



RECORD OF PUBLIC COMMENTS

RACINE COUNTY PUBLIC TRANSIT PLAN: 2012-2016

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RECORD OF PUBLIC COMMENTS

RACINE COUNTY PUBLIC TRANSIT PLAN: 2012-2016

Prepared by the

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RECORD OF PUBLIC COMMENTS

RACINE COUNTY PUBLIC TRANSIT PLAN: 2012-2016

INTRODUCTION

This report documents the public comments received on the Racine County Public Transit Plan from September 10, 2009 through November 20, 2009, and consists of a summary of the comments received and a series of appendices:

- Oral comments made during three discussion groups between September 10, 2009 and September 28, 2009 (Appendix A)
- Written and oral comments received from October 1, 2009 through November 20, 2009 (Appendix B).
- Attendance records of public informational meetings held October 27, 2009, through November 4, 2009 (Appendix C).
- Materials announcing the three public informational meetings and summary materials distributed at those meetings (Appendix D).
- Newspaper articles and editorials concerning the Racine County Public Transit Plan (Appendix E).

Background

Commission staff solicited public input on the Racine County Public Transit Plan via three methods: First, staff conducted three “discussion groups” on September 10, 16, and 28, 2009, with representatives from workforce development and private businesses; human services agencies; and transit users, respectively. A total of 23 people participated in the discussion groups, which are documented in Appendix A.

Second, Commission and County staff held three public informational meetings on October 27 and 28, and November 4, 2009, in the City of Racine, Town of Burlington, and Village of Sturtevant, respectively. The purpose of these meetings was to obtain comments on the unmet needs for transit services in the County, as well as to distribute information and provide an update on the plan to interested parties. A total of 65 people attended the three public meetings, which are documented in Appendices B and C.

The third way that the Commission solicited public comment was through advertising and outreach, as documented in Appendix D. A display advertisement regarding the public informational meetings was published in newspapers throughout Racine County. The ads supplemented the information provided in the *Racine County Public Transit Plan Newsletter 1*, prepared by the Southeastern Wisconsin Regional Planning Commission staff

and direct-mailed to over 750 interested parties, including chief elected officials in Racine County, as well as County Board members and the Commission's list of central city, minority, and low-income groups and organizations. *Newsletter 1*, which is also included in Appendix D, summarized the work completed to-date on the plan as of October 2009, including a description of the existing transit services provided in the County; information on historic and current population, employment, land use, and travel patterns in the County; and an overview of the evaluation of the existing City of Racine Belle Urban System services, including the identification of unmet transit travel needs in both the eastern and western parts of the County. *Newsletter 1* was available and distributed as a handout at the meetings.

The following sections summarize the comments made during the three discussion groups held from September 10 through September 28, 2009, and during the public comment period from October 1, 2009 through November 20, 2009.

SUMMARY OF ORAL COMMENTS MADE FROM SEPTEMBER 10, 2009 THROUGH SEPTEMBER 28, 2009, DURING DISCUSSION GROUPS REGARDING PUBLIC TRANSIT IN RACINE COUNTY

Commission staff summarized the observations made during the three discussion groups with representatives from workforce development and private businesses; human services agencies; and transit users into 45 comments. These 45 comments are documented in Appendix A.

Comments Specifically about the Belle Urban System

The workforce development and private businesses discussion group, and the transit users discussion group, were asked several questions specifically about the Belle Urban System. Their comments can be summarized into the following themes:

Comments about Belle Urban System Route Schedules and Hours

- Participants in the transit users discussion group believed that overall, the bus system works well and is very helpful, while participants in the workforce development and private businesses discussion group believed that overall, the bus system was confusing and hard to use.
- Both groups agreed that the current Belle Urban System midday schedule is confusing. Between 9:30 am and 3:00 pm, the bus routes alternate between 30- and 60-minute headways.
- The transit users discussion group believed strongly that the limited service on Sundays and the lack of service on holidays was a hardship for people who depend on transit.
- The transit users discussion group said that student overcrowding on buses is a problem, especially on Route No. 3, where students are often unruly.

Comments about Routes or Route Alignments

- The workforce development and private businesses discussion group believed that the existing configuration of bus routes in the system was "old" and needed to be updated to serve the existing population and businesses. However, the transit users discussion group believed that the bus routes were mostly good, other than Route Nos. 20, 27, and 86.
- The transit users discussion group believed that the circular design of Route No. 86 made travel by bus to some of the destinations on that route very inconvenient.

Comments about Routes Serving Suburbs around the City of Racine

- The transit users discussion group believed that there was a need to improve the bus service between the City and to the Renaissance Industrial Park, Amtrak Station, and Grandview Industrial Park in the Village of Sturtevant.

- The workforce development and private businesses discussion group indicated that while there was a need for transportation from the perspective of job seekers, the employers in the suburbs are generally not concerned about transportation for recruiting employees. They also believed that businesses and communities outside the City of Racine are unlikely to cooperate financially to provide more public transit services.

Other Comments about the Belle Urban System

- The transit users discussion group believed strongly that more passenger shelters at bus stops were needed
- The transit users discussion group also indicated that the bus system needed to improve its customer service and be more proactive about providing information to transit users, and recommended providing a “day pass” for unlimited rides on the transit system for one day.

Comments about the Extent of Need for Transportation between Eastern Racine County and Western Racine County.

All three discussion groups were asked about the extent of need for transportation between the City of Racine and Union Grove and Burlington. Their answers can be summarized as follows:

- Both the workforce development and private businesses discussion group, as well as the human services agencies discussion group, said that people who live in the western part of Racine County rarely go to the City of Racine, and are more connected to Milwaukee County than eastern Racine County.
- The workforce development and private businesses discussion group also believed that workers from the City of Racine would be unlikely to use employment transportation to Union Grove and/or Burlington because of the distance and time of the commute; low wages offered by potential employers in those areas; and the perception (real or perceived) that those communities would be difficult to work in because of racism. However, the transit users discussion group believed that workers from the City of Racine *would* use employment transportation services if they could get to jobs in Union Grove and Burlington.
- The workforce development and private businesses discussion group believed that, even though employment transportation is a low priority for major businesses, some large employers in the Burlington area may need transportation for workers from the City of Racine when the economy recovers.

Comments about the Unmet Needs for Transit Services in Western Racine County.

The human services agencies discussion group, which included several agencies with a strong presence in the western part of the county, was asked several questions about the current deficiencies in the transportation services in the rural part of the County and what kinds of transportation services might work in that area. Their comments can be summarized into the following points:

- There is a need for a service that can provide transportation for evening and weekend trips.
- There is a need for a service for people who are elderly and don’t drive, but don’t qualify for the County’s “transportation-handicapped” service.
- There is a need for affordable transportation service for people who need regular dialysis or other medical appointments, but don’t qualify for Title 19 (Medicaid) transportation.
- There is a need for affordable, wheelchair-accessible transportation for last-minute “crisis” transportation that is not medical-related.
- A subsidized shared-ride taxi in the western part of the county could address the unmet transportation needs identified and could be successful if it were focused on serving the Burlington area.
- A flexible shuttle service in the Burlington area could also address some of the needs for transportation.
- Seniors and people with disabilities may need special travel training to teach people how to use a shared-ride taxi or a shuttle service. Transit services for low-income households may need to provide car seats for infants and children.

Comments Regarding the Extent of Need for Alternative Public Transportation Services in Racine County

All three discussion groups were asked about the extent of need for non-traditional types of publicly-assisted transportation services that that could be offered in the County. Their answers can be summarized as follows:

- Both the workforce development and private businesses discussion group, as well as the transit users discussion group, strongly believed there is a need for a taxi service in the City of Racine that can respond to a request for service within an hour.
- The workforce development and private businesses discussion group and the transit users discussion group were interested in the concept of vanpools to businesses and corporate parks that are driven by volunteer drivers.
- The idea of carpooling was dismissed by the transit users group because it is not dependable for every-day transportation.
- The human services agencies discussion group discussed the idea of volunteer driver programs to address some of the transportation needs for ambulatory seniors and low-income households. However, they noted that it is difficult to recruit and retain volunteer drivers. They also suggested that the County and other human services agencies should cooperate to create a voucher program for people who need transportation in the rural part of the County.

Comments Identifying Needs for Transit Connections to Other Counties

All three discussion groups were asked about the extent of need for transportation between Racine County and adjacent Counties. Their answers can be summarized as follows:

- The transit users discussion group believed that there is a need for transit service to Kenosha County, including a need to restore transit service from Racine to UW-Parkside, and a need for transportation to business parks in eastern Kenosha County.
- The transit users discussion group believed that the Wisconsin Coach Lines route between the City of Kenosha and Milwaukee County is very useful and would benefit from more frequent service.
- The workforce development and private businesses discussion group, as well as the human service agencies discussion group, believed that commuter bus service from Burlington, Waterford, and Rochester along Highway 36 to Milwaukee County might be successful.
- The workforce development and private businesses group said that participants in County workforce development training programs report having problems getting transportation from Racine to jobs in the Cities of Franklin and Oak Creek in southern Milwaukee County.

SUMMARY OF COMMENTS RECEIVED FROM OCTOBER 1, 2009 THROUGH NOVEMBER 20, 2009 REGARDING THE RACINE COUNTY PUBLIC TRANSIT PLAN

From October 1, 2009 through November 20, 2009, a total of 54 comments were made regarding the Racine County Public Transit Plan. The comments were provided during discussion groups, on comment forms available at public informational meetings and to court reporters at those meetings, or via letter, e-mail, fax, or through the Commission website.

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

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

- Two comments expressed general support for the Racine County Public Transit Plan.
- Two comments expressed support for expanding transit services in the County in general.

- Three comments expressed their support for transit by citing specific benefits of transit: one commenter said transit can benefit an area by reducing fuel demand and fuel prices. One commenter said that transit service is necessary to access jobs. A final commenter noted that people need transportation options, even in a depressed economy.
- One comment expressed opposition to transit, stating that the Racine County Public Transit Plan is short-sighted because it does not recognize that the automobile is the preferred transportation mode in the County.
- Several people at the Public Informational Meeting held in the Town of Burlington made oral comments to commission staff in opposition to transit for Western Racine County, because it would be an unnecessary increase in government spending.

Comments Identifying Suggested Improvements to the Belle Urban System

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

Comments about Belle Urban System Route Schedules and Hours

- Three comments expressed a desire for more frequent service on the system. One comment requested restoring the frequency of service to every 30 minutes and for service on all routes to operate seven days a week. One comment expressed a need for shorter wait times for connections to other routes. One comment suggested that 20-minute headways be considered on more popular routes, such as Route Nos. 1, 2, 3, 4, and 7.
- One comment suggested adjusting the bus schedules and increasing the frequency of service to improve the ability of students to use the Belle Urban System to get to schools in the Racine Unified School District, especially Washington Park High School and McKinley Middle School.
- One comment suggested that bus service be provided on holidays and until midnight on weekends.
- One comment suggested that Route No. 3 be extended to the Wal-Mart on South Oakes Road.
- One comment said that Route No. 5 should not be cut and should be operated through downtown Racine without stopping.

Comments about Routes Serving Suburbs around the City of Racine

- Two commenters expressed a need to improve bus service between downtown Racine and the Amtrak station and Renaissance Cinema in the Village of Sturtevant, noting that this bus service does not operate on weekends.
- Two commenters expressed support for expanding service to the communities around Racine, and increasing the frequency of existing service between the City and surrounding communities.
- Two additional comments specifically expressed support for continuing service on Route Nos. 1 and 5 to Greentree Shopping Center in the Village of Caledonia.

Comments about Potential Capital Improvements to the Belle Urban System

- Two comments suggested a need for more bus shelters to protect riders from weather elements, with one person specifically suggesting more bus shelters near schools.
- One comment suggested that the Downtown Transit Center be expanded to include services such as a deli or coffee shop, a stop for airport express service and Greyhound intercity bus service, or vending for bus passes or tokens.
- One comment suggested that existing buses be replaced with hybrid buses to save money and preserve the environment.

Comments Identifying Needs for Transit Connections to Other Counties

A total of 21 comments identified a need for transit services that would connect to other transit systems in surrounding Counties.

- Four comments expressed support for restoring bus service to UW-Parkside. The Belle Urban System used to operate Route No. 9 to UW-Parkside but eliminated that route in 2006 when the UW-Parkside student government decided to stop paying for the service.
- Two comments expressed support for a transit service that would connect to the Kenosha Area Transit system.
- Two comments expressed a need to develop a regional, integrated, and multi-modal transit system.
- Seven comments were related to the potential commuter rail line between Kenosha, Racine, and Milwaukee (KRM). Four of those comments expressed general support for a KRM commuter rail line, with one of those stating that the commuter rail would promote employment and economic development. Two comments stated that the area needs good bus service to improve potential connections to a future KRM commuter rail line. One comment stated that the Racine County Transit Plan should include a discussion on rail transit, such as Amtrak and the potential KRM commuter rail service.
- Two comments indicated a need for better marketing of the Wisconsin Coach Lines service between Kenosha, Racine and Milwaukee. One comment suggested that bus service be operated over STH 32 to connect to Kenosha Area Transit and the Metra station in downtown Kenosha, indicating that the commenter was not aware of the existing Wisconsin Coach Lines Service. Another commenter asked where the bus stop was for the Wisconsin Coach Lines service, noting that she had not known of the route prior to the public meeting.
- Two comments suggested that a Greyhound bus stop be added in Racine, either at the Downtown Transit Center or at the IH 94 and STH 20 interchange.
- One comment suggested that bus service between downtown Racine and the STH 20/IH 94 area be maintained and improved, including the bus connections to Coach USA/Wisconsin Coach Lines service to Milwaukee and Chicago.
- One comment expressed support for a new transit service to Oak Creek and Franklin that would connect with the Milwaukee County Transit System (MCTS).

Comments Identifying Need for Transit Services in Rural Racine County

- Two commenters expressed support for a dial-a-ride service in Racine County. One of the commenters noted that such a service could aid the growing population of seniors in the rural parts of the county, stating that many seniors cannot or should not be operating an automobile.
- One comment suggested that park-ride lots be added in western Racine County, particularly at STH 20 and USH 45, and at the interchange of South Pine Street and the STH 83 Burlington bypass.

Comments with Concerns or Suggestions that are Beyond the Scope of the Racine County Public Transit Plan

Three comments raised concerns or offered suggestions for transportation improvements that are beyond the scope of what will be considered in the Racine County Public Transit Plan.

- Two comments suggested that bicycles and pedestrians be considered in the plan. One comment expressed support for bicycle lanes, and another for bike racks at downtown businesses.
- One comment expressed a need for better automobile access between Racine area and Milwaukee and IH 94, such as expanding STH 32 or STH 38 to four lanes or extending IH 794 into the County.

Appendix A

**COMMENTS RECEIVED FROM SEPTEMBER 10, 2009 THROUGH SEPTEMBER 28, 2009,
DURING DISCUSSION GROUPS REGARDING PUBLIC TRANSIT IN RACINE COUNTY**

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Appendix A-1

RECORD OF DISCUSSION GROUP WITH WORKFORCE DEVELOPMENT BOARD AND REPRESENTATIVES OF PRIVATE BUSINESSES

DATE: Thursday, September 10, 2009 2-4 p.m.

PLACE: Racine County Human Services Center
1717 Taylor Avenue,
Racine, WI

FACILITATOR: Gary Korb, Regional Planning Educator, UW-Extension and SEWRPC

DISCUSSION GROUP MEMBERS:

- Roger Caron, Racine Area Manufacturers and Commerce
- Mike Foy, Director of Human Resources, InSinkErator
- Jeff Hoey, President, Shurpac
- Debbie Jossart, Director of Racine County Human Services
- Gordy Kacala, Racine County Economic Development Corporation
- Mark Mundl, case manager, Racine County Workforce Development
- Alice Oliver, Director, Racine County Workforce Development

STAFF:

- Albert A. Beck, Principal Planner, SEWRPC
- Sonia Dubielzig, Senior Planner, SEWRPC
- Chris Reuwer, Racine County Mobility Manager, Racine County Workforce Development

QUESTIONS DISCUSSED BY THE GROUP, AND KEY COMMENTS ARISING OUT OF DISCUSSION (COMMENTS ARE ITALICIZED):

1. To what extent do employers report that they have trouble recruiting for job openings due to transportation issues? If employers report that transportation is an obstacle for their labor force, where do they tend to be located? Where is the labor force for those jobs located?
 - *Transportation is usually not at the top of the list of employers' recruiting concerns.*
 - *Some businesses located in the Union Grove or Burlington area have reported problems with recruiting, but in those cases the wages they were offering often were not attractive enough to draw potential employees from the City of Racine area (a drive of at least 45 minutes).*
 - *Participants in Racine County's Workforce Development training programs report having problems getting transportation from Racine to jobs in Milwaukee County, especially in the Cities of Franklin and Oak Creek.*
2. What kind of transportation services might address the needs of employees at the locations and hours identified in the discussion? (Ridesharing? Vanpools? Flexibly-routed bus service? Extension of existing bus routes or longer service hours for existing bus service?) What do you see as the advantages and disadvantages of each service?

- *Discussion group members felt that the Belle Urban System routes are “poorly designed” and that the system and the schedule are hard to understand. They felt that the configuration of the existing bus routes was “old”, and needed to be updated to serve the current population of school children and locations of businesses. Some routes were designed to serve factories that have closed. They did not feel that expanding fixed-route transit service would address the needs of employees and employers at the locations outside the City of Racine.*
 - *Businesses and communities located outside the City are unlikely to cooperate financially to provide more public transit services.*
 - *There is a need for smaller vehicles and targeted, more flexible services. One such option could be carsharing. Businesses could also benefit from carsharing for when they need vehicles for business trips. Another option could be vanpooling to provide transportation for longer commutes. Larger businesses or business parks might also be interested in vanpools, but would want to know how they work and how much they would cost to maintain and operate.*
 - *The City of Racine needs a taxi service that can respond to a request for service within an hour. The current taxi service sometime requires 24 hours of advance notice. The advantage of the taxi service is that it is flexible and it would also give transit users or vanpool users a ride home in the case of an emergency.*
3. What is the extent of need for service within Burlington, Waterford/Rochester or Union Grove areas: does it seem like most of the work commutes in those areas are short trips that stay in that area, or long commutes to destinations in neighboring counties or in the City of Racine? What do you think about the idea of commuter bus service along Highway 36 between Burlington and Milwaukee?
- *Some large employers in the Burlington area (such as Nestlé or Saint-Gobain) reported a need for transportation for recruiting workers prior to the recession that started in the fall of 2008. They may need transportation for their workers in the future, after the economy recovers.*
 - *In the western part of the County, connections to Milwaukee County are more important than connections to the City of Racine. A trip between the City of Burlington and the City of Franklin is shorter than a trip between the City of Burlington and the City of Racine. An express transit service along Highway 36 to Franklin and Oak Creek might be successful.*
 - *Employment transportation services to Burlington and Union Grove would be unlikely to attract many workers from the City of Racine area for several reasons: distance and time of commute; low wages of the potential jobs; and the perception (real or perceived) that those communities would be difficult to work in because of racism.*

Appendix A-2

RECORD OF DISCUSSION GROUP WITH REPRESENTATIVES OF HUMAN SERVICES AGENCIES

DATE: Wednesday, September 16, 2009 2-4 p.m.

PLACE: Union Grove Graham Public Library
1215 Main Street, Union Grove, WI

FACILITATOR: Gary Korb, Regional Planning Educator, UW-Extension and SEWRPC

DISCUSSION GROUP MEMBERS:

- Susan Feehrer, Retired Senior Volunteer Program
- Debby Ganaway, National Alliance for the Mentally Ill
- Michelle Goggins, Racine County Aging and Disability Resource Center
- Sherry Hartog, Women's Resource Center
- Karen Olufs, Society's Assets, Inc.
- Susanne Malestic, Aurora Burlington Clinic
- Chris Reuwer, Racine County Mobility Manager
- Bill Schoessling, Love, Inc./Salvation Army
- Eppy Smith, Society's Assets, Inc.

