

PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLAN FOR KENOSHA COUNTY: 2008

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MEMORANDUM REPORT NO. 178

**PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION COORDINATION PLAN
FOR KENOSHA COUNTY: 2008**

Prepared for Kenosha County by the
Southeastern Wisconsin Regional Planning Commission

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I. INTRODUCTION

The Kenosha County Public Transit-Human Services Transportation Coordination Plan, hereafter referred to as the Coordination Plan, is intended to provide a framework to assist community leaders, human services agencies, and public transit agencies to improve transportation services in Kenosha County. The Coordination Plan assesses the existing transportation needs and services in the County, identifies unmet needs or service gaps, and presents a prioritized list of strategies to address those needs. By focusing on coordination strategies that use existing resources, the Coordination Plan aims to improve County residents' access to transportation in a cost-effective manner.

Federal and State Coordination Planning Requirements

The Coordination Plan was prepared in response to federal requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was adopted into law in August of 2005. SAFETEA-LU requires that projects selected for funding under three Federal Transit Administration (FTA) programs—the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs—be “derived from a locally developed public transit-human services transportation coordination plan.” In addition to these three programs, the Wisconsin Department of Transportation (WisDOT) requires that projects selected for funding under the Supplemental Transportation Rural Assistance Program (STRAP) be derived from a coordination plan.

Several agencies and organizations in Kenosha County have received funding under the Section 5310, JARC, and STRAP programs in the past, and Kenosha County has also submitted an application for a project under the New Freedom program for the 2009 funding cycle. Therefore, the Coordination Plan will help ensure the eligibility of current and future transit projects funded through those programs.

The Coordination Plan includes the following elements required under Federal regulations:

- An assessment of transportation needs for individuals with disabilities, seniors, and people with low incomes;
- An assessment of available transportation services;
- Strategies to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and
- Priorities for implementing strategies.

Role of the Southeastern Wisconsin Regional Planning Commission

The Regional Planning Commission, at the request of WisDOT, and with guidance and input from human services agencies and public and private transit operators in each county, has facilitated the planning process and prepared the maps, tables, and inventories for the Coordination Plans for each of the seven counties in the Region. For the Kenosha County Coordination Plan, Commission staff invited a wide range of stakeholders from Kenosha, Racine, and Walworth Counties to a series of two meetings in the City of Burlington to identify the unmet transportation needs in each of the three counties and between the counties, and develop strategies to address the needs. The invitation list, meeting records, and attendance lists for the two meetings are documented in Appendices A, B, and C. A third public meeting was held in Kenosha County to provide an overview of the findings and recommendations of the Coordination Plan to local officials and obtain their comments on the plan.

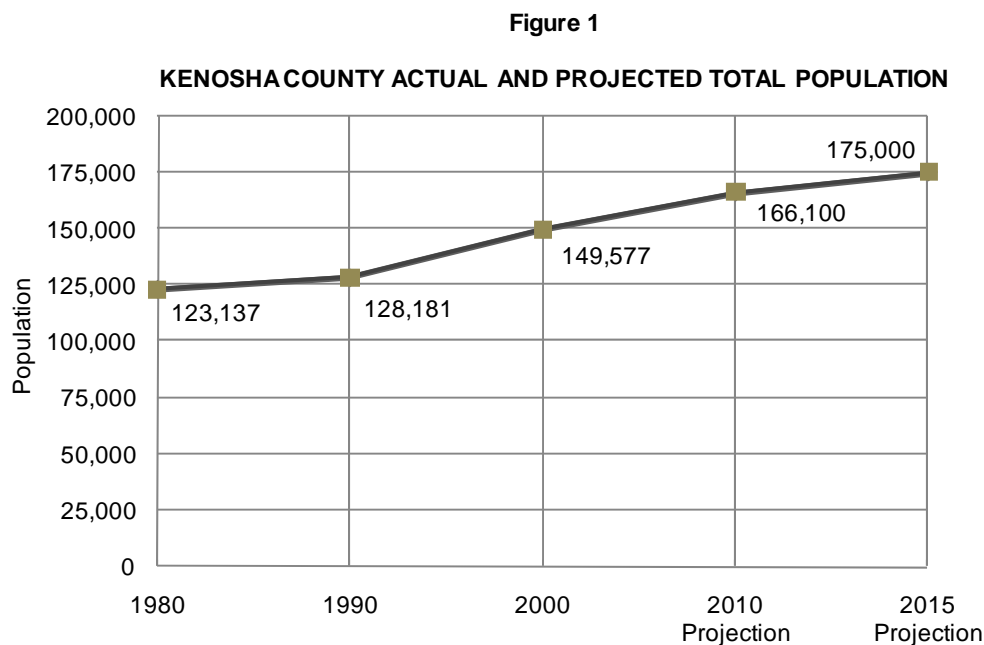
In addition to this Coordination plan, the Commission also periodically prepares the long-range (25-30 years) transportation system plan for the seven-county southeastern Wisconsin Region and short-range (5 years) transit development plans for each of the Region's public transit systems. The year 2035 regional transportation system plan for southeastern Wisconsin, completed and adopted in 2006, is intended to provide a vision for, and guide to, transportation system development in the Region into the future. The short-range transit service plans address current transit service issues and needs, and represent an initial stage of implementation of the recommendations of the regional transportation system plan. A transit system development plan for the Kenosha Area Transit System was prepared in 1998 and provided recommendations that guided the implementation of several service changes enacted in the late 1990's and early 2000's. In 2009 at the request of the City and County of Racine, the Commission initiated work on a new public transit development plan for Kenosha County for the years 2010-2014. The new plan will evaluate in-depth the existing operations of the Kenosha Area Transit and Western Kenosha County Transit systems; identify unmet transit travel needs for Kenosha County residents, and recommend transit service and capital improvements for both the City and County transit systems. The unmet transit service needs identified for the 2008 Kenosha County Coordination Plan will be considered during the preparation of the Kenosha County transit development plan.

II. TRANSPORTATION NEEDS OF INDIVIDUALS WITH DISABILITIES, SENIORS, AND PEOPLE WITH LOW INCOMES

General Population Characteristics

Kenosha County is located in Wisconsin's southeastern corner, bordered by Walworth County to the west, Racine County to the north, Lake Michigan to the east, and the Illinois border along the south. Interstate Highway 94 (IH 94) runs north-south through the County, splitting it into two parts: the predominantly urban eastern half, and the predominantly rural western half. Kenosha County's population in 2007 was 161,400, according to the U.S. Census Bureau. Of that total, the combined population of the City of Kenosha and neighboring Village of Pleasant Prairie was 115,000, or about 70 percent of the County. In western Kenosha County, small concentrations of population exist in the Villages of Paddock Lake, Twin Lakes, Silver Lake, and the Town of Salem. Map 1 shows the population density in 2000 by U.S. Public Land Survey quarter-section.

Kenosha County's population has grown rapidly since 1990. Between 1990 and 2000, the County's population grew by 16.7 percent from approximately 128,200 to 149,600. The rapid growth is expected to continue through 2015. As Figure 1 displays, the Kenosha County population is projected to reach 175,000 by the year 2015.



Source: U.S. Census Bureau and SEWRPC

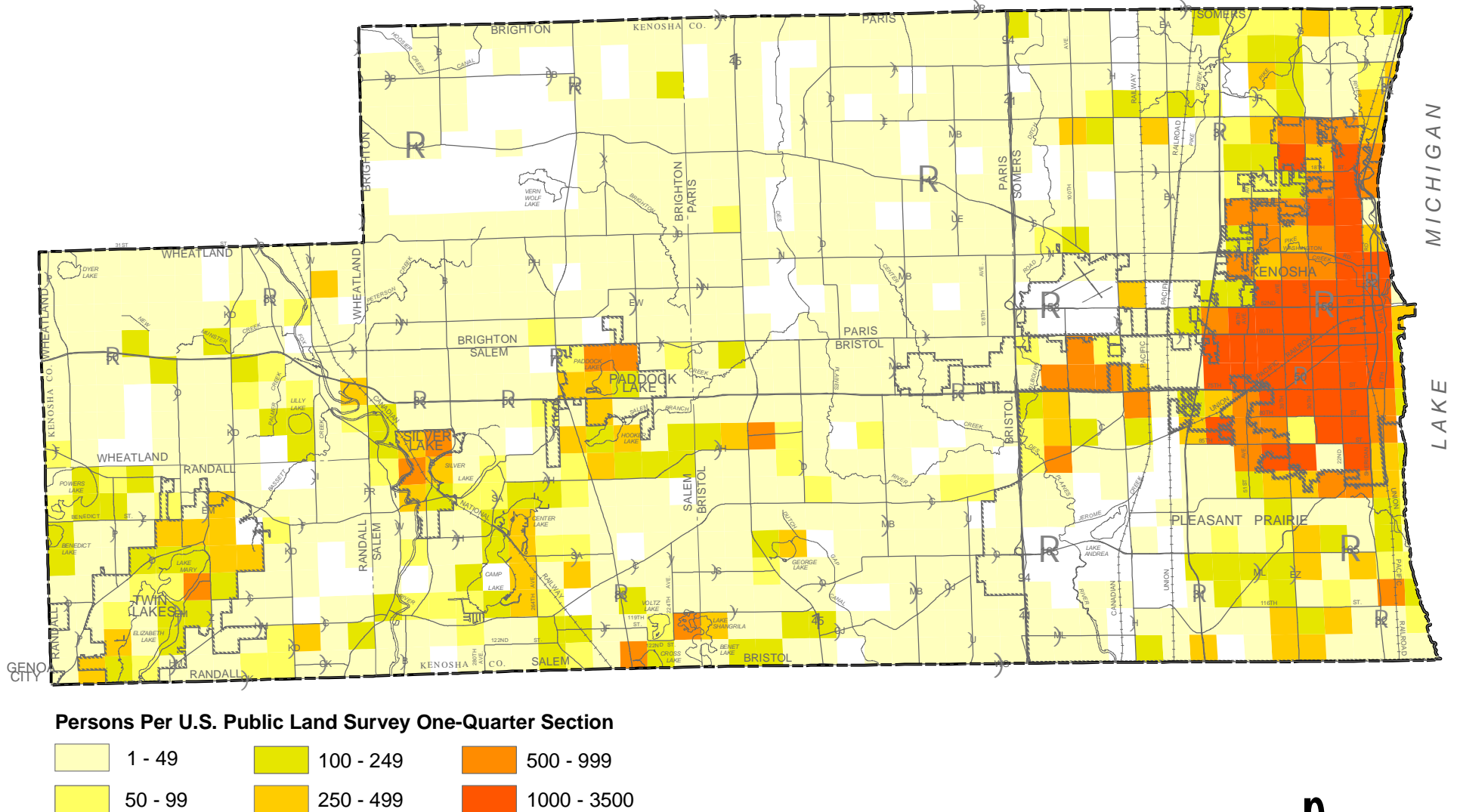
Transit-Dependent Population Characteristics

Certain segments of the population may be expected to have a greater dependence on, and make more extensive use of, public transit than the population as a whole because they have historically had more limited access to the automobile as a mode of travel than the population in general. Five such "transit-dependent" population groups were identified for this plan:

- School-age children (ages 10 through 16),
- Seniors (ages 65 and older),
- Persons in low-income households,
- Disabled individuals, and
- Households with no vehicle available.

