because we have a shuttle. In an area that I  
8 live, which is in Riverview Apartments, we actually  
9 have people who have moved to this area from other  
10 counties because we have the shuttle here.

11 And it has been a phenomenal thing for me  
12 because my other mode of transportation is a  
13 three-wheel bicycle. I don't have a car anymore.

14 It is wonderful not to have to depend  
15 upon family to take you for groceries and medical  
16 appointments.

17 The shopping part of it that so many of  
18 the people that get on the bus for is not fun  
19 shopping. It's not just looking-around shopping.  
20 It's necessity shopping. And I think that this bus  
21 has become a necessity here in town.

22 The only thing I think would make it any  
23 better, if need be, and it isn't required right  
24 now, is to add a Saturday or another bus if they  
25 decided that they needed more as the ridership

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1 grows. It is my understanding that we've grown to  
2 700 rides a month from -- I don't remember how many  
3 it was when we started. But we're all enjoying it  
4 and find it a necessity, as well as being very  
5 enjoyable. Thank you.

6 MR. LAZZARO: All I want to do is comment  
7 that the shuttle, the SPARC, our shuttle, she takes  
8 care of us real good. She tells us what time she's  
9 going to pick us up. Sometimes she's a little  
10 early. Sometimes she's a little late. But she  
11 calls us, if we have cell phones, and tells us  
12 she's going to be late, that she's busy. But  
13 otherwise than that, the shuttle is perfect. I'm  
14 happy with it.

15 In the summertime, I'll use my scooter,  
16 but I use the shuttle all winter. And I even got a  
17 truck. And that's all I want to say.

18 MS. GAMEZ: I feel that we need to leave  
19 things the way they are. Simply because it's used  
20 for me. There's times I can't drive. And the  
21 driver herself helps us to the door with groceries,  
22 anything we need. That's about it.

23 MR. GAMEZ: I would just like to know if  
24 they will leave the way things are in Burlington  
25 area. That's it.

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1 MS. DATZER-FELL: First of all, I would  
2 like to have the County reconsider the Wisconsin  
3 Coach Line running from Burlington to Milwaukee.  
4 Even though it had been tried in years past, I  
5 believe that we are a bigger community, more people  
6 commuting into the city. So I'd like them to  
7 reconsider the Wisconsin Coach Line for that  
8 service.

9 Also, the shuttle bus has provided  
10 excellent service for the elderly in this  
11 community. And I'd hate to see it go away. My  
12 suggestion is that they provide two of the smaller  
13 buses. They've tried a bigger bus in some of the  
14 areas where they pick up the seniors, and it's hard  
15 to maneuver. So I think the success of the smaller  
16 bus has shown proof that they need to have a second  
17 bus also. About the same size. And that's it.  
18 Thank you.

19 MS. BERMUDEZ: I like the bus because I  
20 don't drive. And I have to go walk three times a  
21 week at the Wellness Center, and that's the only  
22 way I have of getting there and getting back. And  
23 to go shopping with the bus. I'm very, very well  
24 satisfied. I like it just the way it is. And we  
25 have a marvelous bus driver that helps us, so I

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1 don't want them to change it. I guess that's it.

2 MR. MAERZKE: I'd just like to say I like  
3 the bus the way it is. To me, if you start making  
4 it bigger, and handicapped accessible, it's going  
5 to change our little route that we got. To me, I  
6 don't understand. Like he says, the County would  
7 be working against itself if it added another bus.  
8 To me, it wouldn't. Because with more, you have  
9 more. With less, you have less. Two buses, you'd  
10 have more people. One, you have less people. See?  
11 That's it.

(Proceedings concluded at 6:30 p.m.)

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STATE OF WISCONSIN )  
COUNTY OF MILWAUKEE ) SS:

I, MARGARET M. MITCHELL, a Certified  
Realtime Reporter, Registered Merit Reporter and Notary  
Public in and for the State of Wisconsin, do hereby  
certify that the above Transcript of Proceedings of the  
RACINE COUNTY PUBLIC TRANSIT PLAN was recorded by me on  
March 12, 2013, 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 of office at Milwaukee,  
Wisconsin, this 13th day of March, 2013.

Notary Public  
In and for the State of Wisconsin

My Commission Expires: December 18, 2016

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**Appendix B**

**ATTENDANCE RECORDS OF PUBLIC MEETINGS  
HELD MARCH 6 AND 12, 2013**



PUBLIC MEETING FOR RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Sign-In Sheet

DATE: March 6, 2013

TIME: 4:30 p.m.

PLACE: Corinne Reid-Owens Transit Center  
1421 State Street  
Racine, WI

Name (Please Print)	Agency/ Organization Represented
1. Diane Rogstad	MCDFC
2. MARK M GIESE	SRLF
3. Brian O'Connell	Racine City Development
4. Tom Rankow	WRIN Radio News
5. Raymond J. DeHallen	City of Racine
6. NORMAN SCHOMMER	RACINE RAIDERS FOOTBALL CLUB
7. Al STANER	City of Racine
8. Kimberly Tennigott	-
9. MARCE LUHN	-
10. Melissa Wamur	SEBB Suma Club
11. Alice Bieszczat	- bus rider!
12. Lakenya Willis	-
13. James Lofgren	County Executive
14. Sarah Street	Racine County HSD
15. Alison Bantv	Journal Times
16. Kelly Hayward	Transit & Parking
17. Stacey Calder	-
18. Laura Terry	Society's Assets
19. John Cassity	-
20. Steven Rogstad	KENSON ENTERPRISES, LLC
21. Charles Stahl	-
22. John K. Magee	TRANSIT NOW
23. Jay Warner	-

PUBLIC MEETING FOR RACINE COUNTY PUBLIC TRANSIT PLAN ALTERNATIVES

Sign-In Sheet

DATE: March 12, 2013

TIME: 4:30 p.m.

PLACE: Veterans Terrace - Patriot Room  
589 Milwaukee Avenue  
Burlington, WI

Name (Please Print)	Agency/ Organization Represented
1. CLARK HUNHOLZ	NAMI - RAC. + LOUF, INC.
2. Sarah Street	Racine County HSD
3. Richard Gotsch	Racine Interagency/Town of Dover/Hispanic Roundtable
4. Pat Lapp	Pat Lapp
5. Salvador Lapp	
6. Mary Ann Kikafsky	
7. J.E. Cantrall	
8. Helga Sticklus	
9. Ed Sticklus	
10. Fay-Lynn Fuentes	
11. Elva Maboney	
12. Shirley Datzler-Fell	
13. Darrell Fell	
14. Kipoi Parnicos	
15. Maureen Hoppe	
16. Marilyn Johnson	
17. Audrey Adams	
18. James Ladwig	County Executive
19. Dorothy Hanning	Riverview Manor
20. Doris Annett	Springbrook Village
21. Debbie Shull	Peninsula Manor
22. Geraldine Jo. Estabata	
23. Edie E. Spizant	" "
24. Geran C. Maczko	" "
25. Guadalupe A. Hain	" "
26. Rolando J. Hain	" "
27. Joyce Brennan	" "
28. Maytte Bermudez	" "

**Appendix C**

**COMMISSION ANNOUNCEMENTS OF PUBLIC MEETINGS  
HELD MARCH 6 AND 12, 2013, AND SUMMARY MATERIALS  
DISTRIBUTED AT THOSE MEETINGS**



## Appendix C-1

### PAID NEWSPAPER ADVERTISEMENTS

# PUBLIC MEETINGS FOR THE RACINE COUNTY PUBLIC TRANSIT PLAN

**Tuesday, March 5, 2013**

**4:30-6:30 p.m.\***

Veterans Terrace - Patriot Room  
589 Milwaukee Avenue, Burlington

**Wednesday, March 6, 2013**

**4:30-6:30 p.m.\***

Corinne Reid-Owens Transit Center  
1421 State Street, Racine

**\*Presentation at each: 5:30 p.m.**

**You are invited to attend public meetings on the Racine County Public Transit Plan.** The plan is being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City and County of Racine. The plan will recommend transit service improvements for the City and County to consider over the five-year period from 2013 to 2017.

The meetings will be held in "open house" format, allowing you to attend at any time during the two-hour timeframe for each meeting. Information will be provided on alternatives for improving transit service in the City and County, including a short presentation made at 5:30 p.m. at each meeting. Your feedback on the alternatives is very valuable to the preparation of the plan. More information about

this advisory plan is available on the study website at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan).

A court reporter will be available to record oral comments on the alternatives. **Written comments will be accepted through March 8, 2013**, and may be submitted at the meeting or by U.S. mail, email, or fax (see below). Comments may also be submitted using the study website.

Meeting locations are wheelchair-accessible. Persons needing disability-related accommodations 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.

**Southeastern Wisconsin Regional Planning Commission, PO Box 1607, Waukesha, Wisconsin 53187-1607**

**Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)**

Racine Journal Times

February 20, 2013

Burlington Press

February 21, 2013

Waterford Post

February 21, 2013

Westine Report

February 21, 2013

Spanish Journal

March 1, 2013

(note: ad translated into Spanish)

## RESCHEDULED: BURLINGTON PUBLIC MEETING FOR RACINE COUNTY PUBLIC TRANSIT PLAN

**NEW MEETING DATE:**  
**Tuesday, March 12, 2013**  
**4:30-6:30 p.m.**

Veterans Terrace - Patriot Room  
589 Milwaukee Avenue, Burlington

\*\*\*Due to inclement weather on Tuesday, March 5, the public meeting to be held in Burlington on the Racine County Public Transit Plan was cancelled and has been rescheduled for Tuesday, March 12.\*\*\*

**You are invited to attend this public meeting on the Racine County Public Transit Plan.** The plan is being prepared by the Southeastern Wisconsin Regional

Planning Commission (SEWRPC), at the request of the City and County of Racine. The plan will recommend transit service improvements for the City and County to consider over the five-year period from 2013 to 2017.

The meeting will be held in "open house" format, allowing you to attend at any time during the two-hour timeframe for the meeting. Information will be provided on alternatives for improving transit service in the City and County, including a short presentation made at 5:30 p.m. Your feedback on the alternatives is very valuable to the preparation of the plan. More information about this advisory plan is available on the study website at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan).

A court reporter will be available to record oral comments on the alternatives. **Written comments will be accepted through March 15, 2013** (note: this deadline was extended due to the rescheduled meeting), and may be submitted at the meeting or by U.S. mail, email, or fax (see below). Comments may also be submitted using the study website.

The meeting location is wheelchair-accessible. Persons needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting 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: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)**

Racine Journal Times  
March 7, 2013

## Appendix C-2

### PRESS RELEASE AND LIST OF MEDIA OUTLETS

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721  
FAX (262) 547-1103



## News Release

### FOR IMMEDIATE RELEASE

February 7, 2013

Release No. 13-01

For more information:  
Kenneth R. Yunker,  
Executive Director  
Southeastern Wisconsin Regional Planning Commission  
262-547-6721  
kyunker@scwrpc.org

#### RACINE COUNTY RESIDENTS ASKED TO PROVIDE INPUT ON ALTERNATIVES FOR IMPROVING PUBLIC TRANSIT IN THE COUNTY

Two public meetings have been scheduled to gather input from Racine County residents on possible ways to improve public transit service in the County over the next five years. At the public meetings, attendees will be able to review, ask questions, and provide comments on a series of alternatives developed for improving City, County, and inter-county public transit services. The meetings will be held:

Tuesday, March 5, 2013, 4:30 to 6:30 p.m.  
Veterans Terrace – Patriot Room  
589 Milwaukee Avenue  
Burlington, WI 53105

Wednesday, March 6, 2013, 4:30 to 6:30 p.m.  
Corinne Reid-Owens Transit Center  
1421 State Street  
Racine, WI 53404

The public meetings will be in an “open house” format, allowing residents to attend at any time during the two-hour timeframe for each meeting. A short presentation will be given at 5:30 p.m. At any time during each meeting, attendees can leave written comments or speak to a court reporter or staff member to provide oral comments. Written comments may also be submitted through March 8, 2013. All comments will be considered when developing a final recommended Racine County public transit plan. Comments can be submitted in any of the following ways:

Plan Website: [www.scwrpc.org/racinetransitplan](http://www.scwrpc.org/racinetransitplan)  
E-mail: [racinetransitplan@scwrpc.org](mailto:racinetransitplan@scwrpc.org)  
Fax: (262) 547-1103  
Mail: Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
P.O. Box 1607  
Waukesha, WI 53187-1607

News Release No. 13-01  
February 7, 2013  
Page - 2 -

The transit service improvement alternatives have been developed as part of a short-range, five-year plan for public transit in Racine County. The plan is being prepared by the Regional Planning Commission, working in cooperation with staff from the City of Racine and Racine County. Guidance for the plan is being provided by an Advisory Workgroup made up of representatives from all units of government in the County and a wide variety of agencies with an interest in transportation in the County. The Advisory Workgroup has approved the transit service improvement alternatives for public comment.

In preparation for the public meetings, the Commission has published a newsletter summarizing the alternatives. The alternatives summarized in that newsletter include:

#### A Preliminary Recommended Alternative for the City of Racine Belle Urban System

An alternative system for the City of Racine Belle Urban System (BUS) has been developed. The changes proposed under the alternative would make the BUS more efficient by combining and realigning poor-performing routes. For example, Route Nos. 2 and 5—two of the poorest performing routes—would be combined into one route, re-named Route No. 25. Route No. 86 would also be converted from a one-way loop, which makes some travel inconvenient on the route, into a two-way route, re-named Route No. 6.

Overall, the proposed changes would result in a more understandable midday schedule and significantly reduced layover times during evenings and weekends. Route lengths would be equalized so each regular route will take 30 minutes to get from the Transit Center to its endpoint, then 30 minutes back to the Transit Center. Nearly all regular routes would run every 30 minutes during peak periods and every 60 minutes during off-peak periods and on weekends. These service frequencies would allow the routes to “pulse” at the Transit Center on each trip so passengers would be able to transfer between routes without waiting for long periods of time. Transfers between routes would also be improved by constructing a proposed southwest transfer point at Regency Mall.

The total operating costs, total public operating funding, and local share of public funding for the proposed alternative system is about the same as that of the existing system. Should more funding become available in the next few years, several possible additional service improvements and expansions are identified, and should less funding be available, a number of possible service reductions are also identified.

#### Transit Service Alternatives for Racine County

Three alternatives for transit service were developed for Racine County:

- Alternative 1 proposes three ways to modestly improve or expand County transit services. One option is to expand eligibility of the existing County demand-response transportation service which operates west of IH 94—currently limited to seniors and persons with disabilities—to anyone who receives assistance from County agencies. Another is to combine the existing City of Racine and Racine County paratransit services east of IH 94. A third is to continue to fund and refine the County SPARC service (Shuttling People Around Racine County) and make modest changes so the service is eligible to receive Federal and State public transit operating assistance.
- Alternative 2 would replace the current, eligibility-limited County demand-response transportation service west of IH 94 with a public shared-ride taxi program. The shared-ride taxi program would provide curb-to-curb or door-to-door transit service open to the general public. The program would be similar to those currently operated in Ozaukee and Washington Counties.
- Alternative 3 would involve establishing a vanpool program for long work commute trips. The vanpool program could either be operated by the County or by a private operator.

