Minutes of the First Meeting

THE RACINE COUNTY PUBLIC TRANSIT PLAN WORKGROUP: 2010-2014

Date: October 30, 2008

Time: 2:00 p.m.

Place: Racine County Ives Grove Auditorium
14200 Washington Avenue
Sturtevant, WI 53177

Individuals Present
Julie Anderson .................................. Director, Racine County Department of Planning & Development
Peter Christensen .......................................................... Trustee, Village of Wind Point
Ray DeHahn .................................. Member, City of Racine Transit and Parking Commission
Mark Eickhorst .................................. Mobility Coordinator, Racine Area Manufacturers and Commerce
Rebecca Ewald .................................. Administrator, Village of Waterford
Deborah Ganaway .................................. Chair, City of Racine Transit and Parking Commission
Curtis Garner .................................. Executive Director, Belle Urban System
Richard Goetsch .................................. Secretary, Racine Literacy Council
Raymond Gromacki .................................. Chair, Town of Dover
Benjamin Hughes .................................. Administrator, City of Racine
Ron Jandura .................................. Superintendent, Burlington Area School District
Debra Jossart .................................. Director, Racine County Human Services Department
Gordon Kacala .................................. Executive Director, Racine County Economic Development Corporation
Mary Kacmarcik .................................. Supervisor, Town of Waterford
Brian O’Connell .................................. Director of City Development, City of Racine
Alice Oliver .................................. Manager, Racine County Workforce Development Center
Robert Miller .................................. Mayor, City of Burlington
Patricia Reikowski .................................. Wisconsin Department of Transportation, Southeast Region
Patrick Starken .................................. Transportation Director, Racine Unified School District

Staff Present
Albert A. Beck .................................. Principal Planner, Southeastern Wisconsin Regional Planning Commission
Eric Lynde .................................. Planner/Engineer, Southeastern Wisconsin Regional Planning Commission
Ken Yunker .................................. Deputy Director, Southeastern Wisconsin Regional Planning Commission

WELCOME AND INTRODUCTIONS

Ms. Anderson brought the meeting to order at 2:05 p.m. She thanked those in attendance for agreeing to be part of the Workgroup that has been convened to guide the preparation of the transit plan for Racine County. Following introductions, she then turned the meeting over to Mr. Yunker, who indicated that roll call would be taken through the circulation of a meeting sign-in sheet.

Mr. Yunker provided an overview of the study and the role of the Workgroup. He stated that the Workgroup had been created to guide the development of the transit plan for Racine County and that the study had been requested by both Racine County and the City of Racine. He stated that the Workgroup
would be asked to guide and direct Commission staff in the preparation of the plan, reviewing draft copies of the chapters of the study report, and ultimately making the plan recommendations. He indicated that Commission staff would assume responsibility for the preparation of meeting minutes, and that any significant revisions to each chapter requested by the Workgroup would be identified in the minutes.


Mr. Yunker reviewed with the Workgroup the elements of the first chapter of the Racine County Public Transit Plan on a section-by-section basis, summarizing the study purpose and scope of work, and scheme of presentation for the study report. During the review, the following questions were raised and addressed:

1. Mr. Kacala asked if bicycle facilities could be addressed in some fashion during the current study. Mr. Yunker responded that the current study was not intended to include planning for bicycle facilities but that staff would brief the Workgroup on the bicycle facility recommendations in the year 2035 Regional Transportation System Plan at the next meeting.

[Secretary’s Note: The recommendations of the Commission’s adopted year 2035 regional transportation system plan concerning bicycle facilities in Racine County are summarized in Attachment 1 to these meetings.]

2. Mr. Jandura asked if the study would include an analysis of providing transit service to the major educational centers in the County. Mr. Yunker responded that the plan will examine providing transit services to the universities/colleges within Racine County, and to the University of Wisconsin-Parkside in Kenosha County.

There being no further discussion on the chapter, a motion to approve Chapter I was made by Mr. Miller, seconded by Mr. Kacala, and approved unanimously by the Workgroup.


Mr. Yunker reviewed with the Workgroup the elements of the second chapter of the Racine County Public Transit Plan on a section-by-section basis. During the review, the following questions and comments were raised and addressed:

1. Mr. Eickhorst referred to the discussion on pages 3 and 4 of the fares for bus service provided by the City of Racine Belle Urban System (BUS) and noted that a $0.25 increase in the base adult cash fare had been proposed in the preliminary 2009 budget for the system. Mr. Yunker stated that text would be added to the chapter identifying the 2009 fare increase if the fare increase would be included in the final 2009 transit system budget.