Map 1

POPULATION DENSITY BY U.S. PUBLIC LAND SURVEY QUARTER-SECTION IN KENOSHA COUNTY: 2000



Source: SEWRPC

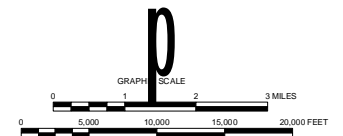


Table 1 displays the historic population of these groups in the study area in 1980, 1990, and 2000. The information in the table leads to the following observations:

- Persons in low-income households accounted for the largest share of the transit-dependent population in the County at about 21 percent of the total population. Households with no vehicle available accounted for about 7 percent of all households in 2000. Disabled persons accounted for the smallest portions of the total population at about 5 percent.
- Between 1990 and 2000, school-age children and persons with disabilities increased in absolute number and in the share of the total population. Seniors have increased in absolute numbers but remained stable in their percent of total population, Persons in low-income households and zero-auto households have remained stable in absolute numbers but have dropped in their percent of total population or total households.

Table 1

TRENDS IN TRANSIT-DEPENDENT POPULATION GROUPS IN KENOSHA COUNTY

Transit-Dependent Population Group	1980		1990		2000	
	Number	% of Total Population/ Households	Number	% of Total Population/ Households	Number	% of Total Population/ Households
School Age Children (ages 10 through 16)	15,379	12	12,694	10	16,331	11
Seniors (65 and older)	13,285	11	16,180	13	17,247	12
Persons in Low-Income Households ^a	24,479	20	31,845	25	31,005	21
Disabled Persons ^b	2,391	2	3,707	3	7,807	5
Households with No Vehicle Available	3,648	9	3,999	9	3,824	7
Total County Population	123,137	--	128,181	--	149,577	--
Total Number of Households	43,064	--	47,029	--	56,057	--

^aIncludes persons residing in households with a total family income less than 200 percent of the federal poverty level.

^bThe definition of "disabled persons" varied for the 1980, 1990, and 2000 Census. For the 1980 Census, disabled persons included those having a public transportation disability if they had a health condition which made it difficult or impossible for them to use buses, trains, subways, or other forms of public transportation. For the 1990 Census, disabled persons included those persons age 15 and older having a mobility limitation if they had a health condition which made it difficult to go outside the home alone for such activities as visiting the doctor's office. For the 2000 Census, disabled persons included those persons age 16 and older having a physical, mental, or emotional condition that made it difficult to go outside the home to shop or visit a doctor's office

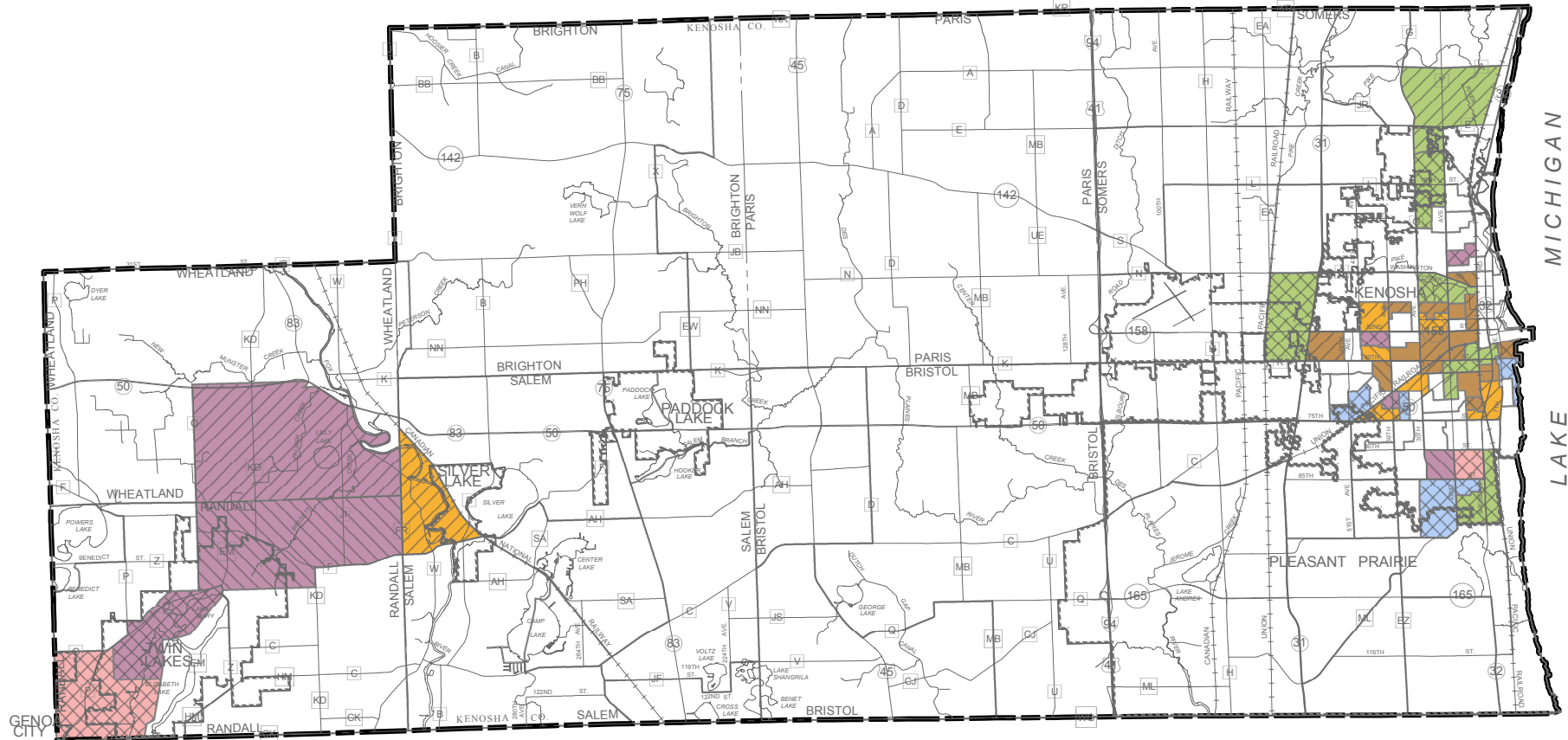
Source: U.S. Census Bureau and SEWRPC.

Data from the 2000 Census were used to identify areas in Kenosha County where transit-dependent populations are concentrated. Map 2 displays Census block groups within the County with concentrations above the County averages for at least three of the five transit-dependent groups. These may be considered as potential priority areas for the provision of transit service.

In 2000, the highest residential concentrations of transit-dependent persons were generally found within the City of Kenosha, in the older and more densely developed areas, and along the outer edges of the City. Transit-dependent population concentrations in western Kenosha County were low, with the exception of some areas in and around the Villages of Twin Lakes and Silver Lake.

Map 2

CENSUS BLOCK GROUPS WITH CONCENTRATIONS OF TRANSIT-DEPENDENT POPULATIONS IN KENOSHA COUNTY: 2000



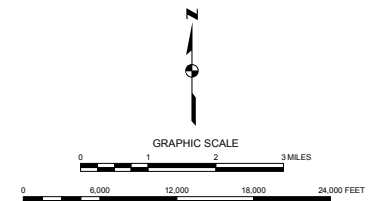
Five population groups may be expected to depend on public transit more than the general population. This map shows the 2000 Census block groups with concentrations above the County average for at least three of the five transit-dependent groups:

Five Transit-Dependent Groups

- School-age children ages 10-16
- Households with no vehicle available
- Persons in low-income households
- Disabled individuals
- Seniors ages 65 and older

Combinations of the Five Transit-Dependent Groups

- School-age children ages 10-16 AND households with no vehicle available
- School-age children ages 10-16 AND persons in low-income households
- Households with no vehicle available AND persons in low-income households
- School-age children ages 10-16 AND households with no vehicle available AND persons in low-income households
- Disabled individuals AND seniors ages 65 and older



Source: U.S. Census Bureau and SEWRPC.

Employment Characteristics

Map 3 displays employment density in 2000 by U. S. Public Land Survey quarter-section. The highest employment concentrations in the County are found in the City of Kenosha in the densely-developed areas, including the business parks and commercial areas on the western edge of the City, and in the Lakeview Industrial Park in the Village of Pleasant Prairie. The Villages of Paddock Lake, Silver Lake, and Twin Lakes also have small concentrations of employment.