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February 7, 2013  
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Analyses of these alternatives indicate that the County in addition to continuing its existing, eligibility-limited demand-response service west of IH 94—could likely implement a combined City/County paratransit service east of IH 94, continue to operate and modify its existing SPARC shuttle service so that it would be eligible for Federal and State operating assistance, and implement a vanpool program, all within its existing budget. It should be noted that combining the City and County paratransit services east of IH 94 could be a very complex task. As such, a first step may be to establish an integrated call center, providing a single point of contact for information on both the City and County services.

Replacing the existing County demand-response service west of IH 94 with a service open to anyone who receives assistance from County agencies or with a shared-ride taxi program open to the general public would be expected to require a significant increase in County funding within or beyond the next five years.

#### Transit Service Alternatives for Travel between Racine County and Surrounding Counties

Four alternatives were developed for better connecting Racine County residents and activity centers to adjacent counties:

- Alternative 1 would increase the service frequency on the existing Milwaukee-Racine-Kenosha commuter bus route, operated by Wisconsin Coach Lines, from seven weekday round-trips to 10 weekday round-trips. A slight route alignment change would also be made to directly serve the Gateway Technical College campus in Racine.
- Alternative 2 proposes three ways to improve transportation connections between BUS routes and the UW-Parkside campus. One option is for the City of Racine to operate a shuttle service between campus and the proposed southwest transfer point at Regency Mall. Another is for the City to extend BUS Route No. 1 to campus. A third is for the City to work with UW-Parkside to expand the University's existing shuttle service, including an extension of the service to the proposed southwest transfer point.
- Alternative 3 proposes an express bus service between the Cities of Racine and Kenosha. The service would operate on weekdays, with stops limited to about every 1/4 to one mile. Buses would run every 30 minutes during peak periods and every 60 minutes during off-peak periods.
- Alternative 4 proposes a commuter bus service between the City of Burlington and downtown Milwaukee. The route would serve several park-ride lots, with two weekday round-trips focused on service from Burlington to Milwaukee in the morning and the reverse direction in the afternoon.

Each of these inter-county alternatives would require an increase in the costs for providing public transit services between Racine County and surrounding counties. Depending on the alternative, necessary increases in local funding would need to come from the City of Racine, City of Kenosha, Racine County, Wisconsin Coach Lines, or UW-Parkside.

[Note: Attached to this press release is a copy of Newsletter 2, which lists the dates and locations of the scheduled public meetings and summarizes the proposed transit service improvement alternatives developed for the Racine County public transit plan.]

\* \* \*

## LIST OF MEDIA OUTLETS

### NEWSPAPERS

Milwaukee Journal Sentinel

The Journal Times

Burlington Standard Press

CNI Newspapers

Waterford Post

The Insider News

The Spanish Journal

### RADIO

WBSD FM

WRJN AM

### OTHER

Wheeler Reports Inc.

# RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017



## Transit Service Improvement Alternatives

NEWSLETTER 2

FEBRUARY 2013

Racine County, the City of Racine, and the Southeastern Wisconsin Regional Planning Commission (SEWRPC) are jointly preparing a short-range, five-year plan for public transit in Racine County. Alternatives for improving transit service in the City and County have been developed and are summarized in this newsletter. Public comments on these alternatives submitted by Friday, March 8, 2013, will be considered when developing a final recommended Racine County public transit plan.

See the last page of this newsletter for more information about the plan, upcoming public meetings, and how to comment on the alternatives.

### STEPS COMPLETED TO DATE

- ☒ Evaluate the performance of the City of Racine Belle Urban System (BUS);
- ☒ Evaluate other public and human services transportation provided in Racine County;
- ☒ Identify the unmet transit travel needs for trips within Racine County and to/from other counties;
- ☒ Develop and evaluate transit service improvement alternatives for the BUS that address the performance evaluation, including unmet transit service needs; and
- ☒ Develop and evaluate transit service improvement alternatives for the remainder of the County outside the BUS service area, to address unmet transit needs.

### NEXT STEPS

- ☐ Obtain public input on the transit service improvement alternatives; and
- ☐ Prepare a final recommended transit service improvement plan for Racine County over the next five years.

### RACINE COUNTY TRANSIT PLAN WORKGROUP

The Racine County Public Transit Plan is being developed under the guidance of a Workgroup formed specifically for the plan. Representatives from all units of government in Racine County and a wide variety of agencies and populations with an interest in transportation in the County have been invited to participate in the Workgroup. A list of the agencies and organizations can be found on the plan website: [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan).

### WHAT'S INSIDE

This newsletter presents a summary of **alternatives for improving public transit service** in the City of Racine and Racine County.

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## EXISTING TRANSIT SERVICES

### City of Racine Belle Urban System

Map 1 shows the current Belle Urban System (BUS) routes. The BUS operates eight regular bus routes, several peak-hour routes, and paratransit service for disabled persons unable to use the regular routes. Almost all regular routes meet at the Corinne Reid-Owens Transit Center on a “pulse” schedule to allow transfers between routes. The regular routes operate between 5:10 a.m. and 10:10 p.m. on weekdays, between 5:40 a.m. and 6:40 p.m. on Saturdays, and between 9:40 a.m. and 6:40 p.m. on Sundays. Most buses arrive every 30 minutes during peak periods, and between 30 and 60 minutes during off-peak periods, evenings, and weekends.

Map 1

#### EXISTING BUS ROUTES



#### REGULAR BUS ROUTES

ROUTE NO. 1	ROUTE NO. 7	TRANSIT CENTER
ROUTE NO. 2	ROUTE NO. 27	1/4-MILE WALK ACCESS
ROUTE NO. 3	ROUTE NO. 86	
ROUTE NO. 4	ROUTE NO. 30	
ROUTE NO. 5		

Source: City of Racine Department of Transportation and SEWRPC.

The City's Dial-A-Ride Transport (DART) provides Federally-mandated demand-response transportation services within 3/4 mile of a fixed BUS route to people who cannot use the City's fixed-route service due to a physical

or mental impairment. DART paratransit is funded through operating revenues, local funds, and Federal and State urban transit operating assistance funds. The service is available during the same hours as the regular BUS routes.

### County Transportation Services

The Racine County Human Services Department provides demand-response transportation to seniors and disabled persons outside the DART service area, and to seniors within the DART service area. The service operates on weekdays between 5:30 a.m. and 6:00 p.m. The County also runs a Burlington area shuttle service through the Shuttling People Around Racine County (SPARC) program. The Burlington SPARC route operates on weekdays between 9:00 a.m. and 3:00 p.m. The County contracts with First Transit to operate the demand-response service and with Kenson Enterprises to operate the SPARC program. The services are funded through operating revenues, County funds, Federal Section 5317 “New Freedom” funds, and the County's allocation of State Section 85.21 specialized transportation assistance funds.

### Inter-County Transportation Services

Wisconsin Coach Lines (WCL) currently operates a commuter bus route between the Cities of Kenosha, Racine, and Milwaukee. The route includes seven round-trips on weekdays between 5:15 a.m. and 10:30 p.m., focused on the morning and afternoon peak periods, and six round-trips between 8:15 a.m. and 10:37 p.m. on Saturdays and Sundays. The WCL route is funded through operating revenues and the State urban mass transit operating assistance program. WCL recently made three service changes to the route:

- Reduced weekday round-trips from eight to seven,
- Eliminated service to UW-Milwaukee, and
- Began serving UW-Parkside on two weekday round-trips.

UW-Parkside, located in Kenosha County, currently operates a campus shuttle for its students and staff, which includes two round-trips between the campus and the McDonald's at Taylor Ave. and Meachem Rd. in the City of Racine. This service is offered on weekdays when class is in session.

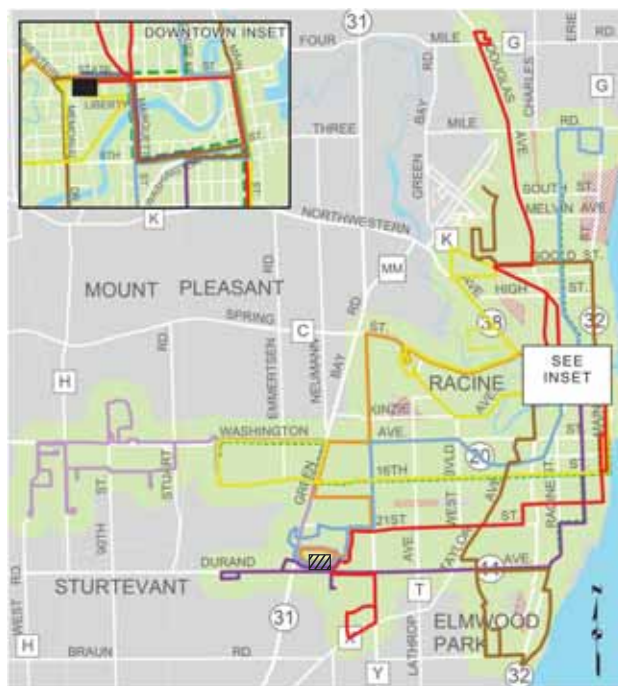
## PRELIMINARY RECOMMENDED ALTERNATIVE FOR THE CITY OF RACINE BELLE URBAN SYSTEM

Map 2 below shows the proposed BUS routes under the Workgroup's preliminary recommended alternative for the City of Racine. The alternative system is “financially-constrained”, keeping the local share of the needed annual operating assistance between about \$1.52 and \$1.65 million over the five-year planning period.

The proposed changes would make the BUS more efficient by combining and realigning poor-performing routes. The proposed changes would also result in a more understandable midday schedule and significantly reduced layover times during evenings and weekends.

Map 2

ALTERNATIVE BUS ROUTES



### REGULAR BUS ROUTES

<span style="color: red;">—</span> ROUTE NO. 1N OR 1S	<span style="background-color: black; color: black;">■</span> TRANSIT CENTER
<span style="color: brown;">—</span> ROUTE NO. 25N OR 25S	<span style="background-color: #cccccc; border: 1px solid black;">▨</span> PROPOSED SOUTHWEST TRANSFER POINT
<span style="color: yellow;">—</span> ROUTE NO. 3N OR 3S	<span style="background-color: #ffcccc; border: 1px solid red;">▨</span> AREAS THAT WOULD LOSE TRANSIT SERVICE UNDER THE ALTERNATIVE
<span style="color: blue;">—</span> ROUTE NO. 4N OR 4S	<span style="background-color: #ccffcc; border: 1px solid green;">▨</span> 1/4-MILE WALK ACCESS
<span style="color: orange;">—</span> ROUTE NO. 6	
<span style="color: purple;">—</span> ROUTE NO. 7	
<span style="color: lightpurple;">—</span> ROUTE NO. 27	
<span style="color: green; text-decoration: dashed;">—</span> ROUTE NO. 30	

Source: City of Racine Department of Transportation and SEWRPC.

### Proposed Changes to BUS Routes

The alternative system would keep the same reduced service hours that were established in January 2012. On weeknights, the last trips would leave the Transit Center at 9:10 p.m. On Saturdays and Sundays, the last trips would leave the Transit Center at 6:10 p.m.

To easily identify where routes are proposed to change under the alternative system, the existing legs of Routes 1 through 5—which generally run north to south through the Transit Center—were labeled based on whether they run *north* (Routes 1N through 5N) or *south* (Routes 1S through 5S) of the Transit Center. The primary changes to route alignments include:

- Remove Route 1N loop on South St., Charles St., and Carlton Dr., and modify the route to serve Horlick High School and Rapids Plaza.
- Combine Routes 2N and 5N and Routes 2S and 5S (new route legs labeled 25N and 25S).
- Modify Route 3N to serve St. Mary's hospital.
- Modify Route 4N to serve downtown.
- Convert Route 86 from a one-way loop to a two-way out-and-back route (“Route 6”).
- Establish a southwest transfer point at Regency Mall for transfers between Routes 4S, 6, 7, and 27.

These changes, along with other minor route changes, equalize route lengths so each regular route will take

***Each regular route will take 30 minutes to get from the Transit Center to its endpoint, then 30 minutes back to the Transit Center.***

30 minutes to get from the Transit Center to its endpoint, then 30 minutes back to the Transit Center. Nearly all regular routes would run every 30 minutes during peak periods and every 60 minutes during off-

peak periods and on weekends (except Route 6, which would operate every 60 minutes all day). These service frequencies would allow the routes to “pulse” at the Transit Center on each trip. Transfers between routes would also be improved by constructing the proposed southwest transfer point.

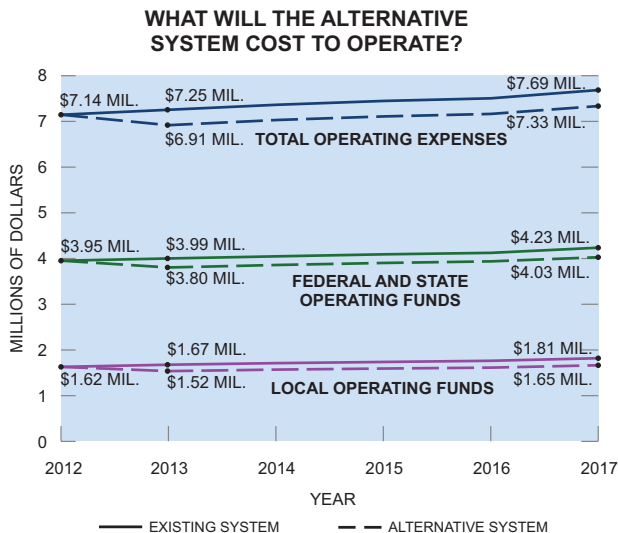
Although the alternative system does not include changes to Route 27 (which was changed in fall 2012), BUS staff intends to monitor the route’s performance and decide whether to change or expand the route.

## PRELIMINARY RECOMMENDED ALTERNATIVE FOR THE CITY OF RACINE BELLE URBAN SYSTEM

### Performance Measures and Costs

Overall, the transit system's annual revenue hours would be slightly reduced—from 81,200 revenue hours in the system's 2012 budget to 77,000 under the alternative system. Ridership is assumed to modestly increase by 1 percent per year—from about 1.06 million revenue passengers in 2012 to about 1.11 million in 2017. Compared to continuing with existing service levels, the alternative system would save about \$340,000 in total operating costs and \$150,000 in required local operating assistance in its first full year.

**The alternative system would save about \$340,000 in total operating costs in its first full year.**



Source: SEWRPC.

### Capital Needs

The alternative system does not require any additional capital investment over the existing system. Over the five-year planning period, the following significant capital investments are planned:

- Maintain its existing fleet of 35 heavy-duty buses by replacing a total of 20 buses.
- Replace seven existing paratransit buses (in service since 2009) with new paratransit buses.
- Lease/purchase land at Regency Mall for a small transfer facility.
- Make various repairs, renovations, and upgrades to BUS facilities.