[Secretary’s Note: The City of Racine has not included the proposed fare increase in the 2009 BUS operating budget.]

2. Referring to the text on page 4 describing the City of Racine’s paratransit service for disabled persons, Mr. Goetsch asked if this was the Dial-a-Ride Transportation (DART) service and if
it was part of the BUS. Mr. Garner responded that the DART service is provided as a part of the BUS. Mr. Yunker stated that this would be clarified in the text.

[Secretary’s Note: The beginning of the fourth sentence in the last paragraph on page 4 has been reworded as follows: “Currently, the BUS provides paratransit service through its Dial-a-Ride Transportation (DART) service utilizing a fleet of seven mini-buses to transport eligible individuals on a next-day reservation basis for trips made within three-quarters of a mile of a bus route during the hours of operation for the bus system.” Table 2-3 has been modified to include the name of the paratransit service in the title of the table and in the column headings. A copy of the revised table is in Attachment 2.]

3. Mr. DeHahn, referring to Figure 2-5, asked why State transit operating assistance funds decreased by five percent from 2003 to 2007. Mr. Yunker explained that the Wisconsin Department of Transportation combines State and Federal transit assistance funds when it distributes the funds to transit systems the size of the Racine BUS, and has a goal of a 60 percent combined State and Federal funding share of total system operating expenses. He noted that Federal funding has increased, and as a result State funding has declined.

4. Referring to Map 2-3, Ms Anderson noted that the intercity bus route operated by Coach USA over IH 94 does not service the park-ride lot across from the Racine County Ives Grove Offices, stopping instead at the truck stop at IH 94 and STH 20. Mr. Yunker stated this would be clarified in the chapter text.

[Secretary’s Note: The end of second sentence in the second bullet on page 9 has been changed to read “Service over the route consists of 14 southbound runs and 14 northbound runs daily, with the only stop within Racine County, at a truck stop at the intersection of IH 94 and STH 20.” Map 2-3 has been modified to identify the stop for the intercity bus route operated by Coach USA is the Petro Station/Iron Skillet truck stop at the intersection of IH 94 and STH 20. A copy of the revised map is in Attachment 3.]

5. Referring to the text on page 10, Ms. Oliver asked if the taxicab services identified actually operated seven days a week and also requested that that number of taxicab vehicles operated by each taxicab company be identified. Mr. Eickhorst noted that he believed a problem with the taxicab services in the City of Racine that results in questions on their service hours was that they do not have enough capacity in terms of vehicles or drivers and sometimes service is not available when people call to schedule a ride. Mr. Yunker stated that Commission staff would also look into that issue. Ms. Oliver suggested that some churches may have vehicles that could be potentially be used to provide transportation for employment purposes. Mr. Yunker stated that the use of such vehicles would be considered later in the study in developing alternative transit services.

[Secretary’s Note: Racine Yellow Cab serving the City of Racine and environs identified its service hours to Commission staff as seven days a week, 24 hours a day. However, comments received from the company and from those participating in the meetings held for preparing the Racine County Public Transit–Human Services Transportation Coordination Plan indicated that the company is not always able to respond to service requests due to the limited number of vehicles and drivers it has available. The company has three sedans and one minivan available to provide taxi service. A revised copy of Table 2-9 indicating the number of taxicab vehicles used by Racine Yellow Cab is included in Attachment 4. The Commission staff was informed that]
Tietel’s Transport/Burlington Cab serving the City of Burlington is no longer in operation and all references to the company have been removed from Chapter III.

6. Referring to Table 2-10, Ms. Jossart noted that Lincoln Lutheran Specialized Transportation and Wisconsin Veterans Home had been included in Table 2-10 as major human services transportation providers, while other nursing homes were not. She noted that transportation only for the needs of their residents, as do other nursing homes, and suggested they be removed from the table.

[Secretary’s Note: Lincoln Lutheran Specialized Transportation and the Wisconsin’s Veterans Home have been removed from Table 2-10 and the bullet at the top of page 12 has been removed from the chapter text. A copy of the revised table is provided in Attachment 5.]