Major Activity Centers

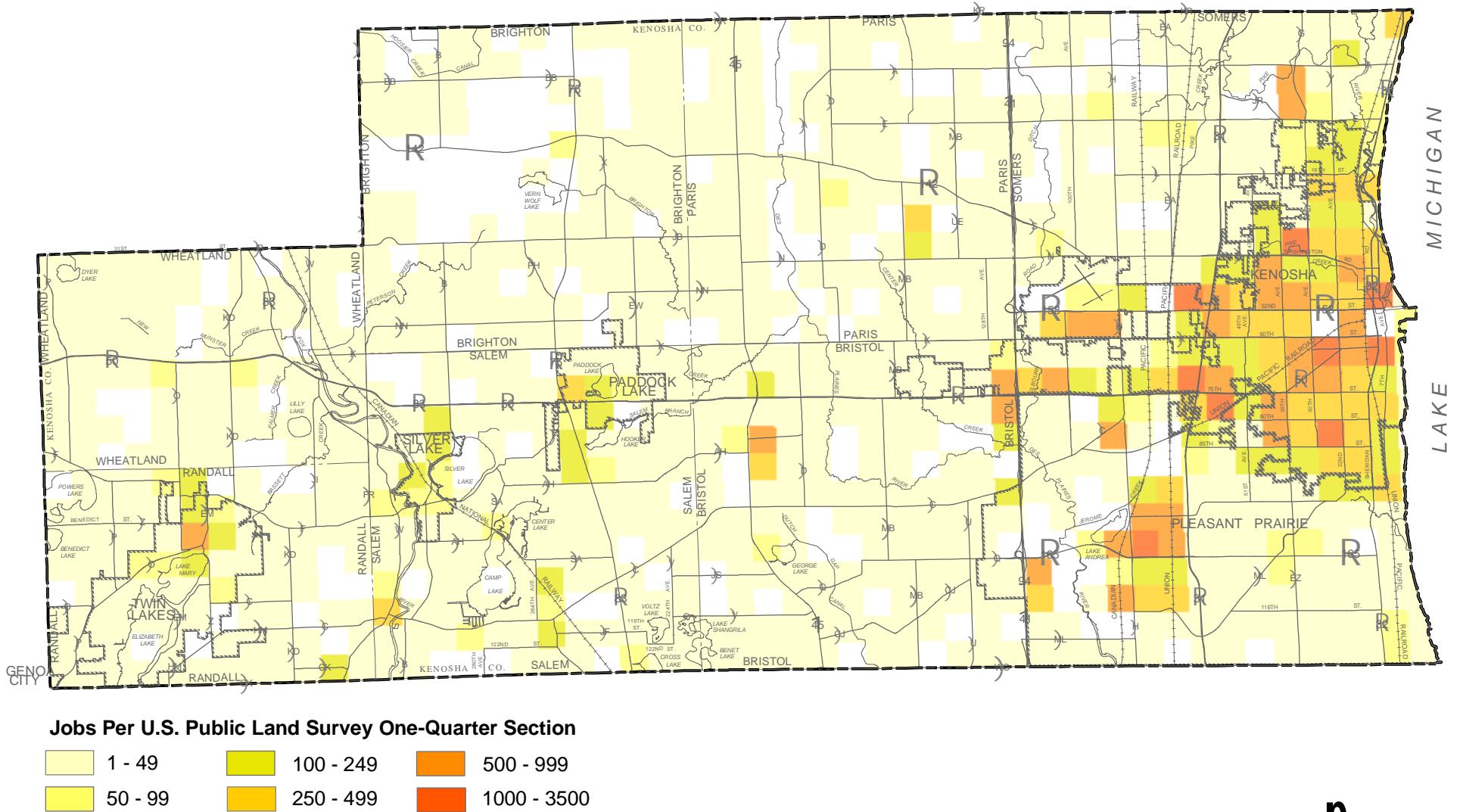
Transportation needs must also consider the local travel demand generated by major activity centers. Major activity centers can be land uses or facilities that currently attract, or have the potential to attract, significant total person or transit person trips. Seven types of major activity centers were considered for this Coordination Plan:

- Hospitals, Medical Centers, or Clinics with 10 or more physicians
- Job Resource Centers
- Major Commercial Areas
- Major Employers with 100 or More Employees
- Major Institutions of Higher Education
- Residential Facilities for Seniors, People with Disabilities, and Low-Income Families
- Senior Centers and Senior Meal Sites

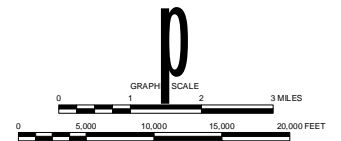
Map 4 shows their locations. Most of these activity centers are distributed throughout the City of Kenosha, with many major employers and residential facilities located on the outskirts of the City or in the Village of Pleasant Prairie. A small number are located in western Kenosha County.

Map 3

EMPLOYMENT DENSITY BY U.S. PUBLIC LAND SURVEY QUARTER-SECTION IN KENOSHA COUNTY: 2000

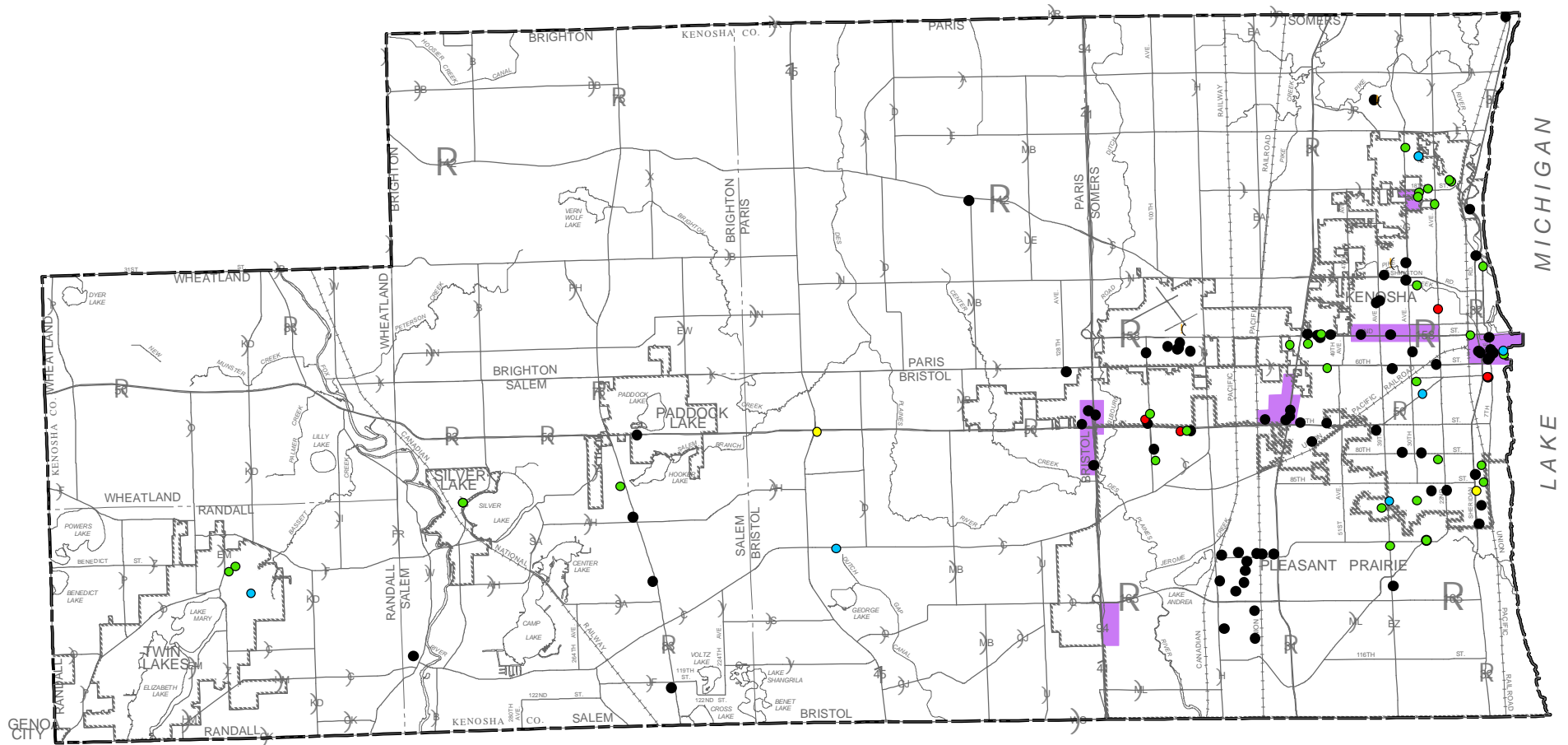


Source: SEWRPC



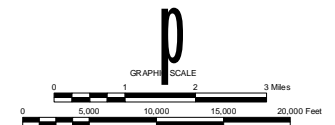
Map 4

MAJOR ACTIVITY CENTERS IN KENOSHA COUNTY: 2008



Major Activity Centers

- Hospitals, Medical Centers, or Clinics with 10 or More Physicians
- Job Resource Centers
- Major Employers with More than 100 Employees
- Major Institutions of Higher Education
- Residential Facilities for Seniors, People with Disabilities, and Low-Income Households
- Senior Centers and Senior Meal Sites
- Major Commercial Areas



Source: SEWRPC

III. CURRENT TRANSPORTATION SERVICES

Kenosha County is served by a number of transportation providers, ranging from Kenosha Area Transit System, a traditional urban public transit system with large buses operating over fixed routes, to volunteer organizations that serve individuals by providing rides in private automobiles.

Table 2 lists the major transportation providers currently serving Kenosha County, and identifies the type of service they provide, their service area, their hours of operation, and their funding sources in addition to passenger fares. The first section of the table lists the services that are available to the general public and the second section lists the services that are primarily aimed at serving special population groups, or “human services transportation”.

Transportation Services for the General Public

The principal transportation services for the general public provided in Kenosha County are displayed on Map 5 and include:

- Kenosha Area Transit System, operated by the City of Kenosha, is a publicly-funded urban bus operation that runs fixed routes serving the City of Kenosha and portions of the Town of Somers and the Village of Pleasant Prairie.
- Western Kenosha County Transit, operated by the Kenosha Achievement Center under contract with Kenosha County, started service in September 2007. It is a publicly-funded rural fixed-route service operating between small communities in western Kenosha County, the City of Kenosha, and the Cities of Lake Geneva in Walworth County and the Village of Antioch in northern Illinois.
- Wisconsin Coach Lines, Inc., operates one publicly-funded route which provides commuter-oriented express bus service between downtown Milwaukee and the Cities of Racine and Kenosha. The City of Racine acts as the public applicant and grantee for the State urban-transit operating assistance funds used to subsidize the service.
- Metra, the commuter rail division of the Regional Transportation Authority of Northern Illinois, provides commuter-rail service between the Cities of Kenosha and Chicago.

Several private-for-profit transportation agencies also provide services to the general public, including the intercity bus service provided by Coach USA and Greyhound Lines; and taxicab service provided by several private companies in the City of Kenosha and environs.

Human Services Transportation

Other transportation services in the County are primarily aimed at serving the human services transportation needs of special population groups, including the elderly, the disabled, low-income persons, or veterans. Some of the major human services transportation providers include:

- Care-A-Van provides door-to-door transportation for seniors and disabled individuals who are unable to use the fixed-route bus services in the County. The service is administered by the Kenosha County Department of Human Services, and is sponsored jointly by the County and City of Kenosha. The funds contributed to the program by the City of Kenosha are specifically used to support the provision of paratransit services for disabled individuals within the service area of the Kenosha Area Transit System.