Over five years, 80 percent of these capital costs could be funded by a total of about \$8.8 million in Federal funds, with the City of Racine providing a local share of \$2.2 million.

### Options if Operating Funding Levels Change

While the alternative system assumes essentially flat operating funding levels, it recognizes that future funding levels may change. Map 3 shows several possible service improvements that the City could consider if more funding becomes available. These improvements combined would cost about \$1.2 million more to operate annually, requiring \$1.0 million more in net operating assistance.

Map 3

### POTENTIAL BUS SERVICE IMPROVEMENTS IF MORE FUNDING BECOMES AVAILABLE



### POTENTIAL SERVICE IMPROVEMENTS

- NEW ROUTE NO. 6 BRANCH
- 30-MIN. PEAK HEADWAYS ON ROUTE NO. 6
- ROUTE NO. 7 EXTENSION
- SHUTTLE FROM REGENCY MALL
- NEW EXPRESS BUS SERVICE
- ROUTES UNDER ALTERNATIVE
- TRANSIT CENTER
- PROPOSED SOUTHWEST TRANSFER POINT

Source: SEWRPC.

If local funding levels need to be reduced, the City could consider these service reductions or fare increase:

- Eliminate Route 25N/25S on Saturdays.
- Eliminate Route 1S after 6:30 p.m. on weeknights.
- Eliminate Route 1S on Saturdays and/or Sundays.
- Increase cash fares by \$0.25 (about 12 percent).

These options combined would reduce the alternative system's needed net operating assistance by about \$400,000. If even more severe funding cuts are faced, another option would be to cut back routes that run every 30 minutes during peak periods to run every 60 minutes all day. If done on all routes, total operating assistance would be reduced by about \$720,000 in the first year, with local assistance reduced by about \$240,000. As a less drastic option, the City could also select individual routes to cut back to 60 minutes all day, based on performance.

## RACINE COUNTY TRANSIT ALTERNATIVES

Three alternatives for transit service were developed for Racine County to address an identified need for affordable transportation services with fewer eligibility restrictions. The County could choose to implement any or all of these alternatives, or to maintain existing services.

### **RACINE COUNTY TRANSIT ALTERNATIVES**

#### **1 – Expand/Coordinate Existing Services**

#### **2 – Public Shared-Ride Taxi**

#### **3 – Vanpools**

### **Alternative 1: Expand/Coordinate Existing Services**

Three ways to better coordinate and expand access to existing transportation services were developed:

- Sub-alternative 1A: West of IH 94, expand eligibility for the County's demand-response service—currently limited to seniors and disabled persons—to anyone who receives assistance from County agencies (except Medicaid-funded non-emergency transportation).
- Sub-alternative 1B: East of IH 94, combine the City DART paratransit and County demand-response services into a single service for seniors and disabled persons. The service hours would mirror the BUS service hours. Fares would be \$3.00 each way for most trips.
- Sub-alternative 1C: Continue to operate the existing County shuttle service (Burlington SPARC), refine as needed, and operate the service as public transit.



*Operating the County shuttle service as public transit would make the service eligible for Federal and State rural transit operating assistance funds.*

### **Analysis and Conclusions for Alternative 1**

Under Sub-alternative 1A, expanding eligibility for the County's demand-response service would more than double ridership, which would require significantly more vehicle hours of service and cause annual operating expenses to increase by about 2.5 times by 2017. The service would not be eligible for Federal and State transit operating funds, so higher levels of State Section 85.21 and County funding would be needed.

Under Sub-alternative 1B, combining the City DART paratransit and County demand-response transportation service east of IH 94 would benefit seniors and disabled persons by providing a convenient, one-stop transportation service. Total ridership would be expected to slightly increase and utilizing only one operator would improve efficiency. However, combining City and County paratransit services east of IH 94 would be a complex task. A potential first step towards more coordination would be to establish an integrated call center, providing a single point of contact for information on both the City and County services.

***Combining City and County paratransit services would be a complex task. A potential first step would be an integrated call center.***

Under Sub-alternative 1C, operating the shuttle service to serve trips made by the general public—in addition to trips made by seniors and disabled persons—would make the service eligible for Federal and State rural transit operating funds. This eligibility would require the operator to purchase and use vehicles that are accessible to disabled persons. Overall, this Federal and State funding would limit the amount of County funding needed, while still allowing the County to improve the shuttle service. It would also allow the County to set aside some State Section 85.21 funding to purchase vehicles for the County's various transportation services.

## RACINE COUNTY TRANSIT ALTERNATIVES

### Alternative 2: Public Shared-Ride Taxi West of IH 94

This option would replace the County's eligibility-limited (seniors and disabled persons only) demand-response transportation service with a shared-ride taxi program that anyone could use. The shared-ride taxi service would have the same service area as the existing eligibility-limited service (any trips with one trip end west of IH 94, including out-of-county medical trips) and would operate weekdays from 5:00 a.m. to 7:00 p.m. and Saturdays from 5:00 a.m. to 6:00 p.m. Adult one-way fares would range from \$4.00 to \$7.75, with discounts for students, seniors, and disabled persons.

#### WHAT IS SHARED-RIDE TAXI?

Shared-ride taxi is a curb-to-curb or door-to-door transit service open to the general public. Shared-ride taxi is usually provided using small vehicles, such as automobiles, vans, or small buses. As the term indicates, passengers share a vehicle for at least part of their trip. Dispatch handles service requests like a conventional taxicab service. Good examples of county-run shared-ride taxi services in southeastern Wisconsin are the services operated by Ozaukee and Washington Counties.

### *Analysis and Conclusions for Alternative 2*

Replacing the current, eligibility-limited demand-response transportation service with a public shared-ride taxi program would likely more than triple ridership,

***A shared-ride taxi program may eventually require a much higher County contribution than the existing service.***

which would require significantly more vehicle hours of service and cause annual operating expenses to nearly quadruple by 2017. Since shared-ride taxi would be a public transit service, it would be eligible for Federal and State rural transit operating funds, reducing the initial amount of State Section 85.21 and County funding needed. However, as ridership, service levels, and the associated operating costs increase, the needed State Section 85.21 and County funding would return to about existing levels by 2017. Based on the experiences of Ozaukee and Washington Counties, which currently operate rural shared-ride taxi services, a shared-ride taxi program would eventually require a much higher County contribution than the existing service.

### Alternative 3: Vanpools for Commuter Trips

Two ways to form a vanpool program were evaluated in which volunteer drivers would provide group transportation for long work-trip commutes (over 15 miles each way) starting or ending in the County:

- Sub-alternative 3A: County-run vanpool program.
- Sub-alternative 3B: Privately-run vanpool program.

#### WHAT IS A VANPOOL?

Vanpools are for workers with long commutes who cannot use public transportation or find it inconvenient to do so. They consist of groups of five to 15 people commuting together to and from work. Each member contributes to the cost of operating the van. One member volunteers to drive, usually in exchange for reduced monthly fees. Typically, the vans are owned by a third party, such as a government agency, an employer, or a private vanpool operator.

Vanpools are most useful to a narrowly-defined market:

- Workers whose commutes are longer than 15 miles;
- Workers who share a single employer or who work in an area with a concentrated group of employers with similar shift start-and end-times;
- Workers who live near each other or who can travel to a common departure point (such as a park-ride lot).

### *Analysis and Conclusions for Alternative 3*

Under Sub-alternative 3A, a County-funded vanpool program would be administered by County staff, with the County purchasing vans using Federal transit capital assistance funds which cover 80 percent of the vehicle costs. Fees charged to the vanpool users would cover the operating costs and the County's share of the cost to purchase additional or replacement vans.

Under Sub-alternative 3B, a private vanpool operator would provide vans and administer the vanpool program, using fees charged to the vanpool users to cover their own costs. Monthly user fees would be significantly higher under a private vanpool provider, because it would not receive Federal assistance for purchasing vehicles. To reduce these user fees, the County could contribute funding, or partner with employers willing to contribute funding, to cover part of the cost of the service.

## RACINE COUNTY TRANSIT ALTERNATIVES

### Discussion of Transit Service

#### Alternatives for Racine County

The following should be considered with respect to the transit service alternatives proposed for Racine County:

#### 1. *Purchasing Vehicles for County Transit Services:*

Racine County could consider purchasing the vehicles used for providing all County-funded transit services. The vehicle purchases would be eligible for Federal capital assistance that could cover 80 percent of the cost. Three advantages of Racine County purchasing vehicles needed for County-funded transit services are:

- The County could negotiate lower rates with the services' contract operators.
- There is a potential to increase competition for service contracts, which could decrease the costs for the service contract.
- Federal capital assistance could cover 80 percent of vehicle purchase costs, while Federal and State operating assistance covers only about 50-60 percent of operating expenses.

**2. *Long Term Costs of Shared-Ride Taxi:*** Sub-alternative 1A and Alternative 2 provide two options for demand-response public transit service in western Racine County. The shared-ride taxi program under Alternative 2 would provide a service open to everyone west of IH 94 and may have lower costs to the County in the short term. However, operating costs would likely grow for several years beyond the five-year planning period, because service levels would need to increase to accommodate increased ridership. This trend was seen by public shared-ride taxi services operated by Ozaukee and Washington Counties.

**3. *Advantages/Drawbacks of Combined City/County Paratransit:*** Combining City and County demand-response paratransit service east of IH 94 (Sub-alternative 1B) could be done similar to Kenosha County. Short-term local and County funding would not be expected to increase, although there is potential for funding to increase if demand increases significantly. A combined service has the following advantages:

- Should benefit seniors and persons with disabilities who need transportation in eastern Racine County by providing a convenient, one-stop transportation service—one telephone number and one provider.
- More efficient since many of the County's demand-response passenger trips start or end within the BUS service area.

However, there are also drawbacks:

- If operated by drivers for the BUS, cost savings from a more efficient one-stop service would be cancelled out due to higher unit operating costs for the City DART paratransit service than for the current County service.
- Reaching agreement between the City and County on how to combine funding for the joint paratransit service could be a very complex task.

#### Which Transit Services can Racine County Afford?

The estimated costs of the alternatives presented in this section of the newsletter indicate that there may be enough funding from the existing County levy, the County's State Section 85.21 allocation, and Federal transit funding sources to adequately fund a number of the Racine County alternatives. For example, the County could implement the following three initiatives (while maintaining its existing eligibility-limited demand-response transportation service west of IH 94):

- Sub-alternative 1B: Combine City/County paratransit east of IH 94;
- Sub-alternative 1C: Continue/refine shuttle service and operate service as public transit; and
- Alternative 3: Vanpools.

By 2017, all four services would require an estimated \$332,000 in State Section 85.21 funds, which is well below

***There may be enough funding to adequately fund a number of the Racine County alternatives.***

the \$436,000 in State Section 85.21 funds expected to be available to the County in 2017. The total estimated

County share of funds would be about \$64,000 by 2017—about the same as the existing \$62,000 in 2011.

Again assuming implementation of the three initiatives above, the County could also replace its existing eligibility-limited demand-response transportation service west of IH 94 with either Sub-alternative 1A or Alternative 2. However, implementing Sub-alternative 1A (expand eligibility to clients of County Human Services) or Alternative 2 (shared-ride taxi open to anyone) would be expected to require a significant increase in County funding. Sub-alternative 1A would require annual County funding to increase from \$62,000 to \$103,000 by 2017. Alternative 2, due to the availability of Federal and State funding, would not increase County funding by 2017, but would be expected to significantly increase County funding beyond 2017 as ridership grows.

## INTER-COUNTY TRANSIT ALTERNATIVES

Four alternatives were developed for better connecting Racine County residents and activity centers to adjacent counties. The City and County could choose to implement any combination of these alternatives, or to maintain existing services.

### INTER-COUNTY TRANSIT ALTERNATIVES

- 1 – Increased Commuter Bus Frequency
- 2 – Public Transit to UW-Parkside
- 3 – Kenosha-Racine Express Bus
- 4 – Burlington-Milwaukee Commuter Bus

#### Alternative 1: Increase Service Frequency on the Milwaukee-Racine-Kenosha Commuter Bus Route

This option would include the following changes to the existing WCL commuter bus route:

- Increased weekday service frequency from seven to 10 round-trips:
  - Northbound one-way trips: one more in the morning and two more in the afternoon, and
  - Southbound one-way trips: one more in the midday and two more in the evening.
- A slight route alignment change to directly serve Gateway Technical College in Racine (shown on Map 4).

	Year 2017 Estimates		
	Ridership	Operating Expenses	Local Funding*
Existing	76,900	\$1.44 million	\$0.47 million
Alternative 1	96,100	\$1.98 million	\$0.67 million

*\*Local funding from WCL or Cities of Kenosha and Racine.*

Alternative 1 would provide additional service to Milwaukee and Kenosha and increase travel options for City of Racine and Racine County residents at times when there is an apparent need for more frequent service. However, given current financial constraints, the increased local funding required to increase the service frequency may not be available. Regardless of whether or not the service frequency is increased, the City of Racine should consider taking steps to integrate the route with existing BUS routes in order to promote coordination between commuter and local transit services and make each easier and more attractive to use.

Map 4

#### INCREASE SERVICE FREQUENCY OF MILWAUKEE-RACINE-KENOSHA COMMUTER BUS ROUTE (ALTERNATIVE 1)



#### ALTERNATIVE FOR INCREASING SERVICE FREQUENCY OF MILWAUKEE-RACINE-KENOSHA COMMUTER BUS ROUTE

— ALIGNMENT CHANGE UNDER ALTERNATIVE 1

#### EXISTING TRANSIT SERVICES

- EXISTING LOCAL BUS ROUTES
- EXISTING COMMUTER BUS ROUTE
- EXISTING EXTENSION TO UW-PARKSIDE

■ COLLEGES AND UNIVERSITIES

▲ BUS TRANSIT CENTER

Source: SEWRPC.

## INTER-COUNTY TRANSIT ALTERNATIVES

### Alternative 2: Provide Local Public Transit Service to UW-Parkside

Two ways to provide local public transit service to the UW-Parkside campus and one way to enhance the existing University shuttle service were developed:

- Sub-alternative 2A: Operate a shuttle between Regency Mall and UW-Parkside using a BUS paratransit vehicle.
- Sub-alternative 2B: Extend the proposed BUS Route 1 to serve UW-Parkside.
- Sub-alternative 2C: Extend and increase the existing UW-Parkside shuttle service.

Map 5 below shows the proposed alignments for each of the sub-alternatives.