STAFF:

- Albert A. Beck, Principal Planner, SEWRPC
- Sonia Dubielzig, Senior Planner, SEWRPC
- Chris Reuwer, Racine County Mobility Manager, Racine County Workforce Development

QUESTIONS DISCUSSED BY THE GROUP, AND KEY COMMENTS ARISING OUT OF DISCUSSION (COMMENTS ARE ITALICIZED):

1. Think back to when a consumer or someone you know had difficulty finding a transportation service for their trip. What type of trip was the person trying to make? What were the obstacles to finding transportation?
 - *Evening and weekend travel is not served by any of the human services transportation providers in the County.*
 - *People who are elderly and don't drive, but don't qualify for Racine County Human Services Department transportation service for "transportation-handicapped" individuals, have trouble finding transportation for grocery shopping trips and other errands.*
 - *People who have medical problems but don't qualify for Title 19 (Medicaid) transportation have to pay for transportation to dialysis.*
2. Think back to when a person in a wheelchair or motorized wheelchair has tried to find a transportation service. How easy was it to find a service that could accommodate that person?

- *Wheelchair users have problems finding affordable transport services that can accommodate them at the last minute. People who are enrolled in Title 19 (Medicaid) can get subsidized transportation for last-minute medical trips. However, if they are not eligible for Title 19, the transportation costs are high.*
3. What times of day seem to be the hardest to schedule last-minute trips on the available transportation providers?
- *People who live in the western part of the county and need last-minute transportation due to a crisis or emergency are the ones who have the hardest time finding affordable transportation. Examples include: people who were taken to the hospital via ambulance and have been discharged; people who have follow-up outpatient appointments within several days of the original doctor's visit; people who need to get their pet to a veterinarian for an emergency visit.*
4. What kind of transportation services might address the needs of elderly, disabled, and low-income individuals in Racine County, and in particular western Racine County? Volunteer driver programs? Subsidized shared-ride taxi? Flexibly-routed bus service? What do you see as the advantages, disadvantages, or obstacles to implementing each type of service?
- *Volunteer driver programs could help address the problem of taking people home who have been discharged from the hospital, can help with shopping trips, and with trips to Milwaukee. The disadvantage of a volunteer driver program is that it is hard to recruit and retain volunteer drivers because of their concerns about insurance, the low reimbursement rate for volunteer drivers, confusion about the reimbursement rate for volunteer drivers (it is either \$0.14/mile or \$0.27/mile, depending on the trip purpose) and because volunteer drivers must pay for gas for their vehicle before the trip but do not receive reimbursement until after the trip. The County and other human services agencies should cooperate to create a voucher program for transportation services in the rural part of Racine County. Vouchers would allow people to use whatever transportation service made the most sense, given the circumstance of their trip.*
 - *A subsidized shared-ride taxi would have many advantages. It could be wheelchair accessible, could provide last-minute transportation, and could also serve Title 19 (Medicaid) patients through a voucher program. Such a taxi service could be successful, particularly if it were focused on the Burlington area.*
 - *In the City of Burlington, a flexibly-routed shuttle could serve low-income people. Low-income people would probably be more willing to ride a shuttle than seniors would.*
5. What type of service would be best for the more densely-developed areas in western Racine County? Burlington, Waterford/Rochester or Union Grove areas: does it seem like most of the trips in those areas are short trips that stay in that area, or long trips to destinations in neighboring counties or in the City of Racine?
- *Most trips stay within the area. However, the population in the Burlington area resides in three Counties: Racine, Kenosha, and Walworth County. Some people who live in Walworth County have a Burlington Post Office address and consider Burlington their community. So transit services should not stop at the Racine County line.*
 - *People in western Racine County never go to the City of Racine. They may occasionally need to go to Milwaukee County for medical reasons.*
6. Thinking about the places that elderly, disabled, or low-income individuals live or go to in western Racine County, what do you think are the most popular origins or destinations, both inside and outside Racine County?
- *Common destinations for the low-income population:*

- *In Burlington: The Racine County Workforce Development office, Aurora Wellness Center, and Burlington High School on McCanna Parkway; Love, Inc. on S. Pine Street; apartment complexes on E Market Street; apartment complexes on Chapel Terrace, Boardwalk Apartments on Bridge Street, Western Racine County Human Services office on Main Street;*
 - *Just north of Burlington: the commercial area around Walmart on STH 83; Fox Tree Circle apartments on CTH W*
 - *The Waterford Industrial park in Waterford.*
 - *Transit services for low-income population may need to provide car seats for children.*
 - *Common destinations for seniors and people with disabilities:*
 - *In Burlington: The Aurora Wellness Center on McCanna Parkway; the Senior Center and Western Racine County Human Services offices on Main Street; Love, Inc. on S. Pine Street; Riverview Manor retirement community on Madison Street; Boardwalk Apartments on Bridge Street; Aurora Cancer Clinic on Dodge Street; Burlington Memorial Hospital;*
 - *Just north of Burlington: the commercial area around Walmart on STH 83.*
 - *Seniors and people with disabilities may need special travel training to teach people how to use transit.*
7. What is the extent of need for transportation service between western Racine County and the City of Racine? Which highway serves as the primary travel corridor—STH 20 or STH 11?
- *STH 11 is the primary travel corridor.*
8. What do you think about the idea of commuter bus service along Highway 36 between Burlington and Milwaukee? Who do you think would use such a service, if it were implemented?
- *The STH 36 corridor could be a good commuter route. It could also provide transportation for medical trips to St. Lukes Hospital and Froedert Hospital.*

Appendix A-3

RECORD OF DISCUSSION GROUP WITH TRANSIT USERS IN THE CITY OF RACINE

DATE: Monday, September 28, 2009 1-3 p.m.
PLACE: Racine County Human Services Center
1717 Taylor Avenue, Racine, WI

FACILITATOR: Sonia Dubielzig, Senior Planner, SEWRPC

DISCUSSION GROUP MEMBERS:

(Note: all the members of the discussion group were contacted and recruited by staff of the Racine County Department of Workforce Development. Most, if not all, were seeking employment at the time the discussion.)

- Lora Bingen
- Albert Cage, Jr.
- Nander Hargrove
- Donny Jones
- Sherry Korolenko
- Lewis Mendoza
- Willie Woods

STAFF :

- Albert A. Beck, Principal Planner, SEWRPC
- Chris Reuwer, Racine County Mobility Manager, Racine County Workforce Development

QUESTIONS DISCUSSED BY THE GROUP, AND KEY COMMENTS ARISING OUT OF DISCUSSION (COMMENTS ARE ITALICIZED):

1. Let's talk for a moment about getting around without a car in the Racine area. Think about all of the transportation services that are available for someone who doesn't have a car or can't use a car for whatever reason, including the City bus system, the Racine Yellow Cab, getting rides from volunteers, the commuter bus service that goes between Kenosha, Racine, and Milwaukee, and the Amtrak station in Sturtevant. Which services are most useful or helpful? Which services are not as helpful?
 - *The Racine Yellow Cab is not able to respond to service requests within an hour. The taxi provider seems to avoid areas where crime is perceived to be a problem. The service provided is very inconsistent.*
 - *The bus system works well and is very helpful. However, hours are limited, especially on Sundays. Lack of holiday service is a hardship for people who wish to visit families.*
 - *The Wisconsin Coach Lines route between the City of Kenosha and Milwaukee County is very useful, and would benefit from more frequent service, especially in the midday and afternoon time periods. One more bus trip would be helpful.*
 - *It is hard to use Amtrak to get to and from Chicago because of the infrequent bus service at the Sturtevant train station.*

2. Let's talk about your personal experiences with these transportation services. Think back to when you had a hard time finding transportation for a trip you needed to make. Why was it hard to find transportation? Have you ever decided not to apply for certain jobs because you had no way to get to the jobs? Where were the jobs located? What were the shift hours?
 - *Trips to UW-Parkside are hard to make because there is no transit service.*
 - *Trips to businesses in Renaissance Industrial Park and Grandview Industrial Park are hard to make because they are served very infrequently. Route 20 (which serves both those locations) should be adjusted to serve the shift times of the employers along the routes.*
3. What kind of transportation services might work for the job locations and hours identified in the discussion? Vanpools? Extending existing bus routes? Longer service hours? What do you see as the advantages and disadvantages of each?
 - *A shuttle service to the business parks would have the advantage of being dependable and convenient, as long as the transfer times coincide with BUS transfer times.*
 - *Carpooling does not work because it is not dependable for every-day transportation.*
 - *Vanpools to business parks would work as long as the cost to join the vanpool was reasonable and the vanpool drivers were organized so that it was dependable for every-day transportation.*
4. What is the extent of need for transportation service between eastern Racine County (that is, between the part of Racine County east of IH-94) and eastern Kenosha County? What about between eastern Racine County and southern Milwaukee County?
 - *Need better service to connect with the Kenosha transit system at UW-Parkside*
 - *Need for service that would connect people to jobs in the Lakeview Corporate Park in the Village of Pleasant Prairie in Kenosha County.*
5. What is the extent of need for transportation between eastern Racine County and western Racine County?
 - *People would take transportation to Union Grove to get to jobs and to the Veteran's Administration services in the Union Grove area.*
 - *There are lots of jobs in the Burlington area. If there were a transportation service to Burlington, people would use it.*

Discussion of Belle Urban System

6. Let's talk about the Belle Urban System, the bus system in the City of Racine. Overall, what is your impression of the bus system? What things does the bus system do well? Where does the bus system fall short?
 - *Overall, the bus service is good, other than the need for longer hours on the weekends and the service on Route Nos. 20, 27, and 86.*
 - *The staggered midday schedule, which has buses meeting in "pulses" at the transit center every 30 and 60 minutes during the off-peak hours, is hard to understand and use.*
 - *The design of Route No. 86 makes some of the destinations on that route very inconvenient to access.*
 - *Bus system customer service-related comments included the following observations: drivers are courteous, and the ones who deal with disrespectful students deserve appreciation. Sometimes no one picks up the phone at the transit system office to answer questions. Information about route detours due to construction should be posted at the downtown transit center, in the bus, and on the bus stop signs that are affected by the detours. A member of the discussion group complained (and Commission staff noticed one month later) that there were no English versions of the transit schedules and maps at the downtown Transit Center.*

- *The lack of passenger shelters at bus stops is an inconvenience. The discussion group spent about 15 minutes discussing where shelters were needed. The following suggestions were provided regarding passenger shelters:*
 - *Passenger shelters might not be necessary if the bus stop is located near a building with an awning. The transit system should look to place bus stops near buildings that have awnings.*
 - *At least one participant felt strongly that if there is a shelter on one side of the street for a bus going in one direction, there should be a shelter on the other side of the street for the bus returning in the opposite direction. He gave the following two examples: on Main Street and 7th Street, the stop on the northbound side of the street has a shelter but the stop on the southbound side does not. Likewise, on Main Street and 10th Street (by Gateway Technical College), the stop on the northbound side of the street has a shelter but the stop on the southbound side does not.*
- *Student overcrowding on buses is a problem, especially with when students are unruly. Route No. 3 apparently is particularly overcrowded.*
- *There should be a “day pass” fare category for buying unlimited rides on the transit system for one day. This would be helpful for job seekers who have to go to many destinations. Because of the 60-minute headways on many routes, the time that transfers are valid should be extended from 1 hour to 90 minutes.*

7. I’m going to ask you to help me make a list of the ways that you think the bus system could improve. Then I will to ask you to prioritize the improvements that you listed. Each person will get three stickers to vote on the improvements listed.

<u>Improvements</u>	<u>Number of “votes” (stickers)</u>
• <i>Need more passenger shelters</i>	<i>4</i>
• <i>Extend weekend and holiday service hours</i>	<i>4</i>
• <i>Ensure that snow is removed from bus stops</i>	<i>2</i>
• <i>Connections to business parks in the City of Kenosha and the Village of Pleasant Prairie</i>	<i>2</i>
• <i>More frequent service to Grandview Industrial Park at IH 94 and STH 20 and to Renaissance Industrial Park in the Village of Sturtevant</i>	<i>2</i>
• <i>More buses to address student overcrowding</i>	<i>1</i>
• <i>Improve customers service/phone service/information about detours</i>	<i>1</i>
• <i>Provide transit service to Union Grove and Western Racine County</i>	<i>1</i>
• <i>Change midday frequency (30 and 60 minutes) to be more uniform</i>	<i>1</i>
• <i>Provide a wider variety of fares (all-day unlimited pass, or weekly pass)</i>	<i>1</i>
• <i>Extend the length of time that a transfer is valid (currently 1 hour) to 90 minutes</i>	<i>1</i>
• <i>Provide transit service to UW-Parkside</i>	<i>1</i>

Appendix B

**COMMENTS RECEIVED FROM OCTOBER 1, 2009 THROUGH NOVEMBER 20, 2009,
REGARDING THE RACINE COUNTY PUBLIC TRANSIT PLAN: 2012-2016**

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Appendix B-1

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

From: Norman Siler [mailto:ns_transit@sbglobal.net]
Sent: Monday, October 26, 2009 5:07 PM
To: Yunker, Kenneth R.
Subject: Transit amid gas price increases

Good afternoon, Ken.

When KenRail was a more active group, its first attempt to extend train service was a 1992 (or '93) suggestion that Metra planning for new commuter service from / to Antioch, Ill. include also Silver Lake and Burlington. As we know 1) Metra was too far along in its "North Central Service" preparations to extend into Wisconsin, and 2) interest in both Wisconsin locations was minimal, although Rep. Cloyd Porter listened with an open mind.

Seventeen years later, my sense is that transit doesn't hold much appeal to most residents there, so I would point out in advance of Wednesday's presentation at Burlington town hall that a bus stopping near someone's rural home is not the complete picture of transit impact on southeastern Wisconsin residents, whether rural, suburban or urban.

Households least likely to use expanded transit services should become aware that reducing gasoline usage elsewhere in this corner of Wisconsin, one of the more car-dependent commuting regions anywhere in the USA, reduces 'demand' in the supply/demand balance, thereby discouraging price rises caused by limits on supply.

In Kenosha I have occasionally pointed out as much, though with little indication that the concept has become accepted. Even so, I continue pointing out that offset: reduction in one neighborhood can help another, even at the opposite corner of the county; or of several counties.

Western parts of Kenosha and Racine counties seem less aware than eastern districts of the arms-length gains they can assist by helping shift others into gas-saving ways of commuting. Indeed, doubts and even intense opposition to transit funding seem prevalent thereabouts, causing suspicions of political motive to accompany any mention of transit, however modest its form. Nevertheless, open-minded willingness to listen by then-Mayor Hefty and then-Rep. Cloyd Porter 17 years ago suggests shouted, knee-jerk opposition may not reflect the full range of western Kenosha and Racine county interest in transit ideas in commuting cost/ circumstances unimagined then.

Thanks for keeping transit moving ahead here.

(I may drive to one of the impending presentations to sample quietly the actual extent of opposition.)

Norm Siler

Submitted: 10/27/2009 10:33:15 AM
Name: Douglas Hamilton
E-mail:
City: Racine
State: WI
Zip: 53403

Comments: I am in support of this plan and we need to move forward and stop wasting time and just get the ball rolling.

Submitted: 11/20/2009 7:47:38 PM
Name: Jeff Warg
E-mail:
City: Racine
State: WI
Zip: 53402

Comments: The Milwaukee-Chicago corridor already has 79 mph Amtrak service. This plan is short sighted in that it doesn't acknowledge that the automobile is the preferred method of transportation in the area. The plan doesn't address northern Racine County's need for better access to Milwaukee and also I-94. There are 5 main routes from northern Racine county to Milwaukee-Hwy K, G and 7 Mile west out to I-94 and Hwy 32 and 38 north to Milwaukee. Not one of these roads is four lanes. This area has double the population base of Burlington, where the state is currently building a four lane bypass. Traffic counts on part of Hwy 38 by Husher are higher than Hwy 36, Hwy 11 near Burlington, Ryan Road in Oak Creek and also Hwy 11 at I-94 (all four lane roads). It is important to note that Hwy 38 is windy, hilly and has double the average accident rate of a normal road. This highway can't wait the 8 years the state planners mentioned it will take to upgrade it. Come and drive Hwy 32 and 38 on a busy day and see our 1950's highways. The traffic count on Hwy 32 must be off the chart with the 1,000 people currently working at the power plant. If the state can justify having four lane highway 31 and 32 between Racine and Kenosha, surely it is time to make one highway between Racine and Milwaukee four lanes. Another option would be to extend I-794 southward down to Hwy K in Racine county. It could also link up to the north end of 38. This would give people who work in downtown Milwaukee quick access to the area. A city of 80,000 people shouldn't be 15 minutes from the freeway. It is no wonder our city is declining, who wants to take the time to get here.

WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
November 4, 2009
Ives Grove Office Complex
14200 Washington Avenue
Sturtevant, Wisconsin

Name:

Raymond R. DeHaven

Affiliation:

*Member Transit & Parking Commission
Alderman 7th District*

Mailing Address:

*3706 Duane Ave
Racine, WI
53404*

Comment:

*City of Racine should consider 20 min
headstarts on their more popular routes
1-2-3-4-7. Also if K.R.M. begins to operate
it would make it a better connection for
the passengers that ride the train
First away to bring back Rt 9 to Parkside.*

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

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

Appendix B-2

WRITTEN COMMENTS SUBMITTED AT PUBLIC MEETINGS

WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: Melissa Warner
Affiliation: _____
Mailing Address: 4444 N GREEN BAY RD
53404
Comment: _____

If you're taking TRANSIT
Comprehensive TRANSIT

Where is your (even short)
menting trans (Bike and Bus + FR, LI)
in this system.

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

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Website: www.sewrpc.org/racinetransitplan

WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: Tom Friedel
Affiliation: City of Racine
Mailing Address: 730 WASH. AVE
Racine, WI 53403
Comment: _____

This report shows the obvious need
for better transportation in the entire
County.

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: Patricia Herold
Affiliation: _____
Mailing Address: 4111 ERIC ST
Racine WI 53402
Comment: _____

I would like for the buses to run Part-Time
on the Holiday.

I would like to see the buses run til 12
on weekends

I would like more bus shelter Place
in more areas because in the winter it is
Cold and rainy and we need a covering.

THANKS!

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Website: www.sewrpc.org/racinetransitplan

WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: JOHN SIEGERT
Affiliation: _____
Mailing Address: 1224 MAIN STREET
53403
Comment: _____

I support KRM commuter rail as an
essential part of the County Transit Plan. BUS service
needs to be developed in concert with KRM. Service
to Parkside & Calumet road to be re-established.
In general, we need to pursue regional cohesion in
developing our transit system. (Bike
BUS
Bicycle
ETC)

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: CATHY HICKS
Affiliation: _____
Mailing Address: 3300 WOOD RD
RACINE, WI 53406

Comment:
PLANNING SHOULD INVOLVE CONSIDERING BIKES
PEDESTRIANS. THERE SHOULD BE EASY ROUTES
FOR BOTH TO GET TO BUSINESSES FROM THEIR
HOME.
DOWNTOWN SHOULD HAVE BIKE RACKS AT BUSINESSES
ALL BUSINESSES SHOULD HAVE RACKS
IN RACINE.
TRANSPORTATION TO KENOSHA FROM RACINE
SHOULD BE CONSIDERED.

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: John Magee
Affiliation: _____
Mailing Address: 719 Villa St.
Racine, Wis. 53403

Comment:
ROUTE #3 PLAN TO EXTEND TO WAL-MART VIA
WASHINGTON AV., OAK RD, TO WAL-MART.
IT TAKE ABOUT 50-55 MINUTES FROM TRANSIT
CENTER THEN THAT BUS LEAVE SAME AS TRANSIT
CENTER TEN MINUTES AFTER AN HOUR. GO 2.5 MILES
PER HOUR TO DRIVE A BUS. THEN THAT BUS WOULD
ARRIVE AT TRANSIT CENTER AROUND FIVE MINUTES BEFORE
AN HOUR. THEN LEAVE TRANSIT CENTER 10 MINUTES AFTER
AN HOUR. AT WAL-MART AREA, BUS ROUTE #3 ONTO
DURAND AV. FROM OAK RD. (TURN LEFT) THEN ONTO ENTER
WAL-MART (TURN RIGHT) THEN FRONTAGE ROAD OF WAL-MART.
THEN GO WEST ONTO OAK ROAD FROM WAL-MART'S
FRONTAGE RD. THEN GO NORTH ON OAK RD, TO WASHINGTON
AV.