Table 2

INVENTORY OF TRANSPORTATION PROVIDERS IN KENOSHA COUNTY: 2008

Local and Intercity Transit Services for the General Public								
Name of Service Provider Contact, Phone	Type of Provider	Type of Service	Service Area	Eligible Users	Days and Hours of Operation	Fare Per Trip	Vehicles Used	Funding Sources in Addition to Fares
Kenosha Area Transit System Len Brandrup (262) 653-4290	Public	Fixed route	City of Kenosha and portions of adjacent communities	General public	Weekdays: 6:00 a.m. to 7:30 p.m. Saturday: 6:00 a.m. to 6:00 p.m.	Cash Fare: \$1.00 - Adults \$0.60 - Students \$0.50 - Seniors & disabled	37 passenger buses	State \$85.20 Federal \$5307
Greyhound Lines, Inc. (800) 231-2222	Private, for-profit	Intercity bus	Two northbound and southbound buses stopping at Metra station	General public	Daily service consisting of: 11 southbound bus trips and 10 northbound bus trips	Distance-based	Long-distance motor coaches	- -
Metra (312) 322-6777	Public	Commuter rail	Service from the City of Kenosha through northern Chicago suburbs, to Chicago	General Public	Weekdays & Saturdays: 5:50 a.m. to 2:15 a.m. Sundays & Holidays: 6:50 a.m. to 2:15 a.m.	Distance-based. \$2.35-\$7.05 - Cash \$63.45-\$190.00 - Monthly Pass	Intercity double-level passenger train coaches	Regional Transit Authority of Northern Illinois Federal \$5307 Federal \$5309
Western Kenosha County Transit (888) 203-3498	Public	Fixed route	Service between the Cities of Twin Lakes, Kenosha, Paddock, Antioch, Lake Geneva	General Public	Weekdays: 8:00 a.m. to 5:00 p.m.	\$2.00 - Adults Children age 12 and under ride free with fare-paying adult	Accessible vans	Federal \$5311 Kenosha County Wisconsin Department of Transportation
Wisconsin Coach Lines/Coach USA (800) 236-2028	Public	Fixed-route commuter bus	Service between the Cities of Kenosha, Racine, and Milwaukee	General Public	Weekdays: 5:15 a.m. to 11:35 p.m. Saturday-Sunday: 8:15 a.m. to 10:20 p.m.	Distance-based. \$1.00-\$4.00-Adults \$1.00-Students	4 47-passenger motor coaches	State \$85.20 Cities of Kenosha, Milwaukee, and Racine
Coach USA (same as above)	Private, for-profit	Intercity bus	Service between Milwaukee and Chicago; one stop at IH 94 and STH 50		Every day: 5:10 a.m. to 11:20 p.m.	Distance-based	Long-distance motor coaches	- -

Table 2 (Continued)

Human Services Transportation Providers								
Name of Service Provider Contact, Phone, Garage location	Type of Provider	Type of Service	Service Area	Eligible Users	Days and Hours of Operation	Fare Per Trip	Vehicles Used	Funding Sources in Addition to Fares
Kenosha County Aging and Disability Services Carolyn Feldt (262) 605-6611 Care-A-Van Program (262) 658-9093 (800) 678-1559 Volunteer Escort Service (262) 842-7433	Public ^a	Advance reservation, door-to-door	Kenosha County	Elderly & disabled individuals	Weekdays: 7:00 a.m. to 6:00 p.m.	\$1.00 each way for nutrition sites \$2.00 each way for all other sites	Accessible vehicles	Private Donations Wisconsin Department of Transportation Kenosha County City of Kenosha
	Public ^b	Advance reservation, door-through-door	Kenosha County and surrounding counties	Ambulatory elderly & disabled individuals	Seven days a week depending upon volunteer availability	Round Trip: \$7.00 - less than 20 miles \$15.00 - more than 20 miles \$35.00 - to Milw. One Way: \$4.00 - less than 10 miles \$8.00 - more than 10 miles	Volunteers provide their own vehicles	Title 19 Medical Assistance Private Donations Kenosha County American Cancer Society
Amer-A-Care (414) 482-3113 City of Milwaukee	Private, for-profit	Advance reservation, door-through-door	Racine, Kenosha, and Milwaukee Counties	General public	Weekdays: 7:00 a.m. to 3:00 p.m.	Private pay and Title 19 Medicaid reimbursement	Accessible vans	Title 19 Medical Assistance Family Care
Bucko Ambulatory Transport (262) 945-4646 City of Kenosha	Private for-profit	Advance reservation, door-to-door	Kenosha County and surrounding counties	General public	Weekdays: 5:00 a.m. to 5:00 p.m.	Private pay and Title 19 Medicaid reimbursement	2 4-passenger sedans 1 5-passenger vans	Title 19 Medical Assistance
CMB Taxi (262) 697-0000 City of Kenosha	Private for-profit	Advance reservation, door-through-door	Kenosha County and surrounding counties	General public	24-hours a day, seven days a week	Private pay and Title 19 Medicaid reimbursement	6 5-passenger sedans	Title 19 Medical Assistance

Table 2 (Continued)

Human Services Transportation Providers								
Name of Service Provider Contact, Phone, Garage location	Type of Provider	Type of Service	Service Area	Eligible Users	Days and Hours of Operation	Fare Per Trip	Vehicles Used	Funding Sources in Addition to Fares
DRS Medical Transport (262) 728-9759 City of Delavan	Private non-profit	Advance reservation, door-through-door	Kenosha, Western Racine, and Walworth Counties	General public	Weekdays: 8:00 a.m. – 3:00 p.m.; Saturdays: As needed Sundays: On call	Title 19 Medicaid reimbursement Private pay: \$22.00 plus \$2.00/mile	3 Accessible Vans	Title 19 Medical Assistance
Erickson Ambulance (262) 632-5412 City of Racine	Private	Advance reservation, door-through-door	Racine and Kenosha Counties	General public	24 hours a day, seven days a week	Private pay and Title 19 Medicaid reimbursement	Non-accessible ambulances	- -
Fulfilling a Need (262) 358-0577 City of Kenosha	Private for-profit	Advance reservation, door-through-door	Kenosha, Racine, and surrounding counties	General public	Weekdays: 3:00 a.m. to 7:00 p.m. Saturday: 8:00 am to 5:00 pm	Private pay	Non-accessible vans and cars	- -
K & S Medical Transport (262) 884-8755 Village of Sturtevant	Private for-profit	Advance reservation, door-through-door	Kenosha, Racine, and Milwaukee Counties	General public	Weekdays: 9:00 a.m. to 4:00 p.m.	Private pay and Title 19 Medicaid reimbursement	Wheelchair accessible vans	Title 19 Medical Assistance Family Care
Kenosha Achievement Center, Inc. (262) 658-9500 City of Kenosha	Private non-profit	Fixed route, door-to-door subscription service to pick up and drop off participants	Kenosha County	Participants in KAC programs	Weekdays: 6:30 a.m. to 9:30 a.m. 3:00 p.m. to 5:30 p.m.	\$40 weekly contribution	2 14-passenger vans 10 8-passenger accessible vans 4 18-passenger accessible vans 4 24-passenger buses 2 28-passenger buses	Federal §5310 Family Care JARC/WETAP
LJH Ambulance (262) 658-4422 City of Kenosha	Private, for-profit	Advance reservation and on demand, door to-door for medical activities	Kenosha, Racine Milwaukee and other long distance destinations	General public	Every day, 24 hours a day	Private pay and Title 19 Medicaid reimbursement	Non-accessible ambulance	Title 19 Medical Assistance

Table 2 (Continued)

Human Services Transportation Providers								
Name of Service Provider Contact, Phone, Garage location	Type of Provider	Type of Service	Service Area	Eligible Users	Days and Hours of Operation	Fare Per Trip	Vehicles Used	Funding Sources in Addition to Fares
Medix Wheelchair Service Mike Schmidt (800) 236-1077 City of Burlington	Private, for-profit	Advance reservation, door-to-door	Kenosha, Racine, Walworth and other long distance destinations	General public	Weekdays: 6:00 a.m. – 6:00 p.m.	Private pay: \$31.00 for first 5 miles (\$26.00 if paid at time of service), then \$3.00 per mile one-way	Accessible vans	- -
Recovery Medical Transport Curt Kowalski (262) 633-1484 City of Racine	Private, for-profit	Advance reservation, door-to-door non-emergency and medical activities	Racine, Kenosha and Milwaukee Counties	General public	Weekdays: 4:30 a.m. – 5:00 p.m.	Title 19 Medicaid reimbursement Private pay: \$25.00 for first 5 miles, then \$1.50 per mile one-way	3 Wheelchair accessible vans	Title 19 Medical Assistance
Southport Transportation (262) 564-8354 City of Kenosha	Private for-profit	Advance reservation, door-through-door	Kenosha County	General public	Seven days a week, including holidays: 5:00 a.m. to 10:00 p.m.	Private pay and Title 19 Medicaid reimbursement	1 sedan 8 vans	Title 19 Medical Assistance

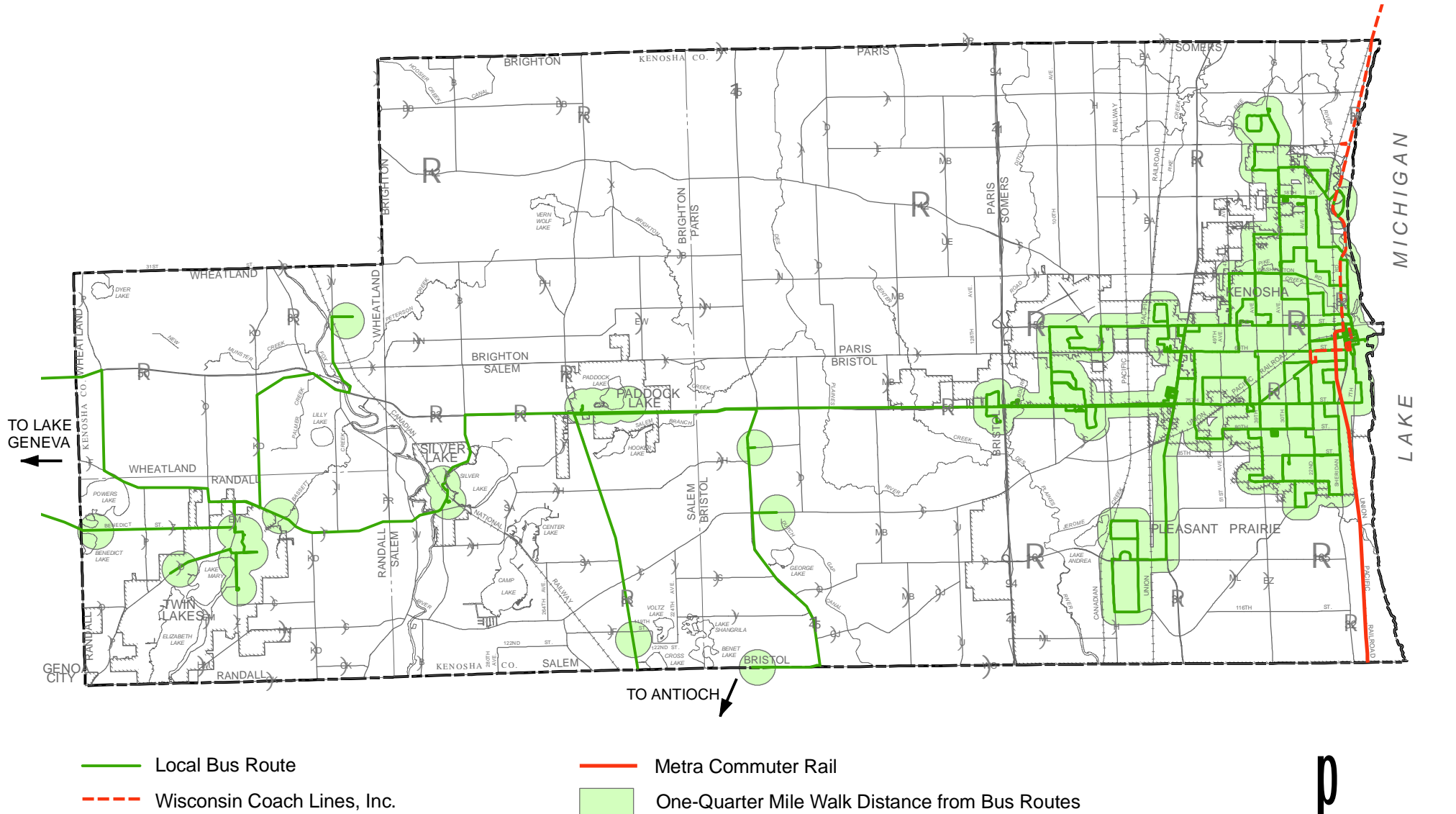
^aService provided by Kenosha Achievement Center, Inc.