Map 5

#### PROVIDE LOCAL PUBLIC TRANSIT SERVICE TO UW-PARKSIDE (ALTERNATIVE 2)



#### SUB-ALTERNATIVES FOR PROVIDING LOCAL PUBLIC TRANSIT SERVICE TO UW-PARKSIDE CAMPUS

- SUB-ALTERNATIVE 2A - CITY SHUTTLE FROM REGENCY MALL
- SUB-ALTERNATIVE 2B - ROUTE 1S EXTENSION
- SUB-ALTERNATIVE 2C - EXTEND EXISTING CAMPUS SHUTTLE

#### OTHER TRANSIT SERVICES

- EXISTING LOCAL BUS ROUTES
- PROPOSED B.U.S. ROUTE NO. 1S
- EXISTING COMMUTER BUS ROUTE
- EXISTING EXTENSION TO UW-PARKSIDE
- EXISTING UW-PARKSIDE SHUTTLE SERVICE

- COLLEGES AND UNIVERSITIES
- ▲ BUS TRANSIT CENTER

Source: SEWRPC.

Under Sub-alternative 2A, the City would operate shuttle service between Tallent Hall and the proposed southwest transfer point at Regency Mall. The shuttle would replace the existing campus shuttle's two round-trips per weekday with six round-trips, and would be operated using a BUS paratransit vehicle and driver. The shuttle trips would run every two hours on weekdays when classes are in session and would meet BUS routes at transit "pulse" transfer times.

Under Sub-alternative 2B, the proposed extension of BUS Route 1 would provide frequent local bus service to UW-Parkside's Tallent Hall, permitting transfers between the proposed BUS Route 1 and Kenosha Area Transit (KAT) Route 1, which already serves UW-Parkside. Service to UW-Parkside would be operated between 7:00 a.m. and 6:00 p.m. on weekdays when classes are in session (15.5 weekday round-trips).

Under Sub-alternative 2C, the City would work with UW-Parkside to enhance the existing campus shuttle service, with the University implementing a 1.2-mile extension north to the southwest transfer point and one additional round-trip during the midday period, for a total of three weekday round-trips.

All three sub-alternatives would improve connections to BUS routes by providing service to the proposed southwest transfer point. A higher frequency service, like that under the extended BUS Route 1, would better serve both students needing transportation between the City and UW-Parkside and individuals who need to continue on to the KAT system. A lower frequency, like that of either a City or increased University shuttle service, would limit the ability to provide convenient transfers to KAT routes.

However, extending BUS Route 1 would require additional funding. It may also cause operational difficulties because the route would be longer (90 minutes round-trip from the Transit Center to UW-Parkside and back to the Transit Center) than other BUS routes (60 minutes round-trip from the Transit Center to each route's endpoint and back to the Transit Center). It should be noted that any improved service to UW-Parkside would require collaboration between the City and University in terms of how the service is operated and funded.

#### Year 2017 Estimates

	Ridership	Operating Expenses	Local Funding*
Existing	600	\$ 12,200	\$12,200
Sub-alt. 2A	1,600	\$ 30,700	\$12,900
Sub-alt. 2B	3,400	\$160,500	\$74,500

\*Local funding from UW-Parkside or local/County government.

## INTER-COUNTY TRANSIT ALTERNATIVES

### Alternative 3: Establish Express Bus Service between the Cities of Racine and Kenosha

Under Inter-County Alternative 3, the Cities of Racine and Kenosha would jointly establish and contract for an express bus service between the two Cities (see Map 6). The route would serve major public higher education institutions, including the Gateway Technical College campuses in Racine and Kenosha and the UW-Parkside campus in Kenosha County. On the proposed service, 16 round-trips would be operated between 7:00 a.m. and 7:00 p.m. on weekdays, with peak service frequencies of 30 minutes and off-peak service frequencies of 60 minutes. Fares would be \$2.25 each way.

#### WHAT IS EXPRESS BUS?

Express bus is a limited-stop public transit service provided with large, urban buses. Stops are usually spaced about every 1/4 mile to one mile along an express bus route. Express bus typically provides service in major travel corridors to connect major activity centers and medium- and high-density residential areas. An express route connecting downtown Racine and downtown Kenosha is recommended in the currently adopted year 2035 regional transportation system plan for Southeastern Wisconsin.

The year 2017 estimates (above right) reflect the Racine-Kenosha express bus service after four years of operation. The service would be funded through operating revenues, local funds from the Cities of Racine and Kenosha, and Federal and State urban transit operating assistance funds. Four buses would need to be purchased at a total cost of about \$1.7 million. Of that cost, 80 percent could be funded using Federal transportation grants, with the Cities of Racine and Kenosha responsible for providing the remaining 20 percent. The Cities of Racine and Kenosha would need to reach agreement on how to provide the needed local operating and capital funding.

#### Year 2017 Estimates

	Ridership	Operating Expenses	Local Funding*
<b>Alternative 3</b>	82,600	\$800,000	\$260,000

\*Local funding from Cities of Kenosha and Racine.

Map 6

#### ESTABLISH EXPRESS BUS SERVICE BETWEEN RACINE AND KENOSHA (ALTERNATIVE 3)



#### ALTERNATIVE FOR PROVIDING EXPRESS BUS SERVICE BETWEEN THE CITIES OF RACINE AND KENOSHA

— ALTERNATIVE 3 - EXPRESS BUS

■ COLLEGES AND UNIVERSITIES

#### EXISTING TRANSIT SERVICES

— EXISTING LOCAL BUS ROUTES

▲ BUS TRANSIT CENTER

— EXISTING COMMUTER BUS ROUTE

--- EXISTING EXTENSION TO UW-PARKSIDE

Source: SEWRPC.

## INTER-COUNTY TRANSIT ALTERNATIVES

### Alternative 4: Establish Commuter Bus Service between the Cities of Burlington and Milwaukee

Under Inter-County Alternative 4, Racine County would establish and contract for a commuter bus service between the City of Burlington and the Milwaukee central business district. Map 7 shows the proposed route alignment over STH 36 and IH 43, as well as three proposed park-ride lots that would be served by the route (an additional park-ride lot could be considered in the Wind Lake area). The service would provide two round-trips on weekdays, focused on service from Burlington to Milwaukee in the morning and the reverse direction in the afternoon. Racine County could contract for operation of the route from a private transit operator, much like Waukesha County contracts for commuter bus service. Fares would be \$3.25 each way.

### WHAT IS COMMUTER BUS?

Commuter bus is a limited-stop public transit service focused on providing work commute trips (often referred to as “freeway flyer” service). Commuter bus connects urban centers through buses operating over freeways or major highways, with stops spaced every three to five miles. Many commuter bus routes already exist in southeastern Wisconsin, with most focused on serving work commute trips to downtown Milwaukee.

The year 2017 estimates (above right) reflect the Burlington-Milwaukee commuter bus service after four years of operation. The service would be funded through operating revenues, County funds, and Federal and State rural transit operating assistance funds. The County may also be able to obtain Federal Highway Administration Congestion Management and Air Quality Improvement (CMAQ) grant funding to cover about 80 percent of the total cost to operate the service during its first three years. During those three years, passenger revenues may be expected to provide the 20 percent local matching funds.

### Year 2017 Estimates

	Ridership	Operating Expenses	Local Funding*
<b>Alternative 4</b>	20,500	\$230,000	\$40,000


\*Local funding from Racine County.

Map 7

### ESTABLISH COMMUTER BUS SERVICE BETWEEN BURLINGTON AND MILWAUKEE (ALTERNATIVE 4)



### ALTERNATIVE FOR ESTABLISHING COMMUTER BUS SERVICE BETWEEN BURLINGTON AND MILWAUKEE

- ALTERNATIVE 4 - BURLINGTON-MILWAUKEE COMMUTER BUS
-  PROPOSED COMMUTER BUS STOP (ADDITIONAL POSSIBLE PARK-RIDE LOT COULD BE CONSIDERED IN WIND LAKE AREA)

Source: SEWRPC.

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### TELL US WHAT YOU THINK!

We want to hear your opinion of the alternatives for improving public transit in Racine County. There will be two public meetings that you are invited and encouraged to attend. The public meetings will be 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 5:30 p.m. at each meeting. To provide comments, please attend one of the public meetings, where you will have the opportunity to leave written comments or speak to a court reporter or staff member to provide oral comments. If you are unable to attend one of the meetings, you can send written comments in any of the following ways by March 8, 2013:

- Plan Website: [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)
- E-mail: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)
- U.S. Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

All comments will be considered when developing a final recommended Racine County public transit plan.

### FOR MORE INFORMATION

In addition to the information presented in this newsletter, the plan website contains detailed information about the alternatives as well as other work completed to date for the plan. You can also submit comments or request a briefing by staff.

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

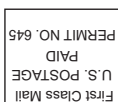
Eric Lynde, Senior Transportation Planner/Engineer  
Southeastern Wisconsin Regional Planning Commission  
(262) 547-6721

### SCHEDULE OF PUBLIC MEETINGS

**Tuesday, March 5, 2013, 4:30-6:30 pm**  
Veterans Terrace - Patriot Room  
589 Milwaukee Avenue, Burlington

**Wednesday, March 6, 2013, 4:30-6:30 pm**  
Corinne Reid-Owens Transit Center  
1421 State Street, Racine

The meeting locations are wheelchair-accessible. Persons needing disability-related accommodations 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.



SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
W239 N1812 ROCKWOOD DRIVE  
PO BOX 1607  
WAUKESHA, WISCONSIN 53187-1607

RACINE COUNTY PUBLIC TRANSIT PLAN FLYER: FEBRUARY 2013

## ALTERNATIVES FOR IMPROVING TRANSIT IN RACINE COUNTY

### You are invited...

To provide comments and feedback on proposed alternatives for improving transit service in the City of Racine and Racine County over the next five years.

### You will have the opportunity to...

- Hear about the effort to prepare a short-range, five-year plan for public transit in Racine County.
- Learn about proposed transit service improvement alternatives, including alternatives for the City of Racine, Racine County, and between Racine County and surrounding counties.
- Talk about the proposed alternatives with staff from the Southeastern Wisconsin Regional Planning Commission, City of Racine, and Racine County.
- Comment on the proposed alternatives and provide suggestions that will be considered as the final recommended plan is developed.

The **Racine County Public Transit Plan** is being prepared by the Regional Planning Commission, at the request of the City and County of Racine. Guidance for the plan is being provided by an Advisory Workgroup, which has approved the proposed alternatives for public comment. The plan will recommend transit service improvements for the City and County to consider over the five-year period from 2013 to 2017.

The proposed transit service improvement alternatives include:

- A preliminary recommended, and other, alternatives for the City of Racine Belle Urban System,
- Alternatives for transit service within Racine County, and
- Alternatives for better connecting Racine County to adjacent counties.

Information about the plan, including a newsletter describing the proposed alternatives, is available on the plan website at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan), or by contacting us at (262) 547-6721 or [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org).

**Two public meetings** to get **YOUR INPUT** on the proposed alternatives will be held as shown below, from 4:30 to 6:30 p.m. (presentation at 5:30). The meetings will be held in "open house" format, allowing you to attend at any time during the two-hour timeframe for each meeting.

**Tuesday, March 5, 2013**  
Veterans Terrace – Patriot Room  
589 Milwaukee Avenue  
Burlington, WI 53105

**Wednesday, March 6, 2013**  
Corinne Reid-Owens Transit Center  
1421 State Street  
Racine, WI 53404

Persons needing disability-related accommodations are asked to contact the Commission offices 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.



Source: City of Racine Belle Urban System.



Source: Racine County Human Services Department.



PRESENTATIONS GIVEN AT PUBLIC MEETINGS

## **RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017**



Corinne Reid-Owens Transit Center  
Racine, WI

Wednesday, March 6, 2013

Doc #208633v2

### **Background**



- ❑ Short-range, five-year plan for public transit in Racine County
  - Will include advisory recommendations for transit service for both the City and County through 2017
- ❑ Prepared by SEWRPC
  - Joint effort with City and County
- ❑ Guided by an Advisory Workgroup

## Outline of Presentation

- ❑ Review of existing transit services
- ❑ Transit service improvement alternatives
  - City of Racine Alternative
  - Racine County Alternatives
  - Inter-County Alternatives
- ❑ Next Steps



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## Existing Transit Services

### City of Racine Belle Urban System

- ❑ Eight regular bus routes and several peak-hour routes
- ❑ Dial-A-Ride Transport (DART)
  - Federally-mandated
  - For individuals with disabilities who cannot use the fixed-route service



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## Existing Transit Services (continued)



### Racine County Transportation Services

- ❑ Racine County Human Services Department provides two transportation services:
  - Demand-response transportation to seniors and disabled persons outside the DART service area, and to seniors within the DART service area.
  - Burlington area shuttle service through the Shuttling People Around Racine County (SPARC) program.
- ❑ Primary funding sources:
  - County funds
  - State Section 85.21 specialized transportation assistance funds

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## Existing Transit Services (continued)



### Inter-County Transportation Services

- ❑ Milwaukee-Racine-Kenosha commuter bus route
  - Operated by Wisconsin Coach Lines (WCL).
- ❑ UW-Parkside campus shuttle
  - Two round-trips between campus and the City of Racine.