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: Mercedes Dindzel
Affiliation: Resident / 10/12/09
Mailing Address: 609 7th St.
53403

Comment:
Frequency & variability between surrounding
communities would be desirable. very desirable.
Public Transportation needed everyday 7x/week
Waiting for good connections for too long!
Economy down - But people need options.
Sorry, primarily the 'Chair' appears
OR
may be that is good there is
a "CHAIR"!

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: MARK M GIESE
Affiliation: _____
Mailing Address: 150 BRYN MAWR AVE
RACINE WI 53403

Comment:
I AM LOOKING FORWARD TO ~~XXXXX~~ KAM AS
I WANT TO USE IT.
ALSO, I USE BUS ROUTE 5 TO AND FROM
WORK EVERY DAY AND HAVE DONE SO
FOR 25 YEARS.
KEEP AT 5.
RUN RT 5 THRU DOWNTOWN.
IT NEEDN'T PARK THERE.
THANK YOU.

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

P.S.
COMMENTS

Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

10/27/09

Name: MARK M GIESE

Affiliation: -

Mailing Address: 1520 BRYN MAWR AVE
RACINE WI 53403

Comment: PLEASE HAVE BIKE LANES IN
RACINE LIKE IN OTHER
CITIES SUCH AS KENOSHA.

I RIDE MY BIKE DOWNTOWN
ALL THE TIME...

HWY 32 TO KENOSHA WAS
MADE EVEN LESS BIKE
FRIENDLY! HORRIBLE!

[Signature]

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015

Public Information Meeting
November 4, 2009
Ives Grove Office Complex
14200 Washington Avenue
Sturtevant, Wisconsin

Name: Mary Lefty

Affiliation: -

Mailing Address: -

Comment: UW Parkside bus
3 or 4 trips daily
from transit center
to Georgetown to UW P

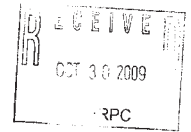
got to Parkside by 8:45 early classes
11:45
1:45 later classes

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WRITTEN COMMENT

RACINE COUNTY TRANSIT PLAN: 2011-2015



Public Information Meeting
October 27, 2009
Racine Railroad Depot
1409 State Street
Racine, Wisconsin

Name: DOUGLAS HANFELTON

Affiliation: -

Mailing Address: 2328 21ST ST
RACINE WI 53403

Comment: KEEPER BOLE URBAN SYSTEM (BUS) SHOULD BE
IMPROVED GREATLY SUCH AS MORE EFFICIENT SCHEDULES,
ADD ON ROUTES TO RENAISSANCE CINEMA IN STURTEVANT,
AND KENOSHA TO CONNECT WITH KENOSHA TRANSIT,
REASON EMPLOYMENT AND SHOPPING EXCHANGE EXISTING
BUSSES TO HYBRID BUSES TO SAVE MONEY AND THE
ENVIRONMENT. ADD ON SERVICE TO VAN CREEK + FRANKLIN
CONNECT OF MILWAUKEE TRANSIT, ALTERNATIVE TRANSIT
OFFER TAXI SERVICE AFFORDABLE OF COURSE (STAKEHOLD
RAN)? BRING BOTH EXPANSION TO TRANSIT CENTER
TO OFFER DELI/COFFEE LIKE KENOSHA OFFERS,
GRAND STATION/STOP ADD TO TRANSIT CENTER
AIRPORT EXPRESS SERVICE VENDING (BUS PASSES, ETC)

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Appendix B-3

COMMENTS FROM INTERACTIVE BOARDS AT PUBLIC MEETINGS

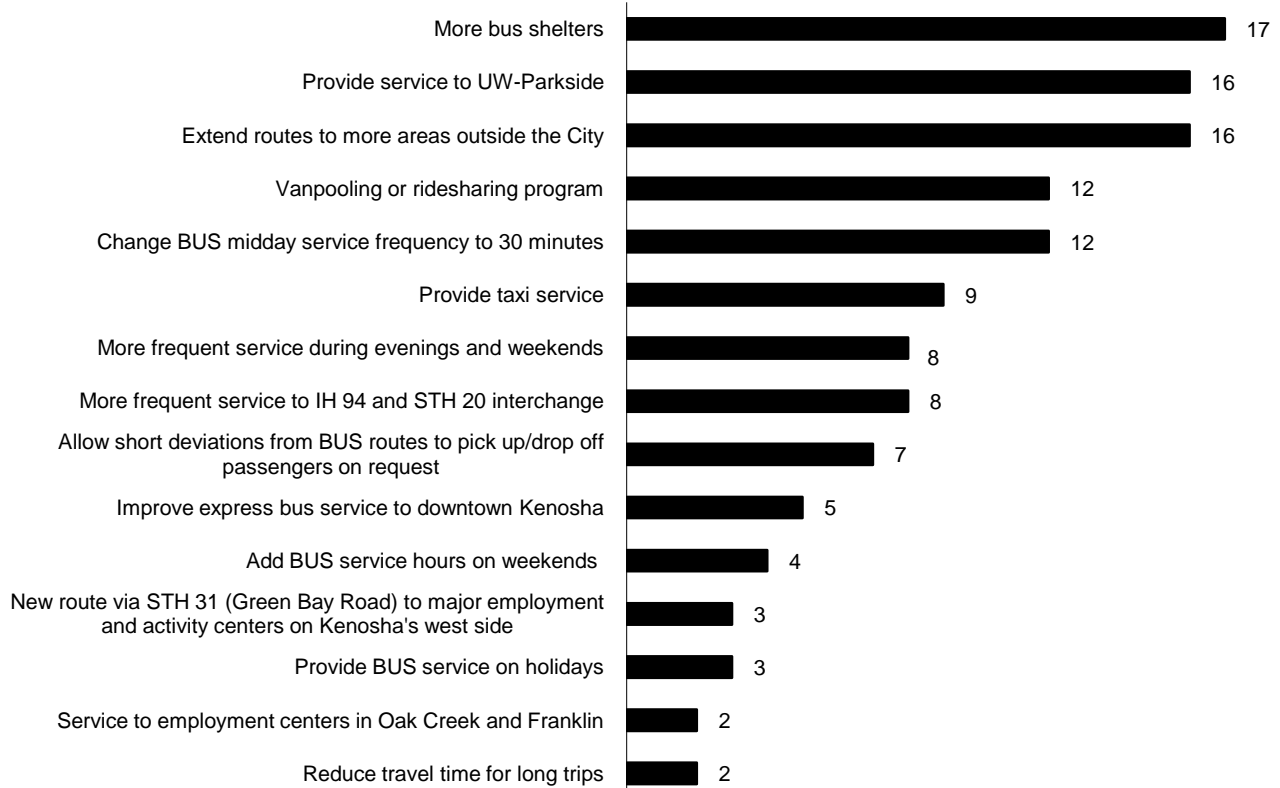
At the public meetings, two interactive display boards were used to gather further public input on potential service improvements or changes in eastern Racine County, as well as input on potential new services in western Racine County.

Preferences for Potential Service Improvements or New Services. One board showed a list of potential service improvements for eastern Racine County, such as “More bus shelters” or “Extend routes to more areas outside the City”. For western Racine County, the board showed a list of potential new services, such as “Commuter route to City of Racine” or “Vanpooling or ridesharing program”. Interested individuals were given three stickers to indicate their preference for the potential service improvements or new services. The board also had blank spaces at the bottom, which allowed individuals to write in their own ideas for potential service improvements or new services, although no additional items were written in during the meetings. Regional Planning Commission staff counted the number of stickers placed beside each potential service improvement or new service. The chart on the following page displays the preferences of meeting attendees for potential service improvements or new services.

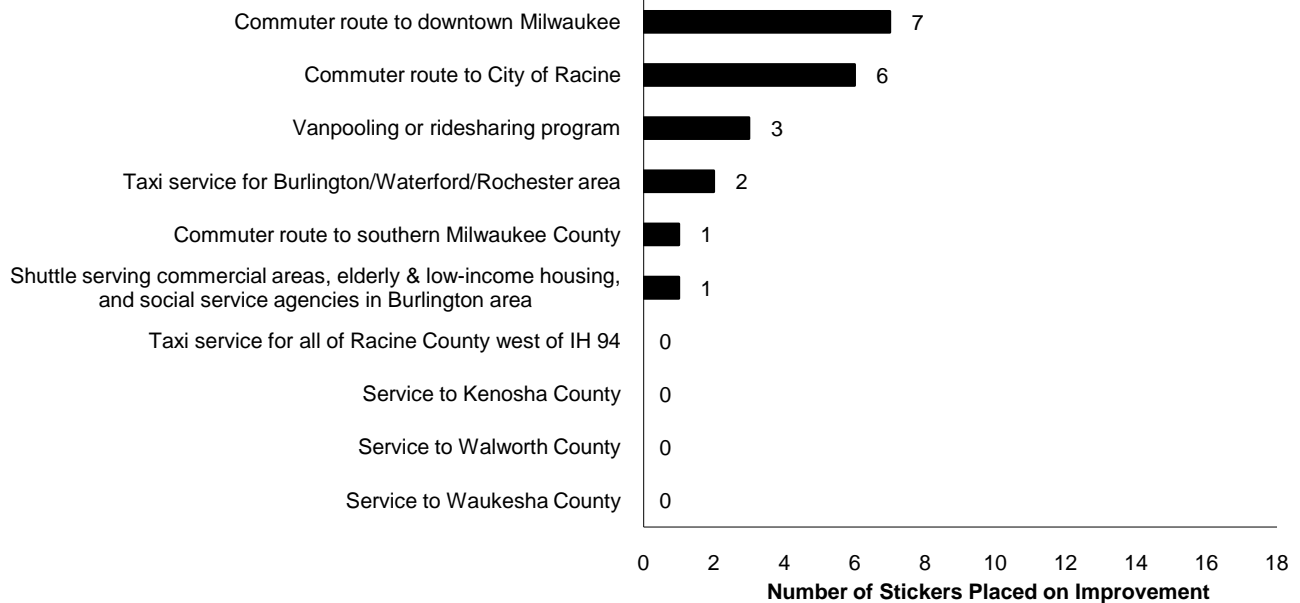
Racine County Map Showing Areas of Concern. The other interactive display board showed a map of Racine County, with the Belle Urban System routes and intercity passenger rail and bus routes. Interested individuals were given numbered pushpins, which they placed in the map at a point where they had a specific problem or concern with services. They then wrote their comment on a comment form showing the pin number on the top right-hand side. The map on page B-24 displays the location of each of the pushpins from the public informational meetings and the number of the comment. The numbered comments follow the map.

**PREFERENCES OF MEETING ATTENDEES FOR POTENTIAL SERVICE IMPROVEMENTS
OR NEW SERVICES AT PUBLIC MEETINGS HELD OCTOBER 27 TO NOVEMBER 4, 2009**

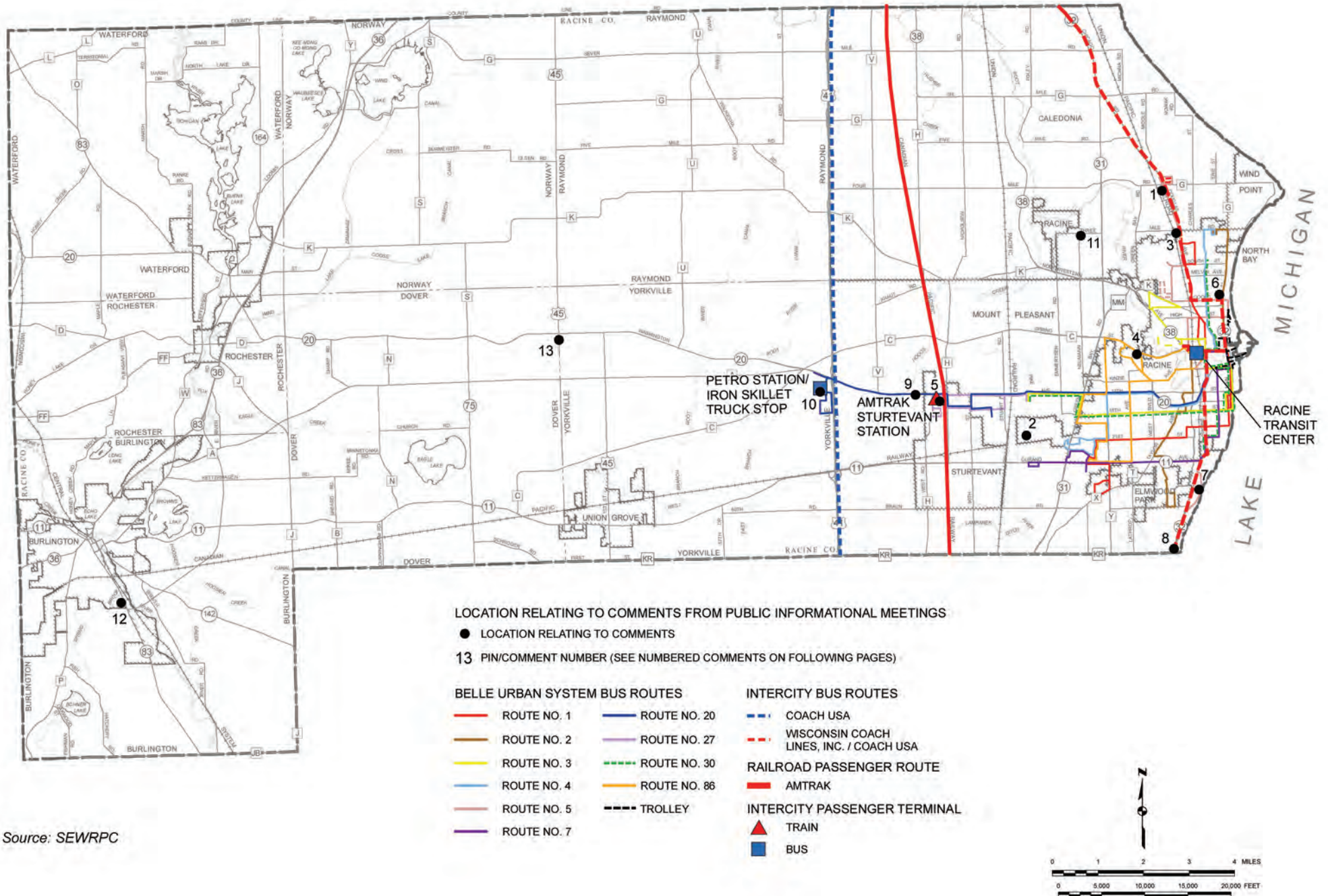
Eastern Racine County



Western Racine County



**COMMENTS MADE REGARDING RACINE COUNTY SERVICE AND AREAS OF CONCERN
AT PUBLIC MEETINGS HELD OCTOBER 27 TO NOVEMBER 4, 2009**



Source: SEWRPC

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 1

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: John Kelley Magee
Affiliation: _____
Mailing Address: 719 VILLA ST. #212
Racine, WIS. 53403

Comment:

ROUTE #1 & 5 THEY GOES TO
GREENTREE SHOPPING CENTER. BUT
CALIDONIA IS CUTTING SERVICES TO
NO WHERE! THAT SHOULD BE NO WHERE TO
GO TO. WORK, SHOPPING, VISITING PEOPLE,
AND STOP AT KRM STATION IN CALIDONIA.
THEY SHOULD KEPT RUNNING! DON'T QUIT
OUR SERVICES. TELL CALIDONIA BOARD TO
KEEP SUPPORT IT, AND DON'T SAY
"EMPTY BUS" THAT NOT TRUE!

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 2

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: John Kelley Magee
Affiliation: _____
Mailing Address: 719 VILLA ST. #212
Racine, WIS. 53403

Extend
Comment: Route #3 South on
Oakes Rd. to Wal-Mart.
(Oakes Rd is now open) since FALL of 2008
that would join #7 to MEET #3 at
Wal-Mart. #3 SHOULD RUN AT LEAST
55 MINUTES FROM TRANSIT CENTER.
THEN LEAVE AS SAME AS TRANSIT CENTER.
SLOW DOWN TO 25 M.P.H. INSTEAD OF
40 M.P.H. TOO FAST!

B-8

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 3

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Melissa Warner
Affiliation: SEC Co. Sun
Mailing Address: 4444 N Green Bay
Racine (Calidonia)
53404

Comment:

#3. Where does me
get the WI coach
to go to Milwaukee?
is there a station - a
place to wait out of the
rain is now? How does
the bus know to stop 4
one?

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 4

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Patrick Storken
Affiliation: RUSD
Mailing Address: 2330 Northwestern Ave
Racine, WI 53404

Comment:

Need more frequent route times
so we can put students in
this area on city bus to
McKinley Middle & Park HS.
Times do not work with school
start times.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 5

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Jay Warner
Affiliation: Sierra Club, citizen
Mailing Address: 4444 N. Green Bay
Racine, WI 53404

Comment:

Improve BUS connections -
down town to AMTRAK. Telling
you got a ride out, or you don't
go. Connections are pitiful -
check the sched ule. And on
weekends, what schedule?

J

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 6

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Christian IF Kuehl
Affiliation: _____
Mailing Address: 1524 N Main St.
Racine, WI 53402

Comment:

I am concerned with the
addition of any more shelters near
schools. I love the Bus routes and
find them easy to navigate. I would
be very enlightened to be able
to ride from here to Milwaukee
and Chicago. I have children and
I am disabled. It would be much
healthier to use the train. Thank you!

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 7

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: MARK M GIESE
Affiliation: -
Mailing Address: 1520 BRYN MAWR AVE
RACINE WI 53403

Comment:

BUS
PLEASE KEEP ROUTE 5
CONNECTING LAKE PARK
TO RACINE ST.

I HAVE USED RT 5 FOR WORK
FOR 25 YEARS.
RUN IT THRU DOWNTOWN!
IT DOESN'T HAVE TO
PARK THERE.

mg

10/27/09

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 8

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Morris Reese
Affiliation: City of Racine/Fair Housing
Mailing Address: 800 Central St. #14
Racine, WI 53403

Comment:

Route to Kenosha on 32 for
a connection to Kenosha's transit
system: Seamless connect for
the METRA rail. This would ~~can~~
happen until our rail would be
in place.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 9

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: DAVIDAS HAMILTON
Affiliation: "Concerned Racine Resident"
Mailing Address: 2328 21ST ST.
RACINE WI 53403

Comment:

Wish to comment on adding
more service to Lemmon Park
area (Main Theatre area)
it is hard to get out there
especially on weekends.
Also would like to say
bus schedules should go back
to every 30 min 7 days/week
and have longer service on
weekends. That's when most
people shop!

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 10

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: MARK STOHL
Affiliation: Concerned Resident
Mailing Address: 4024 Newman Road
Caledonia, WI 53406

Comment:

Suggest to maintain/improve bus service
to/from downtown Racine area & I-94/5TH ST.
For example, connection to other shuttle/bus
services eg Wisconsin Green Lines (to Milwaukee).
Currently Greyhound does not serve city
of Racine area, or stop @ I-94/ Hwy 20.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 11

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 27, 2009
Racine Railroad Depot

Name: Charles Stohl
Affiliation: Suburban res.
Mailing Address: 4024 Newman Rd.
Racine, WI 53406

Comment:

I would like to see bus routes to
suburban areas connecting our (Mt. Pleasant,
Caledonia) 50,000+ pop. to new development in
and out of the city (at Racine). My specific nee
is simply where I live.

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 12

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 28, 2009

Burlington Town Hall

Name: Bill Truitt
Affiliation: N/A
Mailing Address: 724 Torrey - Burlington

Comment:

We need to Ride Shuttle #12

WRITTEN COMMENT
PUBLIC INFORMATION MEETING

Pin 13

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011 - 2015
October 28, 2009

Burlington Town Hall

Name: Bill Tullis

Affiliation: _____

Mailing Address: _____

Comment: _____

Ride Share Parking

Appendix B-4

ORAL COMMENTS PRESENTED TO COURT REPORTERS AT PUBLIC MEETINGS

BROWN & JONES REPORTING, INC.

