



# Background

- Purpose of This Phase of Project Development
  - Analyze costs and benefits of commuter rail and bus rapid transit in corridor
  - Refine and update alternatives considered to date
  - Update costs and improve cost-effectiveness, and station area land development and redevelopment
  - Conduct necessary environmental impact assessment
  - Update financial and sponsorship plans



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# Background (cont.)

- Results of This Phase
  - Confirm local decision to proceed with commuter rail
  - Complete Draft Environmental Impact Statement (DEIS) for alternatives and recommended alternative
  - Maintain eligibility for Federal discretionary capital funding
  - Advance to Preliminary Engineering and eventual implementation



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## Background (cont.)



- Key Groups Involved
  - Intergovernmental Partnership
  - KRM Leadership Committee
  - Regional Transit Authority (RTA)



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## Purpose and Need

- Improve Transit Mobility and Access in the KRM Corridor
  - Increase and improve travel options within and between the corridor and Northeastern Illinois
  - Improve access to jobs and labor force
  - Improve mobility for minority and low-income populations
  - Alternative during IH 94 freeway reconstruction



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## Purpose and Need (cont.)

- Attract Increased Transit Ridership
  - Faster and more convenient service
  - Increased reliability
  - Increased safety of travel
  - Reduction in automobile use and highway traffic
  - High potential to generate transit ridership



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## Purpose and Need (cont.)

- Contribute to and Enhance Desirable Economic and Community Development
  - Station area land development and redevelopment
  - Provide transportation that supports area businesses and enhances local economies
  - Regional economic benefits
- Preserve and Protect the Environment



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# Schedule

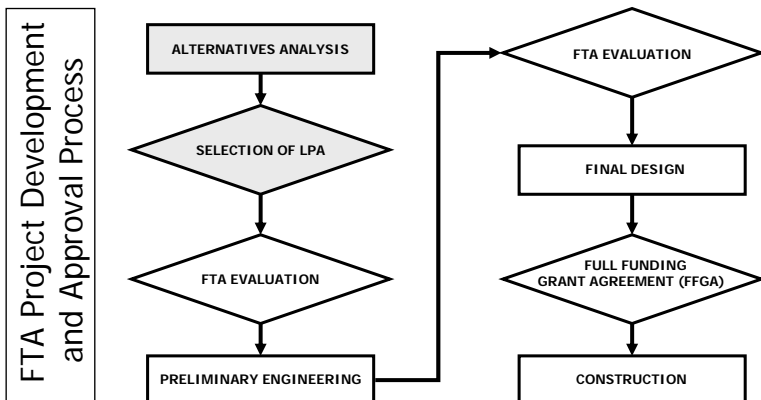
- Fifteen Month Schedule
- Major Milestones
  - Conclude scoping process
    - March, 2006
  - Finalize cost and ridership estimates
    - September, 2006
  - Selection of Locally-Preferred Alternative (LPA)
    - October, 2006
  - Publish Preliminary Draft Environmental Impact Statement (DEIS)
    - January, 2007



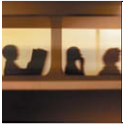
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# Schedule (cont.)