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## City of Racine Alternative



### Preliminary Recommended Alternative for the Belle Urban System (BUS)

- ❑ Alternative system is “financially constrained”
  - Limits local contributions to \$1.52 to \$1.65 million per year during five-year period
- ❑ Would address several operational issues
  - Confusing midday schedule
  - Long layover times on evenings and weekends
  - Inconvenient travel on Route 86 one-way loop
  - Route updates needed to more efficiently serve development

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## City of Racine Alternative (continued)



## City of Racine Alternative (continued)



- Alternative system would save about \$340,000 in total operating costs in its first full year
- Modest ridership increases are assumed (1% per year)
- No additional capital investment required over existing system



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## City of Racine Alternative (continued)



- Funding levels could change during the next five years.
- Options are presented in case additional funding becomes available or funding levels decrease
- City has more flexibility under alternative system to change routes based on performance

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## Racine County Alternatives



- ❑ Three alternatives for transit service in Racine County were developed
  1. Expand/Coordinate Existing Services
  2. Public Shared-Ride Taxi
  3. Vanpools

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## Racine County Alternative 1



### **Alternative 1:**

#### **Expand/Coordinate Existing Services**

- ❑ Sub-alternative 1A: West of IH 94, expand eligibility for County demand-response service
- ❑ Sub-alternative 1B: East of IH 94, combine the City DART paratransit and County demand response services
- ❑ Sub-alternative 1C: Continue/refine shuttle service and operate service as public transit

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## Racine County Alternative 1 (continued)



### Summary of Conclusions

- ❑ Sub-alt. 1A (Expand eligibility to all clients of County Human Services):
  - More service needed, resulting in increased costs
  - Not eligible for Federal/State transit operating assistance
- ❑ Sub-alt. 1B (Combined City/County paratransit east of IH 94):
  - May not save money
  - Complex undertaking
- ❑ Sub-alt. 1C (Shuttles operated as transit open to general public):
  - Need to use vehicles accessible to persons with disabilities, which may increase operator's unit costs
  - Eligible for Federal/State transit operating assistance, which would limit needed levels of County and 85.21 funding

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## Racine County Alternative 2



### Alternative 2:

#### Public Shared-Ride Taxi West of IH 94

- ❑ Would replace eligibility-limited County demand-response service with shared-ride taxi program open to general public
- ❑ Would be provided using small vehicles
- ❑ Would be similar to programs in Ozaukee and Washington Counties

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## Racine County Alternative 2 (continued)



### Summary of Conclusions

- ❑ A shared-ride taxi program would significantly increase operating costs
- ❑ Eligible for Federal and State rural transit operating funds
  - Reduces initial amount of State Section 85.21 and County funding needed
- ❑ Demand likely to increase beyond 2017
  - May eventually need much higher County funding

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## Racine County Alternative 3



### Alternative 3:

#### Vanpools for Commuter Trips

- ❑ Sub-alternative 3A: County-run vanpool program
  - Administered by County staff, with County purchasing vans
- ❑ Sub-alternative 3B: Privately-run vanpool program
  - Administered by private operator, which would provide vans

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## Racine County Alternative 3 (continued)



### Summary of Conclusions

- ❑ Privately-run vanpool would not require investment from the County
- ❑ However, user fees would be significantly higher for a privately-run vanpool
  - To reduce user fees, the County could contribute funding, or partner with employers willing to contribute funding, to the privately-run program

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## Racine County Alternatives (continued)



### Summary of Conclusions

- ❑ County may be able to adequately fund a number of alternatives
- ❑ For example, three initiatives could be implemented (while maintaining the existing eligibility-limited demand response service west of IH 94):
  - Sub-alt. 1B: Combine City/County paratransit east of IH 94
  - Sub-alt. 1C: Operate shuttle service as public transit
  - Alt. 3: Vanpools
- ❑ All three together would not likely require an increase in local and County funding
  - Potential to increase if demand increases significantly

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## Racine County Alternatives (continued)



### Summary of Conclusions (continued)

- ❑ Alternatives that would replace and expand the existing eligibility-limited demand-response service west of IH 94 would likely require an increase in funding:
  - Sub-alternative 1A (expand eligibility to all clients of County Human Services) would require a significant increase in County funding by 2017
  - Alternative 2 (shared-ride taxi program open to the general public) would not likely increase County funding by 2017, but could significantly increase County funding beyond 2017

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## Park-Ride Lot Needs



- ❑ Existing Ives Grove park-ride lot (Hwy 20 and IH 94) experiencing capacity problems
  - Lot reportedly exceeding capacity at times
  - BUS Route 20 has difficulty maneuvering in lot due to illegally parked cars when lot is over-capacity
  - City and County currently working with WisDOT to address capacity issues (possible expansion on adjacent County-owned land)

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## Inter-County Alternatives

- ❑ Four alternatives for transit service between Racine County and surrounding counties were developed
  1. Increased Commuter Bus Frequency
  2. Local Public Transit to UW-Parkside
  3. Kenosha-Racine Express Bus
  4. Burlington-Milwaukee Commuter Bus

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## Inter-County Alternative 1

### Alternative 1:

### **Increase Milwaukee-Racine-Kenosha Commuter Bus Service Frequency**

- ❑ Increase weekday round-trips from 7 to 10
- ❑ Route change to directly serve Gateway Technical College in Racine



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## Inter-County Alternative 1 (continued)



### Summary of Conclusions

- ❑ Would need to significantly increase funding
- ❑ Whether or not service is increased, BUS and WCL should consider steps to integrate two services
  - Would promote coordination between commuter and local transit services, making them easier to use and more attractive

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## Inter-County Alternative 2



### Alternative 2:

#### Provide Improved Transit Service to UW-Parkside

- ❑ Sub-alternative 2A: BUS shuttle route
- ❑ Sub-alternative 2B: Extend proposed BUS Route 1
- ❑ Sub-alternative 2C: Extend and increase existing campus shuttle



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## Inter-County Alternative 2 (continued)



### Summary of Conclusions

- ❑ Connecting to southwest transfer point—under all three sub-alternatives—would provide access to more BUS routes
- ❑ Higher frequency service would provide better service to UW-Parkside and allow convenient transfers to Kenosha Area Transit routes
  - Extended BUS Route 1: 15.5 weekday round-trips
  - City shuttle: 6 weekday round-trips
  - University shuttle: 3 weekday round-trips
- ❑ Extended BUS Route 1 would require additional funding and may cause operational issues
  - Route would be longer than all other BUS routes
- ❑ Improving service to UW-Parkside would require City and University to collaborate on operations and funding

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## Inter-County Alternative 3



### Alternative 3:

#### Establish Express Bus Service Between Racine and Kenosha

- ❑ Would be jointly established by Cities of Racine and Kenosha
- ❑ Would serve colleges and universities
- ❑ 16 weekday round-trips



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## Inter-County Alternative 3 (continued)



### Summary of Conclusions

- ❑ Would be eligible for Federal and State urban transit operating funds
  - Cities would provide local matching funds
- ❑ Annual operating expenses in 2017 would be about \$800,000
  - Local funds of about \$260,000 (assuming City of Racine provides half, this represents an increase in City funding of over 10 percent)
- ❑ Four buses would need to be purchased
  - Federal capital grants could fund 80 percent

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## Inter-County Alternative 4



### Alternative 4:

#### Establish Commuter Bus Service Between Burlington and Milwaukee

- ❑ Would be established by Racine County
- ❑ Two weekday round-trips
- ❑ Would serve three park-ride lots



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## Inter-County Alternative 4 (continued)



### Summary of Conclusions

- ❑ Would be eligible for Federal and State rural transit operating funds
  - County would provide local matching funds
- ❑ Annual operating expenses in 2017 would be about \$230,000
  - Local funds of about \$39,000
- ❑ Could also obtain FHWA CMAQ funding
  - Could fund 80 percent of operating expenses for first three years

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## Next Steps



- ❑ Obtain public input on alternatives
  - Comments accepted through **March 15, 2013**
- ❑ Prepare final recommended plan
  - Recommended transit service improvements for Racine County over next five years
- ❑ Present final plan to City and County for their consideration

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## Belle Urban System Challenges and Issues

The City's geography poses a significant challenge to designing the BUS.

- **Uneven development pattern:** Downtown Racine is located north and east of the City's geographic center. Over the years, new development has spread south and west, influenced by the Root River.
  - Difficult to design bus routes with near-equal lengths between the downtown transit center (TC) and the routes' outlying endpoints.
- Current "pulse" schedule system implemented in 2002 was designed so most routes run on 90-min. round-trip schedules: 15 min. from the TC to the northern endpoint and 15 min. back to the TC; then 30 min. from the TC to the southern endpoint and 30 min. back to the TC. This results in several issues:
  - **Confusing midday schedule:** Between 9:30 a.m. and 3:00 p.m., the bus routes alternate between 30- and 60-min. service frequencies.
  - **Long layover times on evenings/weekends:** During evenings/weekends, the routes' 90-min. round-trip schedules are stretched to 120 min., with buses waiting over 20 min. at route endpoints on many routes.
- Other issues were identified in an evaluation of the system and through public comments, including:
  - Circular design of Route 86 makes travel to some destinations on that route very inconvenient.
  - Some routes need to be updated to more efficiently serve existing residential and commercial development.



## Belle Urban System Preliminary Recommended Alternative

Map 2 shows the proposed BUS routes under the Workgroup's preliminary recommended alternative for the City of Racine.

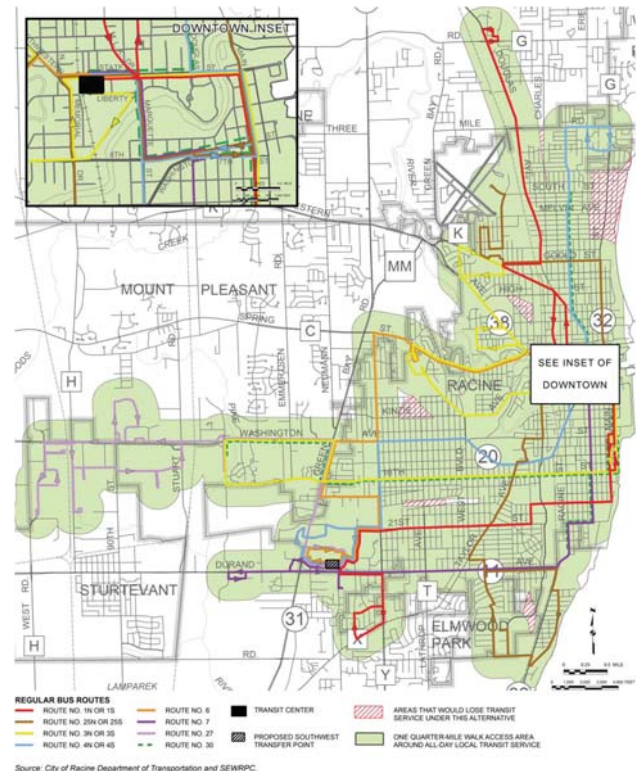
- Alternative system is "financially-constrained", keeping the local share of annual operating assistance at about \$1.52 to \$1.65 million.
- Proposed changes would make the BUS more efficient by combining and realigning poor-performing routes.
  - Resulting in a **more understandable midday schedule** and significantly **reduced layover times** during evenings and weekends.

### PROPOSED CHANGES TO BUS ROUTES

- Primary changes to route alignments include (*note: legs of Route Nos. 1 through 5 are labeled based on whether they are north or south of the TC*):
  - Remove Route 1N loop on South St., Charles St., and Carlton Dr., and modify the route to serve Horlick High School and Rapids Plaza.
  - Combine Routes 2N and 5N and Routes 2S and 5S (new route legs labeled 25N and 25S).
  - Modify Route 3N to serve St. Mary's hospital.
  - Modify Route 4N to serve downtown.
  - Convert Route 86 from one-way loop to two-way out-and-back route (Route 6).
  - Establish a southwest transfer point at Regency Mall for transfers between Routes 4S, 6, 7, and 27.
- **Route lengths would be equalized** so each regular route takes 30 min. to get from the TC to its endpoint, then 30 min. back to the TC.
  - This allows more uniform service frequencies: every 30 min. during peak periods and every 60 min. during off-peak periods/weekends (*note: Route 6 would be an exception, running every 60 min. all day*).
  - Buses on all routes would meet at the TC so passengers would not need to wait to transfer to another route.
- Alternative system does not include changes to Route 27 because it was recently changed (fall 2012). BUS staff intends to monitor route's performance and decide whether to change or expand the route (for example, by adding Saturday service).

C-34

## Map 2 Belle Urban System Routes Under the Preliminary Recommended Alternative



## Belle Urban System Preliminary Recommended Alternative

### PERFORMANCE MEASURES AND COSTS

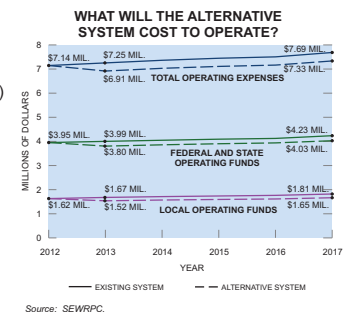
Overall, the transit system's annual revenue hours would be slightly reduced:

- Existing system: 81,200 annual revenue hours (2012 budget)
- Alternative system: 77,000 annual revenue hours (2013 through 2017)

Ridership is assumed to modestly increase by 1% per year:

- Existing system: 1.06 million revenue passengers (2012 budget)
- Alternative system: 1.11 million revenue passengers (by 2017)

Compared to continuing with existing service levels, **the alternative system would save about \$340,000 in total operating costs** and \$150,000 in required local operating assistance in its first full year.



### CAPITAL NEEDS

The alternative system does not require any additional capital investment over the existing system. Over the 5-year planning period, the following significant capital investments are planned:

- Maintain its existing fleet of 35 heavy-duty buses by replacing 14 buses in 2013, three buses in 2016, and three buses in 2017.
- Replace seven existing paratransit buses (in service since 2009) with new paratransit buses.
- Lease/purchase land at Regency Mall for a small transfer facility.
- Make various repairs, renovations, and upgrades to BUS facilities.

Over the 5 years, 80% of these capital costs could be funded by a total of about \$8.8 million in Federal funds, with the City of Racine providing a local share of \$2.2 million.

## Belle Urban System Preliminary Recommended Alternative

### OPTIONS IF OPERATING FUNDING LEVELS CHANGE

The preliminary recommended alternative was developed assuming a relatively flat total operating budget for the system, keeping local funding at about the year 2012 funding level. However, funding levels could change during the next five years.

Should **additional funding** become available, the map to the right shows some improvements the City could consider beyond the proposed changes in the alternative system.

>>An increase of about \$1.0 million in net operating assistance would be needed to implement all options.

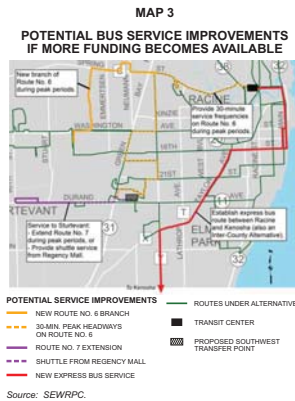
Should the City need to **decrease local funding** for the system, here are some service reductions (and a fare increase) that the City could consider:

- Eliminate Route 25N/25S on Saturdays
- Eliminate Route 1S after 6:30 p.m. on weeknights
- Eliminate Route 1S on Saturdays and/or Sundays
- Increase cash fares by \$0.25 (12.5%).

>>Savings of about \$400,000 in net operating assistance for all options.

In the case of a **severe funding shortfall**, all or selected regular routes that would run every 30 min. during peak periods could be cut back to run every 60 min. all day.

- If all routes are cut back to 60 min. service frequencies all day, total operating assistance would be reduced by about \$720,000 in the first year, with local assistance reduced by about \$240,000.



## Racine County Transportation Services

The Racine County Human Services Department currently provides the following transportation services:

- Demand-response transportation
  - Door-to-door, advance reservation
  - Eligibility: seniors and persons with disabilities outside the City's DART paratransit service area, and seniors within the DART service area.
  - Service hours: weekdays from 5:30 a.m. to 6:00 p.m.
  - Fare: \$2.50 per one-way trip
- Shuttling People Around Racine County (SPARC) program
  - Flexible route (can deviate a short distance off the route) in the Burlington area.
  - Eligibility: designed for seniors, but no formal eligibility restrictions.
  - Service hours: weekdays from 9:00 a.m. to 3:00 p.m.
  - Fare: \$2 per one-way trip (\$3 round-trip; \$5 for a day pass)



The County contracts with First Transit to operate the demand-response service and with Kenson Enterprises to operate the SPARC program.