STATE OF WISCONSIN

RACINE COUNTY TRANSIT PLAN: 2011-2015

PUBLIC INFORMATION MEETING

OCTOBER 27, 2009

Public Hearing, held before MARY RING, a
Registered Professional Reporter and Notary Public in and
for the State of Wisconsin, at Racine Railroad Depot,
1409 State Street, Racine, Wisconsin, on October 27,
2009, commencing at 4:30 p.m. and concluding at 6:30 p.m.

RECEIVED
OCT - 4 2009
SEWRPC

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
Room 222 N224

SEWRPC MEETING, 10/27/2009

2

1	A P P E A R A N C E S	
2	FOR SEWRPC:	
3	Albert A. Beck, Principal Planner	
4	Stephen P. Adams, Public Involvement & Outreach Manager	
5	Sonia Dubielzig, Senior Planner	
6	Ajibola Ayanwale, SEWRPC Intern	
7	CITIZENS' COMMENTS:	PAGE
8	1. John Kelley Magee.....	3
9	2. John Kelley Magee.....	4
10	3. Chip Brewer.....	6
11	4. James Eastman.....	6
12	5. Doug Hamilton.....	9
13	6. Jay Warner.....	10
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SEWRPC MEETING, 10/27/2009

3

TRANSCRIPT OF PROCEEDINGS

MR. JOHN KELLEY MAGEE: My name is John
Kelley Magee, M-A-G-E-E, 719 Villa Street,
V-I-L-L-A, Street, Apartment No. 212, in Racine,
53403.

This is the route I was telling you
about, number 3, to extend it to Wal-Mart. And it
goes -- joins route number 7. Like, for example,
when they come from Oakes Road onto Durand Avenue,
make a left turn and go into the entrance of the
Wal-Mart on the east side, and then go into the
counterclockwise -- clockwise, right? Yeah,
clockwise. And then when it -- when it getting
ready to leave Wal-Mart, they go west to go onto
Oakes Road and go straight up Oakes Road to
Washington Avenue.

And it should leave like 10 minutes
after the hour, and then you get to the transit
center within 55 minutes. Then you have 5 minutes
waiting time, until 10 minutes after the hour. At
the transit center, you go up north and slow down
to 25 miles per hour instead of 40 or 35 miles per
hour. It's too fast. It will be better to spend
more time, but you have to have extra bus to have
how much running time, about taxes and more money

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SEWRPC MEETING, 10/27/2009

4

to spend on buses, so --

Right now there's three buses running,
but for extra time would be four buses running on
route number 3. Instead of three buses, it will
be running four buses, one bus on the north side,
three buses going south side. Like two buses, one
on the transit center and another bus at the
Wal-Mart, and another bus is right between.
That's how it works.

(Mr Magee returned 10 minutes later and
make another comment on the record.)

MR. JOHN KELLEY MAGEE: My name is John
Kelley Magee, 719 Villa, Street, Racine,
Wisconsin, 53403.

And I'm concerned about route number 1
and 5 that goes through Caledonia, Greentree
Shopping Center. It should be kept running. Do
not drop, do not stop running, because Caledonia
is not supporting it for next year because they're
going to put the money into parks and recreation,
and we don't want that. We want to keep the buses
running.

I have to get to work. I ride the bus
to work every day. I transfer from number 1 to
number 5, and number 5 goes to 4-Mile Road, and I

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04:59 1 get off right before 4-Mile Road. And then when I
 04:59 2 get out of work, I catch the bus right there and
 05:00 3 transfer to number 1 out in Douglas Avenue and
 05:00 4 South. And then I get on the bus, go right home.
 05:01 5 If the bus service cut off, if Caledonia said no
 05:01 6 more bus service, then I have to walk from number
 05:01 7 1.
 05:01 8 I get off on Douglas Avenue and Carlton
 05:01 9 Drive, get off number 1 and walk all the way up
 05:01 10 there. And when I get out of work, I have to walk
 05:01 11 back to Douglas and Carlton Drive for number 1,
 05:01 12 and that would be miserable, snow, rain, and all
 05:01 13 that stuff. I stay home.
 05:02 14 Number 20, yeah, sometimes I'm waiting
 05:02 15 for a bus stop -- I was standing at the bus stop,
 05:02 16 number 20, and the bus drove by, down at Renaka
 05:02 17 (phonetic) and Park. I was waiting for route
 05:02 18 number 20 to go down to Washington Avenue. They
 05:02 19 not picking me up. The bus stop route number 20
 05:02 20 is right there, and here comes number 20 go by and
 05:02 21 didn't stop. So I have to wait until number 27 --
 05:03 22 and wait for number 27 to come and drop me off at
 05:03 23 Case High School and transfer to number 3. Why
 05:03 24 number 20 didn't pick me up? Only pick them up on
 05:03 25 Grandview. Well, why do you have to come down

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05:03 1 here and go around and come back? Doesn't make
 05:03 2 sense. Next time I take number 27. But that
 05:03 3 number 20 is not picking you up, then forget it.
 05:03 4 I don't know why, but -- oh, well.
 05:03 5 MR. CHIP BREWER: Chip Brewer, S.C.
 05:03 6 Johnson, 1525 Howe Street, Racine, 53403.
 05:05 7 Racine needs for economic development an
 05:05 8 integrated, comprehensive transit system,
 05:06 9 including buses and rail, and we need employers to
 05:06 10 rely upon transit for employees to get to work
 05:06 11 and for their spouses to commute as well.
 05:06 12 Therefore, S.C. Johnson very much supports the
 05:06 13 work that SEWRPC is doing to ensure that we have
 05:06 14 adequate transportation to meet the needs of the
 05:06 15 business community.
 05:06 16 In particular, we should be doing this
 05:06 17 not just by discrete governmental boundaries like
 05:06 18 Racine County or the City of Racine, we need to
 05:07 19 have an integrated multi-county,
 05:07 20 multi-jurisdictional system because employees live
 05:07 21 and work all over. Their transportation is not
 05:07 22 just limited to the discrete governmental
 05:07 23 geographic boundaries.
 05:07 24 MR. JAMES EASTMAN: My name is James
 05:07 25 Eastman.

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05:27 1 Okay. Well, I've been fully supportive
 05:27 2 of KRM. The commuter rail project is KRM,
 05:28 3 Kenosha, Racine, Milwaukee. And so for the last
 05:28 4 year I've been the cochair of the area -- Racine
 05:28 5 Area Task Force, and so we have hosted many, many
 05:28 6 meetings and informational, you know, meetings on
 05:28 7 this topic here and at other locations, and we've
 05:28 8 had endless conversations with our elected
 05:28 9 officials on it.
 05:28 10 And I think the -- the interesting thing
 05:28 11 is that -- and it probably will not reveal itself
 05:28 12 so much in a setting like this, but there is
 05:28 13 considerable public support for the project.
 05:28 14 Racine needs it. And interestingly enough, a lot
 05:29 15 of the public support for the project is coming
 05:29 16 from people that have recently relocated to
 05:29 17 Racine. I mean, they have seen it elsewhere and
 05:29 18 know that it works and is of a benefit to the
 05:29 19 community.
 05:29 20 So, you know, in the distant past, I
 05:29 21 mean, Racine used to be a major hub of employment.
 05:29 22 We had many large companies here employing
 05:29 23 thousands of people. You know, the old -- say in
 05:29 24 the '50s and the '60s, you know, I mean, Racine
 05:29 25 was a factory town, and many companies -- many of

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05:29 1 those companies are now gone. They're not going
 05:29 2 to return. Just during the '80s there was
 05:30 3 probably a net job loss of 10,000 jobs in Racine.
 05:30 4 Factories had closed up, then moved away.
 05:30 5 Okay. So many of us realized, you know,
 05:30 6 what we're left with here. And we see KRM, or the
 05:30 7 commuter rail project, as something that is going
 05:30 8 to add benefit to our community. We need the
 05:30 9 connection. You know, I have seen commuter rail
 05:30 10 in action in many, many other cities, you know.
 05:30 11 It works. It's a benefit. It's good for
 05:30 12 employment, it's good for shopping, or, you know,
 05:30 13 whatever, just travel or whatever you want to do.
 05:30 14 One of the points we have tried to make
 05:31 15 through our business alliances in Racine is that
 05:31 16 the major employers in Racine absolutely want this
 05:31 17 to happen, as well as vast support by labor
 05:31 18 unions, faith groups, community organizations and
 05:31 19 so forth.
 05:31 20 So I think the point I'm making, and I'm
 05:31 21 sorry if I'm sort of taking so long to do this, is
 05:31 22 that the project is having enthusiastic support in
 05:31 23 this community, so we want to see it happen. And
 05:31 24 we have been in constant communication with our
 05:31 25 elected officials, and the ball is now in their

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05:31 1 court. So we hope that we have a successful
05:31 2 conclusion to this project.

05:31 3 MR. DOUG HAMILTON: My name is Doug
06:21 4 Hamilton. Just a quick comment. Regarding as far
06:21 5 as like financial or the economic portion of the
06:21 6 transit system, one way to save money and maybe
06:21 7 create more leverage and create more services is
06:22 8 switch over to hybrid buses, which are I think --
06:22 9 I'm not sure exactly if it's both fuel and
06:22 10 electric buses, but I did a little research
06:22 11 on-line that some cities actually improve their
06:22 12 service and save a lot more money using hybrid
06:22 13 buses instead of diesel or fuel buses. It's one
06:22 14 way to go green also.

06:22 15 I know of Mayor Dickert in Racine. He
06:22 16 wants to make Racine as green as possible, and I'm
06:22 17 thinking that's maybe one way to save money and
06:22 18 create more scheduling for the buses, if we did a
06:22 19 hybrid bus. You know, with the new buses coming
06:22 20 in now, you know, we have like one or two buses
06:22 21 where we're supposed to get our hybrids. If we
06:22 22 can switch all those out, that would be the right
06:22 23 thing to do. Same with the train, hybrid trains.
06:23 24 That's all I had. Just -- you know, it came to me
06:23 25 earlier because I was looking on-line, and I

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06:27 1 plan. I'm advocating a dial-a-ride type of system
06:27 2 in addition to whatever planned route
06:27 3 transportation is provided so that people who are
06:27 4 unsafe on the highway or who would rather not face
06:27 5 the traffic, and at that age that's a major
06:27 6 consideration, can get to the doctor's
06:27 7 appointment, to a small party with their friends,
06:27 8 or for whatever reason they wish to get around.
06:27 9 These individuals at present are facing house
06:27 10 arrest, and we are effectively forcing them to
06:27 11 continue driving and to continue putting
06:28 12 themselves and us at increased risk.

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

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06:23 1 figured I'd just, you know, let you know about it,
06:23 2 so --

06:25 3 MR. JAY WARNER: Jay Warner, 4444 North
06:25 4 Green Bay Road, Racine, 53404. This is not an
06:25 5 acoustically desirable room.

06:25 6 Okay. My concern is that with the
06:25 7 population slowly increasing in age, the number of
06:25 8 old-old, senior-senior citizens is increasing,
06:25 9 actually quite quickly, and these are the people
06:25 10 whose risk of auto accident while driving actually
06:25 11 exceeds that of new drivers, the 18-year-olds, 18,
06:25 12 19. We need to consider these people's needs at
06:26 13 this time in their lives.

06:26 14 I have personal experience to tell you
06:26 15 how difficult it is to pry the car keys out of
06:26 16 grandpa's hands. And that's okay, but the truth
06:26 17 is that when someone gets somewhere past 70, we
06:26 18 frequently do not want them to be driving, either
06:26 19 their children, their grandchildren, or the people
06:26 20 who need to be on the road with them.

06:26 21 At the present time throughout most of
06:26 22 Racine County, if you take away someone's car
06:26 23 keys, driver's license, you are effectively
06:26 24 putting them under house arrest. We need to
06:26 25 understand this in terms of our bus and transit

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1 STATE OF WISCONSIN)
2) SS:
3 COUNTY OF MILWAUKEE)
4

5 I, MARY RING, a Registered Professional
6 Reporter and Notary Public in and for the State of
7 Wisconsin, do hereby certify that the above public
8 hearing comments were recorded by me on October 27,
9 2009, and reduced to writing under my personal
10 direction.

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

16 In witness whereof I have hereunder set
17 my hand and affixed my seal of office at Milwaukee,
18 Wisconsin, this 2nd day of November, 2009.

21
22 Notary Public
23 In and for the State of Wisconsin
24

25 My Commission Expires: April 29, 2012.

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A	CALEDONIA	CONSIDERATI...	10:23 11:10	3:15,21 5:4,18
ABSOLUTELY	4:16,18 5:5	11:6	10:23 11:10	5:20 6:1 9:14
8:16	CAR 10:15,22	CONSTANT 8:24	ELECTED 7:8	GOES 3:8 4:16,25
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10:5	CATCH 5:2	CONVERSATI...	7:8	GOOD 8:11,12
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12:15	CERTIFY 12:7,11	COUNSEL 12:12	12:12,13	6:17,22
ADAMS 2:3	CHILDREN 10:19	12:14	EMPLOYEES	GRANDCHILD...
ADD 8:3	CHIP 2:8 6:5,5	COUNTERCLO...	6:10,20	10:19
ADDITION 11:2	CITIES 8:10 9:11	3:12	EMPLOYERS 6:9	8:16
ADEQUATE 6:14	CITIZENS 2:6	10:22 12:2	8:16	EMPLOYING
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11:7	COMING 7:15	DEVELOPMENT	10:11	HAMILTON 2:9
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5:3,8,18	12:25	DISCRETE 6:17	6:22	HEREUNDER
AYANWALE 2:4	COMMUNICA...	DISTANT 7:20	FACTORIES 8:4	12:16
	8:24	DOCTOR'S 11:6	FACTORY 7:25	HIGH 5:23
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BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
RACINE COUNTY PUBLIC TRANSIT PLAN

OCTOBER 28, 2009

PUBLIC COMMENTS, taken before

KAREN L. HOWELL, a Registered Professional Reporter and
Notary Public in and for the State

* * * * *

I N D E X

No Public Comments Taken.

* * * * *

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

STATE OF WISCONSIN }
COUNTY OF MILWAUKEE } SS:

I, KAREN L. HOWELL, a Registered Professional Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that no public comments were taken on October 28, 2009.

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 28th day of October, 2009.

Notary Public
In and for the State of Wisconsin

My Commission Expires: June 27, 2011.

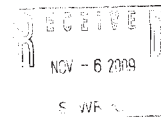
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BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION
RACINE COUNTY PUBLIC TRANSIT
PLAN

NOVEMBER 4, 2009



PUBLIC COMMENTS, taken before KAREN RENEE, Court Reporter and Notary Public in and for the State of Wisconsin, at Ives Grove Office Complex, 14200 Washington Avenue Sturtevant, Wisconsin, commencing at 5:00 p.m. and concluding at 7:00 p.m.

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

* * * * *
I N D E X

No Public Comments Taken.

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

STATE OF WISCONSIN }
COUNTY OF MILWAUKEE } SS:

I, KAREN RENEE, Court Reporter and Notary Public in and for the State of Wisconsin, do hereby certify that no public comments were taken on November 4, 2009.

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 4th day of November, 2009.

Notary Public
In and for the State of Wisconsin

My Commission Expires: March 11, 2012.

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

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Appendix C

**ATTENDANCE RECORDS OF PUBLIC INFORMATIONAL MEETINGS
HELD OCTOBER 27 AND 28, AND NOVEMBER 4, 2009**

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SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
 Racine County Public Transit Plan
 Plan de Transporte Público del Condado de Racine

October 27, 2009
 Racine Railroad Depot
 1409 State Street
 Racine, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Nancy Holmberg	5542 Cambridge St #3 Racine	06
2. Curtis Crandall	1900 Kentucky St. Racine	
3. John Magee	719 Villa St. Racine, WI. 53403	
4. Pat Starker	3220 Northwestern Racine	53404
5. John W. Berge	1523 Overlapp Dr., Racine	53405
6. Chris Reimann	222 Wolf St. Racine	53402
7. Jani Mamen	4444 N. Green Bay "	53404
8. Rick Landers	4332 N. Green Bay "	"
9. Morris Reece	800 Cedar St. City of Racine	
10. Raymond DeHoff	706 Wisconsin Ave Racine	53404
11. Katie Ferguson	303 Four Mile Rd. Racine	53402
12. J. Kivlia	5120 Woodview Rd Racine	53402
13. Christian Kuehn	1524 N. Main St.	53402
14. Calvin Kuehn	1524 N. Main St.	53402
15. Robert Kuehn	800 Wilson Racine	53402
16. Carolyn Winslow	1802 Racine St.	53402
17. Olaf Baird	1437 MARQUETTE Racine	53404
18. Brian O'Connell	730 Washington Racine	53403
19. Perry Thomas	Transitway Racine	53089
20. MARK M GIESE	1520 BAYN MAUR AVE Racine	53403
21. CHIP BREWER	129 Morningwood Dr. Racine	53402
22. Douglas Hamilton	2328 21st St Racine	53403
23. Juncutun	Madison Racine, WI	53403
24. Jeff Van Kaper	3227 Kymen Racine	WI 53402
25. JIM SPECER	1221 MAIN ST. Racine	53403
26. Gary J. J. J.	1113 College St. Racine	53403
27. Charles Christensen	3528 Neuman Ave. Racine	53405
28. Heie Dagans	1135 Carlisle Ave Racine	53404-2859
29. CATHY HICKS	3300 WOOD RD Racine WI	53404
30. Maurine Dage	3230 Labryn Ave Racine, WI	53405
31. Charles Stohl	4024 Neuman Rd. Caledonia	
32. Mara J.		
33. J. J.		
34. Jacob Jensen	2000 DeKoven Racine	53403
35. Art Hens	3300 Wood Rd Racine	53402
36. Mercedes Dindzel	609 7th St Racine	53403
37. MARK STOLL	4024 Neuman Rd Caledonia	
38. Ryan Gleason	5702 Cambridge Ln #6 Racine	53406
39. Patricia Hines	4111 Erie St Racine	53402
40. Mark Orlovsky	521 Willowview Rd Racine	
41. Thomas W. J.	4444 N Green Bay Rd Caledonia	
42. Michael B. J.	3419 Michigan Blvd Racine	
43. David Johnston		
44. Mitchel Orlovsky	5221 Willowview Rd Racine	
45. Doreen Johnston	303 4 mile Rd Racine	
46. Jeff Jorgensen	303 4 Mile Rd Racine	
47. Jody Kalls	5070 Birch Creek Ln Racine	
48. Tom Karkow	1904 DWIGHT ST Racine	
49. Tom Karkow	4201 Victory Ave Racine	53405
50.		

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
 Racine County Public Transit Plan
 Plan de Transporte Público del Condado de Racine

October 28, 2009
 Burlington Town Hall
 3228 Bushnell Road
 Burlington, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. Bill Gouley	424 Lodge St Burlington	
2. Rebecca Ewald	123 N. River Street Watertown	
3. Norman Sila	PO Box 278 Seneca	
4. Dorae Hewitt	916 S. 47th St Franklin	
5. Tim Fettes	8832 Pleasant Rd Burlington	
6. Ralph Rice	30341 Bushnell Rd Burlington	
7. Jeff Jorgensen	1322 S. Taylor Burlington, WI	
8. Jeff Jorgensen		Union Grove
9.		
10.		