^bRecruitment of volunteer drivers and service scheduling contracted from Kenosha Area Family and Aging Services, Inc.

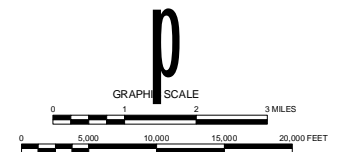
Source: SEWRPC

Map 5

PUBLIC TRANSPORTATION SERVICE AREA IN KENOSHA COUNTY: 2008



Source: SEWRPC



- Volunteer Escort Service provides door-to-door transportation for ambulatory seniors and disabled individuals. Volunteers provide their own vehicles but do receive mileage reimbursement.
- Kenosha Achievement Center provides door-to-door subscription service for clients of their services for individuals with disabilities or special needs.
- The remaining transportation services operated within the County are private-for-profit services that mostly focus on providing transportation for medical appointments within Kenosha County and to surrounding counties.

IV. ASSESSMENT OF TRANSPORTATION SERVICES AND IDENTIFICATION OF UNMET TRANSPORTATION NEEDS

Although some transportation needs can be understood by examining how current transportation providers meet the needs identified in Census data, maps, and other sources of demographic data, many of the needs can only be understood through direct dialogue and communication from agencies and individuals that provide or rely on transportation services. A wide range of individuals and agencies with an interest in transportation in the County were invited to participate in three meetings to assist in the development of the Coordination Plan (see Appendices A, B, and C). At the first meeting, Commission staff presented maps and data similar to those presented in the first three sections of this Coordination Plan. The attendees from Kenosha County were then divided into two small groups of about six people each. The small groups went through an evaluation exercise in which they assessed:

- **Within** Kenosha County, how well current transportation services meet residents' needs, based on: area served; days and hours of operation; fares; eligibility requirements for the service; vehicle accessibility for wheelchairs; customer service; reservation wait time; and ease of finding information on services; and
- **Between** Kenosha County and other counties, how well current transportation services meet residents' needs, based on: area served; days and hours of operation; fares; eligibility requirements for the service; vehicle accessibility for wheelchairs; customer service; reservation wait time; and ease of finding information on services.

A summary of the key findings of the small group assessment and the identification of unmet transportation needs appears below in no particular order.

Unmet Needs within County

- Lack of a dedicated funding source separate from the property tax levy to provide the level of financial assistance necessary to address existing and future public transportation needs in the County. Since 2006, the State has imposed limits on the amount that local property tax levies can increase every year. The levy limits, along with rising costs of providing government services, have placed significant pressure on local budgets.
- Lack of weekend transportation services. Western Kenosha County Transit does not operate on weekends; Kenosha Area Transit System does not operate on Sundays; many other smaller service providers do not offer service on weekends.
- Lack of evening and night transportation services. Kenosha Area Transit System does not operate weeknights after 7:30 p.m. and Saturday evenings after 6:00 p.m.; Western Kenosha County Transit does not operate weekday evenings or weekends.
- Lack of adequate transportation for employees, in both service area and hours:
 - Kenosha Area Transit System does not have adequate service to work sites and retail centers like Prime Outlets or the LakeView Corporate Park, both in Pleasant Prairie.
 - Retail employees who work until 9:00 p.m. on weekdays and Saturdays or who work on Sundays, and second- and third-shift employees of distribution and manufacturing companies cannot use the Kenosha Area Transit System for work travel.
 - Western Kenosha County Transit does not have a schedule that facilitates use for work trips.

- Lack of coordination in the distribution of information on the available transportation services. There is no directory or contact person that has comprehensive information on all transportation options.
- Lack of public awareness and education on the available transportation options. For example, the Kenosha Area Transit System website does not have a transit trip planner and should provide more detailed information on the bus service.
- Lack of private specialized medical vehicle transportation providers with wheelchair-accessible vehicles based in Kenosha County who are willing to serve short trips for medical needs. For example, some individuals who live in rural areas and need regular transportation for dialysis or cancer treatment have difficulty scheduling rides for the same time every day.
- Lack of specialized medical vehicle transportation providers who can serve rides without lengthy advance reservation requirements; for example, for patients who are discharged from a hospital with less than 24 hours notice.
- Streetcar service in the City of Kenosha should be expanded in terms of both the areas served and service periods.
- Western Kenosha County Transit has infrequent service, with 2-3 hour gaps in schedules, which is not conducive to promoting transit use.
- Users of the County demand-responsive Care-A-Van service for the elderly and disabled regularly have to schedule trips many days in advance of when service is needed. It can also be difficult to use the Care-a-Van service to travel between the eastern and western portions of the County.

Unmet Needs between Counties

- Lack of commuter rail transportation between the communities in eastern Kenosha County and eastern Racine County, Milwaukee County, and the Chicago area.
- Lack of a dedicated source of funding for the proposed Kenosha-Racine-Milwaukee commuter rail line.
- Very limited public transportation options are available to travel between Kenosha County and the surrounding counties, including to adjacent counties in Illinois and to the Chicago metropolitan area. For example, Veterans have difficulty making trips to the North Chicago Veterans Affairs Medical Center in North Chicago, Illinois.
- Lack of coordination in the distribution of information on the available inter-county transportation services.

V. STRATEGIES TO ADDRESS UNMET NEEDS

This Coordination Plan presents two types of strategies for Kenosha County to consider in addressing the identified transportation needs in the County. The first group is a list of Federal and State funding programs that support public transportation services. The second group includes strategies that were identified by participants in the second meeting for the development of the Coordination Plan.

Financial Strategies: Federal and State Funding Programs

Descriptions of the Federal and State programs that provide financial assistance for public transportation services and which could be used in Kenosha County are illustrated in Tables 3 and 4.

Table 3

FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS ADMINISTERED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION WHICH COULD BE USED IN KENOSHA COUNTY

Program	Type	Target rider	Eligible Applicants	Local Share (approx.)	Funding Level (approx.)	Application Cycle	Notes
Section 5307	Primarily operating	Public in urbanized areas (>50,000)	Local public bodies	50% of project deficit	\$42 million	Annual (application released in early fall)	Combined with State aid (s. 85.20) to cover up to 60% of operating expenses in small urbanized areas
Section 5309	Capital	Public	Local public bodies with Urban Public Transit Systems	20% of total costs	\$5 million	5309 capital requests are a component of annual application for state aid	Funding depends on annual Congressional Earmark
Section 5310	Capital	Elderly & Disabled	Primarily non-profits, but can be local public bodies, if non-profit is not readily available	20% of total costs	\$2 million	Biennial (application released in fall)	Combined with State funds (s.85.22)
Section 5311	Operating & Capital	Public in areas <50,000 in population	Local public bodies	<u>Operating</u> – 50% of project deficit <u>Capital</u> - 20% of total costs	\$11.8 million	Annual (application released in early fall)	Combined with State aid (s. 85.20), to cover up to 66% of operating expenses in non-urbanized areas
Section 5314 (STRAP)	Operating & Planning	Public in areas <50,000 in population	Local public bodies	20% of project deficit	\$2 million	Annual (application released in early fall)	Focus is on new or expanded services for rural areas
Section 5316 (JARC)	Operating & Capital	Low-income workers & reverse commuters	Local public bodies, non-profits, metropolitan planning organizations	<u>Operating</u> – 50% of project deficit <u>Capital</u> - 25% of total costs	\$1.2 million ^a	Annual (WETAP application released in early fall)	Combined with State funds (TEAM, ETA) under the WETAP program, which reduces the local share to 25% of operating project costs
Section 5317 (New Freedom)	Operating & Capital	Individuals with Disabilities	Local public bodies, non-profits, and private operators of public transit services	50% of project deficit	\$0.8 million ^a	Annual (application released in early fall)	Combined with State Division of Vocational Rehabilitation Funds to lower local share of rural projects

^a Only includes funding available to WisDOT for small urban and rural areas

Source: Wisconsin Department of Transportation and SEWRPC.

Table 4

**STATE OF WISCONSIN FUNDING PROGRAMS ADMINISTERED
BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION**

Program	Type	Target rider	Eligible Applicants	Local Share (approx.)	Statewide Funding Level (approx.)	Application Cycle	Notes
s.85.20	Operating	Public in areas with at least 2,500 in population	Local public bodies	Rural 35% of total cost Urban 42% of total cost	\$102.6 million	Annual (application released in early fall)	Combined with Federal transit operating assistance funds (5311 & 5307)
s.85.21	Operating & Capital	Elderly & Disabled	Counties	20% of project costs	\$12.3 million	Annual (application released in fall)	Can be used as match for Federal programs
s.85.22	Capital	Elderly & Disabled	Primarily non-profits, but can be local public bodies	20% of total costs	\$0.9 million	Biennial (application released in fall)	Blended with Federal Section 5310 funds
TEAM (Trans. Employment and Mobility)	Operating & Capital	Low-income workers	Local public bodies, non-profits, metropolitan planning organizations	25% of project costs under WETAP	\$0.3 million	Annual (WETAP application released in early fall)	Combined with ETA (State) and JARC (Federal) under the WETAP program
ETA (Employment Transit Aids)	Operating & Capital	Low-income workers	Local public bodies, non-profits, metropolitan planning organizations	25% of project costs under WETAP	\$0.5 million	Annual (WETAP application released in early fall)	Combined with TEAM (State) and JARC (Federal) under the WETAP program

Source: Wisconsin Department of Transportation and SEWRPC.