Existing (2011)	Demand-Response	SPARC Shuttle
Annual Ridership	6,000	5,500
Operating Expenses	\$123,000	\$144,000
Operating Revenues	17,300	9,600
Required Public Assistance	\$105,700	\$134,400
Federal Section 5317 New Freedom Funding	--	\$67,200
Federal/State Transit Operating Assistance	--	--
State Section 85.21 Funding	\$88,100	53,800
County Funds	17,600	13,400

## Racine County Transit Alternatives - Alternative 1 (Expand/Coordinate)

Three potential ways to better coordinate and expand access to existing transportation services were developed under Alternative 1 (County could choose to implement any or all):

- Sub-alternative 1A: Expand eligibility of County demand-response service**
  - West of IH 94, eligibility for the County's demand-response service—currently limited to seniors and disabled persons—would be expanded to anyone who receives assistance from County agencies (except Medicaid non-emergency transportation).
  - Ridership would more than double, requiring significantly more service hours and resulting in **total annual operating expenses increasing by 2.5 times** by 2017.
  - Service would not be eligible for Federal and State transit operating funds**, so higher levels of State Section 85.21 and County funding would be needed.
- Sub-alternative 1B: Combined City/County paratransit service**
  - East of IH 94, the City DART paratransit and County demand-response services would be combined into a single service for seniors and disabled persons, with service hours mirroring those of the BUS fixed-route service.
  - If City DART paratransit operates service (may also be possible for County to operate), **DART's higher unit operating costs would likely negate any ridership increases and efficiencies** gained by having only one operator. There is also a potential for local and County funding to increase if demand increases significantly.
  - An additional seven DART paratransit vehicles would need to be purchased to serve demand.
  - As this would be a very complex task, **a first step may be to establish an integrated call center**, providing a single point of contact for information on both existing services.
- Sub-alternative 1C: County shuttle service operated as public transit**
  - Existing County SPARC shuttle service would be continued, refined as needed (by modifying or dropping routes, or trying new routes), and operated as public transit.
  - If operated as public transit, the shuttle service would qualify for Federal and State transit operating funds**, limiting the County share of total operating expenses and allowing the County to set aside some State Section 85.21 funding to purchase vehicles. This eligibility would require the purchase and use of vehicles that are accessible to disabled persons.

Year 2017 Estimates	Sub-Alt. 1A	Sub-Alt. 1B	Sub-Alt. 1C
Annual Ridership	13,400	46,400	7,400
Operating Expenses	\$304,100	\$977,100	\$159,000
Operating Revenues	42,200	257,100	13,000
Required Public Assistance	\$261,900	\$720,000	\$146,000
Federal/State Transit Operating Assistance	--	505,300	96,200
State Section 85.21 Funding	218,200	178,900	41,500
County Funds	43,700	35,800	8,300

## Racine County Transit Alternatives - Alternative 2 (Public Shared-Ride Taxi)

This option would replace the County's demand-response service—currently limited to seniors and disabled persons—with a shared-ride taxi program that anyone could use.

#### WHAT IS SHARED-RIDE TAXI?

Shared-ride taxi is a curb-to-curb or door-to-door transit service open to the general public. Shared-ride taxi is usually provided using small vehicles, such as automobiles, vans, or small buses. As the term indicates, passengers share a vehicle for at least part of their trip. Dispatch handles service requests like a conventional taxicab service. Good examples of county-run shared-ride taxi services in southeastern Wisconsin are the services operated by Ozaukee and Washington Counties.

- Operating Characteristics
  - One day advance reservation
  - Service area: same as existing (any trips with one trip end west of IH 94, including out-of-county medical trips)
  - Service hours:
    - Weekdays from 5:00 a.m. to 7:00 p.m.
    - Saturdays from 5:00 a.m. to 6:00 p.m.
  - Fares (distance-based): \$4.00 to \$7.75 (student and senior/disabled discounts)
- Ridership would more than triple**, requiring significantly more service hours and resulting in **total annual operating expenses nearly quadrupling by 2017**.
- Shared-ride taxi would be a public transit service, so it **would be eligible for Federal and State rural transit operating funds**, reducing the initial amount of State Section 85.21 and County funding needed.
- However, as ridership, service levels, and the associated operating costs increase, the needed State Section 85.21 and County funding would return to about existing levels by 2017.
- A shared-ride taxi program may eventually require a much higher County contribution** than the existing service as demand increases beyond 2017.

- Based on the experiences of the public shared-ride taxi systems in Ozaukee and Washington Counties, which began in 1998.

- Ten taxicab vehicles would need to be purchased by either the private operator or the County.

Year 2017 Estimates	Alt. 2
Annual Ridership	21,300
Operating Expenses	\$443,800
Operating Revenues	90,000
Required Public Assistance	\$353,800
Federal/State Transit Operating Assistance	259,600
State Section 85.21 Funding	78,500
County Funds	15,700

## Racine County Transit Alternatives - Alternative 3 (Vanpools)

Two ways to form a vanpool program were evaluated in which volunteer drivers would provide group transportation for long work-trip commutes (over 15 miles each way) starting or ending in the County.

### Sub-alternative 3A: County-run vanpool program

- Administered by County staff.
- County would purchase five mini-vans over four years using Federal transit capital assistance funds which could cover 80% of the vehicle costs.
- Fees would be designed to cover both operating costs and the County's share of the costs to purchase or replace vans.
- Fees (per vanpool):  
Monthly fee: \$150  
Mileage fee: about \$0.55 per mile

#### WHAT IS A VANPOOL?

Vanpools are for workers with long commutes who cannot use public transportation or find it inconvenient to do so. They consist of groups of 5 to 15 people commuting together to and from work. Each member contributes to the cost of operating the van. One member would volunteer to drive, usually in exchange for reduced monthly fees. Typically, the vans are owned by a third party, such as a government agency, an employer, or a private vanpool operator.

Vanpools are most useful to a narrowly-defined market:

- Workers whose commutes are longer than 15 miles;
- Workers who share a single employer or who work in an area with a concentrated group of employers with similar shift start-and-end-times;
- Workers who live near each other or who can travel to a common departure point (such as a park-and-ride lot).

### Sub-alternative 3B: Privately-run vanpool program

- Administered by a private vanpool operator, which would provide vans, using fees charged to the vanpool users to cover their own costs.
- Monthly user fees would be significantly higher than a County-run program because Federal assistance would not be used to purchase vehicles.

- To reduce user fees, the County could contribute funding or partner with employers willing to contribute funding to cover part of the cost of the service.

Year 2017 Estimates	Sub-Alt. 3A	Sub-Alt. 3B
Operating Expenses	\$36,800	N/A
Operating Revenues	47,100	N/A
From Monthly Van Fee	10,100	N/A
From Mileage Fees	37,000	N/A
Annual Surplus	\$10,300	N/A
Average Annual Capital Costs	\$25,800	N/A
Federal Share	20,700	N/A
County Share	5,100	N/A

## Racine County Transit Alternatives - Additional Considerations

### PURCHASING VEHICLES FOR COUNTY TRANSIT SERVICES

- Racine County could consider purchasing the vehicles used for providing all County-funded transit services to take advantage of Federal capital assistance, which could cover 80 percent of the cost.
- Three primary advantages:
  - Could negotiate lower rates with the services' contract operators.
  - Potential to increase competition for service contracts, which could decrease the costs for service contracts.
  - Federal capital assistance could cover 80 percent of vehicle purchase costs, while Federal and State operating assistance covers only about 50-60 percent of operating expenses.
    - Federal Section 5310 funding for vehicles to provide demand-response services for seniors and disabled persons, such as those under Sub-alternatives 1A and 1B.
    - Federal Section 5311 funding for vehicles to provide transit services open to the general public, such as those under Sub-alternative 1C, Alternative 2, and Sub-alternative 3A.

## Racine County Transit Alternatives - Which Services Can the County Afford?

Based on cost estimates for the County alternatives, there may be enough funding from the existing County levy (about \$62,000 in 2011), the County's State Section 85.21 allocation (projected \$436,000 in 2017), and Federal transit funding sources to adequately fund a number of the alternatives which were identified.

- For example, the County could implement the following three initiatives (while maintaining its existing eligibility-limited demand-response transportation service west of IH 94):
    - Sub-alternative 1B:** Combine City/County paratransit east of IH 94
    - Sub-alternative 1C:** Continue/refine shuttle service and operate as public transit
    - Alternative 3:** Vanpools
- >>All three together could likely be implemented without significantly increasing County funding.

However, some of the alternatives would require an increase in funding, specifically alternatives which would replace and expand the existing eligibility-limited demand-response service west of IH 94:

- Sub-alternative 1A:** Expand eligibility of demand-response transportation service west of IH 94 to all clients of County Human Services
  - >>Would require significant increase in County funding by 2017 because Sub-alternative 1A would not be eligible for Federal and State transit operating funds.
- Alternative 2:** Shared-ride taxi program (expand eligibility to general public) west of IH 94
  - >>Would not likely increase County funding by 2017, because Alternative 2 would be eligible for Federal and State transit operating funds, but could significantly increase County funding beyond 2017 as demand increases.

## Existing Transportation Services between Racine County and Surrounding Counties

Wisconsin Coach Lines (WCL) currently operates a commuter bus route between the Cities of Kenosha, Racine, and Milwaukee.

- WCL commuter bus service characteristics
  - Seven round-trips on weekdays between 5:15 a.m. and 10:30 p.m. (focused on the morning and afternoon peak periods)
  - Six round-trips on Saturdays and Sundays between 8:15 a.m. and 10:37 p.m.
  - Adult cash fare (distance-based): \$2.00 - 4.25
  - Began serving UW-Parkside on two weekday round-trips in September 2012.

UW-Parkside, located in Kenosha County, currently operates a campus shuttle for its students and staff.

- Includes two round-trips between the campus and the McDonald's at Taylor Ave. and Meachem Rd. in the City of Racine (the endpoint of BUS Route 1).
- Service is offered on weekdays between 7:30 a.m. and 6:00 p.m. (only when class is in session).
- Fares: free for UW-Parkside students and employees

Existing (Year 2017 Estimates)	Wisconsin Coach Lines	UW-Parkside Campus Shuttle
Annual Ridership	76,900	600
Operating Expenses	\$1,436,400	\$12,200
Operating Revenues	246,000	--
Required Public Assistance	\$1,190,400	\$12,200
Federal/State Transit Operating Assistance	725,400	--
Other/Local Match	465,000	\$12,200

## Inter-County Transit Alternative 1 - Increase Milwaukee-Racine-Kenosha Service

### Proposed changes:

- Increased weekday service frequency from 7 to 10 round-trips:
  - Northbound one-way trips: 1 more morning, 2 more afternoon
  - Southbound one-way trips: 1 more midday, 2 more evening
- Slight route alignment change to directly serve Gateway Technical College campus in Racine.
- Integration of route with existing BUS routes:
  - Add route to BUS and KAT route maps.
  - Establish consistent charges for transfers between route and BUS and KAT systems.
  - Provide information on route anywhere information about BUS and KAT systems is displayed.

- Proposed increase in service frequency may not be feasible at this time given need for increased local funding.

- Should still consider integration of route with BUS and KAT systems to promote coordination between commuter and local transit services.



Year 2017 Estimates	Alt. 1
Annual Ridership	96,100
Operating Expenses	\$1,981,400
Operating Revenues	307,600
Required Public Assistance	\$1,673,800
Federal/State Transit Operating Assistance	1,000,600
Other/Local Match	673,200

## Inter-County Transit Alternative 3 - Racine-Kenosha Express Bus

Under this alternative, the Cities of Racine and Kenosha would jointly establish and contract for an express bus service between the two Cities. The service would address an identified unmet need for frequent and convenient transit service connecting the Cities of Racine and Kenosha.

### Express bus service characteristics:

- Limited-stop public transit service provided with large, urban buses. Stops spaced about every 1/4 mile to 1 mile along route.
- Would serve major public higher education institutions, including UW-Parkside and Gateway Technical College campuses in Racine and Kenosha.
- 16 round-trips between 7:00 a.m. and 7:00 p.m. on weekdays (every 30 min. in peak, and every 60 min. in off-peak).
- Travel time (entire route): 60 min. each way.
- Adult cash fare: \$2.25 each way.
- Saturdays could be considered if weekday service experiences high ridership.

### Funding sources:

- Operating revenues.
- Federal and State urban transit operating assistance funds.
- Local matching funds from Cities of Racine and Kenosha.

### Capital needs:

- Four buses would need to be purchased at a total cost of about \$1.7 million.
- Federal transportation grants could fund 80 percent, with Cities of Racine and Kenosha needing to provide remaining 20 percent.

- Cities of Racine and Kenosha would need to reach agreement on how to provide needed local operating and capital funding.
  - Agreement would also need to address bus maintenance.



Year 2017 Estimates (after 4 years of operation)	Alt. 3
Annual Ridership	82,600
Operating Expenses	\$802,600
Operating Revenues	139,600
Required Public Assistance	\$663,000
Federal/State Transit Operating Assistance	405,300
Other/Local Match	257,700

## Inter-County Transit Alternative 2 - Improved Transit Service to UW-Parkside

This alternative proposes three ways to improve transportation connections between BUS routes and the UW-Parkside campus in Kenosha County.

### Sub-alternative 2A: City-operated shuttle between Regency Mall and UW-Parkside

- BUS paratransit vehicle would be used to operate between Tallent Hall and proposed southwest transfer point at Regency Mall.
- Six round-trips between 7:30 a.m. and 9:10 p.m. on weekdays when classes are in session (every two hours), meeting BUS routes at transit "pulse" transfer times.



### Sub-alternative 2B: Extend BUS Route 1 to serve UW-Parkside

- City would extend BUS Route 1 by 3.5 miles (one-way) to provide frequent local bus service to UW-Parkside's Tallent Hall.
- 15.5 round-trips between 7:00 a.m. and 6:00 p.m. on weekdays when classes are in session (every 30 min. during peak, and every 60 min. during off-peak).

### Sub-alternative 2C: Extend and increase existing UW-Parkside shuttle service

- University would enhance existing campus shuttle, extending shuttle by 1.2 miles (one-way) and adding one midday round-trip.
- Connecting to southwest transfer point under all three would provide access to more BUS routes.
- Higher frequency would provide better service to UW-Parkside and allow convenient transfers to Kenosha Area Transit routes.
- Extended BUS Route 1 may cause operational issues as it would be longer than other routes.
- Any improved service would require City and University collaboration on operations/funding.

## Inter-County Transit Alternative 4 - Burlington-Milwaukee Commuter Bus

Under this alternative, Racine County would establish and contract for a commuter bus service between the City of Burlington and the Milwaukee central business district. The service would address an identified unmet need for transportation between western Racine County and Milwaukee.

### Commuter bus service characteristics:

- Limited-stop public transit service focused on providing work commute trips. Stops spaced about every 3 to 5 miles along route.
- Would serve three park-ride lots in Burlington, Waterford, and Franklin. Waterford lot would need to be constructed.
- Two round-trips on weekdays (inbound from Burlington to Milwaukee in morning and outbound in reverse direction in afternoon).
- Travel time (entire route): 75 min. each way.
- Adult cash fare: \$3.25 each way.

### Funding sources:

- Operating revenues.
- Federal and State rural transit operating assistance funds.
- Local matching funds from Racine County.
- Possible "demonstration" funding:
  - County may also be able to obtain Federal Highway Administration Congestion Management and Air Quality Improvement (CMAQ) grant funding to fund about 80 percent of total cost to operate service for its first three years.
  - Passenger revenues may be enough to provide needed 20 percent local matching funds during those first three years.