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## Preliminary Alternatives

1. Commuter Rail
2. No Action or "No-Build"
3. Transportation System Management (TSM)
4. Bus Rapid Transit (BRT)





## Commuter Rail Alternative



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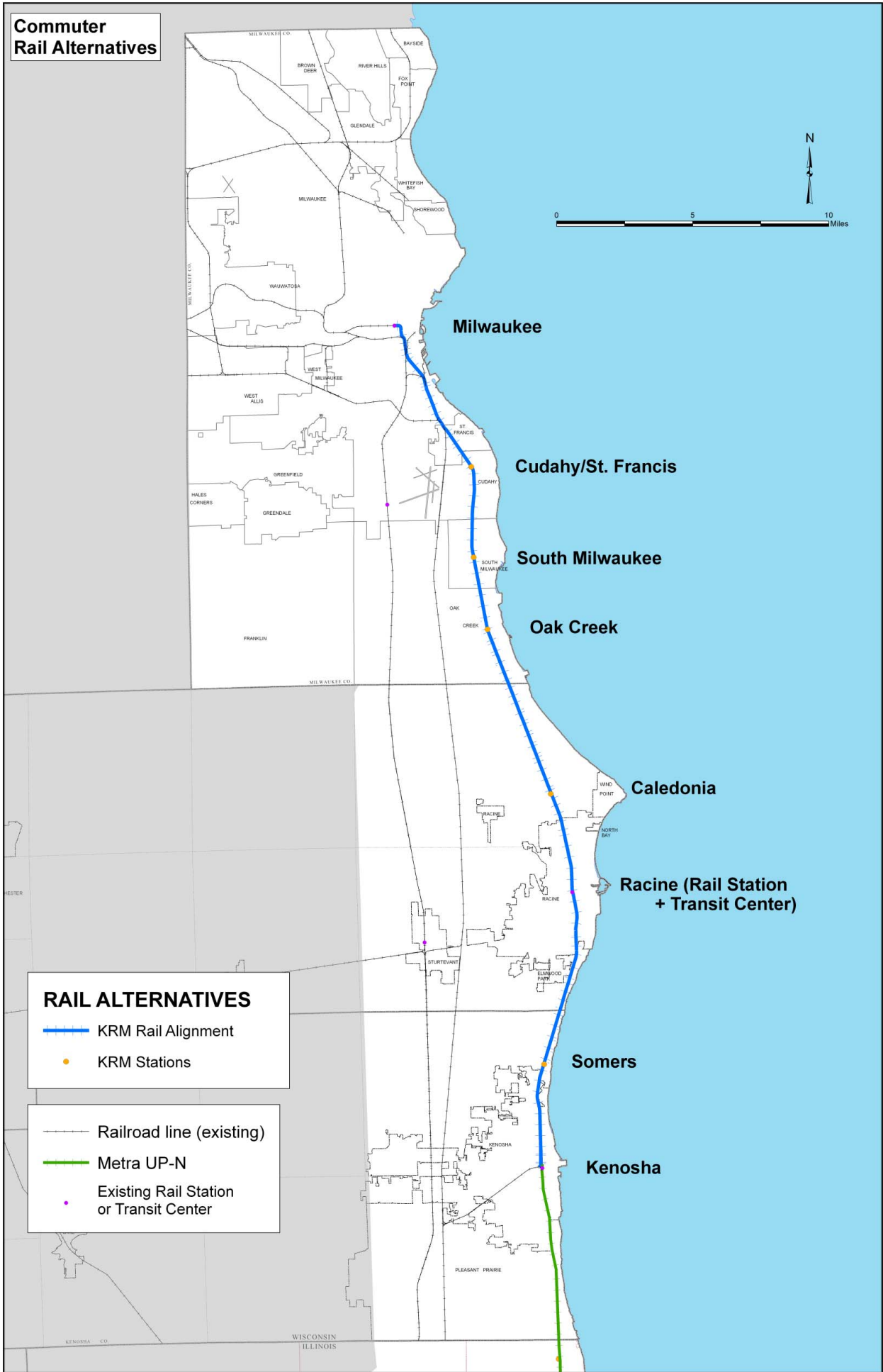
## Commuter Rail Alternative (cont.)

- Similar to and Coordinated with Existing Metra Service to and from Kenosha
- Two Operational Concepts
  1. Independent Southeastern Wisconsin option with timed, cross-platform transfers to and from Metra trains at Kenosha or Waukegan
  2. Through service option not requiring cross-platform transfers
- Station Locations and Service Levels Similar to Bus Alternatives



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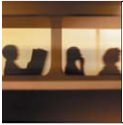
# Commuter Rail Alternatives



**RAIL ALTERNATIVES**

- KRM Rail Alignment
- KRM Stations

- Railroad line (existing)
- Metra UP-N
- Existing Rail Station or Transit Center