SIGN-IN ROSTER/LISTA DE ASISTENCIA

Public Information Meeting /Reunión de Información Pública
 Racine County Public Transit Plan
 Plan de Transporte Público del Condado de Racine

November 4, 2009
 Ives Grove Office Complex
 14200 Washington Avenue
 Sturtevant, Wisconsin

Name/Nombre	Address/Dirección	Community/Comunidad
1. James Meyer	214 McCallum Ave Racine	Yorkville
2. Dennis Ritz	5307 Richmond Drive Caledonia	
3. Norman Sila	PO Box 278 Seneca	
4. Mary McCallum	18145 2nd St Ob. Grand Rapids	
5. Perry Thomas	Transitway Racine	
6. Raymond Dittman	alcohol Racine	
7. Jay Mamen	4444 N. Green Bay Caledonia	
8. Mary Ritz	4825 Richmond Dr Caledonia	
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Appendix D

**COMMISSION ANNOUNCEMENTS OF PUBLIC INFORMATIONAL
MEETINGS HELD IN OCTOBER AND NOVEMBER 2009 AND
SUMMARY MATERIALS DISTRIBUTED AT THOSE MEETINGS**

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Appendix D-1

PAID NEWSPAPER ADVERTISEMENTS

Public Informational Meetings for Racine County Transit Plan	
Tuesday, October 27, 2009 4:30-6:30 p.m.* Racine Metro Transit Center 1409 State St., Racine	You are invited to attend public informational meetings on the Racine County Public Transit Plan. The plan is currently 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 of Racine and Racine County over the five-year period from 2011 to 2015. The meetings will be held in "open house" format, allowing you to attend at any time during the two-hour timeframe for each meeting. A court reporter will be available to record oral comments on the plan. Written comments may be submitted at each meeting or by U.S. mail, email, or fax through November 20, 2009.
Wednesday, October 28, 2009 4:30-6:30 p.m.* Burlington Town Hall 32288 Bushnell Rd., Burlington	
Wednesday, November 4, 2009 5:00-7:00 p.m.* Ives Grove Office Complex 14200 Washington Ave., Sturtevant	
*Presentation at each: 5:45 p.m.	
<p>Information will be provided on land use and travel in the County, an evaluation of the existing transit systems, and on preliminary unmet needs identified for travel within the County and between the County and surrounding areas. Your feedback on further unmet transit needs is very valuable to the preparation of this plan. Draft plan chapters, a newsletter, and other information are available at www.sewrpc.org/racinetransitplan.</p> <p>Accessibility: All meeting locations are handicapped accessible. Persons with special needs are asked to contact the SEWRPC office at (262) 547-6721 a minimum of 72 hours before the meetings so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.</p> <p>Southeastern Wisconsin Regional Planning Commission, PO Box 1607, Waukesha, Wisconsin 53187-1607 Telephone: (262) 547-6721 Fax: (262) 547-1103 Email: racinetransitplan@sewrpc.org</p>	

Burlington Press
October 15, 2009

The Insider News
October 15, 2009

Racine Journal Times
October 19, 2009

Appendix D-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

Serving the Outcomes of



News Release

FOR IMMEDIATE RELEASE

October 23, 2009

Release No. 09-04

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

PLANNING AGENCY SEEKS INPUT ON UNMET TRANSIT NEEDS IN RACINE COUNTY

The Southeastern Wisconsin Regional Planning Commission is holding a series of public informational meetings to inform County residents about the Racine County Public Transit Plan: 2011-2015, and to gather feedback on the work performed to date. The study is being conducted at the request of the City of Racine and Racine County, and is being developed under the guidance of a workgroup that includes representatives from all units of government in Racine County and a wide variety of agencies with an interest in transportation in the County.

As part of the planning process to date, the Racine County Transit Plan Workgroup has examined the characteristics of the existing transit services in Racine County; reviewed the County's current distribution of population, employment, activity centers, and travel patterns; developed a set of objectives and standards to guide the planning process; conducted an evaluation of the Belle Urban System and identified preliminary unmet transit needs for both eastern and western parts of the County.

The Commission is organizing these public meetings in order to inform the public about the plan, provide for a forum for the public to ask questions regarding the process and findings, and to obtain public input on the work performed to date, especially on the unmet transit needs. In preparation for the meetings, the Commission has published a newsletter summarizing the work completed to date, which includes the following list of some of the unmet transit needs identified so far:

Eastern Racine County Unmet Transit Travel Needs

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

Western Racine County Unmet Transit Travel Needs

- Affordable, wheelchair-accessible service, without eligibility restrictions, such as subsidized taxi and/or shuttle routes, especially in the Burlington/Rochester/Waterford area;
- Service for work and medical trips to and from adjacent counties, including Milwaukee, Kenosha, Walworth, and Waukesha Counties; and
- A need to consider work-related transportation services that, although currently not in demand due to the weak economy, may be needed by the end of the five-year planning period.

The newsletter and the schedule of public meetings, along with all other information which has been developed on the Racine County Public Transit Plan: 2011-2015, are available on the Commission's website, www.sewrpc.org/racinecountyplan. The meetings will be in an "open house" format, allowing members of the public to attend at any time during the two-hour timeframe for each meeting.

[Note: Attached to this press release is the Newsletter which lists the dates and locations of the scheduled public meetings and provides information on the Racine County Public Transit Plan.]

RACINE TRANSIT PLAN MEDIA LIST FOR 10/09 NEWS RELEASE

Type	Name	Title	Media	Address	City	Zip	E-Mail
Paper MAJOR	Larry Sandler	Transportation	Milwaukee Journal Sentinel	333 W. State Street	Milwaukee	53203	lsandler@journal sentinel.com
	Gary Krentz	Sr. Editor – Local News	Milwaukee Journal Sentinel	333 W. State Street	Milwaukee	53203	gkrentz@journal sentinel.com
	Michael Juley	Racine County News Bureau Editor	Milwaukee Journal Sentinel	P.O. Box 371	Milwaukee	53201	mjuley@journal sentinel.com
	Steve Lovejoy	Editor	The Journal Times	212 Fourth Street	Racine	53403	steve.lovejoy@lee.net
	Tom Farley	News Editor	The Journal Times	212 Fourth Street	Racine	53403	tfarley@journal times.com
Paper		Desk Supervisor	Associated Press/Milwaukee	918 N. Fourth Street	Milwaukee	53203	apmlw@ap.org
Minor	Roxanne Mass	Editorial Assistant	Burlington Standard Press	140 Commerce Street	Burlington	53105	roxanne@standard press.com
	Mark Maley	Editor in Chief	CNI Newspapers	1741 Dolphin Dr., Ste A	Waukesha	53186	mmaley@cni now.com
	Dave Paulsen	Editor	Waterford Post	300 E. Main St.	Waterford	53185	patb@southern lakes newspapers.com
		Editor	Racine Labor Paper	1840 Sycamore Avenue	Racine	53406	thelabor paper@wi.rr.com
Minority	Ken Lumpkin	Publisher	The Insider News	1661 Douglas Avenue	Racine	53158	insider@wi.net
Radio Minor	Roberto Jeffers	News Director	WBXX AM – 1460	2310C S Green Bay Rd	Racine	53406	lacampeona1460@aol.com
	Arlo Ketchpaw	General Manager	WBSD FM – 89.1	400 McKenna Parkway	Burlington	53105	arlo@wbsd fm.com
	Don Rosen	Program Director	WRJN AM – 1400	1201 Victory Avenue	Racine	53405	drosen@racine radio.com
	Tom Karkow	News Director	WRJN AM – 1400/WEZY FM – 92.1	1201 Victory Avenue	Racine	53405	tkarkow@racine radio.com
Other			Wheeler Reports, Inc.	111 W. Wilson St. #UL-11	Madison	53703	wheeler@thewheelerreport.com
	Jeff Mayers	Editor and President	WisPolitics Publishing	14 W. Mifflin St., Ste. 308	Madison	53703	staff@wispolitics.com

RACINE COUNTY PUBLIC TRANSIT PLAN: 2011-2015



NEWSLETTER 1

OCTOBER 2009

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), at the request of the City of Racine and Racine County, is preparing a short-range public transit service plan for Racine County for 2011-2015. This study, which is scheduled for completion in late 2010, will perform the following functions:

- Evaluate the performance of the City of Racine Belle Urban System (BUS);
- Evaluate other public and human services transportation provided in Racine County;
- Identify the unmet transit travel needs for trips within Racine County and to/from other counties;
- Recommend alternative transit service improvements for the BUS that address the performance evaluation, including unmet transit service needs;
- Recommend alternative transit service improvements for the remainder of the County outside the BUS service area, to address unmet transit needs;
- Prepare a short-range plan recommending modifications, improvements, and capital projects for all public transit services in Racine County, to guide annual transit budgeting and programming; and
- Estimate the financial requirements for public transit services in the County, compare to existing and projected available funding, identify funding shortfalls, and consider how to address those shortfalls.

EXISTING TRANSIT SERVICES

City of Racine Belle Urban System (BUS)

The BUS operates nine regular bus routes, several peak-hour tripper routes serving schools, and one rubber-tired trolley bus in the downtown area. Of the nine regular routes, eight pass through the Racine Metro Transit Center located on State Street, where buses meet at the Center on a “pulse” schedule to facilitate transfers between routes. The regular routes operate between 5:30 a.m. and midnight on weekdays, between 5:30 a.m. and 11:00 p.m. on Saturdays, and between 9:30 a.m. and 7:00 p.m. on Sundays. Most buses arrive every 30 minutes during weekday peak periods, and between 30 and 60 minutes during week-

RACINE COUNTY TRANSIT PLAN WORKGROUP

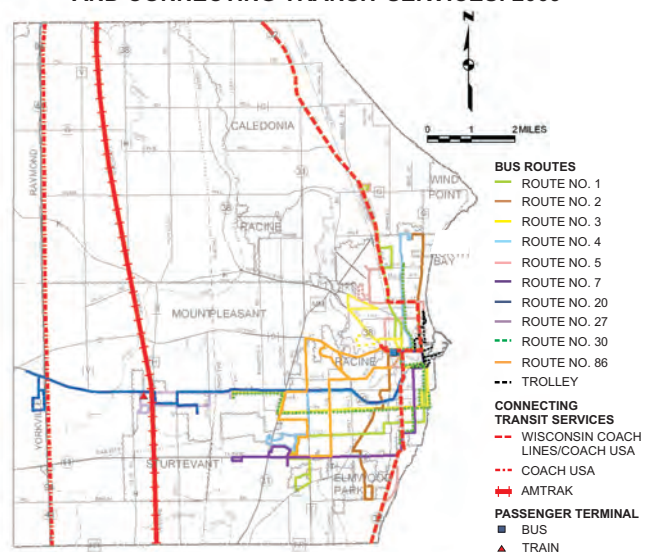
The Racine County Public Transit Plan is being developed under the guidance of a Workgroup formed specifically for this study. Representatives from all units of government in Racine County and a wide variety of agencies and populations with an interest in transportation in the County have been invited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

day off-peak periods, evenings, and weekends. Adults pay a cash fare of \$1.50, or \$1.25 after 7:00 p.m. Elderly and disabled individuals pay \$0.75, and youth pay \$1.25.

The BUS also provides Dial-A-Ride paratransit service (DART) for disabled individuals who are unable to use the fixed-route bus service, for trips made within three-quarters of a mile of a BUS route. DART is available during the same hours as the BUS fixed-route service. The fare for DART is \$2.50.

From 2004 to 2008, BUS total annual revenue vehicle hours of service were cut by about 4 percent, and the

ROUTES OF THE BELLE URBAN SYSTEM AND CONNECTING TRANSIT SERVICES: 2009



Source: SEWRPC.

adult cash fare increased from \$1.25 to \$1.50 per trip. Despite this, ridership increased from 1.1 million to 1.2 million revenue passengers, or about 10 percent.

The total annual expenditures for BUS transit system operations and capital projects average about \$8.77 million. Of this amount, operating revenue (mostly fares) covers an average of \$1.22 million. The remaining \$7.55 million in annual average expenditures is funded through Federal and state transit-assistance programs and local property taxes, of which the City of Racine provides about \$1.41 million.

Racine County Human Services Department

Racine County contracts with private, for-profit companies to provide door-to-door transportation to transportation handicapped persons within Racine County outside the service area for the City's DART paratransit service. The County also contracts with the Goodwill Industries and the Racine County Opportunity Center to provide subscription transportation for developmentally disabled individuals participating in training and employment programs.

Other Public Transit Services

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

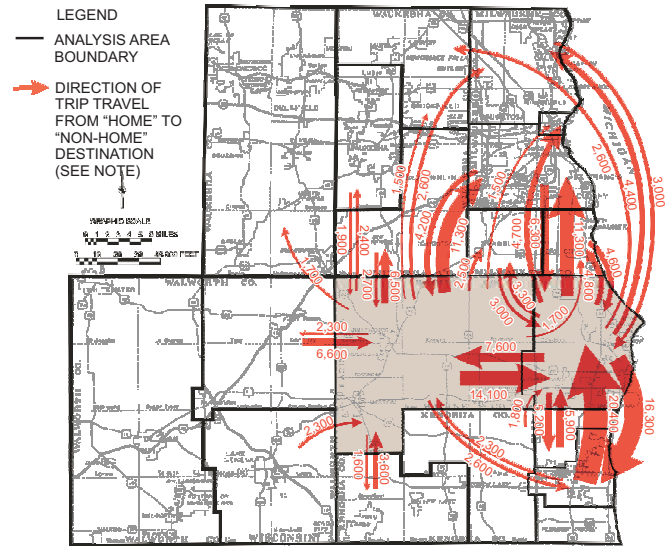
- A commuter-oriented express bus operated by Wisconsin Coach Lines, Inc./Coach USA between downtown Milwaukee, Racine, and Kenosha.
- Intercity bus routes operated by Coach USA between Milwaukee and Chicago, with a stop at IH 94 and STH 20.
- Intercity passenger train operated by Amtrak between Milwaukee and Chicago, with a stop in the Village of Sturtevant.

LAND USE AND TRAVEL PATTERNS

Commission staff gathered information on historic and current population, employment, land use, and travel patterns in Racine County. Key findings include:

- East of IH 94, the City of Racine has the highest concentrations of population, transit-dependent groups, and major shopping, education, medical, and government centers. West of IH 94, these concentrations are mostly found in the Burlington, Waterford-Rochester, and Union Grove areas.
- The highest employment concentrations are in the City of Racine; however, most of the increase in employment in the County since 1970 has occurred outside the City, along Washington Avenue (STH 20) and Durand Avenue (STH 11) in Mt. Pleasant and Sturtevant, as well as in Burlington.

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



EVALUATION OF TRANSIT SYSTEM AND IDENTIFICATION OF UNMET NEEDS

The study includes a detailed evaluation of the existing City of Racine BUS service using the performance measures identified in the transit system objectives and standards (see box), as well as an identification of unmet transit travel needs in both the eastern and western parts of the County.

Racine BUS Evaluation Findings

On a systemwide basis, the BUS provides good-to-excellent coverage of concentrations of population, employment, and activity centers east of IH 94.

The BUS system is about average when compared to "peer" transit systems in Wisconsin and nationally with respect to ridership, service levels, and operating costs. In general, the BUS provides a lot of service for the size of its service population, resulting in higher service effectiveness, but lower service efficiency.

The route-by-route evaluation identified Routes 1, 2, 3, 4, and 7 as the best-performing routes in the system. Routes 5, 20, 27, and 86 are the worst-performing routes in the system, and have many segments with low passenger activity. Routing and service changes to these routes should be explored.

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

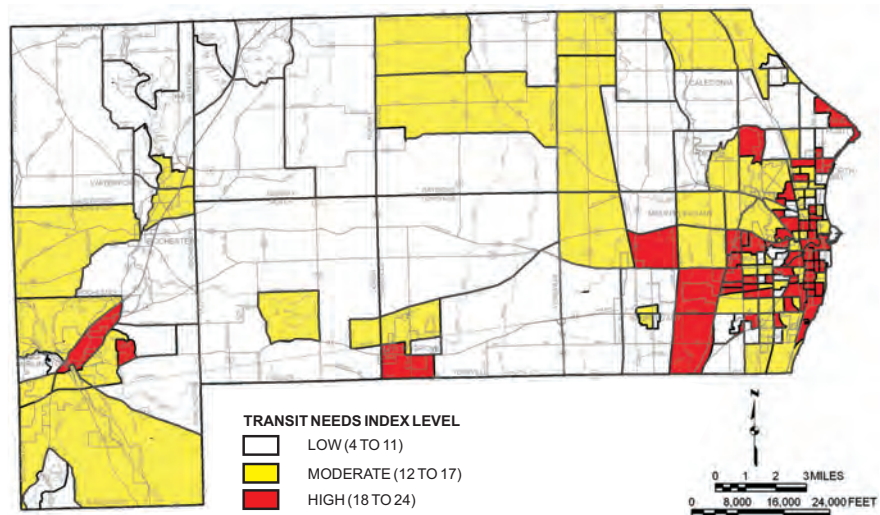
Transit Needs Index

Commission staff developed a transit needs index to identify the areas of greatest potential transit needs in Racine County, using U.S. Census block group population data. The map on this page graphically displays the resulting transit need levels in terms of high, moderate, and low transit needs throughout the County. There are high transit needs throughout the City of Racine and parts of Mt. Pleasant and Sturtevant. West of IH 94, Union Grove and Burlington also have areas with high transit needs.

Summary of Unmet Transit Travel Needs

The following unmet transit travel needs for Racine County residents are derived from the BUS perfor-

TRANSIT NEEDS INDEX FOR RACINE COUNTY: 2000



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

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

mance evaluation; from facilitated discussions with human services agencies, employers, and BUS users; and from the 2008 Public Transit-Human Services Transportation Coordination Plan for Racine County.

Eastern Racine County

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

Western Racine County

- Affordable, wheelchair accessible service, without eligibility restrictions, such as subsidized taxi and/or shuttle routes, especially in the Burlington-Rochester-Wind Lake area.
- Service for work and medical trips to and from adjacent counties, including Milwaukee, Kenosha, Walworth, and Waukesha Counties.
- A need to consider work-related transportation services that, although currently not in demand due to the weak economy, may be needed by the end of the five-year planning period.

PUBLIC TRANSIT SERVICE OBJECTIVES AND STANDARDS

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

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

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

If you are unable to attend one of the meetings, you can visit the plan website to view the information presented, request a briefing by project staff, or comment on the project. You can submit written comments via mail, e-mail, or fax through November 20, 2009.

FOR MORE INFORMATION

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

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

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

PUBLIC INFORMATIONAL MEETINGS

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

Tuesday, October 27, 2009, 4:30-6:30 pm
Racine Railroad Depot
1409 State Street, Racine

Wednesday, October 28, 2009, 4:30-6:30 pm
Burlington Town Hall
32288 Bushnell Road, Burlington

Wednesday, November 4, 2009, 5:00-7:00 pm
Ives Grove Office Complex
14200 Washington Avenue, Sturtevant

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

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

RACINE COUNTY PUBLIC TRANSIT PLAN: 2010-2014



SUMMARY BROCHURE

FEBRUARY 2009

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

- Evaluate in-depth the City of Racine Belle Urban System (BUS).
- Recommend transit service and capital improvements for the City bus system.
- Identify and evaluate all other existing public and human services transportation provided in Racine County.
- Identify the unmet transit travel needs for resident trips within Racine County and to/from other counties.
- Recommend actions to coordinate existing transportation services or initiate needed new transit services.

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

STUDY PURPOSE

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

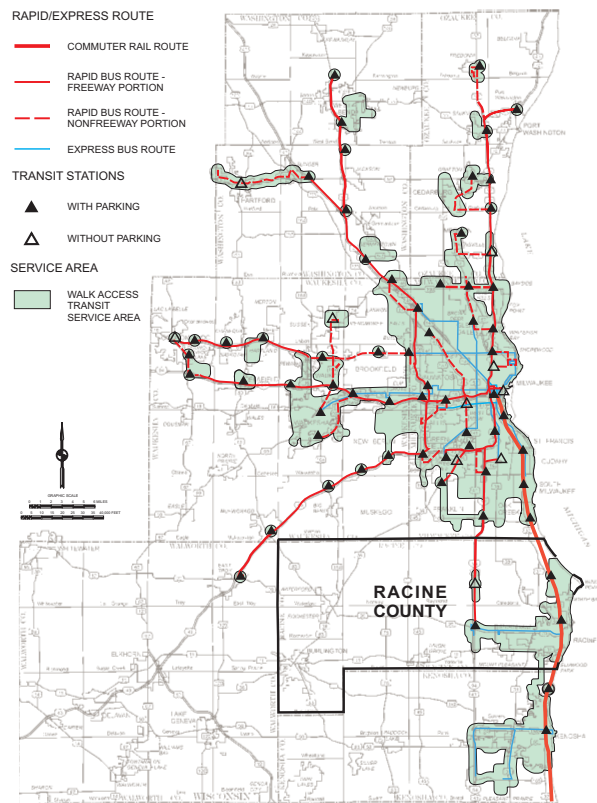
- **Assessment of existing unmet transit travel needs** for Racine County residents;
- **Rigorous evaluation of existing transit services in the County**, including the routes and service operated by the City of Racine and the Racine County Human Services Department, to review their existing performance and to identify areas of good and poor performance;
- **Identification of alternative transit service improvements for Racine BUS routes** that address the performance evaluation, including the unmet transit service needs;
- **Identification of alternative transit service improvements for the remainder of the County** outside the BUS service area, to address the unmet transit needs;
- **A short-range plan recommending** modifications, improvements, and capital projects needed for all public transit services in Racine County, thereby guiding annual transit budgeting and capital and operations programming; and
- **Estimate of short-term financial requirements** for all public transit services in the County, and comparison to existing and projected available funding, identifying any funding shortfalls, and considering alternatives to address those shortfalls.

