

KRM

THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK

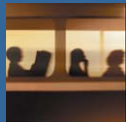


Public Information Meetings

- February 5 - Racine
- February 7 - Kenosha
- February 8 - Milwaukee

Sponsored by an Intergovernmental Partnership of the Cities and Counties of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation and the Southeastern Wisconsin Regional Planning Commission

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KRM Commuter Link Background

- Study conducted by an Intergovernmental Partnership created in March 2005 to complete further study of KRM commuter rail
 - County Executives of Kenosha, Milwaukee, and Racine Counties
 - Mayors of the Cities of Kenosha, Milwaukee, and Racine
 - Secretary of the Wisconsin Department of Transportation
 - Chairman of SEWRPC
- Purpose of Study
 - To identify costs and benefits to permit KRM commuter rail to be considered for implementation locally
 - To permit the project to be eligible for Federal discretionary capital funding
 - SEWRPC staff is project manager



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KRM Commuter Link Background (continued)

- Southeastern Wisconsin Regional Transit Authority
 - Created in 2005 - 2007 State budget
 - Three Counties – Kenosha, Milwaukee, and Racine
- Recommend to State legislature and Governor :
 - Role of RTA in sponsoring and operating commuter rail and public transit
 - Local funding source for local share of costs of commuter rail and for local share of costs of all public transit
 - Coordination of commuter rail and public transit



Why Consider a Major Public Transit Improvement in the KRM Corridor?

- To provide a necessary and desirable alternative to the automobile in a heavily traveled corridor
- To provide a high quality alternative to the automobile during IH 94/IH43 freeway system reconstruction over the next 20 years
- To contribute to efficiency in the transportation system, including reduced highway traffic and congestion, air pollution and energy consumption





Why Consider a Major Public Transit Improvement in the KRM Corridor? (cont.)

- To meet the travel needs – access to jobs, education, and other – of the significant portion of the population (15% of households) without an automobile
- To enhance quality of life by providing choice of travel mode and to permit the reduction in household expenditures on transportation, permitting greater savings, other expenditures, and a higher standard of living
- To support and promote higher density infill development and redevelopment, which results in efficiencies for public infrastructure and services, including transportation



Why Consider a Major Public Transit Improvement in the KRM Corridor? (cont.)

- To better connect southeastern Wisconsin with northeastern Illinois
 - Improved connection should promote economic and population growth in the KRM corridor and southeastern Wisconsin
 - Improved job and labor force accessibility
 - Improve accessibility to and enhance GMIA; arts, culture, and entertainment venues; and colleges and universities





Public Transit Alternatives in the KRM Corridor

- A wide range of alternatives has been considered and has been progressively screened to two potential alternatives
 - Commuter rail
 - Improved bus service over existing streets and highways

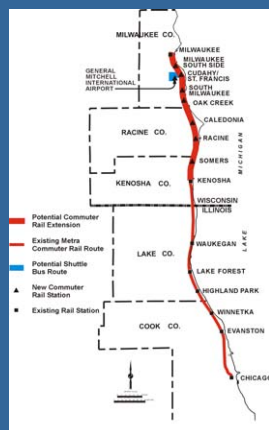


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Proposed KRM Commuter Rail Service

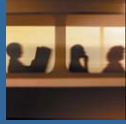


- Connect Milwaukee and Racine to existing Chicago-Kenosha commuter rail
- 33-mile commuter rail line using existing Union Pacific Railroad (UP) and Canadian Pacific Railway (CP) freight lines
- 9 stations
 - Existing stations at Kenosha and Milwaukee
 - New Stations at Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, and Milwaukee South Side



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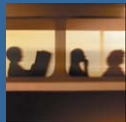


Proposed KRM Commuter Rail Service (cont.)

- Level of service
 - Service provided in both directions along corridor during all time periods
 - 14 weekday trains in each direction
- Train operation
 - Service provided by meeting existing Metra trains at either Kenosha or Waukegan
 - Diesel-multiple-unit cars ("DMUs" or self-propelled coaches)



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Proposed Bus Service Alternative

- The bus alternative is an improved and expanded bus service
 - The best that can be done with improved and expanded bus service over existing streets and highways to provide a similar service as commuter rail, while maintaining the unique advantages of bus service
 - Expansion and enhancement of the existing Wisconsin Coach Lines service and the MCTS Freeway Flyer Route 48 service
- 29 stations or stops
- 14-17 weekday buses in each direction
- Motor coach vehicles with commuter bus amenities



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Evaluation and Comparison of Commuter Rail and Bus Alternatives

- Key Measures of Evaluation and Comparison
 - Capital and operating costs
 - Travel time and speed
 - Travel reliability, comfort, and convenience
 - Transit ridership
 - Impact on highway system
 - Alternative during IH 94 freeway reconstruction
 - Air pollutant emissions and energy impacts
 - Promoting more efficient development and redevelopment
 - Providing increased accessibility to jobs
 - Encouraging corridor economic development by more closely linking southeastern Wisconsin and northeastern Illinois
 - Providing improved accessibility to General Mitchell International Airport
 - Providing improved accessibility to arts, culture, and entertainment
 - Providing improved accessibility to colleges and universities



Conclusions of Intergovernmental Partnership Steering Committee, Commission Staff, and RTA

- Substantial benefits of commuter rail outweigh its increased costs
 - Transportation
 - Community development
 - Economic development





Evaluation and Comparison: Travel Time

- Commuter rail will be much faster than bus in connecting the Kenosha, Milwaukee, and Racine areas to each other and with Northeastern Illinois

	Milwaukee to Kenosha	
	Average <u>Speed</u>	Average <u>travel time</u>
Commuter Rail	38 mph	52 minutes
Bus	20 to 29 mph	83 to 108 minutes

In comparison, a trip by automobile between Milwaukee and Kenosha during the peak traffic hours may be expected to require 54 minutes.