More information on Federal and State funding programs can be found at WisDOT's website (<http://www.dot.wisconsin.gov/localgov/transit/index.htm>). In addition to the Federal and State programs shown in Tables 3 and 4, which are aimed primarily at providing transportation services, various human-service funding programs and block grant programs can be used for transportation services.

Prioritized Strategies to Address Unmet Needs

Attendees of the second Coordination Planning meeting were asked to consider strategies to address the unmet needs that they had already identified. Commission staff gave a presentation that illustrated many potential strategies to improve transportation service. All of the attendees who work or provide service in Kenosha County then met as a group to discuss potential strategies for meeting unmet needs. They developed a list of strategies that they believed were appropriate for Kenosha County, and then prioritized those strategies based on their ability to address the previously determined unmet needs and gaps in service. The prioritized strategies are listed below:

Strategies for Addressing Unmet Transportation Needs within Kenosha County

1. Pursue a source of dedicated funding for public transportation services.
2. Improve the convenience of transportation services. Some of the improvements that were identified included:
 - a. Provide more weekend service, including Saturday evening and Sunday service for the Kenosha Area Transit System in the eastern portion of the County, and weekend service for Western Kenosha County Transit.

- b. Provide more frequent service for the Kenosha Area Transit System and Western Kenosha County Transit bus routes to reduce the wait times or scheduling problems faced by users.
 - c. Expand the service areas and hours of operation of public transit services to improve transportation to work sites.
 - d. Improve the accessibility of transportation services to disabled persons by using more accessible vehicles or by making general accessibility improvements such as curb cuts and accessible signage at bus stops.
 - e. Provide bus turn-outs on major arterial streets and highways so future bus service can be operated safely.
- 3. Improve access to information on transportation services. Some ways to improve the dissemination of information include:
 - a. Implement a travel training program for potential users of the fixed-route services offered by the City and County of Kenosha.
 - b. Train social workers or counselors who work with potential users to educate them about the available transit services.
 - c. Improve signage for the fixed-route services offered by the City and County of Kenosha. For example, including a telephone number to call to obtain information would be beneficial.
 - d. Develop a marketing campaign to increase awareness of the available City and County transit services.
 - e. Make available an online directory of transportation providers.
- 4. Purchase new vehicles for transportation services, such as accessible vans or buses for wheelchair passengers.
- 5. Consolidate and share transportation resources among transportation providers. Some potential areas identified where resources could be shared included:
 - a. Software or technology
 - b. Driver training programs
 - c. Shared capital resources such as vehicles or facilities
 - d. Maintenance services
 - e. Drug testing
- 6. Establish automobile loan and repair programs for low-income workers who cannot use public transportation to get to jobs. For example, the Kenosha Achievement Center by having the used cars it receives repaired by mechanics and sold to low-income individuals, through an automobile loan and repair program.
- 7. Establish subsidized public shared-ride taxi services to provide demand-responsive transit service, especially in the more rural areas of the County.

Strategies for Addressing Unmet Transportation Needs between Counties

- 1. Improve the convenience of using transportation services between Kenosha and Racine Counties. One improvement to consider would be to re-establish a connection between the Kenosha and Racine transit systems at the University of Wisconsin-Parkside. Also, coordination with the PACE bus system serving suburban communities in the Chicago metropolitan area should be pursued.

2. Establish subsidized public shared-ride taxi services or a taxi user-side subsidy program to serve trips to adjacent counties.
3. Create transportation connections between the various campuses for Carthage College, Gateway Technical College, and the University of Wisconsin-Parkside.
4. Provide commuter rail service between eastern Kenosha County and eastern Racine County, Milwaukee County, and the Chicago area.
5. Consolidate functions and share resources among transportation providers. Some potential areas to share or consolidate include:
 - a. Consolidated call center for trip reservations or scheduling
 - b. Shared operating or support services, such as software, driver training, or drug testing programs

VI. PLAN IMPLEMENTATION

Attendees of the second Coordination Planning meeting were also asked to consider who would be responsible for implementing each of the identified strategies. Some of the potential responsible parties that the Kenosha County participants identified are listed below.

Kenosha County

- Improve the Convenience of Transportation Services: the County would be responsible for implementing any service improvements to the Western Kenosha County Transit or the elderly and disabled demand-response service.
- Coordinating Committee: the County Executive or the County Board could appoint an official transportation coordinating committee to oversee some of the studies or planning required for implementing coordination strategies and make recommendations to elected officials.

City of Kenosha

- Improve the Convenience of Transportation Services: the City would be responsible for implementing any service improvements to the Kenosha Area Transit System.
- Pursue Dedicated Funding Source for Transportation: Kenosha County and the City of Kenosha are advocating for the ability to establish dedicated funding for public transportation through their participation in the Southeastern Wisconsin Regional Transit Authority (RTA).

Mobility Managers

- Share resources: the two mobility managers for Kenosha County can work together, along with the mobility manager for Racine County, to consider ways to share resources across agencies in Kenosha County and between the two Counties.

All Transportation Providers

- Improve access to information on the transportation services provided.

Southeastern Wisconsin Regional Transit Authority

- The RTA could assume responsibility for the implementation of some of the above strategies for Kenosha County. Potential strategies that align with the work of the RTA include pursuing a dedicated funding source for public transit services and the proposed Kenosha-Racine-Milwaukee commuter rail line and improving transportation service convenience.

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APPENDICES

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Appendix A

LIST OF INDIVIDUALS AND AGENCIES INVITED TO ATTEND THE 2008 MEETINGS FOR COORDINATION PLANNING IN KENOSHA, RACINE, AND WALWORTH COUNTIES

First Name	Last Name	Title	Organization	City
Samantha	Kerkman	State Representative	66th Assembly District	Powers Lake
			A-1 Lake Geneva Limousine & Luxury Taxi	Williams Bay
Wendy	Betley	Regional Services Coordinator	Alzheimer's Association	East Troy
			Amer-A-Care Transport Inc	Milwaukee
Patti	O'Brien		American Red Cross	Whitewater
Jeff	Seider		American Red Cross	Kenosha
			American Red Cross	Racine
Susanne	Malestic	Senior Resource Coordinator	Aurora Burlington Clinic	Burlington
Peggy	Woehrer	Quality and Risk Management Nurse	Aurora Burlington Clinic	Burlington
Patti	Pagel	Senior Care Project Coordinator	Aurora Health Center	Lake Geneva
Jennifer	Johnson		Aurora Lakeland Medical Center	Elkhorn
Chris	Olson	Administrator/Chief Nurse Executive	Aurora Medical Center	Kenosha
Jeffery	Bella	Owner	Bella Transportation	Kenosha
Curtis	Garner	Executive Director	Belle Urban System/Professional Transit Management	Racine
Michelle	Sylvester	Paratransit Coordinator	Belle Urban System/Professional Transit Management	Racine
Sandra	Hardt	Director	Brookside Care Center	Kenosha
			Brown's Cab Service	Fort Atkinson
Louise	Bucko	Owner	Bucko Ambulatory Transit	Kenosha
Janet	Ludtke	Executive Director	Burlington Chamber of Commerce	Burlington
			Cardinal Transport Service, Inc	Williams Bay
MaryBeth	Popchok		Careers Industries, Inc.	Racine
Susan	Wesner		Careers Industries, Inc.	Racine
Robert	Miller	Mayor	City of Burlington	Burlington
Tom	Vos	City Council President	City of Burlington	Burlington
Keith	Bosman	Mayor	City of Kenosha	Kenosha
Benjamin	Hughes	City Administrator	City of Racine	Racine
Gary	Becker	Mayor	City of Racine	Racine
Kathy	Kasper	Transit Planner	City of Racine Department of Transportation	Racine
Doug	Saubert		City of Whitewater Taxi Service	Whitewater
Kim	Egan	Social Services	Claridge House	Kenosha
Cheryl	Roberts	Director of Nursing	Claridge House	Kenosha
Naomi	Trocinski	Owner	CMB Taxi LLC	Kenosha
Jan	Conti	Network Developer	Community Care Inc	Milwaukee
Joann	Kuehl	Supervisor	Community Care Inc	Kenosha
Daniel	Haney		Community Care Inc.	Milwaukee

First Name	Last Name	Title	Organization	City
Perry	Mueller		Community Care Inc.	Racine
Kathryn	Vite-Hazelton		Community Care Inc.	Racine
Joyce	Wilde		Congregations United to Save Humanity	Kenosha
Jim	Baker	Owner	Curtis Ambulance Service	Burlington
Kimberly	Efinger	Coordinator	Day Break Program	Bristol
Michelle	Rivers	Coordinator	Day Break Program	Bristol
Diana	Mengo	Coordinator	Day Break Program - Bristol	Bristol
Sheldon D.	Rock		Delavan Taxi Services	Delavan
Kris	Fell		Developmental Disabilities Information Service	Racine
Elisabeth	Watson	Director	Disabled Student Services	Whitewater
Patricia	Johnson	WDA Director	Division of Vocational Rehabilitation	Racine
Tami	Jandrowski		Division Of Vocational Rehabilitation	Kenosha
Carol	Schaufel-Romero		Division Of Vocational Rehabilitation	Kenosha
Julie	Wilke		Division Of Vocational Rehabilitation	Kenosha
John	Kramer	Chief	DRS Medical Transport	Delavan
Sylvia	Rutledge		Exact Transport LLC	Milwaukee
			Express Taxi & Limousine Service LLC	Elkhorn
Pamela	Barker-Higgenbottom		First Transit, Inc	Racine
Marty	Garb		First Transit, Inc	Racine
Bobby	Dyson		Fulfilling A Need	Kenosha
Bryan	Albrecht	President	Gateway Technical College	Kenosha
John	Saladis	Plant Manager	Goodwill Industries	Racine
Colleen	Sandt	Administrator	Grande Prairie Health and Rehabilitation Center	Pleasant Prairie
Carol	Knight	Executive Director	Greater Union Grove Area Chamber of Commerce	Union Grove
Luann	Simpson		Human Services Board	Racine
Ken	Sathern	LTSPC Chairperson	Inspiration Ministries	Walworth
Sally	Pieske		K & S Medical Transport Inc	Sturtevant
Janet	Sullivan		K & S Medical Transport Inc	Racine
Val	Abrahamson		Kenosha Achievement Center Inc	Kenosha
Roger	Lincoln		Kenosha Achievement Center Inc	Kenosha
Paula	Williams	Executive Director	Kenosha Achievement Center Inc	Kenosha
Gary	Brown	Executive Director	Kenosha Area Family and Aging Services Inc	Kenosha
Barbara	Tenuta	Volunteer Escort Service	Kenosha Area Family and Aging Services Inc	Kenosha
Lauren	Zeilsdorf	Director Of Meals On Wheels	Kenosha Area Family and Aging Services Inc	Kenosha
Stephanie	Phillips	Transportation Coordinator	Kenosha Area Transit	Kenosha
Len	Brandrup	Director of Transportation	Kenosha Area Transit System	Kenosha
Kimberly	Breunig	County Board Supervisor	Kenosha County	Trevor
Fred	Ekornaas	County Board Supervisor	Kenosha County	Bristol
Dennis	Elverman	County Board Supervisor	Kenosha County	Twin Lakes
Bob	Haas	County Board Supervisor	Kenosha County	Burlington