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

STUDY GUIDANCE

The Racine County Transit Plan is being developed under the guidance of a workgroup formed specifically for this study. The Workgroup will be responsible for proposing transit improvements to Racine County, the City of Racine, and SEWRPC, after careful study and evaluation. In pursuing the points above, the Workgroup will help identify possible City of Racine BUS improvements, possible actions for coordinating public transit and human services transportation in Racine County, and potential new public services to address the identified need west of IH-94. 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 (see box).

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



Source: SEWRPC.

PUBLIC INVOLVEMENT

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

In addition to the Workgroup, the following will be used:

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

FOR MORE INFORMATION

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

AGENCIES AND ORGANIZATIONS INVITED TO PARTICIPATE IN THE RACINE COUNTY TRANSIT PLAN WORK GROUP

Racine County Government
County Executive's Office
Health and Human
Development Committee
Human Services
Department
Department of Planning
and Development
Workforce Development
Center

City of Racine Government
Mayor's Office
Department of City
Development
Transportation Department
Transit and Parking
Commission

Other Government
City of Burlington
Village of Caledonia
Village of Mt. Pleasant
Village of Rochester
Village of Sturtevant
Village of Union Grove
Village of Waterford
Village of Wind Point
Town of Burlington
Town of Dover
Town of Norway
Town of Raymond
Town of Waterford
Town of Yorkville
Wisconsin Department of
Transportation
U. S. Department of
Transportation, Federal
Transit Administration

Business Organizations
Racine Area Manufacturers and
Commerce
Greater Union Grove Area
Chamber of Commerce
Waterford Area Chamber of
Commerce
Burlington Chamber of Commerce
Racine County Economic
Development Corporation

**Educational Institutions with
Student Transportation Needs**
Burlington Area School District
Racine Unified School District
Union Grove High School District
Waterford Union High School
District

Non-Profit Organizations
Alliance on Mental Illness of
Racine County
American Red Cross
Careers Industries, Inc.
First Choice Pre-Apprentice
Jobs Training
Hispanic Roundtable
Love, Inc.
Racine County Opportunity
Center
Racine Hispanic Business and
Professionals Organization
Racine Interfaith Coalition
Society's Assets, Inc.
Urban League of Racine and
Kenosha

Transit Service Providers
First Transit, Inc.
Racine Belle Urban System

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

PRESENTATIONS GIVEN AT PUBLIC INFORMATIONAL MEETINGS




**Racine County Public
Transit Plan: 2011-2015**



October/November 2009

#147745v1



Overview of Presentation

- **Background and need for study**
- **Study organization and staffing**
- **Workgroup guiding study**
- **Public involvement efforts**
- **Study elements and work completed to date**
- **Remaining steps in plan development**

2



Need for Study

- **Requested by Racine County Executive and City of Racine Mayor**
- **Review the performance of the City of Racine Belle Urban System and identify the need for improved transit service in the Racine area**
- **Concern also expressed over potential public transit needs in western Racine County**
 - **Service within western Racine County**
 - **Service connecting western and eastern Racine County**
 - **Service connecting Racine County to other counties**

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Study Organization and Staffing

- **Study Sponsors:**
 - **Racine County**
 - **City of Racine**
- **Study Staffing**
 - **Southeastern Wisconsin Regional Planning Commission (SEWRPC)**
 - **Staff from the Racine County Department of Planning and Development, City of Racine, and City of Racine Department of Transportation and Belle Urban System**

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Racine County Transit Plan Workgroup

- **Plan is being developed under the guidance of a Workgroup formed specifically for the study**
- **Representatives from all governmental units and other agencies in County invited to join:**
 - **Racine County government**
 - **Cities of Burlington and Racine**
 - **Other local governments**
 - **Business organizations**
 - **Educational institutions with student transportation needs**
 - **Non-profit organizations representing populations affected by transit services**
 - **Transit service providers and users**

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Public Involvement

- **Workgroup**
- **Study website (www.sewrpc.org/racinetransitplan)**
- **Brochure and newsletters**
- **Employer survey conducted in coordination with the Racine County Mobility Manager**
- **Discussion groups on transit service needs**
- **Public informational meetings**

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Major Work Elements

- **Objectives and Standards**
- **Inventories**
- **Analyses**
- **Alternative Transit Service Configurations**
- **Evaluation of Transit Alternatives**
- **Selection of a Recommended Plan**
- **Plan Implementation**

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Work to Date - Objectives and Standards

- **Objectives and Standards**
 - **Three transit service objectives developed for study**
 - **Objectives provide a basis for assessing performance of transit system and alternatives, and help identify unmet transit service needs**
 - **Each objective is supported by a planning principle and a set of standards**
 - **Quantify the achievement of each objective.**
 - **Standards differ slightly for fixed-route and demand-responsive services.**

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Work to Date - Inventories

- **Inventories conducted to gather background information on:**
 - **Characteristics of existing public and private transportation services including:**
 - **City of Racine Belle Urban System (BUS)**
 - **Public and private transportation services for elderly and disabled persons**
 - **Intercity bus and passenger rail service**
 - **Population and employment levels**
 - **Urban development and land uses including major activity centers**
 - **Travel habits and patterns**

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Work to Date - Analyses

- **Analyses conducted to identify transit system performance and unmet needs**
 - **Performance evaluation of existing BUS services**
 - **Systemwide evaluation of service provided to land uses**
 - **Route by route evaluation of service effectiveness and efficiency of each route**
 - **Comparison of BUS to other "peer" systems in Wisconsin and United States**
 - **Identification of unmet transit service needs**
 - **For BUS and population in eastern Racine County**
 - **For population in western Racine County**

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Preliminary Unmet Needs— Eastern Racine County

- **Improved BUS service to Sturtevant and Mt. Pleasant**
- **Connections to transit services in Kenosha County via UW-Parkside and/or Green Bay Road**
- **BUS service on holidays, extend weekend service hours**
- **More bus shelters**
- **Taxi service**

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Preliminary Unmet Needs— Western Racine County

- **Affordable, wheelchair-accessible service, without eligibility restrictions, especially in the Burlington/Rochester/Waterford area;**
- **A wider array of other transportation options, including volunteer driver services and ridesharing programs**
- **Service for work and medical trips to and from adjacent counties, including Milwaukee, Kenosha, Walworth, and Waukesha Counties**
- **Consideration of work-related transportation services that may be needed by the end of the five-year planning period.**

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Remaining Steps

- **Review public comments and finalize unmet transit service needs**
- **Develop alternative transit service improvement plans**
 - **Potential BUS improvements and expansion**
 - **Potential services for western Racine County**
- **Schedule additional public meetings to obtain input on service improvement options and plans**
- **Develop recommended transit service improvement plan**

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Tell Us What You Think

We Want To Hear From You

Give us your input about the work and findings of the transit study. We are especially interested in:

- **What the BUS does well**
- **What needs are not being met by the BUS**
- **What are the transit needs in western Racine County**
- **What transit services would you like to see be considered for western Racine County**

Many ways to give your opinion:

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

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DISPLAY BOARDS AT PUBLIC INFORMATIONAL MEETINGS

Introduction to Racine County Public Transit Plan

The study will perform the following functions:

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

Who is preparing the plan?

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



Racine County Transit Plan Workgroup

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

Agencies and Organizations Invited to Participate in Workgroup

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

Steps in the Plan Process

Steps Completed to Date

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

Next Steps

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

Existing Transit Services

City of Racine Belle Urban System (BUS)

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

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

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

Service hours and service frequency

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

Fares

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

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

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

Racine County Human Services Department

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

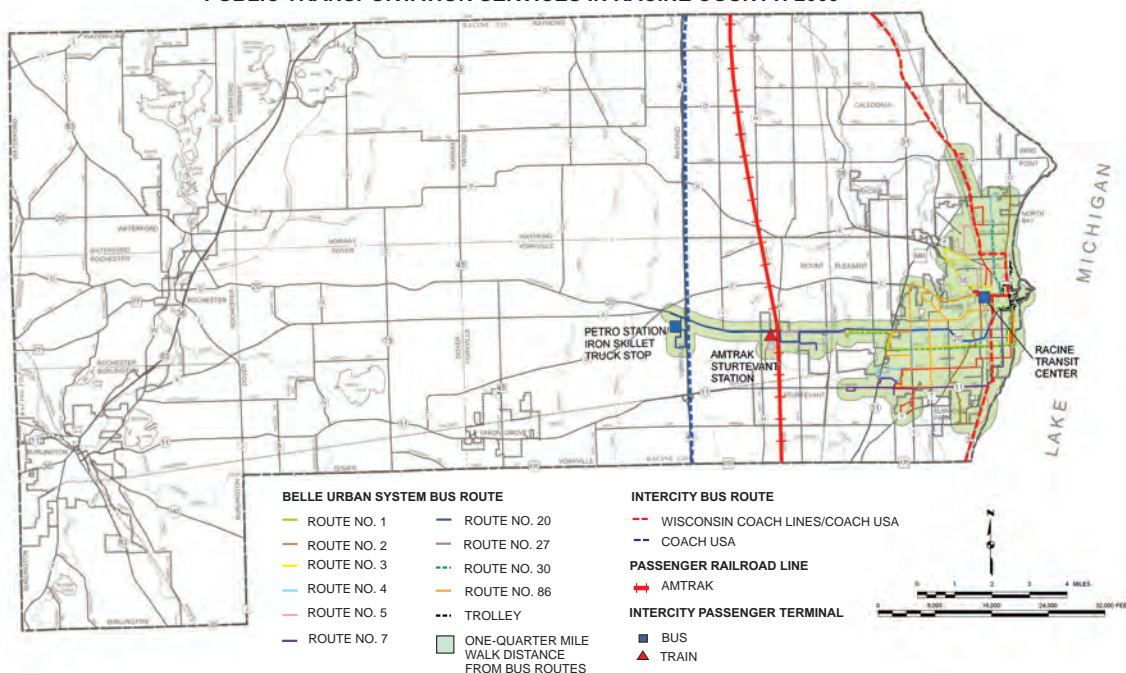
- Door-to-door service for transportation-handicapped individuals for trips outside the service area for the City's DART paratransit service. The County contracts with First Transit, Inc., and Express Transportation of Wisconsin to provide the service.
- Fixed-route, subscription transportation services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

Other Transit Services

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

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

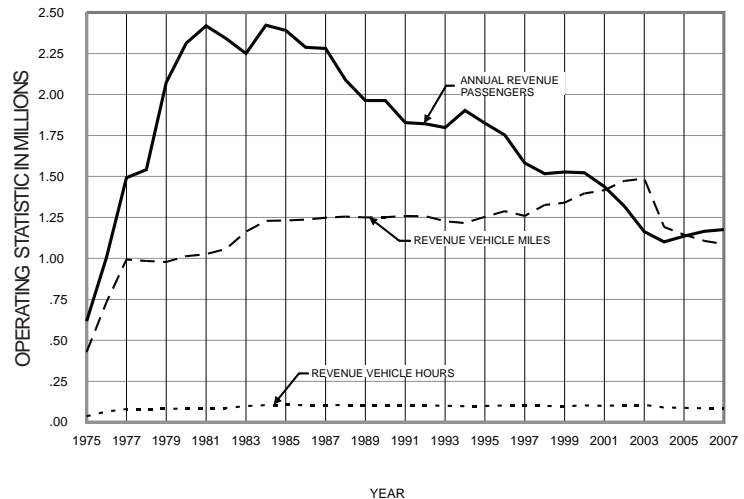
PUBLIC TRANSPORTATION SERVICES IN RACINE COUNTY: 2009



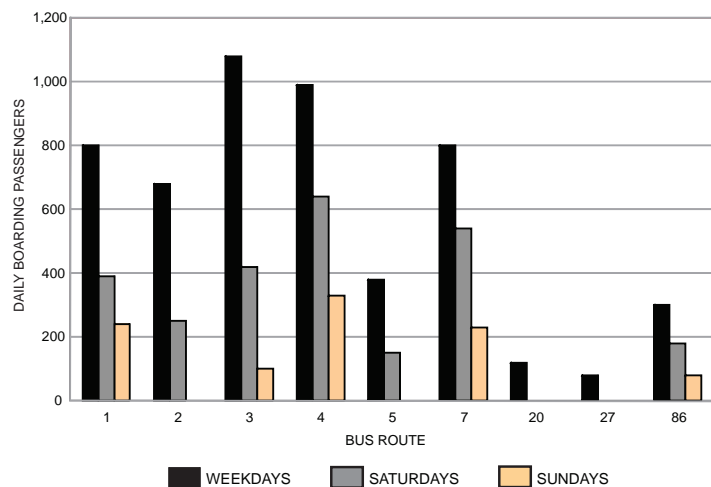
Belle Urban System Historic Ridership and Service Levels

- About 39 percent of the travel made on the transit system is to and from work, 22 percent to and from school, 10 percent for shopping, and the other 21 percent for medical, social, recreational, and other purposes.
- As shown in the top figure to the right, ridership on the Belle Urban System (BUS) increased steadily in each year from 1976 through 1981 as the City of Racine implemented an entirely new transit system and reduced passenger fares.
- Several factors have contributed to the general decline of ridership on the transit system from 1982 through 2004 including: six fare increases; decreased use of the system to provide student transportation services for the school district; a severe economic recession and high unemployment levels; and steady decreases in gasoline prices and increases in automobile availability which resulted in increased automobile use.
- From 2004 to 2008, BUS total annual revenue vehicle hours of service were cut by about 4 percent, and the adult cash fare increased from \$1.25 to \$1.50 per trip.

HISTORIC RIDERSHIP AND SERVICE LEVELS ON THE BELLE URBAN SYSTEM: 1975-2007



AVERAGE DAILY RIDERSHIP ON THE ROUTES OF THE BELLE URBAN SYSTEM: OCTOBER 2006

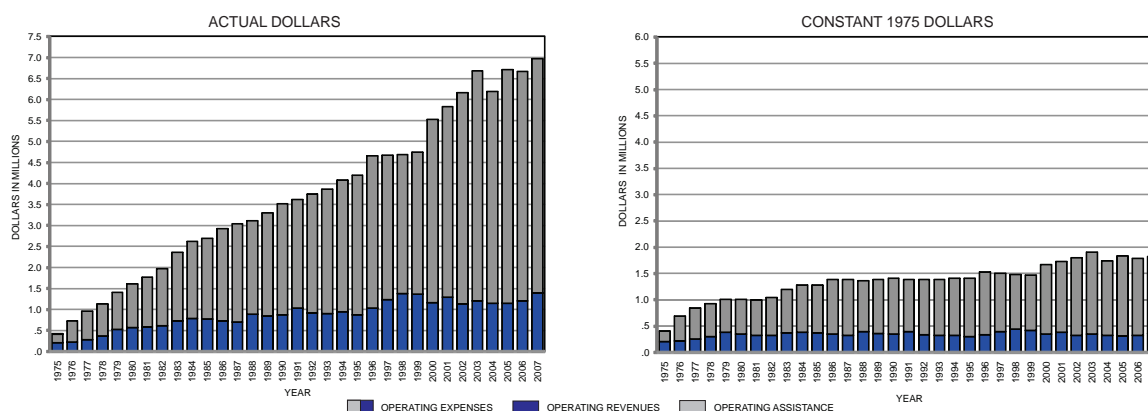


Source: City of Racine Department of Transportation and SEWRPC.

- Despite the recent service cuts and fare increase, BUS ridership increased from 1.1 million to 1.2 million revenue passengers from 2004 to 2008, or by about 10 percent.
- The lower figure shows that Route Nos. 1, 3, 4, and 7 account for the majority of the daily ridership on the system. In addition, weekday ridership is more than double that of Saturday ridership and more than 5 times that of Sunday ridership.

Belle Urban System Operating and Capital Costs

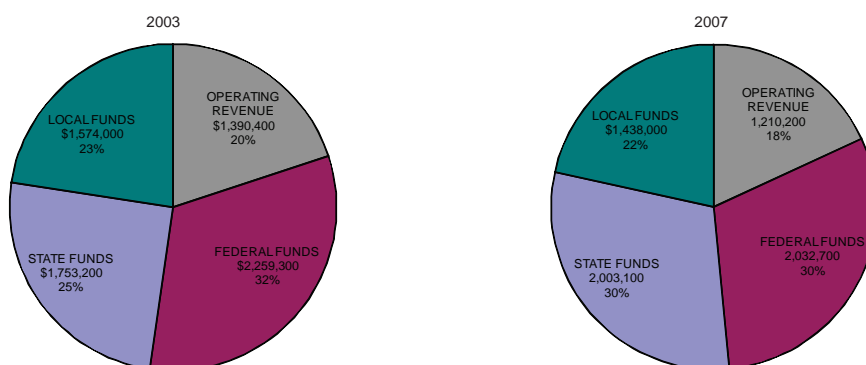
BELLE URBAN SYSTEM ANNUAL OPERATING EXPENSES, OPERATING REVENUES, AND OPERATING ASSISTANCE: 1975-2007



Source: City of Racine Department of Transportation and SEWRPC.

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

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

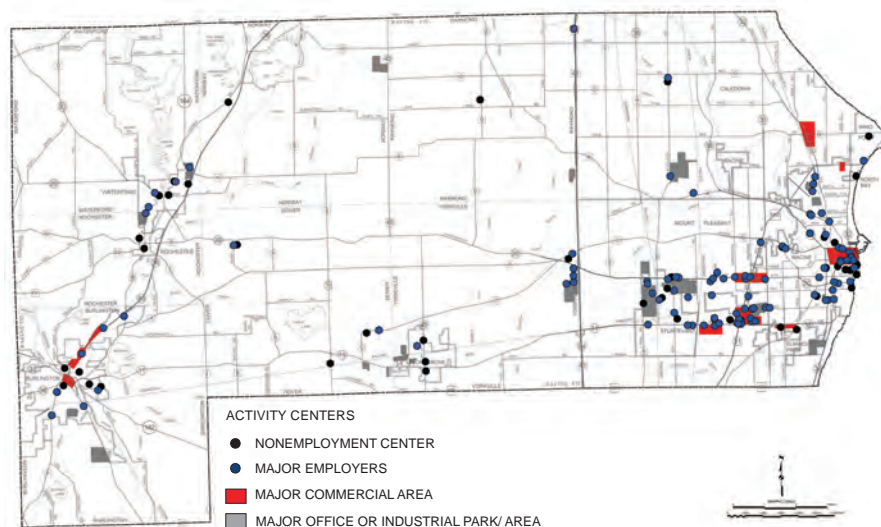


Source: City of Racine Department of Transportation and SEWRPC.

