

Earth Tech, Inc.

Kenosha-Racine-Milwaukee Alternatives Analysis *Environmental Impact Statement & Project Development Phase*

Final Scoping Report

in association with:

HNTB

**CAMBRIDGE
SYSTEMATICS**

and

American Design
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Connectics Transportation Group
Great Lakes Archeological Research Center
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Prepared for:

**SOUTHEASTERN WISCONSIN
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Major employers, municipalities and counties throughout the corridor want improved transit service

This phase of the KRM project builds upon the results of previous studies

I. INTRODUCTION

Over the past decade a very high level of interest has developed in the Kenosha-Racine-Milwaukee (KRM) corridor for improved commuter transportation service. This interest has resulted in the creation of a group involving major employers and municipalities and counties which has as its objective the improvement of transit service within the corridor. At the request of the local units of government, the Southeastern Wisconsin Regional Planning Commission, the Metropolitan Planning Organization (MPO) for the seven-county Southeastern Wisconsin region, has completed two studies^{1,2} which focus on transit improvements throughout the KRM corridor.

On behalf of an intergovernmental partnership of the counties and cities of Kenosha, Racine and Milwaukee, the Wisconsin Department of Transportation (WisDOT) and the Regional Planning Commission, is undertaking the EIS and Project Development phase of the KRM Alternatives Analysis (AA) in order to produce a Draft Environmental Impact Statement (DEIS), refine the previous alternatives analysis, and develop further a commuter transportation project within the corridor. This study is funded by the Federal Transit Administration (FTA) Section 5309 "New Starts" program, WisDOT, and the members of an Intergovernmental Partnership consisting of the Cities and Counties of Kenosha, Milwaukee and Racine, WisDOT and the Regional Planning Commission. The products of this study will be used to support an application to the FTA for funding of Preliminary Engineering (PE) under the FTA's New Starts program.

¹ Feasibility Study of Commuter Railway Passenger Train Service in the Kenosha-Racine-Milwaukee Corridor, Community Assistance Planning Report No. 239, the Regional Planning Commission, Waukesha, WI, June 1998.

² Kenosha-Racine-Milwaukee Corridor Transit Study Summary Report and Recommended Plan, Community Assistance Planning Report No. 276, the Regional Planning Commission, Waukesha, WI, August 2003.



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Prior regional and corridor studies will provide input.

The long range transportation plan for the region serves as the framework for the KRM Alternatives Analysis study.

Background and Previous Studies

There have been a number of studies of major transportation improvements for the KRM corridor area prepared previously. The results of these studies will be considered in this Alternatives Analysis (AA) for the corridor and provide input to the initial improvement alternatives that will be presented during Scoping.

The Regional Planning Commission adopted a Year 2020 transportation plan for the seven-county Southeastern Wisconsin Region in 1997,³ which was reviewed and reaffirmed in 2003.⁴ The reaffirmation provided an extension of the design year to 2025. The plan recommends the improvement and expansion of public transit services within the Region. The plan envisions the development of rapid and express transit services, as well as the improvement and expansion of existing local transit services. The rapid transit component of the system plan is envisioned as a limited stop service which connects the urban centers of the Region to each other and to the Milwaukee central business district. One of several corridors recommended for the development of such service is the Kenosha-Racine-Milwaukee corridor that extends from the City of Kenosha through the City of Racine to the City of Milwaukee, a distance of 33 miles. The plan identifies commuter rail service as an alternative for providing rapid transit service in this corridor, including service from Milwaukee through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek and Racine to the City of Kenosha and to northeastern Illinois over Canadian Pacific Railway and Union Pacific Railroad lines.

³ A Regional Transportation System Plan for Southeastern Wisconsin: 2020, the Regional Planning Commission, 1997.

⁴ A Regional Transportation System Plan for Southeastern Wisconsin: 2025, the Regional Planning Commission, 2003.



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The draft of the regional plan update, which is expected to be completed in 2006, provides explicit reference to this corridor study.

The first formal study investigating the feasibility of commuter rail service in the corridor was completed in 1998.

The 2003 study provided further information on the need for, and cost of, investing in regional transit in the KRM corridor.

A review and update of the region's transportation plan with a planning horizon of 2035 is expected to be completed in 2006.⁵ The updated plan proposes similar transit improvements as the current plan. In addition, the updated effort notes that the Counties and Cities of Milwaukee, Racine and Kenosha are presently conducting studies addressing funding and refinement of proposed commuter rail service between Kenosha and Milwaukee. The Alternatives Analysis and DEIS referenced in this Scoping Report are part of this effort. If these studies lead to a decision to implement commuter rail service, the Regional Planning Commission would formally amend the regional plan to include the fixed-guideway transit investment.

A study completed in 1998⁶ investigated the feasibility of commuter rail service in the Kenosha-Racine-Milwaukee Corridor. The study concluded that the extension of a limited-stop commuter rail service connecting the urban centers of Kenosha, Racine and Milwaukee to each other and to northeastern Illinois was technically feasible and potentially financially feasible. The study recommended that a subsequent corridor study of commuter rail and commuter bus alternatives be undertaken to determine whether commuter rail service should be implemented.