First Name	Last Name	Title	Organization	City
Roger	Johnson	County Board Supervisor	Kenosha County	Silver Lake
Mark	Molinaro	County Board Supervisor	Kenosha County	Kenosha
Brian	Morton	County Board Supervisor	Kenosha County	Kenosha
Gordon	West	County Board Supervisor	Kenosha County	Salem
Marbeth	Knoff		Kenosha County ARC	Kenosha
Judy	Willoughby		Kenosha County ARC	Kenosha
Jim	Truchan		Kenosha County Department of Disability Services	Kenosha
John	Jansen	Director	Kenosha County Department Of Human Services	Kenosha
Adelene	Greene		Kenosha County Department of Workforce Development	Kenosha
Carolyn	Feldt	Assistant Director	Kenosha County Division of Aging and Disability Services	Kenosha
Michelle	Grosso	Disability Benefit Specialist	Kenosha County Division of Aging and Disability Services	Kenosha
LaVerne	Jaros	Director	Kenosha County Division of Aging and Disability Services	Kenosha
Annette	Krause		Kenosha County Division of Aging and Disability Services	Kenosha
Martha	McVey	Program Manager	Kenosha County Division of Aging and Disability Services	Kenosha
Laura	Eltringham	Mobility Manager	Kenosha County Job Center	Kenosha
John	Milisaukas		Kenosha County Job Center	Kenosha
Bill	Erickson	Transportation Coordinator	Kenosha County Workforce Development	Kenosha
Patricia	Falduto-Miethke	Director	Kenosha Senior Citizens Center	Kenosha
Lynda	Orsburn	Owner	Ktown Transportation	Kenosha
Vicki	Gorden	Social Work Supervisor	Lakeland Health Care Center	Elkhorn
Carol	Wilke	Acting Director	Lakeview RecPlex	Pleasant Prairie
Dave	Martin		Leadership Racine/QPS Companies	Racine
Ruth	Stauersbol	Adult Day Services Leader	Lincoln Lutheran Adult Day Services	Racine
			LJH Ambulance	Kenosha
Bill	Schoessling	Executive Director	Love, Inc.	Burlington
Mike	Schmidt	Manager	Medix	Burlington
Debby	Ganaway	Executive Director	National Alliance on Mental Illness--Racine	Racine
Geoffrey	Greiveldinger	Chief of Staff	Office of County Executive	Racine
			Paratech Ambulance Service, Inc	East Troy
Roger	Caron	Executive Director	Racine Association of Manufacturers and Commerce	Racine
Mark	Eickhorst	Mobility Coordinator	Racine Association of Manufacturers and Commerce	Racine
William	McReynolds	County Executive	Racine County	Racine
Ninna	Frank	Outreach Specialist	Racine County Aging and Disabilities Resource Center	Racine
Michelle	Goggins	Director	Racine County Aging and Disabilities Resource Center	Racine
Joseph	Bellante	County Board Supervisor	Racine County Board	Wind Lake
Katherine	Buske	County Board Supervisor	Racine County Board	Racine
Gaynell	Dyess	County Board Supervisor	Racine County Board	Racine
Robert	Miller	County Board Supervisor	Racine County Board	Racine
Thomas	Pringle	County Board Supervisor	Racine County Board	Burlington
Donnie	Snow	County Board Supervisor	Racine County Board	Racine

First Name	Last Name	Title	Organization	City
Andrea	Bumpurs	Racine County Grant Writer	Racine County Human Services	Racine
Mary	Connolly	Coordinator of Contract Monitoring and Evaluation	Racine County Human Services	Racine
Debra	Jossart	Human Services Director	Racine County Human Services	Racine
Mary Jean	Smith	Adult Services Division Manager	Racine County Human Services	Racine
Mary	Perman		Racine County Human Services, Burlington Office	Burlington
Colleen	Swan		Racine County Human Services, Burlington Office	Burlington
Kerry	Barutha		Racine County Opportunity Center	Burlington
Bill	Lee		Racine County Opportunity Center	Racine
Nancy	Holmlund	President	Racine Interfaith Coalition	Racine
Ruth	Gedwardt		Racine Taxpayer's Association	Racine
Patrick	Starken	Transportation Specialist	Racine Unified School District	Racine
Curt	Kowalski		Recovery Medical Transport	Racine
Susan	Feehrer	Director	Retired and Senior Volunteer Program of Racine County (RSVP)	Racine
			Senior Cab	Lake Geneva
Bruce	Clement	Administrator	Sheridan Medical Complex	Kenosha
Stella	Lutz	Resident Manager	Silvercrest Apartments	Silver Lake
Pauline	Lorenz		Society's Assets	Kenosha
Karen	Olufs	Director of Independent Living	Society's Assets	Racine
Eppy	Smith		Society's Assets	Elkhorn
John	Schnabl	Director	Southeastern Wisconsin Area Agency On Aging	Brookfield
Beth	Norris	Coordinator	Southeastern Wisconsin WDA	Kenosha
Mike	Nardi	Owner	Southport Transportation	Kenosha
Bob	Prudon	Owner	Southport Transportation	Kenosha
Joyce	Mitchell	Director	St Josephs Adult Day Care	Kenosha
Kathy	Aalto	Social Worker	St. Catherine's Kidney Center	Pleasant Prairie
Theresa	Gilliland		State of Wisconsin Office for the Blind and Visually Impaired	Kenosha
Sandy	Engel		The ARC of Racine County	Racine
Bonnie	Reineke		The ARC Western Racine	Waterford
Lyle	Tietel		Tietel's Transport	Burlington
			TNJ Transport	Mequon
Thomas	Kerkman	Chairman	Town of Brighton	Kansasville
Richard	Gossling	Chairman	Town of Bristol	Bristol
Randy	Kerkman	Administrator	Town of Bristol	Bristol
Tom	Kramer	Town Business Manager/Treasurer	Town of Norway	Wind Lake
Virgil	Gentz	Chairman	Town of Paris	Union Grove
Matt	Ostrander	Chairperson	Town of Randall	Twin Lakes
Stan	Bugnacki	Supervisor	Town of Raymond	Caledonia
Diann	Tesar	Chairperson	Town of Salem	Salem
William	Morris	Administrator	Town of Somers	Somers

First Name	Last Name	Title	Organization	City
James	Smith	Chairperson	Town of Somers	Somers
Jeffery	Butler	Chairman	Town of Wheatland	Burlington
Darlene	Duncan	Director of Special Education	Union Grove Special Education Consortium	Union Grove
Jaymie	Laurent	Social Worker	United Hospital System	Kenosha
Beverlee	Baker		UW Extension	Sturtevant
Janet	Nixon		Veterans Center	Union Grove
Christine	Jordan		Veterans Service Office	Elkhorn
Thomas	Lois		Veterans Service Office	Kenosha
David	Buehn	President	Village of Paddock Lake	Salem
Ernest	Mooney	Administrator	Village of Paddock Lake	Salem
Mike	Pollocoff	Administrator	Village of Pleasant Prairie	Pleasant Prairie
John	Steinbrink	President	Village of Pleasant Prairie	Pleasant Prairie
Erin	Winch	Director of Therapeutic Recreation	Village of Pleasant Prairie	Pleasant Prairie
Roger	Johnson	President	Village of Silver Lake	Silver Lake
David	Cox	Administrator	Village of Twin Lakes	Twin Lakes
Howard	Skinner	President	Village of Twin Lakes	Twin Lakes
Gary	Hanson	Village Administrator and Director of Public Works	Village of Union Grove	Union Grove
Rebecca	Ewald	Village Administrator	Village of Waterford	Waterford
Samantha	Branski	Property Manager	Village Plaza Apartments	Kenosha
Cynthia	Simonsen		VIP Services, Inc	Elkhorn
David	Bretl	County Administrator	Walworth County Administration	Elkhorn
Nancy	Russell	Chairperson	Walworth County Board of Supervisors	Elkhorn
James	Wooldridge	COA Chairperson	Walworth County COA	Darien
Elizabeth	Aldred	Deputy Director	Walworth County Health and Human Services	Elkhorn
Lori	Muzatko	Director	Walworth County Health and Human Services	Elkhorn
Linda	Seemeyer	Director	Walworth County Health and Human Services	Elkhorn
Jennifer	Selz	Adult Services Supervisor	Walworth County Health and Human Services	Elkhorn
David	Thompson	Deputy Director	Walworth County Health and Human Services	Elkhorn
Roger	Zierfus		Walworth County Health and Human Services	Elkhorn
Mike	Harry		Walworth County Job Center/Kaiser Group	Elkhorn
Marilyn	Putz	Director	Walworth County Job Center/Kaiser Group	Elkhorn
Michael	Cotter	Deputy Corp Counsel	Walworth County LURM	Elkhorn
Harold	Smith		Washington Manor	Kenosha
Kathy	Merlo	Director of Special Education	Waterford High School	Waterford
Matthew	Mueller	Director of Government Funding	Ways to Work	Milwaukee
Diana	Jaeger	Director	Westosha Community Center	Bristol
Karolyn	Hermes	Supervisor of Hospital Social Services	Wheaton Franciscan Health Care - All Saints	Racine
Tom	Dieckelman	Vice President	Wisconsin Coach Lines, Inc.	Waukesha
Michael	Pjevach	President	Wisconsin Coach Lines, Inc.	Waukesha

First Name	Last Name	Title	Organization	City
Pat	Shaugnessy	Deputy Commandant	Wisconsin Veteran's Home--Union Grove	Union Grove
Sherry	Hartog		Women's Resource Center	Burlington
Debbie	Lamb	Administrator	Woodstock Health and Rehabilitation Center	Kenosha
Sue	Fergus	Economic Support Manager	Workforce Development Center	Racine
Alice	Oliver	Manager	Workforce Development Center	Racine
Ed	Block			Kenosha
Doris	Carnahan			Twin Lakes
Debra	Harris			Racine
Ed	Jenkins			Kenosha
Keith	Kmiecik	Physically Disabled AODA Counselor		Kenosha
Karen	Lockwood			Kenosha
Lisa	Thompson			Kenosha
Karen	Schmiechen	Planner	Wisconsin Department of Transportation, SE Region	Waukesha
Bobbie	Beson-Crone	Program Manager	Division of Transportation Investment Management	Madison
Becky	Soderholm	Federal Compliance Manager	Public & Specialized Transit Section	Madison