Major Activity Centers and Transit-Supportive Areas

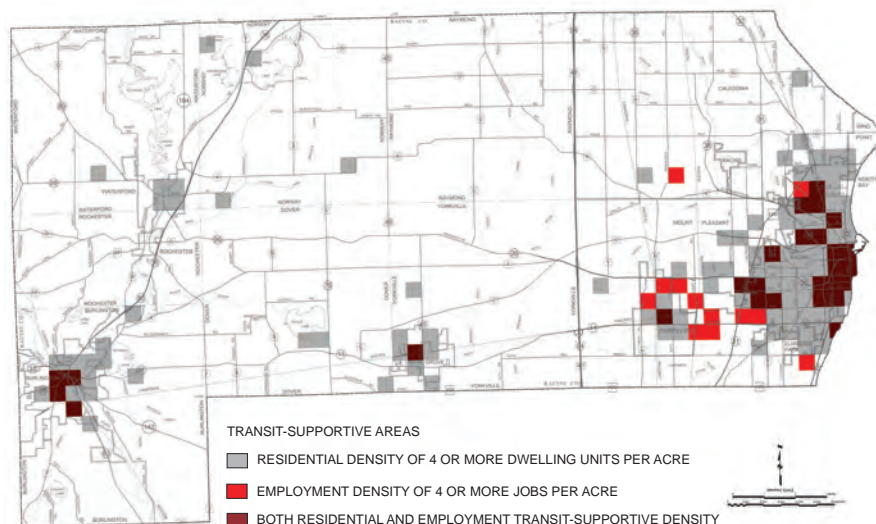
- Most major activity centers in Racine County are in the City of Racine proper, with a small number located in the Village of Sturtevant and the Village of Mt. Pleasant. In the western portion of the County, the City of Burlington and the Villages of Rochester, Union Grove, and Waterford contain most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

MAJOR ACTIVITY CENTERS IN RACINE COUNTY: 2009



Source: SEWRPC.

TRANSIT-SUPPORTIVE AREAS IN RACINE COUNTY: 2000

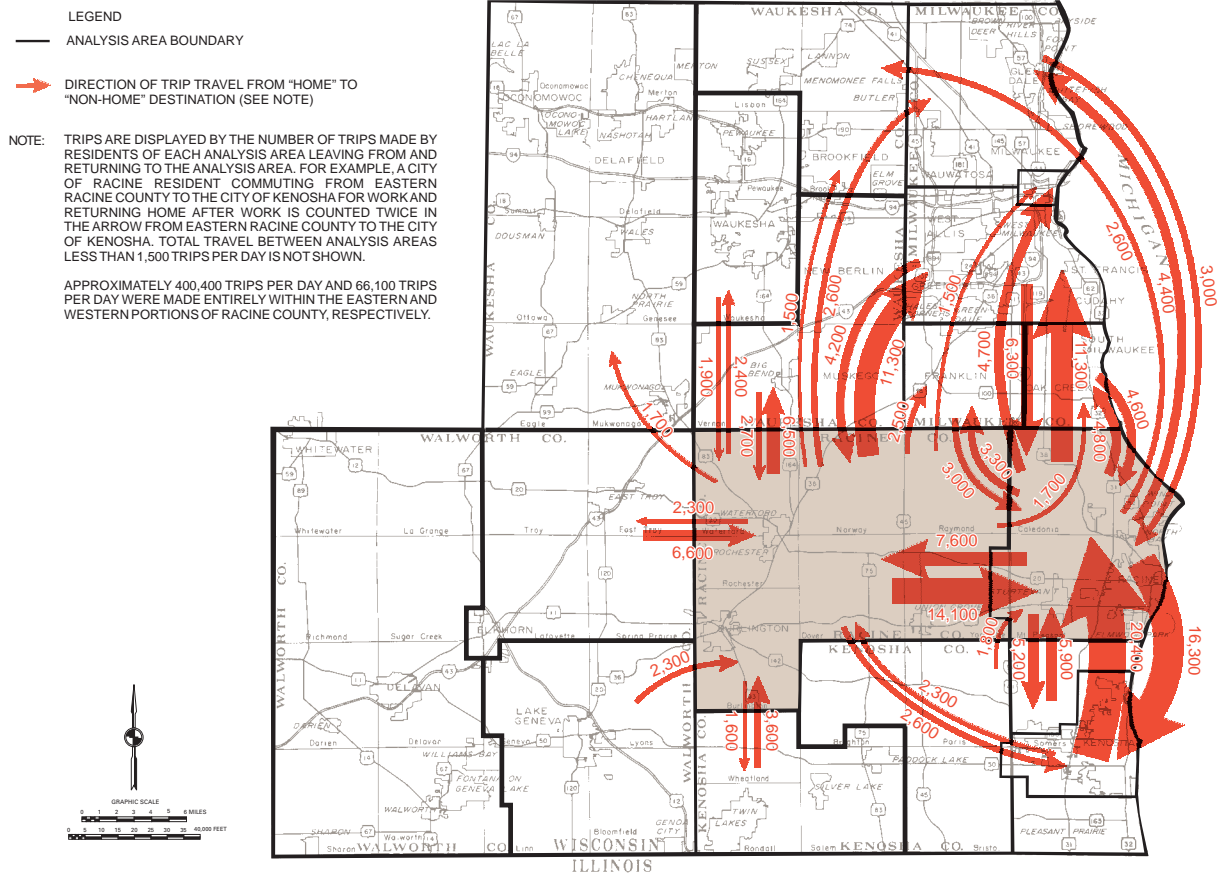


Source: U.S. Bureau of the Census and SEWRPC.

Travel Patterns

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

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



Source: SEWRPC

Public Transit Service Objectives and Standards

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

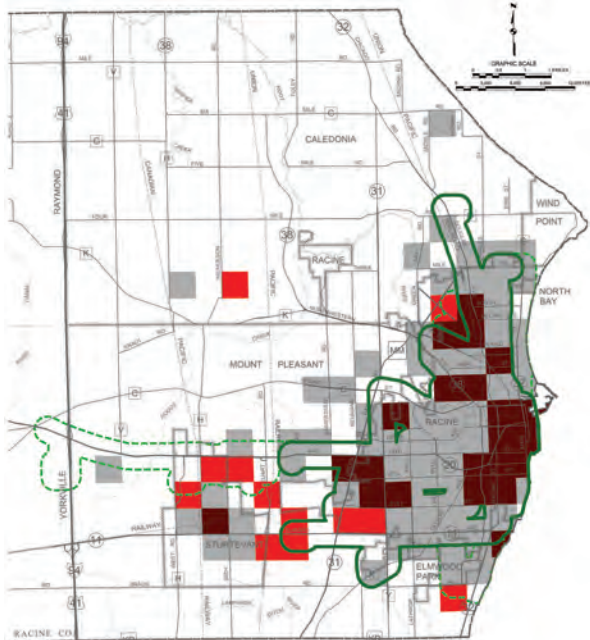
- 1.The public transit system should effectively serve the existing land use pattern and support the implementation of planned land uses, meeting the demand and need for transit services, and particularly the needs of the transit-dependent population;
- 2.The transit system should promote effective utilization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

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

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

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

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

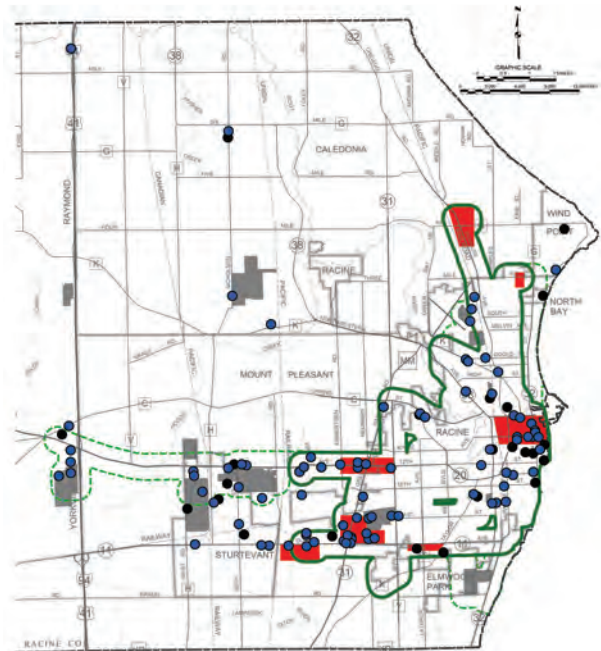


TRANSIT-SUPPORTIVE AREAS

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

Source: US Bureau of the Census and SEWRPC

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



ACTIVITY CENTERS

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

Source: SEWRPC.

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

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

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

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

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

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

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

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

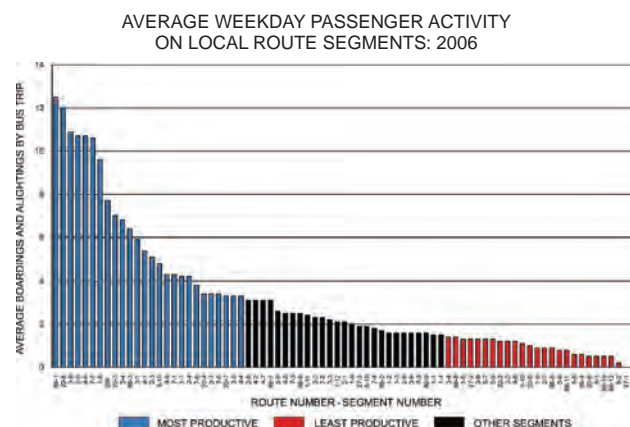
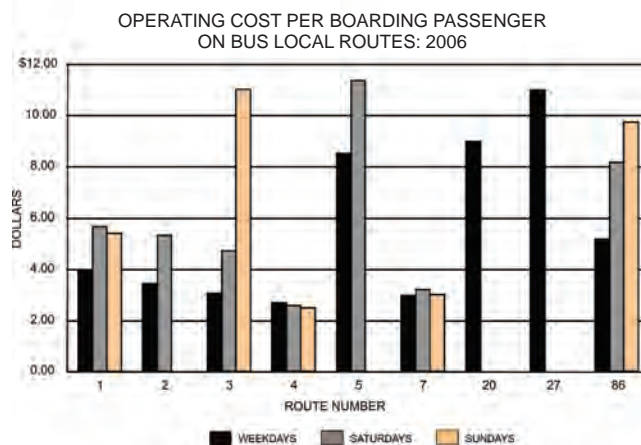
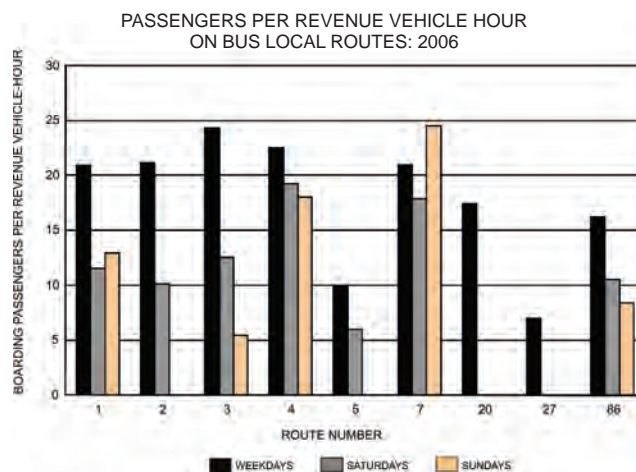
^e This measure of ridership counts all passengers each time they board a transit vehicle. Passengers who transfer one or more times to different routes of a transit system are counted as two or more passengers in completing a single trip between a specific origin and destination.

Source: National Transit Database and SEWRPC

Evaluation of Belle Urban System: Route by Route Performance

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

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



Source: City of Racine Department of Transportation and SEWRPC.

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

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

- Evening ridership represents about 7 percent of the ridership on the regular routes on weekdays and about 10 percent of the ridership on the regular routes on Saturdays.
- Buses rarely depart bus stops more than three minutes after the scheduled time. Early departures (more than one-minute before the scheduled time) from bus stops were found to be a problem on some routes, indicating where scheduling adjustments could be made. Overall, buses are over 90 percent on-time.
- For the transit-to-automobile time comparison a travel time difference of more than 45 minutes is considered “tedious” for all riders. Most of the sampled transit trips took less than 30 minutes longer than by auto. The longest trips were ones that required multiple transfers between routes.

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

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

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

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

Source: SEWRPC

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

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

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

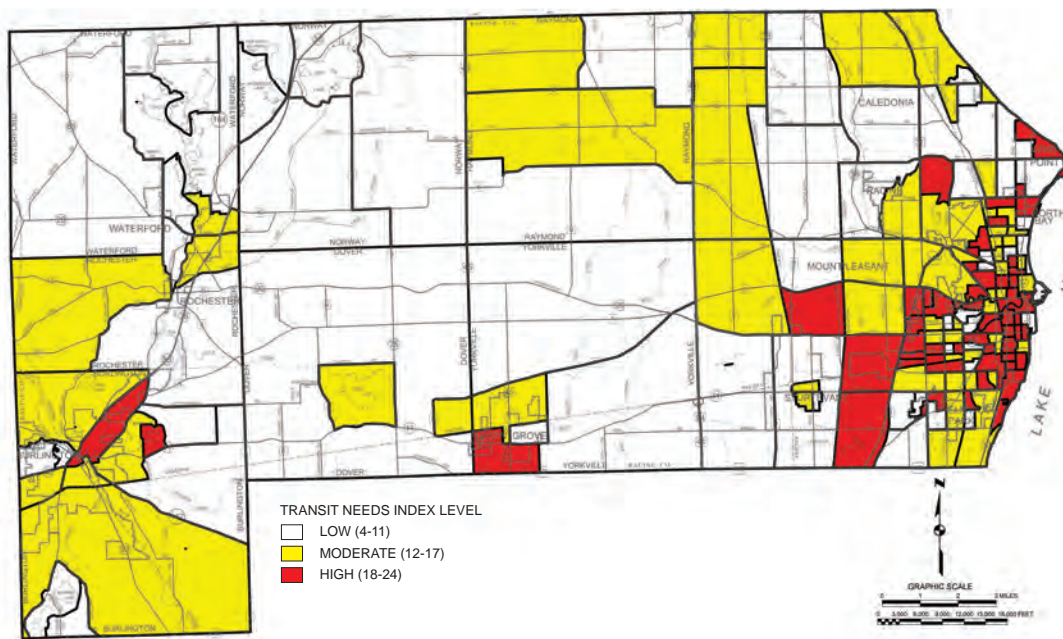
^bTransit travel time includes the wait time for a transfer, if one is necessary

Source: SEWRPC

Identifying Unmet Transit Travel Needs: Transit Needs Index

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

TRANSIT NEEDS INDEX FOR RACINE COUNTY: 2000



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

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

Identifying Unmet Transit Travel Needs: Discussion Groups and Coordination Plans

Discussion Groups

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

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

Public Transit-Human Services Transportation Coordination Plans

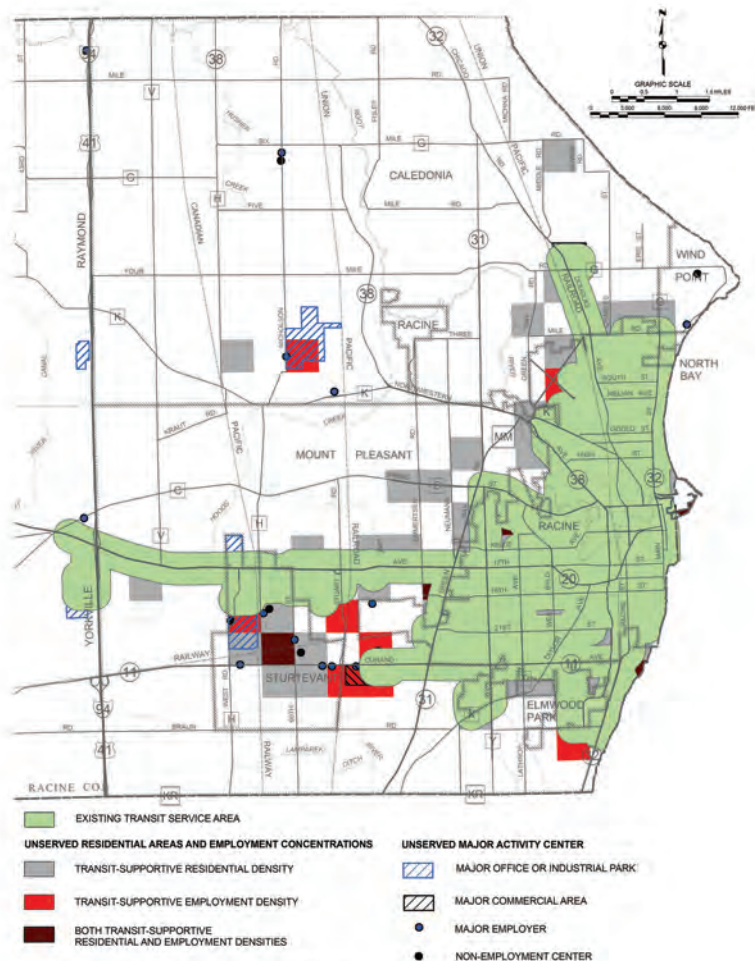
In fall of 2008, over the course of three meetings in Burlington, stakeholders from Racine County developed a Public Transit-Human Services Transportation Coordination plan for the County. As part of that process, a list of unmet needs for public and human services transportation had been developed and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

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

Summary of Unmet Transit Travel Needs: Eastern Racine County

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

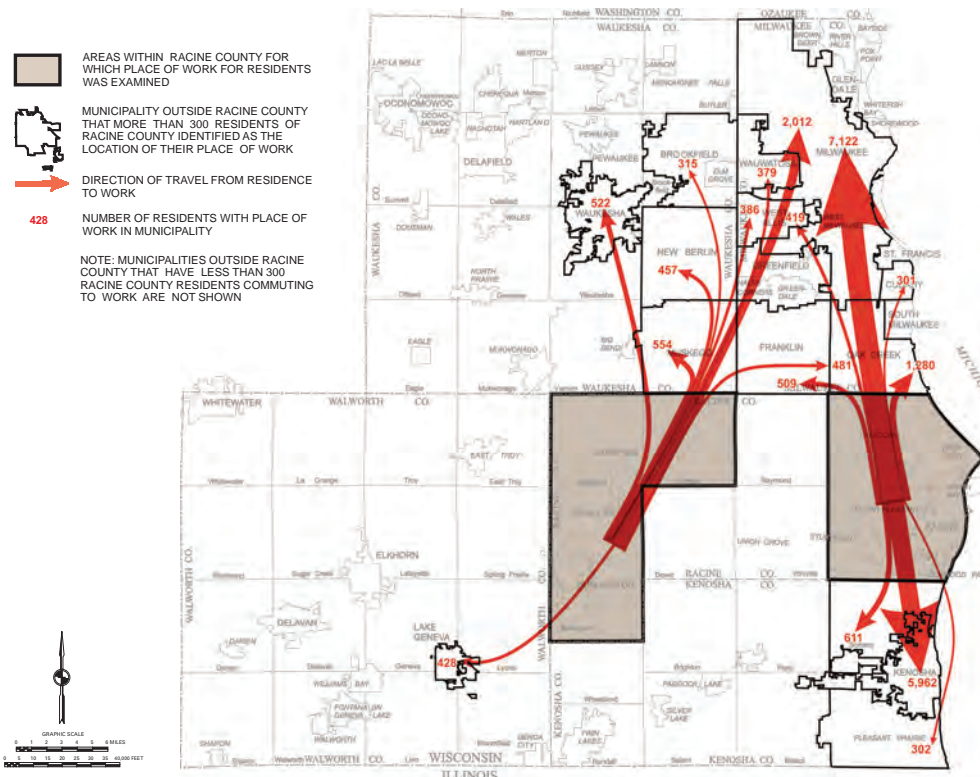
TRANSIT-SUPPORTIVE AREAS AND MAJOR ACTIVITY CENTERS OUTSIDE THE WALK ACCESS SERVICE AREA FOR THE BELLE URBAN SYSTEM: 2009



Summary of Unmet Transit Travel Needs: Western Racine County

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

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

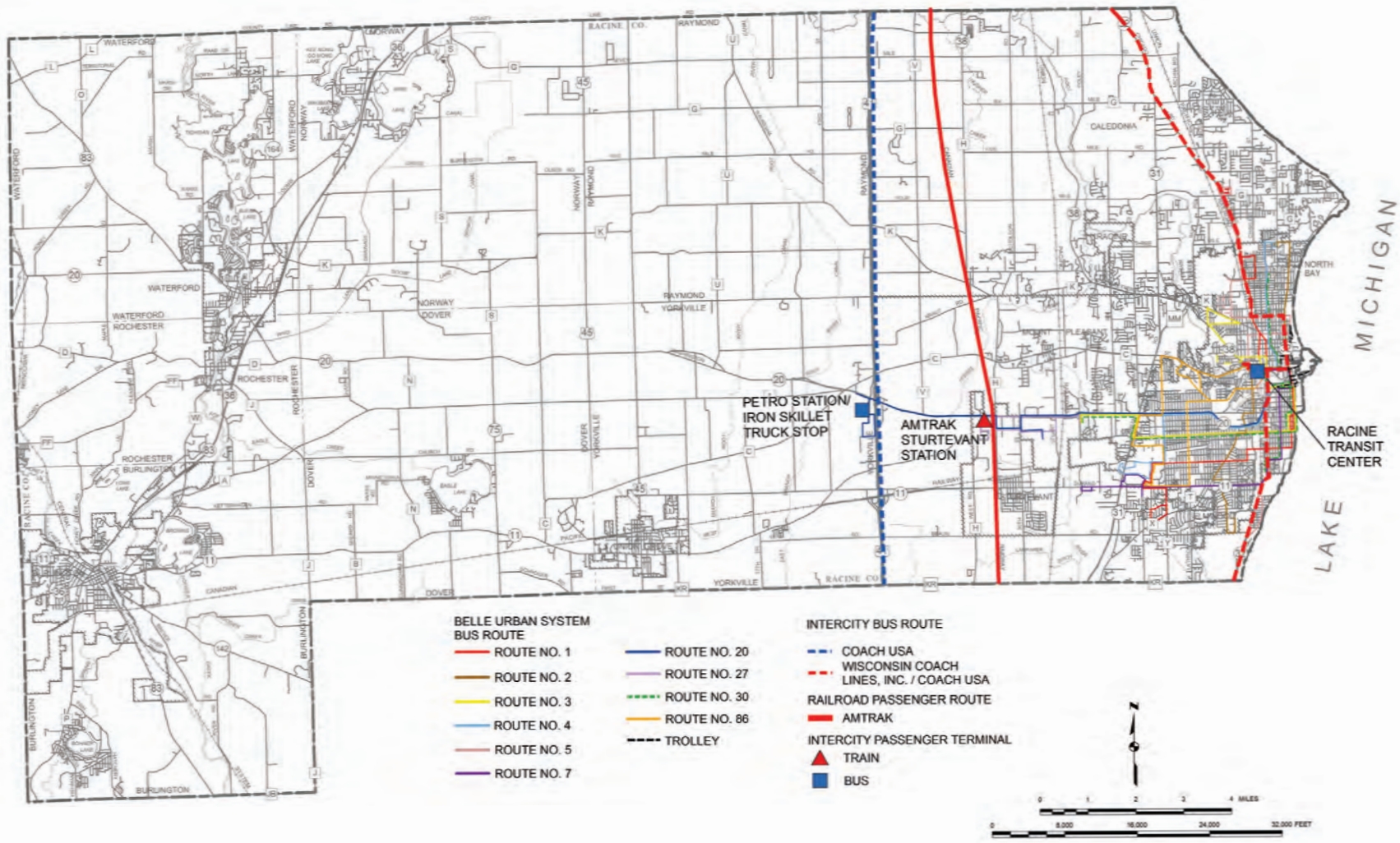


Your Suggestions For Service Changes: Vote Your Preference!