7. Mr. Jandura suggested that private school bus companies may be able to provide some public transportation service when they are not transporting students for the various schools in the County. Mr. Yunker said that private school bus companies would be identified in the chapter.

[Secretary’s Note: A new section describing private school and charter bus operators in Racine County has been inserted on page 12 immediately preceding the chapter summary. The new text is included in Attachment 6.]

8. Mr. Goetsch noted that the qualifications for school bus drivers may be different than those for drivers of public transit buses, in particular regarding Commercial Driver’s License (CDL) requirements. Mr. Yunker said that Commission staff would research the requirements for both types of drivers and report back in the meeting minutes.

[Secretary’s Note: To operate a public transit vehicle, drivers must obtain a CDL with a passenger (“P”) endorsement on that license. Drivers of school bus vehicles must have a CDL and, in addition to the “P” endorsement, also have a school bus (“S”) endorsement. Wisconsin law also requires that school bus drivers be subject to a criminal and driver’s record background check. Most public transit operators in Wisconsin require similar checks for employees.]

9. Mr. Goetsch asked if the County transit plan could include recommendations to provide training to enable a low-income individual to acquire a driver’s license. Mr. Yunker said that such training would be considered in the plan, possibly along with other programs, such as loans to low-income individuals for purchasing cars for work travel.

There being no further discussion on the chapter, a motion to approve Chapter II as amended was made by Mr. DeHahn, seconded by Mr. Eickhorst, and approved unanimously by the Workgroup.

**REVIEW OF MEETINGS ON PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION COORDINATION PLANNING IN RACINE COUNTY**

Mr. Yunker reviewed with the Workgroup a presentation (see Attachment 7) that summarized the public transit-human services transportation coordination planning process that had been conducted in Racine County during 2008. He indicated that preparation of the plan was necessary in order to meet Federal requirements, in particular for three Federal transit programs that fund transit services for elderly/disabled and low-income individuals. Commission staff organized, and served as facilitators at, the two meetings at which attendees identified the service gaps and unmet transportation service needs of the County’s
elderly, disabled, or low-income population pertaining to travel within Racine County and between Racine County and other adjacent counties. Meeting attendees also identified and prioritized a number of potential strategies to address these gaps and unmet needs. Mr. Yunker stated that the participants in the process requested that the Racine County Public Transit Plan investigate further the identified gaps, unmet needs, and potential strategies.

Ms. Anderson noted that the Racine County Public Transit Plan is intended to include an analysis of needs and public transit service and coordination recommendations for the entire county, including for the City of Racine transit system. She stated that both public transit and specialized transportation services would be addressed in the plan. She stated that the Public Transit-Human Services Transportation Coordination Plan findings would be considered in the Racine County comprehensive plan that was currently being developed.

NEXT MEETING OF THE RACINE COUNTY PUBLIC TRANSIT PLAN WORKGROUP

Mr. Yunker previewed the topics of the next Workgroup meeting. He stated that drafts of Chapter III, “Land Use and Travel Patterns”, and Chapter IV, “Public Transit Service Objectives and Standards”, of the final report would be presented at the next meeting. Ms. Anderson asked if Thursdays at 2:00 p.m. were acceptable to Workgroup members as meeting days and times. There were no objections raised by those attending.

ADJOURNMENT

A motion to adjourn the meeting was made by Mr. Miller, seconded by Mr. DeHahn, and carried unanimously by the Workgroup. The meeting was adjourned at 3:45 p.m.

Respectfully submitted,

Kenneth R. Yunker
Recording Secretary

KRY/AAB/EDL/aab/edl
12/23/08
DOC#140495 v1 - Racine TDP 09 - Meeting Minutes for 10/30/08
SUMMARY OF RECOMMENDATIONS OF THE RECOMMENDED BICYCLE FACILITIES INCLUDED IN THE YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN

The year 2035 regional transportation system plan was adopted by the Regional Planning Commission in June 2006 and consists of five elements: arterial streets and highways, public transit, bicycle and pedestrian facilities, travel demand management, and transportation systems management. The plan recommendations pertaining to bicycle and pedestrian facilities in Racine County are intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to automobile travel. The recommendations of the regional plan include the accommodation of bicycling along arterial streets and highways and along with an off-street system of bicycle paths as follows:

- **Bicycle Accommodation on Arterial Streets and Highways:** The regional plan recommends that the accommodation of bicycling be considered and implemented, if feasible, on surface arterial streets, as those streets are resurfaced or reconstructed in the years ahead. On arterial streets and highways with high-speed traffic or heavy volumes of truck or transit vehicle traffic, special bicycle accommodations are particularly important. These accommodations may be accomplished through marked bicycle lanes, widened outside travel lanes, widened and paved shoulders, or separate bicycle paths. Land access and collector streets, due to low traffic volumes and speeds, are capable of accommodating bicycle travel with no special accommodation for bicycle travel.