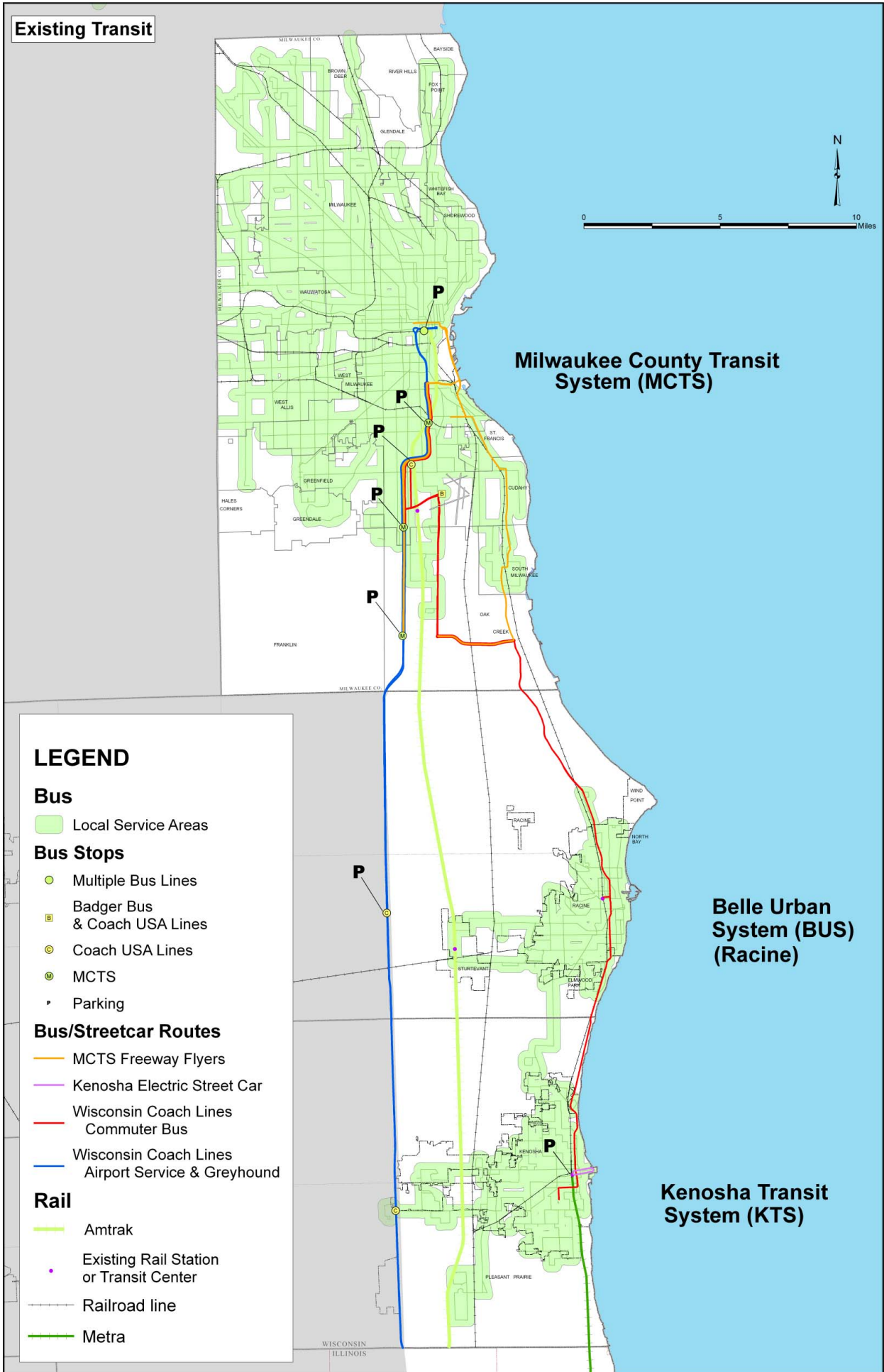
## No-Build Alternative

- Essentially Reflects Current Transportation Systems and Conditions throughout the KRM Corridor