Year 2017 Estimates (after 4 years of operation)	Alt. 4
Annual Ridership	20,500
Operating Expenses	\$229,600
Operating Revenues	56,600
Required Public Assistance	\$173,000
Federal/State Transit Operating Assistance	134,300
Other/Local Match	38,700



**Appendix D**

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING  
THE RACINE COUNTY PUBLIC TRANSIT PLAN: 2013-2017**



# Transit changes proposed

Group seeks public input on five-year plan to improve access, save money

ALISON BAUTER  
alison.bauter@journaltimes.com

**RACINE COUNTY** — A state commission is seeking the public's opinion on proposed changes to Racine city and county transportation systems, saving about \$350,000 annually in city transit alone.

At the request of city and county officials, the Southeastern Wisconsin Regional Planning Commission is working with local transit authorities to vet and implement the proposed changes over the next five years, holding two open houses for public input next month.

It's been several years since the area's transportation systems have been examined, but that's a rough period when it comes to transportation funding, according to Ken Yunker, the planning commission's executive director.

"This has been a period of about 10 years when federal and state funding has undergone cuts or lack of increase and ... as a result, fares have increased, services have been reduced or constrained," Yunker said.

In his commission's Racine County report, Yunker said, "Everything is with an eye on

what funding is available, so we've tried to look at what, perhaps, could be done within the funding available" while improving efficiency and accessibility in public transit.

## 'Alternative system'

The planning commission has developed an "alternative system" for the City of Racine's current Belle Urban System, combining some bus routes, realigning others and standardizing all routes' transit time.

More on **CHANGES**, Page 5A

## CHANGES

From Page 1A

According to Yunker, changing routes to equal lengths "should permit greater ease of transferring. No one will have to wait during the midday for 30 minutes or so to transfer" because buses will reach the transit center at roughly the same time.

The commission's report also suggests constructing a southwest transfer point at Regency Mall.

There are other options for improvement on the table, including extending routes and creating an express bus between Kenosha and Racine, but those depend on available funding, according to the commission's report.

Likewise, if transportation funds — a combination of local, state and federal dollars — decrease, then additional

service reductions are possible, including cutting routes on certain days and increasing the cash fare by 25 cents.

The alternative system is expected to cost about \$6.91 million per year to start, about \$340,000 less than the current \$7.25 million annual cost. Of the proposed price, local taxpayer funding would cover \$1.52 million, while state and federal dollars would continue funding the majority, about \$3.8 million.

## Options for Racine County and beyond

The commission's report suggested three alternatives for county transit: expanding and coordinating existing systems, creating a public shared-ride taxi or implementing "vanpools," which allow groups of 5

## If You Go

**WHAT:** Public forums on transit alternatives

**WHEN:** 4:30-6:30 p.m.,  
Tuesday, March 5

**WHERE:** Veterans  
Terrace — Patriot Room,  
589 Milwaukee Ave.,  
Burlington

**WHEN:** 4:30-6:30 p.m.,  
Wednesday, March 6

**WHERE:** Corinne Reid-  
Owens Transportation  
Center, 1421 State St.,  
Racine

Meetings are in open  
house format with a short  
presentation at 5:30 p.m.

commuter bus routes, creating a local public route from Racine to the University of Wisconsin-Parkside, in Somers, establishing an express bus route between Racine and Kenosha, and establishing a commuter bus system between Burlington and Milwaukee.

Almost all of those proposed alternatives rely on majority federal and state funding, rather than local dollars.

More on the commission's proposals is available online at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan), where the public can offer comments. Those interested can also comment by emailing [racine-transitplan@sewrpc.org](mailto:racine-transitplan@sewrpc.org), faxing (262) 547-1103 or attending either of the commission's two public meetings.

to 15 people to commute together.

The report also offered four possibilities to increase transit between different counties, including: increasing the frequency of existing

## After less than a year, only countywide public shuttle shelved

*Journal Times staff*

**RACINE COUNTY** — After less than a year in service, the county discontinued its only cross-county public transit service earlier this month, citing lack of ridership and funding.

When the Racine County Link shuttle service started in June, County Executive Jim Ladwig said that the route, funded predominantly through federal and state transportation grants, was operating on a trial basis.

If demand and funding were available, the shuttle would continue running, Ladwig said at the time.

More on **PUBLIC SHUTTLE**, Page 5A

# PUBLIC SHUTTLE

### *From Page 1A*

Less than one year later, neither the funding nor the ridership is there, the county executive said; state funding is gone, and, “ultimately, ridership was extremely poor.”

“The county is willing to try different things, but we also have to recognize when something isn’t working,” Ladwig said Tuesday.

The route, which

connected riders east of Interstate 94 to the Burlington and Waterford area, ended Feb. 1, taking with it the only public transportation option that covered the county end-to-end.

Ladwig said that a new cross-county option may come forward, based on the Southeastern Wisconsin Regional Planning Commission’s recent report.

# A glimpse into future of public transport

*Residents have a chance to review, comment on county transit options*

By Ed Nadolski  
EDITOR IN CHIEF

Western Racine County residents are invited to offer their opinions on future public transportation options, including a local shared-ride taxi service and a Burlington-to-Milwaukee commuter bus.

Those are just two among a variety of options included in a five-year plan for improving public transportation that is being developed by the Southeastern Wisconsin Regional Planning Commission in conjunction with Racine County and the City of Racine.

Local residents will have a chance to learn more about the plan and offer their opinions during a meeting scheduled for Tuesday, March 5, from 4:30-6:30 p.m. at Veterans Terrace, 589 Milwaukee Ave., Burlington.

The meeting will be in an open house format, allowing residents to attend at any time during the two-hour timeframe. A short presentation will be given at 5:30 p.m. At any time during each meeting, attendees can leave written comments or speak to a court reporter or staff member to provide oral comments.

A second meeting is scheduled for

## • Public transport

Wednesday, March 6, from 4:30-6:30 p.m. at Corinne Reid-Owens Transit Center, 1421 State St., Racine.

To prepare for the meetings, SEWRPC has produced a newsletter outlining the various alternatives for public transportation in the near future. The newsletter can be found online at [www.myracinecounty.com](http://www.myracinecounty.com).

All input received at the meetings will be considered as final recommendations are developed.

### What's in the plan?

While at least a third of the plan focuses on route and schedule improvements for the City of Racine's Belle Urban System of buses, it also provides alternatives for the west side of the county – namely the Burlington, Waterford and Union Grove areas.

The county plan provides three alternatives that range from expansion of the current SPARC (Shuttling People Around Racine County) service for seniors and disabled people to a shared-ride taxi service that is available to everyone. Planners contend the latter will likely triple ridership in Western Racine County, but will also require a steep increase in funding during the first five years of the program.

So what is a shared-ride taxi program? According to SEWRPC, it is a door-to-door transit service open to the general public. The taxi is usually provided using small vehicles, such as automobiles, vans or small buses. Passengers may share a vehicle for at least part of their trip. A dispatch center handles service requests like a conventional taxicab service.

Ozaukee and Washington counties have operated successful shared-ride services for years.

Here's a closer look at the three alternatives offered by SEWRPC in the county plan:

- **Alternative 1** proposes three ways to modestly improve or expand transit services.

One option is to expand eligibility of the existing county demand-response transportation service that operates west of I-94 – currently limited to seniors and persons with disabilities – to anyone who receives assistance from county agencies.

Another is to combine the existing City of Racine and Racine County paratransit services east of I-94.

A third is to continue to fund and refine the county SPARC service and make modest changes so the service is eligible to receive federal and state public transit funding assistance.

- **Alternative 2** would replace the current, eligibility-limited county transportation service west of I-94 with a public shared-ride taxi program. The shared-ride taxi program would provide on-call curb-to-curb transit service open to the general public.

The shared-ride taxi service would have the same service area as the existing eligibility-limited service and would operate weekdays from 5 a.m. to 7 p.m. and Saturdays from 5 a.m. to 6 p.m. Adult one-way fares would range from \$4 to \$7.75, with discounts for students, seniors and disabled people.

- **Alternative 3** would involve establishing a vanpool program for long work commute trips. The vanpool program could either be operated by the county or by a private operator.

## If you go...

**WHAT:** Public input session on options in the five-year public transportation plan for Racine County.

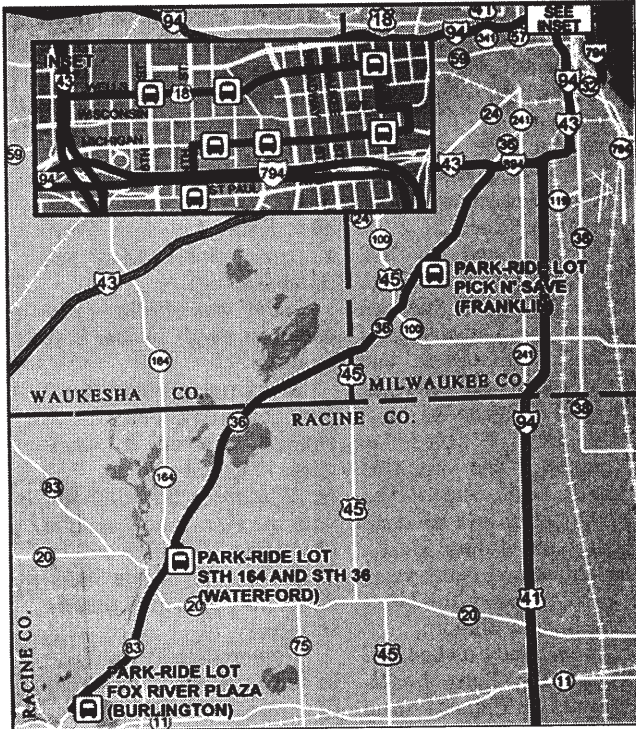
**WHEN:** Tuesday, March 5, from 4:30-6:30 p.m.

**Where:** Veterans Terrace, 589 Milwaukee Ave., Burlington.

**LOWDOWN:** Local residents will have a chance to comment on options developed for local public transportation, including alternatives such as a shared-ride taxi service open to everyone and a Burlington-to-Milwaukee commuter bus route.

**CAN'T ATTEND?** Written comments will be accepted until March 8 and may be submitted by email at [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org), fax at (262) 547-1103 and U.S. mail at Southeastern Wisconsin Regional Planning Commission, W239 N1812 Rockwood Dr., P.O. Box 1607, Waukesha, WI 53187-1607.

**MORE INFO:** See the plan website at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan).



SEWRPC GRAPHIC Standard Press

**A Burlington-to-Milwaukee commuter bus route is among the proposals included in a five-year plan for Racine County public transit.**

Vanpools are for workers with longer commutes who cannot use public transportation or find it inconvenient to do so. They consist of groups of five to 15 people commuting to and from work. Each member contributes to the cost of operating the van. One member volunteers to drive, usually in exchange for reduced monthly fees. Typically, the vans are owned by a third party, such as a government agency, an employer, or a private vanpool operator.

SEWRPC officials contend there are several combinations of these alternatives that can be accomplished without significantly increasing the amount the county currently pays for transportation services.

However, at least two of those options – expanding transit services to all people who receive county services, and the shared-ride taxi program – have the potential to significantly increase the county's public transit costs.

"Replacing the existing County demand-response service west of Interstate Highway 94 with a service open to anyone who receives assistance from county agencies or with a shared-ride taxi program open to the general public would be expected to require a significant increase in County funding within or beyond the next five years," SEWRPC officials wrote in a summary of the alternatives.

**Commuter bus eyed**

In addition to transportation within the county, the plan examines alternatives for inter-county transport.

Among the four alternatives developed for better connecting Racine County residents and activity centers to adjacent counties, one focuses on the west side of the county.

That alternative proposes a commuter bus service between the City of Burlington and downtown Milwaukee. The route would serve several park-ride lots (Burlington, Waterford and Franklin lots are currently proposed), with two weekday round-trips focused on service from Burlington to Milwaukee in the morning and the reverse direction in the afternoon.

The other alternatives presented focus on east-end services. Those include:

- Increasing the service frequency on the existing Milwaukee-Racine-Kenosha commuter bus route, operated by Wisconsin Coach Lines;
- Proposing three ways to improve transportation connections between Belle Urban System routes in the City of Racine and the University of Wisconsin-Parkside campus; and

- Providing express bus service between the cities of Racine and Kenosha. The service would operate on weekdays, with stops limited to about every quarter mile to one mile.

Each of the inter-county alternatives would require an increase in the costs for providing public transit services between Racine County and surrounding counties.

MODINE

## Modine product will help city buses conserve fuel



FEBRUARY 22, 2013 6:25 AM • CARA SPOTO  
[CARA.SPOTO@JOURNALTIMES.COM](mailto:CARA.SPOTO@JOURNALTIMES.COM)

RACINE — Finding ways to improve the fuel consumption of local bus fleets is a goal in cities across America. But in Racine the effort has a unique local bent.

This week, the first of 14 new buses arrived at the Racine Belle Urban Systems garage in Racine.

The buses were made in California, but they are equipped with a unique “E-fan” cooling system designed and built by Racine-based Modine Manufacturing.

The E-fans, which use an electrically powered system to cool the engine and transmission as opposed to a hydraulic system, are expected to significantly increase fuel economy.

On Thursday, engineers who helped to design the E-fan talked to bus mechanics about what the system can do and how it improves not only fuel efficiency and safety, but lowers greenhouse emissions and reduces maintenance costs.

“It is the latest technology in cooling systems. It is variable speed fans and it maintains optimum temperatures,” explained Gregg Olson, Modine’s engineering director for power train cooling. “It takes minimum energy to maintain the optimum temperatures. One’s cooling air. One’s cooling water in the engine and the other one is cooling oil. Previously there was a very large hydraulic fan — one fan for everything. So that took a lot more power away from the engine.”

Not having to deal with the maintenance problems caused by large hydraulic fans is a big plus for Dan McCabe, Belle Urban System’s lead mechanic.

“I have a bus that’s down on the hydraulic pump because of the overuse,” McCabe said.

McCabe added that having Modine “right in the backyard” is also a plus, as they will be available to help mechanics with any issues or questions.

Racine’s new buses are expected to use at least 5 percent to 8 percent less fuel than the 1997 buses that they are replacing, according to a Belle Urban System press release. The majority of Racine’s current fleet of buses have more than 700,000 miles on their odometers and have been in daily service for nearly 16 years, the release states.

The Belle Urban system has a fleet of 35 vehicles and provides nearly 1.5 million rides each year in Racine, Mount Pleasant, Caledonia and Sturtevant as well as service to the Grandview Industrial Park just west of I-94 in Yorkville. Operations are funded by a combination of passenger fares, state and federal funding and financial support from the five local units of government.