- **Off-street Bicycle Paths:** The regional plan also recommends a system of off-street bicycle paths connecting the urban areas in Racine County. The proposed system is similar to the system of recreation trails recommended in the County park and open space plan. The off-street paths would, for the most part, be located in natural resource and utility corridors, including former railroad corridors. The proposed off-street bicycle system is shown on Map 1. Some on-street segments would provide connections to the off-street paths or provide linkages within the proposed system. The off-street segments of the proposed system include about 87 miles of trails in Racine County.

The pedestrian facilities portion of this element of the regional plan is a policy, rather than a system, plan. It recommends that the various units and agencies of government responsible for the construction and maintenance of pedestrian facilities in Southeastern Wisconsin adopt and follow a set of recommended standards¹ and guidelines with regard to the development of those facilities, particularly within urban neighborhoods.

In addition to the recommendations for bicycle and pedestrian facilities in the regional plan, the Commission recommends that each municipality develop its own local plan, in which the requirements for bicycle and pedestrian facilities can be determined at the municipality’s discretion.

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¹*The standards are set forth in Appendix B of SEWRPC Planning Report No. 49, A Regional Transportation System Plan for Southeastern Wisconsin: 2035, June 2006.*
Map 1

OFF-STREET BICYCLE PATHS AND SURFACE ARTERIAL STREET AND HIGHWAY SYSTEM BICYCLE
ACCOMMODATION FOR RACINE COUNTY RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN

BICYCLE AND PEDESTRIAN
OFF-STREET PATH

- Off-street bicycle way
- Surface arterial street
- Non arterial street
- Surface arterial streets

Source: SEWRPC

Map Document: (:\COMMON\LAND\frank\Racine County Trans Maps\BikePlan.mxd)
### Table 2-3 Revised

**OPERATING AND SERVICE CHARACTERISTICS FOR THE CITY OF RACINE**  
**DIAL A RIDE (DART) TRANSPORTATION SERVICE FOR DISABLED INDIVIDUALS: 2008**

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>DART Service Provided By Belle Urban System</th>
</tr>
</thead>
</table>
| **Eligibility**                     | • Any disabled person whose physical or cognitive disability prevents them from using other modes of transportation, including public transportation or private automobile. Eligibility criteria include disabilities which would prohibit an individual from using a transit vehicle or from traveling to or from a bus stop.  
  • Eligibility must be approved by Belle Urban System  
  • Eligibility list maintained by Belle Urban System |
| **Response Time**                   | • Service provided on a next-day reservation basis  
  • Reservation service for trip requests available Monday through Friday 8:00 a.m. to 4:00 p.m. On Saturday and Sunday a message service is utilized for next day service. |
| **Restrictions or Priorities Placed on Service** | • None                                                                                                                   |
| **Fares**                           | • $2.50 per one way trip                                                                                                                                                                                                                  |
| **Days and Hours of Operation**     | • Monday-Friday: 5:30 a.m. to Midnight  
  • Saturday: 5:30 a.m. to 11:00 p.m.  
  • Sundays: 9:00 a.m. to 7:00 p.m.                                                                                                                                             |
| **Service Area**                    | • Door-to-door service provided for trips made within three-quarters mile of a Belle Urban System bus route                                                                                                                                   |

*Paratransit service required to meet Federal regulations implementing the public transit requirements of the Americans with Disabilities Act of 1990.*

*Source: City of Racine Department of Transportation and SEWRPC.*
**Table 2-9 Revised**