Evaluation and Comparison: Ridership

- Commuter rail may be expected to attract more than twice the ridership than bus
 - Annually, commuter rail will attract 1.71 million trips vs. 0.66 million for bus
- Commuter rail will also attract longer trips and passenger-miles from commuter rail ridership will represent four times the passenger-miles as the bus— 25.2 million passenger-miles vs. 6.2 million for bus





Evaluation and Comparison: Impact on Highway System

- Commuter rail will have four times greater impact on:
 - Highway system traffic volume and congestion
 - Highway system related air pollution and energy consumption



Evaluation and Comparison: Alternative During IH 94 Reconstruction

- Commuter rail will provide a far superior alternative mode of travel during IH 94 reconstruction over the next 20 years compared to a bus alternative
 - Unaffected by increased IH 94 freeway and corridor congestion
 - Attract significantly more traffic from IH 94





Evaluation and Comparison: Accessibility to Jobs

- Due to its higher average speeds and resulting lower travel times, commuter rail will provide greater accessibility to the significant number of jobs in the KRM / northeastern Illinois corridor

Corridor Jobs (1 mile station radius—Year 2000)

▪ Downtown Milwaukee	110,300
▪ Milwaukee County	21,600
▪ Kenosha and Racine Counties	28,200
▪ Chicago North Shore Suburbs	95,100
▪ Chicago North Side	58,500
▪ Downtown Chicago	599,400

- An estimated 246,000, or 41%, of City of Milwaukee residents reside within 3 miles of the two proposed KRM train stations in the City, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop-off by automobile. Of these City residents, 58%, or 143,000, are minorities, and 29% do not have access to an automobile.



Evaluation and Comparison: More Efficient Development and Redevelopment

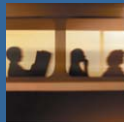
- Commuter rail will have the potential to result in more efficient higher density land development and redevelopment around its stations in the corridor and reduce urban sprawl
 - Encourage desirable needed and planned development/redevelopment in central cities of Milwaukee, Racine, and Kenosha and inner, older suburbs of Cudahy, St. Francis, and South Milwaukee
 - Encourage higher density more efficient development in developing communities of Oak Creek, Caledonia, and Somers





Evaluation and Comparison: More Efficient Development and Redevelopment (cont.)

- Commuter rail may be expected to support, and assist in bringing about, planned development around its 9 stations of up to:
 - 23,000 residential units
 - 71,000 jobs
 - 7.6 million square feet of retail space
 - 4.7 million square feet of office space
 - Increase in assessed valuation of \$7.9 billion
- About 25 to 50% of this development/redevelopment would only occur with implementation of commuter rail



Evaluation and Comparison: Corridor Economic Development and Growth

- The potential for future economic growth of southeastern Wisconsin through more closely linking to Northeastern Illinois is one of a few major economic development themes being advanced for southeastern Wisconsin by the Milwaukee 7.
 - Companies such as S.C. Johnson have cited the importance of this link to Northeastern Illinois to retaining and attracting qualified employees, and maintaining and expanding its presence in southeastern Wisconsin.
- Due to its much higher average speeds and shorter travel times, commuter rail will do a significantly better job of more closely connecting Kenosha, Racine, and Milwaukee to each other and to northeastern Illinois and Chicago





Evaluation and Comparison: Other Benefits

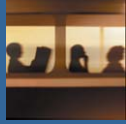
- Potential to increase use of General Mitchell International Airport by northeastern Illinois residents
- Potential to increase accessibility to arts, culture, and entertainment
- Potential to increase accessibility to, and between colleges and universities



Evaluation and Comparison: Capital and Operating Costs

- Commuter rail would have higher capital costs and annual operating and maintenance (O&M) costs than bus
 - Capital cost -- \$198 million for commuter rail compared to \$27 million for bus
 - Annual O&M cost -- \$10.9 million total and \$6.3 million net (less passenger fares) for commuter rail compared to \$3.2 million total and \$1.9 million net for bus
 - Annualized combined capital and total O&M cost -- \$25.9 million for commuter rail compared to \$4.2 million for bus
 - About 80 to 90% of the capital and net operating and maintenance costs may be expected to be funded with Federal and State funds





Conclusions of Intergovernmental Partnership Steering Committee, and Commission Staff and RTA

- Recommend that commuter rail be considered for implementation and be advanced to the U.S. Department of Transportation, Federal Transit Administration as the locally preferred alternative.
 - Public meetings being held in February 2007
 - Completion of Draft EIS and conduct Draft EIS public hearing in April 2007
 - Submission of RTA recommendations to State Legislature and Governor
 - Submission to Federal Transit Administration for consideration of discretionary Federal funding in June 2007