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

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

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



Appendix E

**NEWSPAPER ARTICLES AND EDITORIALS CONCERNING
THE RACINE COUNTY PUBLIC TRANSIT PLAN: 2011-2015**

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Caledonia's dilemma

Bob Bradley | Posted: Sunday, October 25, 2009 6:20 pm

I'm in my fourth year as trustee for the Village of Caledonia. The budget for the village has become more and more difficult to balance each year. In my opinion, this is due to several reasons.

One is the economy. With the state cutting more and more funding, the burden has been shifted to local governments to find the funds needed to survive. This has been extremely problematic, especially with this Board holding the line on taxes, which I agree with. Since I've been on the Board we have eliminated or consolidated several positions. We have practiced "doing more with less" to the highest degree. The Board has been pinching every penny with little result on a \$700,000-plus deficit.

The housing market has literally shut down eliminating a source of revenue the Village had grown accustomed to. The Board has "stolen from Peter to pay Paul," to balance the budget, which puts the Village in a no-win situation. The Board has eliminated or is considering eliminating services that are, in my opinion, critical to the well-being of Caledonia.

There is little hope for this Board to balance the budget without some tough and extremely hard decisions being made. The agreement with We Energies to provide an additional six police officers and two firemen during construction of the new power plant is coming to an end as of June. How does the Board maintain that level of service? The bottom line is "We can not."

The inability to attract business development to Caledonia has also hurt sustainability. There are many opinions to why this situation exists. My opinion is the lack of basic infrastructure to support business development in the area designated as the I-94 corridor. This area fits the Land Use Plan and is ideal for development. I believe there is opportunity for development if the Board and residents are willing to invest in Caledonia. Housing alone can not sustain this community.

The Village of Caledonia has agreements in place to get us to the next level while protecting the "Brand" of Caledonia as a rural community. Caledonia can not sit back and watch as business development happens all around us due to the fact we are not prepared to even get into the game. The question becomes: What services do the residents want and how do they pay for them? There are only two choices, raise taxes or attract businesses to Caledonia via the I-94 corridor. Either way, the Village Board and Caledonia residents need the courage to make the tough decisions.

I personally do not want to sit back watch my taxes go higher while losing services. I want a parks system. I want our roads maintained. I want a strong police and fire service. It's just a matter of how to get there.

Bob Bradley holds Trustee Seat 5 on the Caledonia Village Board.

Racine County needs regional transit

Jay Warner | Posted: Monday, October 26, 2009 7:40 pm

Dennis Kisley questioned the value of KRM, a commuter train through Racine between Milwaukee and Illinois. Instead of arguing minutiae, I'll only point out that the operating subsidy is \$3.71 per ride, not the figure cited by Mr. Kisley. (Southeastern Wisconsin Regional Planning Commission Regional Transit Authority Fact Sheet, December, '08)

In Virginia, the Federal investment to build the Washington, D.C., Metro has already been recovered in the form of development in Arlington and points west and south. In the current recession home values within two miles of D.C.-area train stations went up, not down as elsewhere in the suburban DC area.

The Cambridge Systematics, Inc. and Economic Development Research Group reported (October 1999) that an investment of \$200 million in transit capital projects - the capital cost of KRM - generated 6,000 jobs.

Locally, a 1 percent increase in tourism in the three KRM counties will annually generate \$20 million expenditures; \$12 million wages; 500 jobs; and \$3 million state and local government revenue. Just this month I had a conversation with a fishing couple from Chicago who praised Racine's good fishing. Mr. Kisley, like me a resident of Caledonia, should appreciate the tourism potential of our area for people who can avoid gasoline costs and driving hassles with KRM.

But his argument misses a major reason why KRM is valuable to our area. Wisconsin, especially less densely populated areas like most of Racine County, cannot survive a permanent gasoline price of \$4.50 per gallon, much less \$6 or \$8. Too many of our residents depend on heating oil or natural gas (both linked to the price of oil) simply to get through the winter. Wisconsin must get off the oil standard, as soon as possible. If we wait until the price of oil jumps again, there will not be time to build a regional transit system.

Most certainly Racine County needs coordinated regional transit. We need a KRM along the lakeshore; we need coordinated buses to bring residents to the nearest train stations; we need coordinated buses to get people around in Sturtevant, Union Grove, Burlington and Waterford, to name a few towns and cities. We need "dial-a-ride" service so seniors throughout the three counties can forego driving without living under virtual house arrest.

All of us in Racine County can learn accurate information and voice our opinions about expanded transit connections in Racine County at three public information meetings being held by the SEWRPC. These meetings will share the first five chapters of the Racine County Transit Plan, show key transportation information and identify some gaps and needs across the county. Our input is important in guiding the remainder of the plan. The meetings are:

- Racine Metro Transit Center (in the train station), 1409 State St., Racine, today, 4:30-6:30 p.m.
- Burlington Town Hall, 32288 Bushnell Road, Burlington, Wednesday, Oct. 28, 2009, 4:30-6:30 p.m.,
- Ives Grove Office Complex Auditorium, 14200 Washington Ave., Yorkville, Wednesday, Nov. 4, 5-7 p.m.

Jay Warner is a Caledonia resident.

Caledonia will cut buses to fund parks

CHRISTINE WON
christine.won@journaltimes.com

CALEDONIA — Those who ride the bus in Caledonia will need to find a new means of transportation as of January, according to the Village Board's approved budget cuts.

The Village Board approved the 2010 budget in a 4-3 vote Monday night that included cutting \$36,000 from transit funding for Belle Urban System to provide services in Caledonia to fund parks, which previously had \$0 in funds for 2010 after paying utilities.

Cutting the \$36,000 the village has been paying to have BUS come north of 3 Mile Road and also to Greentree Shopping Center, 5101 Douglas Ave., would mean Caledonia would have no bus service, according to village officials.

Trustee Wendy McCalvy, who is on the Caledo-

nia Parks and Recreation Commission, made the motion to cut from buses to give to parks and Trustee Gale Morgan seconded. Trustees Kathy Burton and Kevin Wanggaard and President Ron Coutts opposed strongly and cast the three 'nay' votes.

Also voting 'yea' were Bob Bradley, and Lee Wishau, whose wife, Marla, is president of the parks commission.

Cutting the buses, according to Coutts, would be "a slap to the face" for local businesses. Coutts worried about seniors who use the bus and especially about the negative impact the lack of a public bus system would have on existing and potential businesses along Douglas Avenue.

Wanggaard said cutting the funding for buses was "ridiculous," when it might be the only mode of transportation for people

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without cars to get to their jobs or to the shopping center on Douglas Avenue.

Coutts said the village spent about \$4,200 on a study how to develop Douglas Avenue. Burton added the bus system is "a key in that development. I don't think hindering people from getting to their jobs is the way to keep funding for parks."

Those who supported the cut from the bus system to fund parks said they often saw the buses sitting empty. "I've questioned for a long time how many people use the bus,"

Morgan said. "I just don't know how much use we're getting out of that. And I'd hate to see parks go completely downhill."

Marla Wishau said she was ecstatic. "I think more residents will be served from having the parks rather than from using the bus," she said.

The \$36,000 would give the commission a basic financial foundation to improve parks, said McCalvy. It can be used to provide basic services like mowing grass and park maintenance and used to apply for state and federal grants.

The approved budget also included a 4.3 per-

2009 levy: \$12,375,123
2010 levy: \$12,903,102
3 percent increase: \$371,254
Additional levy from 2007
the village did not take:
\$156,725
Total levy increase for 2010:
\$527,979

Tax rate increase of 23
cents, from \$5.48 per
\$1,000 assessed property
value in 2009 to \$5.71.
The owner of a \$100,000
home in Caledonia would pay
\$571 in village property taxes

cent tax levy increase from \$12.4 million in 2009 to \$12.9 million in 2010. The village levied as much as it was allowed by law — 3 percent — plus an additional \$156,725 they did not levy in 2007, according to Village Administrator Tom Lebak.

The total 4.3 percent increase would mean a tax rate increase of about 23 cents from \$5.48 per \$1,000 assessed property value to \$5.71. That means the owner of a \$100,000

home in Caledonia would pay \$571 in village property taxes.

No layoffs or service cuts were discussed during the meeting. The board is putting that decision off until later, after more accurate numbers come in, including labor union negotiations and health insurance costs. According to the approved budget, the village has a \$440,000 deficit.

The board is expected to meet Dec. 28 to finalize the approved budget.

Caledonia BUS cuts could affect KRM's future

STEPHANIE JONES stephanie.jones@journaltimes.com | Posted: Wednesday, October 28, 2009 9:55 pm

RACINE - The Caledonia Village Board's decision to cut funding for the Belle Urban System could affect the region's chances of getting KRM, city officials said Wednesday.

One of the criteria the federal government looks at when deciding which commuter rail projects it funds is communities' willingness to pay for existing transit systems, said Richard Jones, the city's commissioner of public works.

"It's another hurdle we are going to have to overcome," Jones said.

Monday the Caledonia Village Board voted to cut about \$36,000 in funding for Racine's bus system in favor of funding for parks. The cut and its impact on Racine was one of the topics that came up Wednesday night at the city's second budget meeting.

Besides the \$36,000 reduction from Caledonia, the bus system will see an additional \$50,000 cut in federal aid that matched Caledonia's contribution, said Curtis Garner, the executive director of the BUS management company.

With that reduction totaling more than \$80,000, Garner said likely all service to Caledonia will be eliminated as well as additional services. At this point, Garner said he did not know what additional services would be cut. He said rate increases could also be a possibility.

With the recent news about Caledonia, Mayor John Dickert said it is even more reason for changes to regional transit. He called Caledonia's cut "unfortunate," and said if BUS dollars continue to be cut "(buses) are going to become completely inefficient."

WITH VIDEO: Caledonia residents let board know they want bus service to continue

CHRISTINE WON christine.won@journaltimes.com | Posted: Tuesday, November 3, 2009 11:10 pm

CALEDONIA - Residents told Village Board members Tuesday their decision to cut buses in the community was "unbelievable," "irresponsible" and "shortsighted" and urged them to reconsider.

"My son will never be able to drive," said resident Paula Bruening, about her 19-year-old son who has a mild learning disability and vision problems.

He took the bus a couple of days a week this summer for a job at the Racine Zoo, she said, and now he's looking for a job after graduating from high school. But it would be really difficult, she said, for him to get and keep a job without a reliable means of transportation.

Bruening was one of about 50 residents who attended the Board meeting Tuesday night at East Side Community Center, 6156 Douglas Ave.

The board, facing a \$440,000 deficit, slashed transit funding from \$36,000 to \$0 Oct. 26 in a 4-3 vote in favor of funding parks, which previously had a \$0 budget after paying utilities. Trustees Bob Bradley, Gale Morgan, Wendy McCalvy and Lee Wishau approved the cut, with Trustees Kathy Burton and Kevin Wanggaard and President Ron Coutts dissenting. Morgan and Wishau said Tuesday after the meeting they will reconsider the issue.

That would mean there will be no buses going to Caledonia beginning January, according to Curtis Garner, the executive director of the Belle Urban System management company. Buses would probably not venture north of 3 Mile Road on Douglas Avenue, he said, and definitely stop going to the Greentree Shopping Center, 5101 Douglas Ave. About 20,000 trips per year were made to and from the Greentree stop out of about 1.4 million total trips in 2009, according to Garner.

Cutting buses would hurt businesses at Greentree center and the community, according to an e-mail Coutts read Tuesday from a senior property manager of the center urging the board to reconsider their decision.

"I am astonished that you would take this action so precipitously," said resident Melissa Warner.

That would be, according to her, telling businesses we don't care how your employees get to work or telling young families to not bother looking to move into the village unless they have two cars.

Warner argued parks are important, yes, but they can be funded as money is available and helped on a volunteer basis, whereas buses require a steady funding source.

It was a "shame" for two quality of life issues to be "pitted" against each other, said Marla Wishau, president of the Caledonia Parks and Recreation Commission.

"Cutting buses isn't the ideal answer," she said. "But getting rid of parks isn't either."

Members of the Caledonia Baseball/Softball League expressed their support for parks at the meeting.

Wanggaard said he knew a couple of businesses that would sponsor a park and said that might be a possible solution.

"I'm a parks person too - that's a quality of life," he said. "But I'm also for maintaining essential services first."

Morgan, who voted to cut buses, said the decision was not made lightly.

"But I'm willing to go back and see if we can find a better solution," he said after the meeting.

Lee Wishau said the issue will be reconsidered at the November budget meeting and he was open to discussion. He added that a partial reduction in bus services - cutting the bus service frequency from every half hour to every hour, as one resident suggested during the meeting - might be a way to save some costs.

The board is waiting on more accurate numbers, including labor union negotiations and health insurance costs, before making any decisions about layoffs or service cuts. The budget is expected to be finalized Dec. 28.

Buses are more basic than parks

Journal Times Editorial Board | Posted: Sunday, November 8, 2009 7:00 pm

The elimination of bus service for Caledonia may be reconsidered, a couple of village officials said after getting an earful from citizens on Tuesday. That's a good idea. The Village Board-which is to say the members who voted for the cut on Oct. 26-made a poor decision and should reverse it.

A choice between parks and bus service along Douglas Avenue to Greentree Shopping Center is a difficult one, although we would point out that the \$36,000 for bus service is a mosquito compared to the levy of \$12.9 million and a deficit of about \$440,000. However, that is the choice which the board advanced, so let us examine why it is a poor choice.

Especially in the middle of a recession, one does not undercut a basis of the economy, and that is precisely what bus service is. The Greentree stop is one of the most heavily used of the 800-plus stops served by the Belle Urban System. Every year it records 20,000 trips, meaning either someone stepping off a bus or stepping on. Presume that every person who steps off also steps back on to go home, and the conclusion is that about 10,000 people use that stop annually, and that is not an insignificant number of people.

These are shoppers who are spending money in Caledonia shops (we know this because bus user data shows that there is a steady trickle of people into and out of Greentree during a day), and they're workers for Caledonia businesses.

Parks are important, but there are alternatives. A publicly minded company, perhaps a landscaper, could volunteer to provide upkeep or to pay for utilities. Private citizens could volunteer as some have already volunteered to mow highway medians after funding for that service was reduced. Alternatives to bus transportation are harder to come by or almost impossible, meaning hardship for people who want to reach jobs or buy food.

This is about more than Caledonia, too. A reduction in area bus service may impede the prospects for commuter rail, officials have opined. That will hurt the region in the future as congestion increases and as gasoline prices increase, which they will as the world economy picks up and demand drives up the price of oil.

What we should be doing is not cutting bus service but rethinking it. Except for a few adaptations, Racine's bus system is largely serving the needs of Racine of the 1970s. That should change. Perhaps we don't need full-sized buses everywhere. Perhaps on-demand service would be better for some uses. We won't know unless we re-examine what we're doing, and we may find that we can do more while spending less.

Dealing with an old service model should be a caution. We should not apply the same old solutions, such as cutting a service that appears unused but which is actually one of the beams that supports the economy.

WITH VIDEO: Bus, park funding stays in Caledonia

CHRISTINE WON christine.won@journaltimes.com | Posted: Wednesday, November 18, 2009 11:25 pm

CALEDONIA - After many residents said both buses and parks are "vital" to Caledonia, the Village Board voted Wednesday night to fund both.

Some residents sympathized with the hard decision facing the board and others even suggested cutting police and fire services or holding a referendum to raise their taxes.

Keep the buses and keep the parks, more than 20 residents said at the budget hearing at the East Side Community Center, 6156 Douglas Ave., where it was standing-room only. More than 120

residents, business owners, parents and children attended the meeting.

"Please don't take the bus away," said Dorothy Metz, owner of McDonald's on 4 Mile Road and Douglas Avenue. "Please don't take the parks away either. Saturdays I'm swamped with kids. I'm for both. Raise my taxes to help support these parks and buses."

In a special Village Board meeting following the

45-minute hearing, the board reinstated \$36,000 to fund buses and reduced parks funding from \$36,000 to \$23,000.

A proposed "hoof tax," referring to a licensing fee for horses, was not part of the budget but it did include an 8 percent village tax on motel rooms in Caledonia.

The village still faces a \$356,000 deficit in 2010 even after lower health premium costs than previously budgeted, Village Administrator Tom Lebak said.

To close the gap, Trustee Gale Morgan made a motion to reinstate bus funding, keep parks funding at \$36,000 and cut \$300,000 from police and fire salaries and benefits, seconded by Trustee Lee Wishau.

Caledonia Police Chief Jeff Meier argued against police cuts, saying the Police Department is already 17 officers below the state average for a community its size.

"Who's going to take responsibility on this board when critical calls are botched because there weren't enough police officers to respond to that call?" Meier said to the board. "If you want to give up these critical positions, it's on your conscience."

The motion became dead with a tie vote of 3-3: with Trustee Wendy McCalvy voting with Morgan and Wishau, Village President Ron Coutts and trustees Kathy Burton and Kevin Wanggaard voting against and Trustee Bob Bradley absent.

The three supporting police and fire cuts said the six police officers hired in 2006 with We Energies funding are simply "not sustainable."

"It's time to face the music now," McCalvy said.

For now, Coutts said, the board is waiting on final numbers, including labor union negotiations, before deciding Dec. 28 about any layoffs of service cuts.