**ADDITIONAL LOCAL AND INTERCITY TRANSIT SERVICES FOR THE GENERAL PUBLIC IN RACINE COUNTY: 2008**

<table>
<thead>
<tr>
<th>Name of Service Provider</th>
<th>Type of Provider</th>
<th>Type of Service</th>
<th>Days and Hours of Operation</th>
<th>Fares</th>
<th>Service Area</th>
<th>Vehicles Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wisconsin Coach Lines, Inc./Coach USA</td>
<td>Public/ private</td>
<td>Commuter bus</td>
<td>Weekdays: 5:15 a.m. - 8:35 p.m.; Weekends/Holidays: 8:15 a.m. - 8:15 p.m.</td>
<td>Distance-based ranging from $1.00 to $4.00 for adults</td>
<td>Service between Kenosha and Milwaukee, stopping in Racine County in the Village of Caledonia, the City of Racine and the Village of Mt. Pleasant</td>
<td>Long distance over-the-road motor coaches</td>
</tr>
<tr>
<td>Coach USA</td>
<td>Private</td>
<td>Intercity bus</td>
<td>Weekdays: 5:15 a.m. - 11:30 p.m.; Weekends/Holidays: 8:15 a.m. - 10:30 p.m.</td>
<td>Distance-based</td>
<td>Service between Milwaukee and Chicago, with one stop at IH 94 and STH 20</td>
<td>Long distance over-the-road motor coaches</td>
</tr>
<tr>
<td>Amtrak</td>
<td>Public</td>
<td>Intercity passenger train</td>
<td>Weekdays: 5:15 a.m. - 10:30 p.m.; Saturdays: 6:00 a.m. - 9:30 p.m.; Sundays/Holidays: 8:00 a.m. - 9:00 p.m.</td>
<td>Distance-based</td>
<td>Service between Milwaukee and Chicago, with one stop in the Village of Sturtevant</td>
<td>Standard intercity single-level passenger train coaches</td>
</tr>
<tr>
<td>Racine Yellow Cab</td>
<td>Private</td>
<td>Taxicab</td>
<td>Seven days a week, 24 hours a day</td>
<td>Metered charges based on travel within service area. $3.00 first mile and $2.00 all additional miles</td>
<td>City of Racine and adjacent areas within 15 miles outside city limits</td>
<td>3 Sedans 1 minivan</td>
</tr>
</tbody>
</table>

\(^{a}\)Fares shown are cash fares per trip.

\(^{b}\)The City of Racine acts as the public sponsor for the service, contracting with Wisconsin Coach Lines, Inc./Coach USA (a private for-profit company) to provide the bus service.

Source: SEWRPC
### Table 2-10 Revised

**MAJOR HUMAN SERVICES TRANSPORTATION PROVIDERS FOR ELDERLY AND DISABLED INDIVIDUALS PROVIDED WITHIN THE PRIMARY STUDY AREA: 2008**