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**Existing Transit**





## TSM Alternative



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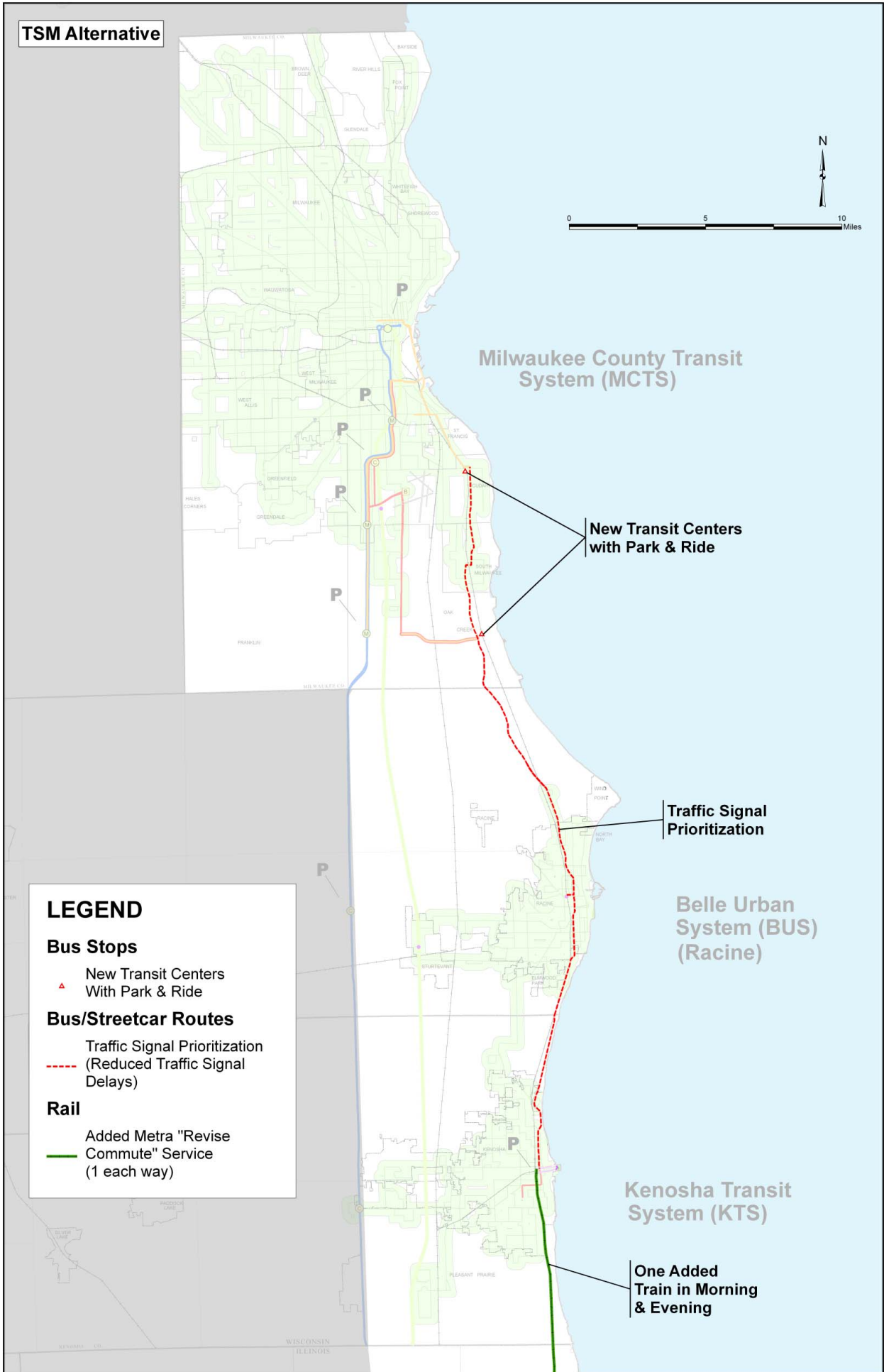
## TSM Alternative (cont.)

- The Best that can be Done to Address Identified Problems without Major Capital Investment
- Utilize and Improve Upon Current Transit Services
  - Increased local, corridor and feeder bus service
  - Increased park-and-ride capacity
  - Traffic signal prioritization
  - Passenger information systems
- Represents a Level of Capital Investment Greater than the No-Build Alternative but Substantially Less than the Bus Rapid Transit (BRT) or Commuter Rail Alternatives
- Increased Metra Service between Kenosha and Chicago



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**TSM Alternative**



**LEGEND**

**Bus Stops**

- ▲ New Transit Centers With Park & Ride

**Bus/Streetcar Routes**

- Traffic Signal Prioritization (Reduced Traffic Signal Delays)

**Rail**

- Added Metra "Revise Commute" Service (1 each way)

Milwaukee County Transit System (MCTS)