In 2003, the Kenosha-Racine-Milwaukee Corridor Transit Study⁷ was completed, which followed the recommendations of the 1998 effort. The project evaluated commuter rail and commuter bus alternatives connecting Kenosha, Racine and Milwaukee. The final recommendation made by the Advisory Committee for the Kenosha-Racine-Milwaukee Transit Study was to proceed with implementation of an extension of commuter rail service from Kenosha to Milwaukee at a medium level of service, envisioned to be

⁵ Preliminary Draft A Regional Transportation Plan for Southeastern Wisconsin: 2035, the Regional Planning Commission 2006.

⁶ Op cit, the Regional Planning Commission, 1998.

⁷ Op cit, the Regional Planning Commission, 2003.



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The Wisconsin State Legislature enacted legislation in 2003 to facilitate development of commuter rail.

An Inter-governmental Partnership forged in 2005 led to the conduct of this project.

Strong local support is evidenced by expressions and actions of business and government leaders.

seven round trips daily. The State of Wisconsin was to assume the role of project sponsor, and the proposed commuter rail service was to be funded by Federal and State dollars.

Subsequent to this recommendation, State legislation was enacted in 2003 defining the State's role with respect to the development of commuter rail service. The legislation provided for capital and operating financial assistance to locally-sponsored commuter rail projects and requiring a local funding share of commuter rail implementation.

In early 2005, an Intergovernmental Partnership (IGP) was formed among County Executives and Mayors of Kenosha, Racine and Milwaukee, the Secretary of WisDOT and the Chairman of the Regional Planning Commission. The IGP agreed to conduct the necessary technical and environmental studies to permit the project to proceed to implementation. Each member of the IGP appointed a representative to serve on the Kenosha-Racine-Milwaukee (KRM) Steering Committee, with the Regional Planning Commission serving as lead agency, project manager and fiscal agent for the next phase of the KRM study. The role of the Steering Committee is to provide overall direction to and oversight of the study.

Also in early 2005, a group of business leaders from the Greater Milwaukee Committee joined with elected officials representing the Kenosha, Racine and Milwaukee areas and representatives of Transit Now, a non-profit group, to determine how to advance the KRM project. The group works to develop support for critical issues, including governance and financing. In mid-2005, the State Legislature and Governor enacted legislation creating a Regional Transit Authority (RTA) serving Kenosha, Racine and Milwaukee Counties which may serve as sponsor of the commuter rail project and provide the necessary local funding.



The primary area of study includes the eastern portions of Kenosha and Racine Counties, as well as Milwaukee County.

The study is comprised of two parts, an Alternatives Analysis and an Environmental Impact Statement.