<table>
<thead>
<tr>
<th>Name of Service Provider</th>
<th>Type of Provider</th>
<th>Type of Service</th>
<th>Eligible Users</th>
<th>Days and Hours of Operation</th>
<th>Service Area</th>
<th>Fees</th>
<th>Vehicles Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racine County Human Services</td>
<td>Public</td>
<td>Advance reservation, door-to-door for shopping</td>
<td>Persons certified as transportation handicapped</td>
<td>Monday–Friday: 5:00 a.m.–6:00 p.m.</td>
<td>Racine County outside Belle Urban System service area.</td>
<td>Fare of $2.50 per one-way trip</td>
<td>Vehicles are provided by First Transit, Inc., the contracted provider for this service.</td>
</tr>
<tr>
<td></td>
<td>Developmentally Disabled</td>
<td>Public</td>
<td>Subscripton service, door-to-door for employment</td>
<td>Monday–Friday: 6:30 a.m.–4:00 p.m.</td>
<td>Racine County</td>
<td>Fare of $2.50 per one-way trip</td>
<td>Vehicles are provided by the Racine County Opportunity Center, Goodwill Industries, and First Transit, the contracted providers for the service.</td>
</tr>
<tr>
<td>Amer-A-Care</td>
<td>Private, for-profit</td>
<td>Advance reservation door-through-door for medical</td>
<td>General public</td>
<td>Monday–Friday: 7:00 a.m.–3:00 p.m.</td>
<td>Racine, Kenosha, and Milwaukee Counties</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td>DRS Medical Transport</td>
<td>Private, non-profit</td>
<td>Advance reservation door-through-door for any trip</td>
<td>General public</td>
<td>Monday–Friday: 8:00 a.m.–3:00 p.m.; Saturday: As needed; Sunday: On call</td>
<td>Western Racine County and Kenosha, Rock, and Walworth Counties</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td>Erickson Ambulance</td>
<td>Private, for-profit</td>
<td>Advance reservation and on demand, door-through-door</td>
<td>General public</td>
<td>Every day, 24 hours a day</td>
<td>Racine, Kenosha, and other long-distance destinations</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Non-accessible ambulances</td>
</tr>
<tr>
<td>First Transit Inc.</td>
<td>Private, for-profit</td>
<td>Advance reservation door-to-door for medical activities</td>
<td>Medicaid recipients</td>
<td>Monday–Friday: 5:00 a.m.–6:00 p.m.</td>
<td>Racine County</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Wheelchair accessible vans and buses</td>
</tr>
<tr>
<td>Fulfilling a Need</td>
<td>Private, for-profit</td>
<td>Advance reservation door-through-door for any trip</td>
<td>General public</td>
<td>Monday–Friday: 3:00 a.m.–7:00 p.m.; Saturday: 8:00 a.m.–5:00 p.m.</td>
<td>Racine and Kenosha Counties and surrounding area</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Non-accessible vans and cars</td>
</tr>
<tr>
<td>Goodwill Industries</td>
<td>Private, non-profit</td>
<td>Fixed route, door-to-door and scheduled day trips.</td>
<td>Participants in Goodwill adult day services program</td>
<td>Monday–Friday: 9:00 a.m.–3:00 p.m.</td>
<td>Racine County</td>
<td>No charge to user</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td>K &amp; S Medical Transport</td>
<td>Private, for-profit</td>
<td>Advance reservation, door-to-door for non-emergency</td>
<td>General public</td>
<td>Monday–Friday: 5:00 a.m.–5:00 p.m.</td>
<td>Racine, Kenosha, and Milwaukee Counties</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td>LJH Ambulance</td>
<td>Private, for-profit</td>
<td>Advance reservation and on demand, door-to-door for</td>
<td>General public</td>
<td>Every day, 24 hours a day</td>
<td>Racine, Kenosha, and other long-distance destinations</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Non-accessible ambulance</td>
</tr>
<tr>
<td>Medix</td>
<td>Private, for-profit</td>
<td>Advance reservation and on demand, door-to-door for</td>
<td>General public</td>
<td>Every day, 24 hours a day</td>
<td>Racine, Kenosha and other long distance destinations</td>
<td>Private pay</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td></td>
<td>Medical Appointments</td>
<td>Private, for-profit</td>
<td>General public</td>
<td>Monday–Saturday: 6:00 a.m.–6:00 p.m.</td>
<td>Racine and Kenosha</td>
<td>Private pay</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td></td>
<td>Specialized Transportation</td>
<td>Private, for-profit</td>
<td>General public</td>
<td></td>
<td>Racin and Kenosha</td>
<td>Private pay</td>
<td>Wheelchair accessible vans</td>
</tr>
<tr>
<td>Racine County Opportunity Center</td>
<td>Private, non-profit</td>
<td>Subscription, door-to-door</td>
<td>Participants in RCOG job programs</td>
<td>Monday–Friday: 7:15 a.m.–3:15 p.m.</td>
<td>Racine County</td>
<td>No charge to user</td>
<td>Non-accessible vans</td>
</tr>
<tr>
<td>Recovery Medical Transport</td>
<td>Private, for-profit</td>
<td>Advance reservation, door-to-door non emergency and</td>
<td>General public</td>
<td>Monday–Friday: 4:30 a.m.–5:00 p.m.</td>
<td>Racine, Kenosha, and Milwaukee Counties</td>
<td>Private pay and Title 19 Medicaid reimbursement</td>
<td>Wheelchair accessible vans</td>
</tr>
</tbody>
</table>

**Source:** SEWRPC.
The following text has been inserted on page 12 immediately preceding the chapter summary:

**School and Charter Bus Companies**

Several private companies provide transportation for the school districts in Racine County and on a contract or charter basis. The major companies that provided these services in the County are identified in Table 2-12. Student transportation services are generally provided on weekdays that are school days generally between 6:30 a.m. and 8:30 a.m. and 2:00 p.m. and 4:00 p.m., with limited service also provided during weekday midday periods as needed to serve students attending half-day classes, field trips, and special education needs. The school bus companies also are available to provide charter services when their equipment is not being used to provide school transportation. The companies identified also represent potential contract operators of any public transit services that may be proposed under this study.