Appendix B

RECORD OF FIRST MEETING 2008 COORDINATION PLANNING IN KENOSHA, RACINE, AND WALWORTH COUNTIES

DATE: August 26, 2008
TIME: 9:30 a.m.
PLACE: Room 100
Gateway Technical College
Burlington, Wisconsin

PARTICIPANTS

Valjean Abrahamson Kenosha Achievement Center, Inc.
Julie Anderson Director, Racine County Department of Planning & Development
Ann Bradshaw Living Waters
Mary Connolly Monitoring and Evaluation, Racine County Human Services
Michael Cotter Deputy Corporate Counsel, Walworth County Land Use and Resource Management
Jackie Cranley Society's Assets, Inc.
Tom Dieckelman Vice President, Wisconsin Coach Lines, Inc.
Mark Eickhorst Mobility Coordinator, Racine Area Manufacturers and Commerce
Carolyn Feldt Assistant Director, Kenosha County Division of Aging and Disability Services
Ninna Frank Outreach Specialist, Resource Center, Racine County Aging and Disabilities
Ed Fricke VIP Services, Inc.
Adelene Greene Director, Kenosha County Department of Workforce Development
Geoffrey Greiveldinger Chief of Staff, Office of County Executive, Racine County
Daniel Haney Transportation Manager, Community Care Inc.
Sherry Hartog Women's Resource Center/Love, Inc.
Tami Jandrowski Society's Assets, Inc.
John Kramer Delavan Rescue Squad/DRS Medical Transit
Tom Kramer Manager/Treasurer, Town of Norway
Roger Lincoln Kenosha Achievement Center, Inc.
Karen Lockwood Kenosha County Specialized Transportation Commission
Pauline Lorenz Society's Assets, Inc.
John Milisauskas Kenosha County Job Center
Ellen Mutter Lincoln Lutheran Adult Day Services
Lori Muzatko Director, Walworth County Health and Human Services
Karen Olufs Director of Independent Living Services, Society's Assets, Inc.
Patti J. Pagel Senior Care Project Coordinator, Aurora Health Care
Marilyn Putz Director, Walworth County Job Center/Kaiser Group
Karen Schmiechen Wisconsin Department of Transportation-Southeast Region
James M. Smith Chair, Town of Somers
John Steinbrink President, Village of Pleasant Prairie
Nancy Ward VIP Services, Inc.
Erin Winch Director of Therapeutic Recreation, Village of Pleasant Prairie
Peggy Woehrer Racine County Triad West
James P. Wooldridge Chair, Walworth County Council on Aging
Roger Zierfus Walworth County Health and Human Services
Mark Zlevor Vice President, Gateway Technical College

FACILITATORS

Albert A. Beck..... Principal Planner, SEWRPC
Sonia Dubielzig Senior Planner, SEWRPC
Eric LyndePlanner, SEWRPC

WELCOME AND INTRODUCTIONS

Mr. Al Beck welcomed participants and asked attendees to introduce themselves, the agency they represented, and, if they provided any service, what type of service they provided to the meeting. Mr. Beck then explained the main tasks for the meeting:

1. Background information on coordination requirements
2. Assessment of transportation needs
3. Assessment of existing transportation services
4. Wrap-up and preview of next meeting

BACKGROUND INFORMATION ON COORDINATION REQUIREMENTS

Mr. Beck described the federal requirements for project funding and coordination plans. He also described the Wisconsin Department of Transportation 2008 coordinated planning process and the need for multi-county and regional plans.

ASSESSMENT OF TRANSPORTATION NEEDS

Ms. Dubielzig described the characteristics of the Kenosha, Racine, and Walworth County area, including the actual and projected total population trends and the trends for each transit-dependent population group. Maps of the distributions of total population, transit-dependent population groups, employment, and activity centers were shown and described as well.

ASSESSMENT OF EXISTING TRANSPORTATION SERVICES

Mr. Lynde described the inventories of principal transportation providers in Kenosha, Racine, and Walworth Counties, divided into local and intercity transit services for the general public and into human services transportation providers. He then described the service area map for public transportation providers.

SMALL GROUP DISCUSSION: ASSESSMENT OF SERVICES WITHIN EACH COUNTY AND BETWEEN EACH COUNTY

After the presentation of the inventories of existing services, the attendees were divided into six small groups of five to seven people, according to the county they were affiliated with. In the small groups, participants discussed how well current transportation services were meeting residents' needs for travel within each county as well as between the three counties. They were then asked to rank the existing services from 1 = "Excellent" to 5 = "Very Poor" for eight different categories. The small groups reported the results of their assessments to the rest of the attendees. A summary of the key findings of the small group assessment appears in the County Coordinated Public Transit-Human Services Transportation Plans.

WRAP-UP AND PREVIEW OF NEXT MEETING

After the small group discussions, the facilitators asked the attendees to complete several tasks prior to the next meeting. Each attendee was given a blank map on which they were instructed to illustrate unmet needs in the three-county area and bring it to the next meeting. In addition, the facilitators asked attendees to prioritize the unmet transportation needs discussed in their small groups, and to review a table of potential actions and strategies for addressing those needs. The facilitators explained that the next meeting would focus on strategies to address unmet needs, and on determining who will be responsible for implementing the selected strategies and continuing transportation coordination in the future.

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Appendix C

RECORD OF SECOND MEETING 2008 COORDINATION PLANNING IN KENOSHA, RACINE, AND WALWORTH COUNTIES

DATE: September 8, 2008

TIME: 9:30 a.m.

PLACE: Room 100
Gateway Technical College
Burlington, Wisconsin

PARTICIPANTS

Valjean Abrahamson Kenosha Achievement Center, Inc.

Julie Anderson Director, Racine County Department of Planning & Development

Len Brandrup Director of Transportation, Kenosha Area Transit System

Mary Connolly Monitoring and Evaluation, Racine County Human Services

Mark Eickhorst Mobility Coordinator, Racine Area Manufacturers and Commerce

Bill Erickson Kenosha County Job Center

Carolyn Feldt Assistant Director, Kenosha County Division of Aging and Disability Services

Ninna Frank Outreach Specialist, Resource Center, Racine County Aging and Disabilities

Marty Garb General Manager, First Transit

Curtis Garner Belle Urban System, City of Racine

Adelene Greene Director, Kenosha County Department of Workforce Development

Geoffrey Greiveldinger Chief of Staff, Office of County Executive, Racine County

Daniel Haney Transportation Manager, Community Care Inc.

Tami Jandrowski Society's Assets, Inc.

Jane Kirchhoff Goodwill Industries of Southeastern Wisconsin

Cindy Lester A Day In Time, Inc.

Roger Lincoln Kenosha Achievement Center Inc.

Karen Lockwood Kenosha County Specialized Transportation Commission

Pauline Lorenz Society's Assets, Inc.

Chris Nielsen American Cancer Society

Thomas Pringle County Board Supervisor, Racine County

Marilyn Putz Director, Walworth County Job Center/Kaiser Group

Nancy Russell Chairperson, Walworth County Board of Supervisors

Cindy Siefert Lincoln Lutheran, Inc.

Cynthia Simonsen Executive Director, VIP Services, Inc.

James M. Smith Chair, Town of Somers

Becky Soderholm Program Manager, Wisconsin Department of Transportation

John Steinbrink President, Village of Pleasant Prairie

Debbie Waldron-Smith A Day In Time, Inc.

Erin Winch Director of Therapeutic Recreation, Village of Pleasant Prairie

James Wooldridge Chair, Walworth County Council on Aging

Roger Zierfus Walworth County Health and Human Services

FACILITATORS

Albert A. Beck Principal Planner, SEWRPC

Sonia Dubielzig Senior Planner, SEWRPC

Eric Lynde Planner, SEWRPC

WELCOME AND INTRODUCTIONS

Mr. Al Beck welcomed participants and asked attendees to introduce themselves, the agency they represented, and, if they provided any service, what type of service they provided to the meeting. Mr. Beck then explained the main tasks for the meeting:

1. Presentation on transportation funding programs and State coordination efforts
2. Review of key findings from the previous meeting
3. Assessment of unmet transportation needs and gaps in transportation service
4. Presentation of strategies to address unmet needs and gaps in service
5. Selection and prioritization of strategies to address unmet needs and gaps in service
6. Wrap-up

PRESENTATION OF TRANSPORTATION FUNDING PROGRAMS AND STATE COORDINATION EFFORTS

Becky Soderholm of the Wisconsin Department of Transportation (WisDOT) described the funding programs that exist for transportation services and projects. She also described the role and efforts that WisDOT has made to aid in completing the coordination planning process.

REVIEW OF KEY FINDINGS FROM PREVIOUS MEETING

Mr. Lynde presented the key findings determined from the previous meeting. Several additions to the findings were made based on feedback from attendees.

SMALL GROUP DISCUSSION: RANKING OF UNMET TRANSPORTATION NEEDS

After the review of key findings, the attendees were divided into three small groups, according to the county they were affiliated with. In the small groups, participants discussed worksheets that each had completed prior to the meeting, describing how well current transportation services were meeting residents' needs for travel within each county as well as between the three counties. They were then asked to come to an agreement on the unmet needs, and the priority, or order of importance, of addressing each unmet need.

PRESENTATION OF STRATEGIES TO ADDRESS UNMET NEEDS AND GAPS IN SERVICE

Ms. Dubielzig presented strategies that could potentially address the prioritized unmet transportation needs and gaps in service that were derived from the previous small group discussion. Each attendee was asked to consider if each strategy could succeed within the county they were associated with.

SMALL GROUP DISCUSSION: SELECTION AND PRIORITIZATION OF STRATEGIES TO ADDRESS UNMET NEEDS AND GAPS IN SERVICE

After the presentation of strategies, the attendees returned to their groups. In the groups, they discussed the strategies and how well they might meet the needs of their county. They were then asked to select strategies that were applicable within their county and between counties, and prioritize the selected strategies based on their ability to address the previously determined unmet needs and gaps in service, as well as how easy each strategy would be to implement. In addition, the participants were asked to identify who would be responsible for implementing each strategy and to agree upon how future transportation coordination will happen. A summary of the prioritized strategies appears in each County's Coordination Plan.

WRAP-UP

After the small group discussions, the facilitators concluded the meeting by explaining how SEWRPC staff would assemble each County Coordinated Public Transit-Human Services Transportation Plan and send it to the participants from each county for review. The facilitators also asked each county if they desired a third meeting to review and complete their plan. Attendees from Kenosha and Walworth Counties responded that a third meeting would be desirable, while Racine County representatives felt that they did not need an additional meeting.

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