New Transit Centers with Park & Ride

Traffic Signal Prioritization

Belle Urban System (BUS) (Racine)

Kenosha Transit System (KTS)

One Added Train in Morning & Evening



## BRT Alternative



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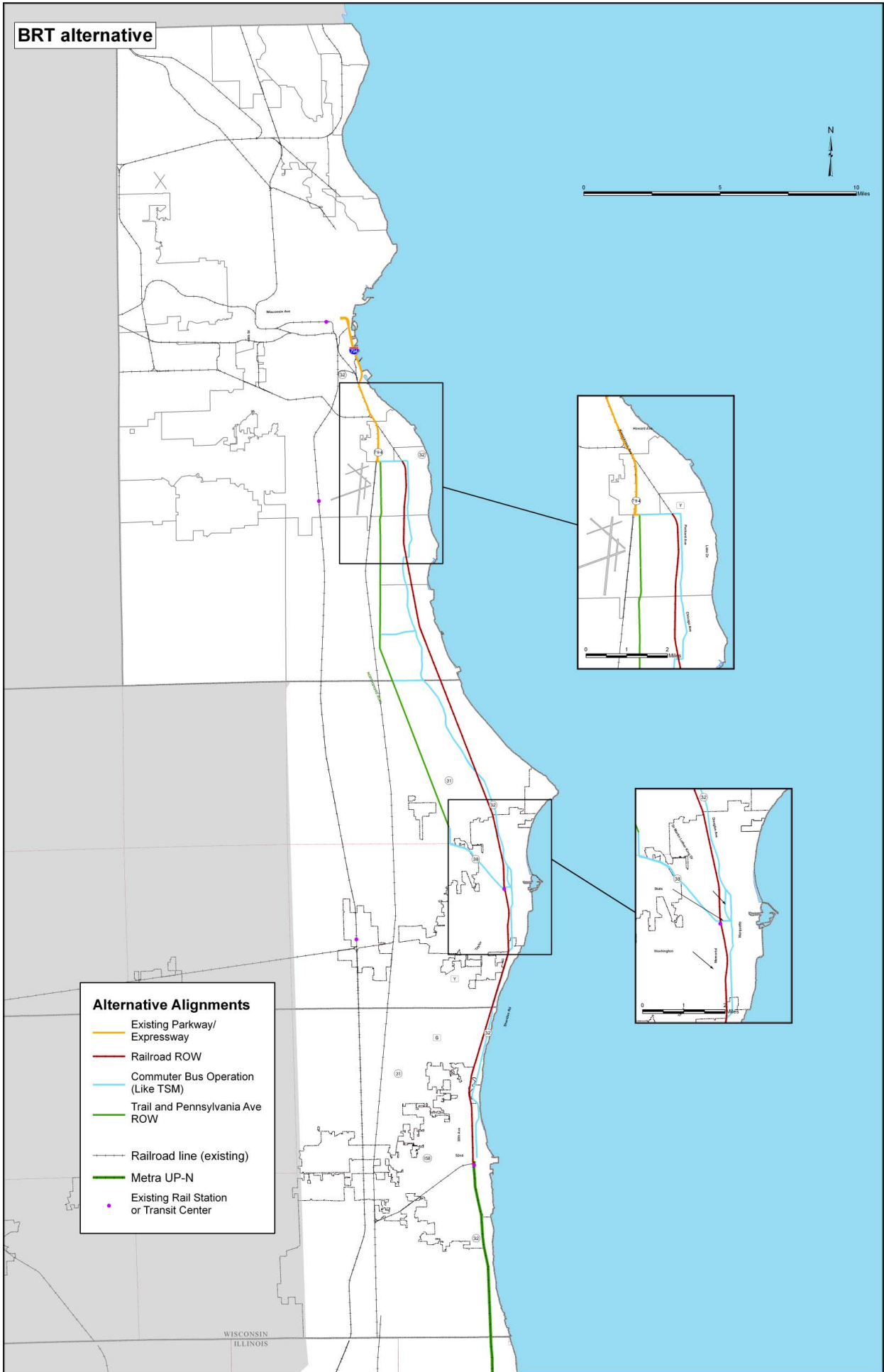
## BRT Alternative (cont.)