**Table 2-12**

**PRINCIPAL SCHOOL AND CHARTER BUS OPERATORS IN RACINE COUNTY: 2008**

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Portion of Racine County Served</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Needs</td>
<td>City of Racine and environs</td>
</tr>
<tr>
<td>Durham School Services</td>
<td>Racine County</td>
</tr>
<tr>
<td>First Student</td>
<td>Racine County</td>
</tr>
<tr>
<td>Jones School Bus Service</td>
<td>Western Racine County</td>
</tr>
<tr>
<td>Laidlaw Transit, Inc.</td>
<td>Racine County</td>
</tr>
<tr>
<td>Prompt Charters</td>
<td>Racine</td>
</tr>
<tr>
<td>Road Runner Charter Bus</td>
<td>Western Racine County</td>
</tr>
<tr>
<td>Thomas Bus Service, Inc.</td>
<td>Union Grove</td>
</tr>
</tbody>
</table>

*Source: SEWRPC.*
Overview of Presentation

• Federal and State Coordination Planning Requirements
• Role of the Regional Planning Commission in the Coordination Planning Process
• Relationship to Racine County Transit Plan
• 2008 Racine County Coordination Plan
  • Public Meetings
  • Background Data
  • Unmet Transportation Needs
  • Strategies
• Summary
Coordination Planning Requirements

• Projects funded through four Federal Transit Administration (FTA) or Wisconsin Department of Transportation (WisDOT) transit programs must be part of a “locally developed, coordinated public transit-human services transportation plan”:
  • Elderly and Disabled (Section 5310) Program
  • Job Access and Reverse Commute (Section 5316 JARC) Program
  • New Freedom (Section 5317) Program
  • Supplemental Transportation Rural Assistance Program (STRAP)

Coordination Planning Requirements (continued)

• Affected projects in Racine County
  • Purchase of six accessible buses by City of Racine using New Freedom funds
  • Hiring of mobility manager by Racine Area Manufacturers and Commerce and Racine County using JARC funds

• The Coordination Plan helps to ensure that current and future transit projects will be eligible for funding under the identified transit programs
WisDOT Coordination Planning Process

- Initial set of coordination plans for Wisconsin counties prepared in 2006 and 2007
- Planning process undertaken in 2008 intended to bring plans into compliance with final Federal regulations calling for plans to include:
  - 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
  - Priorities for implementing the proposed strategies.

Role of SEWRPC in Coordination Planning

- 2008 coordination planning process involves public meetings facilitated by the Regional Planning Commission:
  - Bringing together all stakeholders to provide input to the coordination plan
  - Providing data on population, employment, and existing transit services as background for the required assessments
  - Facilitating discussion on service deficiencies and unmet transportation needs for population
  - Helping to identify potential coordination strategies and their potential benefits
  - Documenting the list of coordination strategies for each County identified by meeting participants
Relationship to Racine County Transit Plan

• Need for Racine County Transit Plan identified during public meetings held in 2007 for County coordination planning
• List of transportation needs and deficiencies cited by participants included:
  • Need to extend bus services provided by City of Racine and improve service levels
  • Little or no transportation options for residents of western Racine County
  • In particular, need for options for travel to employers or higher-education institutions within County
  • Lack of options for travel outside Racine County
• Racine County Transit Plan will review and refine the transportation needs identified in coordination plan and identify actions to address them

Racine County Meetings for 2008 Coordination Planning

• The 2008 Public Transit-Human Service Transportation Coordination Plan for Racine County was prepared by participants at two public meetings held August 26, 2008, and September 8, 2008
• Stakeholders invited to meetings included public and private transportation providers, human services agencies, job centers, advocacy groups, public officials, and users of the existing transportation services
• Attendees conducted the required assessments to identify unmet transportation needs, and identified a prioritized list of strategies for coordinating the transportation services provided by public transit and human services agencies in Racine County
Background Data for Assessments