### BY THE NUMBERS

Fuel Economy - old buses versus new buses

**6 miles/gallon:** 2013 buses

**4.7 miles/gallon:** 1997 buses

Source: Belle Urban System

# New Racine buses tap Modine Manufacturing technology



Jeff Engel

Reporter- *The Business Journal*

[Email](#) | [Twitter](#) | [LinkedIn](#) | [Google](#)

Racine's new public bus fleet will come equipped with a **Modine Manufacturing Co.** component expected to greatly increase fuel efficiency, the city said this week.

The Racine Belle Urban System is replacing city buses that have in many cases been operating since 1997 and have become expensive to maintain. The 14 replacements are being manufactured by California-based **Gillig Corp.** and will be equipped with a Modine "E-fan" cooling system that has reportedly improved fuel economy in some transit operations by as much as 15 percent.

Modine also says the cooling system increases safety and decreases greenhouse gas emissions, bus weight and maintenance costs. The technology performs engine and transmission cooling through an electrically powered system instead of the traditional hydraulic system.

Modine (NYSE: MOD) is a Racine-based manufacturer of radiators and other thermal management products.

The new buses emit 4 percent of the nitrogen oxide emissions of the old buses and 10 percent of the particulate matter. The Racine area and all of southeastern Wisconsin are under **Environmental Protection Agency** emissions guidelines because of poor air quality.

Racine's bus system provides nearly 1.5 million rides each year in Racine, Mount Pleasant, Caledonia, Sturtevant and to the Grandview Industrial Park in the town of Yorkville.

Jeff Engel is The Business Journal's reporter covering the manufacturing industry and technology.

## Racine County residents asked to provide input on alternatives for improving public transit

Two public meetings have been scheduled to gather input from Racine County residents on possible ways to improve public transit service in the County over the next five years. At the public meetings, attendees will be able to review, ask questions, and provide comments on a series of alternatives developed for improving City, County, and inter-county public transit services. The meetings will be held:

**Tuesday, March 5, 2013, 4:30 to 6:30 p.m.**  
**Veterans Terrace- Patriot Room**  
**589 Milwaukee Ave.**  
**Burlington, WI**  
**Wednesday, March 6, 4:30 to 6:30 p.m.**  
**Corinne Reid-Owens Transit Center**  
**1421 State Street Racine, WI**

The public meetings will be in an "open house" format, allowing residents to attend at any time during the two-hour timeframe for each meeting. A short presentation will be given at 5:30 p.m. At any time during each meeting, attendees can leave written comments

or speak to a court reporter or staff member to provide oral comments. Written comments may also be submitted through March 8, 2013. All comments will be considered when developing a final recommended Racine County public transit plan. Comments can be submitted in any of the following ways:

**www.sewrpc.org/racine-transit-plan**  
**E-mail: racine-transit-plan@sewrpc.org**  
**Fax: (262) 547-1103**  
**Mail: Southeastern Wisconsin Regional Planning Commission**  
**W239 N1812 Rockwood Drive**  
**P.O. Box 1607**  
**Waukesha, WI 53187-1607**

The transit service improvement alternatives have been developed as part of a short-range, five-year plan for public transit in Racine County. The plan is being prepared by the Regional Planning Commission, working in cooperation with staff from the City of Racine and Racine County. Guidance for the plan is being provided by an Advisory

Workgroup made up of representatives from all units of government in the County and a wide variety of agencies with an interest in transportation in the County. The Advisory Workgroup has approved the transit service improvement alternatives for public comment.

In preparation for the public meetings, the Commission has published a newsletter summarizing the alternatives. The alternatives summarized in that newsletter include:

A Preliminary Recommended Alternative for the City of Racine Belle Urban System An alternative system for the City of Racine Belle Urban System (BUS) has been developed. The changes proposed under the alternative would make the BUS more efficient by combining and realigning poor performing routes. For example, Route Nos. 2 and 5—two of the poorest performing routes—would be combined into one route, re-named Route No. 25. Route No. 86 would also be converted from a one-way loop, which

makes some travel inconvenient on the route, into a two-way route, re-named Route No. 6.

Overall, the proposed changes would result in a more understandable midday schedule and significantly reduced layover times during evenings and weekends. Route lengths would be equalized so each regular route will take 30 minutes to get from the Transit Center to its endpoint, then 30 minutes back to the Transit Center. Nearly all regular routes would run every 30 minutes during peak periods and every 60 minutes during off-peak periods and on weekends. These service frequencies would allow the routes to "pulse" at the Transit Center on each trip so passengers would be able to transfer between routes without waiting for long periods of time. Transfers between routes would also be improved by constructing a proposed southwest transfer point at Regency Mall.

The total operating

costs, total public operating funding, and local share of public funding for the proposed alternative system is about the same as that of the existing system. Should more funding become available in the next few years, several possible additional service improvements and expansions are identified, and should less funding be available, a number of possible service reductions are also identified.

Transit Service Alternatives for Racine County Three alternatives for transit service were developed for Racine County:

Alternative 1 proposes three ways to modestly improve or expand County transit services. One option is to expand eligibility of the existing County demand-response transportation service which operates west of IH 94—currently limited to seniors and persons with disabilities—to anyone who receives assistance from County agencies. Another is to combine the existing City of Racine and Racine County paratransit services east of IH 94. A third is to continue to fund and refine the County SPARC service (Shuttling People Around Racine County) and make modest changes so the service is eligible to receive Federal and State public transit operating assistance.

Alternative 2 would replace the current, eligibility-limited County demand-response transportation service west of IH 94 with a public shared-ride taxi program. The shared-ride taxi program

would provide curb-to-curb or door-to-door transit service open to the general public.

The program would be similar to those currently operated in Ozaukee and Washington Counties.

Alternative 3 would involve establishing a vanpool program for long work commute trips. The vanpool program could either be operated by the County or by a private operator.

Analyses of these alternatives indicate that the County—in addition to continuing its existing, eligibility-limited demand-response service west of IH 94—could likely implement a combined City/County paratransit service east of IH 94, continue to operate and modify its existing SPARC shuttle service so that it would be eligible for Federal and State operating assistance, and implement a vanpool program, all within its existing budget. It should be noted that combining the City and County paratransit services east of IH 94 could be a very complex task. As such, a first step may be to establish an integrated call center, providing a single point of contact for information on both the City and County services. Replacing the existing County demand-response service west of IH 94 with a service open to anyone who receives assistance from County agencies or with a shared-ride taxi program open to the general public would be expected to require a significant increase in County funding within or beyond the next five years.

### Reuniones Públicas para el Plan de Transporte Público del Condado de Racine

**Martes, 05 de marzo 2013**  
**4:30-6:30 p.m. \***

Terraza de Veteranos - Sala Patriota  
589 Milwaukee Ave., Burlington

**Miércoles, 06 de marzo 2013**  
**4:30-6:30 p.m. \***

Corinne Reid-Owens Transit Center  
1421 State Street, Racine

\*Presentación en cada uno: 5:30 p.m.

Usted está invitado a asistir a las reuniones públicas sobre el Plan de Transporte Público del Condado de Racine. El plan está siendo elaborado por la Comisión de Planificación Regional del Sureste de Wisconsin (SEWRPC), a petición de la Ciudad y Condado de Racine. El plan recomendará mejoras a los servicios de transporte de la Ciudad y el Condado a ser considerados en el período de cinco años comprendido entre 2013 y 2017.

Las reuniones se celebrarán en formato de "casa abierta", lo cual permite que usted vaya en cualquier momento durante el plazo de dos horas para cada reunión. Se proporcionará información sobre las alternativas para mejorar el servicio de tránsito en la Ciudad y el Condado, incluyendo una breve presentación hecha a las 5:30 pm en cada reunión. Sus comentarios sobre las alternativas son muy valiosos para la preparación del plan. Más información acerca de este asesor plan está disponible en el sitio web del estudio en [www.sewrpc.org/racine-transit-plan](http://www.sewrpc.org/racine-transit-plan).

Un reportero de la corte estará disponible para grabar comentarios verbales sobre las alternativas. Los comentarios escritos serán aceptados hasta el 8 de marzo de 2013, y podrán ser presentados en la reunión o por correo de los EE.UU., correo electrónico o fax (ver más abajo). Los comentarios también podrán ser presentados utilizando el sitio web del estudio.

Los lugares de reunión son accesibles en silla de ruedas. Se pide a las personas que necesiten adaptaciones relacionadas con su discapacidad se pongan en contacto con la oficina SEWRPC al (262) 547-6721, por lo menos tres días hábiles antes de las reuniones para que los arreglos apropiados se pueden hacer sobre el acceso o movilidad, revisión o interpretación de los materiales, la participación activa o la presentación de observaciones.

Southeastern Wisconsin Regional Planning Commission, PO Box 1607, Waukesha, Wisconsin 53187-1607  
Teléfono: (262) 547-6721 Fax: (262) 547-1103 Email: [racine-transit-plan@sewrpc.org](mailto:racine-transit-plan@sewrpc.org)

## Transit plan meeting is Tuesday

Local residents will have a chance to learn more about a five-year public transit plan and offer their opinions during a meeting scheduled for Tuesday, March 5, from 4:30-6:30 p.m. at Veterans Terrace, 589 Milwaukee Ave., Burlington.

The meeting, hosted by Southeastern Wisconsin Regional Planning Commission, will be in an open house format, allowing residents to attend at any time during the two-hour timeframe. A short presentation will be given at 5:30 p.m. At any time during each meeting, attendees can leave written comments or speak to a court reporter or staff member to provide oral comments.

A second meeting is scheduled for Wednesday, March 6, from 4:30-6:30 p.m. at Corinne Reid-Owens Transit Center, 1421 State Street, Racine.

Among the proposal in the plan are a shared-ride taxi service open to everyone and a commuter bus line that would run from Burlington to Milwaukee.

To prepare for the meetings, SEWRPC has produced a newsletter outlining the various alternatives for public transportation in the near future. The newsletter can be found online at [www.myracinecounty.com](http://www.myracinecounty.com).

All input received at the

meetings will be considered as final recommendations are developed, according to SEWRPC.

**What:** Public input session on options in the five-year public transportation plan for Racine County.

**When:** Tuesday, March 5, from 4:30-6:30 p.m.

**Where:** Veterans Terrace, 589 Milwaukee Ave., Burlington.

**Lowdown:** Local residents will have a chance to comment on options developed for local public transportation, including alternatives such as a shared-ride taxi service open to everyone and a Burlington-to-Milwaukee commuter bus route.

**More info:** See the plan website at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)

## **Meeting on transit plan postponed**

Posted by [Ed Nadolski](#) in [Burlington](#) on March 4, 2013 3:17 pm / [no comments](#)

A meeting seeking public comments on proposals for improving public transportation in Racine County has been rescheduled for Tuesday, March 12.

The meeting was originally planned for March 5 in Burlington, but has been postponed due to a forecast of heavy snow for the area that day, according to officials with the Southeastern Wisconsin Regional Planning Commission, who developed the plan in conjunction with county and local officials.

Like the original, the rescheduled meeting will be held at Veterans Terrace, 589 Milwaukee Ave., Burlington, from 4:30-6:30 p.m. County residents will be able to review the proposals and are encouraged to comment.

The meeting will be in an open house format, allowing residents to attend at any time during the two-hour timeframe. A short presentation will be given at 5:30 p.m.

Attendees can leave written comments or speak to a court reporter or staff member to provide oral comments. The deadline for written comments has been extended through March 15.

A story on the proposed plan can be found by clicking [here](#).

For additional information, visit [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan).

## Residents weigh in on public transportation at forum

Transit's future a question



MARCH 07, 2013 6:49 AM • ALISON BAUTER  
ALISON.BAUTER@JOURNALTIMES.COM

Presenting the Southeastern Wisconsin Regional Planning Commission's proposals at a public forum Wednesday, SEWRPC's Eric Lynde offered multiple scenarios because, he said, "There's a lot of flux, in terms of funding" over the next five years.

Several dozen residents filtered through the Corinne Reid-Owens Transportation Center on Wednesday, taking in posters and

packets on the proposed alternatives. Those interested in commenting wrote out their thoughts and dropped them in a marked box. Others listened to a half-hour's worth of information presented by commission project leader Lynde.

That public input will get weighed and added to the commission's proposal before it goes to Racine County and the City of Racine later this spring, Lynde said.

### Funding in flux

Moving forward, federal funding is especially uncertain, Lynde noted. State funding is flat, at least in Gov. Scott Walker's biennial budget, which also proposes transferring mass transit funding from the protected transportation fund to the general fund, putting it in the same pot as school aids, Medicaid and other publicly funded services.

According to the governor's budget, the move is designed "to further strengthen the relationship between user fee revenues and investments in transportation infrastructure."

But it has some, like City Administrator Tom Friedel, worrying about the long-term funding forecast for mass transit in Wisconsin.

According to Friedel, it makes sense for public transportation like buses and shuttles to receive funding from a dedicated source like state transit aids, rather than compete with other public projects in the general fund.

The Wisconsin League of Municipalities, which lobbies the state Legislature on behalf of Racine and other cities, agrees.

"As long as the dollars are there, it doesn't matter," noted League Executive Director Dan Thompson. "But reading between the lines, this looks like it could well, over a period of years, it could signal reduced support for transit from the Wisconsin Legislature."

The governor's budget has yet to be finalized, and the state Legislature could still make significant adjustments. In the interim, Thompson said the League will most likely lobby to keep mass transit dollars out of the general fund.

### **Timelines**

In the short term, the city is well-positioned to realign existing bus routes and even save money by running more efficiently under the commission's proposed model, according to City Transit Manager Al Stanek.

It's a project that's been under way for the past two years and represents the first major route adjustment in about two decades, Stanek said. It will likely go into effect later this summer, pending City Council approval.

At the county level, however, County Executive Jim Ladwig said there is no dedicated timeline, in part because while the city is revising exiting routes, the county would be creating new public transit options under the commission's proposals.

And with federal funding fluctuating and state contributions currently supposed to stay flat, Ladwig said that he's not looking at investing increased local tax dollars unless citizens or businesses demonstrate a real need.

"Is it something we're actively pursuing at this point? No," said Ladwig. "But if we can identify the need, and if ridership is going to be there, we will."

Currently, Health and Human Services Department Director Jonathan Delagrave said the county is eyeing the commission's proposed shared-ride tax and shuttle programs, and considering the funding viability of a commuter route that would connect Milwaukee with Racine and Kenosha County.

Whether it's federal or local tax dollars, Ladwig said, the county will likely spend judiciously on transportation, saying "We still have an obligation to use peoples' tax dollars appropriately."

### **SHARE YOUR THOUGHTS**

Email: [racinetransitplan@sewrpc.org](mailto:racinetransitplan@sewrpc.org)

Fax: (262) 547-1103

Mail: Southeastern Wisconsin Regional Planning Commission

W239 N1812 Rockwood Drive

P.O. Box 1607

Waukesha, WI 53187-1607

Comments will be received and considered through March 15.

See the proposed transit alternatives online at [www.sewrpc.org/racinetransitplan](http://www.sewrpc.org/racinetransitplan)