- High-Capacity Bus Alternative Providing Service Comparable to a Fixed-Guideway Rail Investment
- Coordinated with Existing Metra Service to and from Kenosha
- Includes all TSM Improvements
- Other Improvements
  - Exclusive and/or semi-exclusive busway segments
  - Compatible vehicle floor and platform heights
  - Lane and signal prioritization
  - On-line stations



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# BRT alternative



- Alternative Alignments**
- Existing Parkway/Expressway
  - Railroad ROW
  - Commuter Bus Operation (Like TSM)
  - Trail and Pennsylvania Ave ROW
  - Railroad line (existing)
  - Metra UP-N
  - Existing Rail Station or Transit Center

WISCONSIN  
ILLINOIS



## Scope of Work

- Comparison and Evaluation of Alternatives
  - Capital and operating costs
  - Ridership forecasts
  - User benefits
  - Engineering and technical considerations
  - Mobility and accessibility
- Impacts of Land Use Development and Redevelopment at Stations
  - Estimation of potential influence of transit improvements
  - Preparation of station-area land use development plans and policies
  - Eventual endorsement and support by each community



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## Scope of Work (cont.)

### Assessment of Potential Social and Environmental Impacts

- Traffic and transportation
- Safety and security
- Regional growth and development
- Noise and vibration
- Historic and archeological resources
- Water resources
- Hazardous materials
- Park and recreational lands
- Visual and aesthetics
- Neighborhoods and communities
- Environmental Justice
- Air quality
- Ecosystems
- Energy and utilities
- Construction impacts



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# Public Involvement

- Scoping Process
  - Public scoping meetings
  - Written comments may be provided at meetings or sent directly to the Regional Planning Commission
  - Deadline for public comments – March 24, 2006
- KRM Website at [KRMonline.org](http://KRMonline.org)
  - Updated project information posted regularly
  - On-line questions and comments welcomed
- Regular Public Information Meetings



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# Public Involvement (cont.)

- Regular Newsletters
- Study Brochure Available during the Fourth Quarter, 2006
- Public Hearing on Preliminary DEIS during the First Quarter, 2007

*Your active involvement in this project is encouraged!*



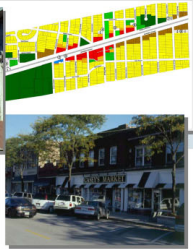
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# Station Area Development and Redevelopment Potential



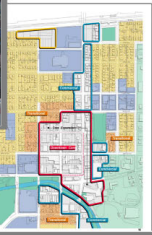
WESTERN SPRINGS, ILLINOIS



ELMHURST, ILLINOIS



NAPERVILLE, ILLINOIS



TINLEY PARK, ILLINOIS



ORLAND PARK, ILLINOIS





## Previous Studies and Actions

- 1998 – Feasibility Study Completed
  - Concluded commuter rail service in KRM corridor is technically and financially feasible
- 2003 – Alternatives Analysis Completed
  - Extensive support indicated at public meetings and hearings
  - Recommended advancing commuter rail to Preliminary Engineering
    - State of Wisconsin would serve as project sponsor
    - Funding would be provided with Federal and State dollars



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## Previous Studies and Actions (cont.)

- 2003 – State Legislation
  - Defined State's role in commuter rail development
  - State can provide capital and operating assistance to locally-sponsored projects
  - Will require a local funding share



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## Previous Studies and Actions (cont.)

- 2005 - Intergovernmental Partnership Formed
  - Jointly created by:
    - County executives of Kenosha, Milwaukee and Racine Counties
    - Mayors of Cities Kenosha, Milwaukee, and Racine
    - Secretary of Wisconsin Department of Transportation
    - Chairman of the Regional Planning Commission
  - Purpose and role is to complete the necessary technical and environmental studies to permit project to proceed to implementation



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## Previous Studies and Actions (cont.)

- 2005 – Leadership Committee Formed
  - Consists of business leaders, elected officials, and the Transit Now group
  - Purpose is to develop support and understanding for project implementation
- 2005 – Regional Transit Authority Created
  - Serves Kenosha, Milwaukee, and Racine counties
  - Purpose is to recommend funding source for local share of project costs and RTA role in sponsoring and operating commuter rail and public transit in corridor



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