- Data provided to attendees by Commission staff included:
  - Population Characteristics
    - The size and growth trends for the County’s total population and transit dependent persons (persons with limited access to the automobile)
  - Location of major activity centers
    - Those land uses or facilities that currently attract, or have the potential to attract, significant total person or transit person trips
  - Existing transportation services
    - Including services available to the general public and “human services transportation” primarily aimed serving the elderly and disabled or other special population groups

Assessment of Unmet Transportation Needs

- Meeting Attendees were divided into small groups that evaluated the existing intra-county and inter-county transportation services provided based on:
  - Areas served
  - Service periods
  - Passenger fares/fees
  - Eligibility requirements for services
  - Vehicle accessibility for wheelchair passengers
  - Customer service
  - Required or typical wait times for advance reservations
  - Ease of finding information on the services
Assessment of Unmet Transportation Needs (continued)

• Unmet Needs within Racine County
  • Lack of way to provide information on available services in a coordinated manner
  • Lack of information on the current utilization of existing transportation services in the County
  • Lack of transportation options for elderly and disabled individuals in western Racine County
  • Residents of both eastern and western Racine County have few transportation options for travel to employers or higher-education institutions
  • Service frequency on the Racine bus routes is not adequate to serve the employers and major activity centers in Mount Pleasant and Sturtevant.
  • Taxicab service in the City of Racine is inadequate

• Unmet Needs for Travel Between Racine County and Adjacent Counties
  • Lack of transportation options between western Racine County and employment or activity centers in Milwaukee County
  • Lack of transportation options to get to medical appointments in neighboring counties
  • No commuter rail service to connect eastern Racine County with eastern Kenosha County, Milwaukee County, and the Chicago area
  • Lack of park-ride lots in western Racine County to serve carpooling by commuters traveling to Milwaukee County or as stops for potential future rapid bus services
Proposed Coordination Strategies

- Coordination strategies to address the unmet transportation needs identified and prioritized by meeting attendees
- Strategies to address unmet needs for travel within Racine County included:
  - Improve access to information on the availability and use of transportation services, and improve communication between agencies that provide and use the services
  - Create an online directory of transportation service providers.
  - Improve existing transportation services by extending routes, increasing service frequency and hours, and add new services where they are needed and can be supported

Proposed Coordination Strategies (continued)

- Strategies to address unmet needs for travel within Racine County (continued)
  - Purchase new vehicles for transportation services, such as accessible vans or buses for wheelchair passengers
  - Consolidate and share transportation resources among transportation providers.
  - Support auto loan programs for low-income workers who cannot use public transportation to get to jobs.
  - Establish subsidized shared-ride taxi services to provide demand-responsive transit services
Proposed Coordination Strategies (continued)

• Strategies to address unmet needs for travel between Racine County and adjacent Counties include:
  • Improve the convenience of transportation services between the Cities of Racine and Kenosha
  • Establish shared-ride taxi services or a user-side subsidy program to serve trips made outside County
  • Create transportation connections between the various campuses for Gateway Technical College and the University of Wisconsin-Parkside
  • Provide commuter rail service linking eastern Racine County and eastern Kenosha County, Milwaukee County, and the Chicago area
  • Consolidate functions and share resources among transportation providers

Financial/Funding Strategies

• Federal and State funding sources were also identified that can potentially be drawn upon to provide financial aid for projects implementing the proposed coordination strategies:
  FTA Programs
  • Section 5307 Urbanized Area Formula Grant Program
  • Section 5309 Capital Program
  • Section 5310 Elderly and Disabled Capital Assistance Program
  • Section 5311 Nonurbanized Formula Grant Program
  • Section 5316 Job Access and Reverse Commute (JARC) Program
  • Section 5317 New Freedom Program
  • Supplemental Transportation Rural Assistance Program (STRAP)
  • Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Financial/Funding Strategies (continued)

- Federal and State funding sources (continued)
  
  WisDOT Programs
  - Section 85.20 State Urban Mass Transit Operating Assistance Program
  - Section 85.21 County Elderly and Disabled Transportation Assistance
  - Wisconsin Employment Transportation Assistance Program (WETAP)

Summary

- Coordination planning was undertaken to comply with Federal requirements associated with Federal transit financial aid programs
- Plan ensures that current and future transit projects will be eligible for certain Federal and State funding programs
- The Racine County Public Transit Plan will attempt to refine and detail the coordination actions, service improvements, and new services suggested under the County coordination plan