Study Area

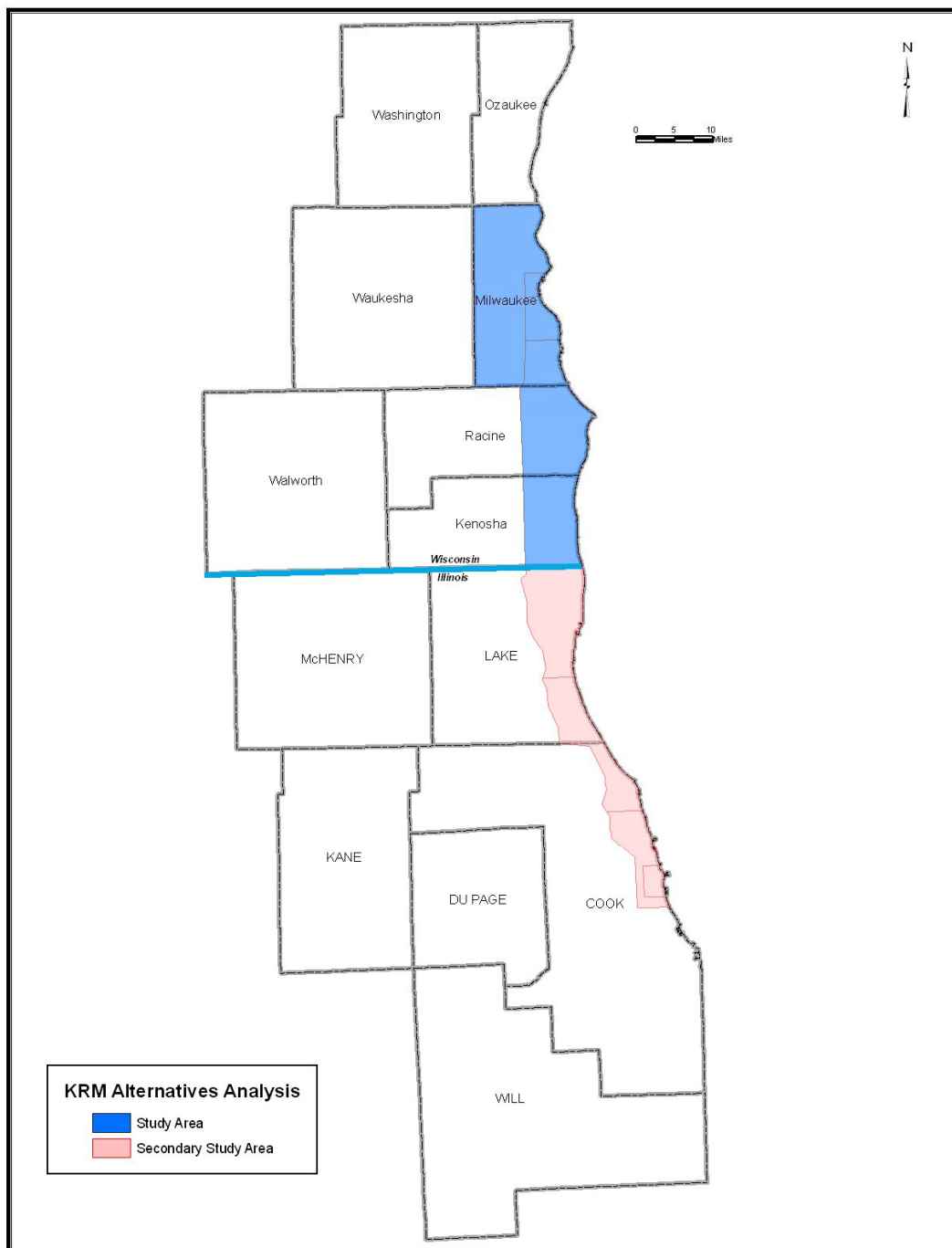
The study area extends from the City of Kenosha through the City of Racine to the City of Milwaukee, and is located along State Trunk Highways 31 and 32 and the Union Pacific Railroad Kenosha Subdivision, a distance of approximately 33 miles. The primary study area is bounded by Lake Michigan on the east, Interstate Highway 94 on the west, the Wisconsin-Illinois state line on the south and the Milwaukee Central Business District on the north. The study area includes the eastern portions of Kenosha and Racine Counties and Milwaukee County. A secondary study area encompasses the area along Lake Michigan and extends from the state line to downtown Chicago. The secondary study area is bounded by Lake Michigan on the east, Interstate Highway 94 on the west, the state line on the north and the Chicago Central Business District on the south. Figure I-1 provides a map of the primary and secondary study areas.

II. CURRENT STUDY

The EIS and Project Development Phase of the KRM Alternatives Analysis project was initiated in November 2005, consisting of two basic components: an updated Alternatives Analysis and the preparation of a Draft Environmental Impact Statement. The following provides a description of these two project components.



FIGURE I-1. KRM STUDY CORRIDOR





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AAs are required by the FTA to determine if funding requests are good investments.

AAs are technical analyses that support decisions on major transportation investments.

The purpose of the AA is to review and refine all logical transportation investments that meet corridor needs.

Alternatives Analysis (AA) is a planning requirement of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Both the FTA and FHWA are part of the Federal Department of Transportation (U.S.DOT), responsible for determining if funding requests are good investments of Federal transportation dollars. Because local projects compete for these limited federal funds, the FTA and FHWA have developed a specific and comprehensive project development process that all applicants seeking Federal funding assistance must complete.

The AA process is designed to ensure that decisions about major transportation improvements have been carefully analyzed. It also requires that these decisions be supported by a technical analysis that helps to establish the feasibility of such an undertaking. This analysis is a subset of the more comprehensive metropolitan transportation planning process, including the Regional Planning Commission and Chicago Area Transportation Study (CATS) regional transportation plan updates. The regional plan recommends that to provide rapid transit service in the KRM corridor, commuter rail and bus alternatives be considered in subsequent corridor studies – this AA and DEIS – and a Locally Preferred Alternative (LPA) be identified at the conclusion of the corridor study.

The primary purpose of the AA for the KRM Corridor is to review and refine the commuter rail and bus alternatives considered to date and to identify a preferred investment to meet the transportation needs within the corridor. Also, the costs and benefits of the commuter rail and bus alternatives will be updated. Another important consideration will be the land use, development and redevelopment potential at each proposed station location, and the willingness of local governments to adopt policies, plans and regulations to encourage transit-oriented development and redevelopment. The EIS and Project Development Phase of the KRM Alternatives Analysis will meet the Federal requirements for identification of the Locally Preferred Alternative and its justification. The public was



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From a long list of possibilities, the number of alternatives will be narrowed using a multi-tiered screening process.

Alternatives are evaluated using three levels of screening.

The selection of a Locally Preferred Alternative will arise from comparisons between alternatives, including a Baseline.

provided early opportunities to comment on the KRM Corridor AA during the Scoping process.

Based upon previous studies of the corridor, the transportation needs of the corridor and public input received from Scoping, a range of improvement alternatives will be examined and "screened" using various evaluation factors to determine the best, or preferred, improvement alternative. This screening will involve a three-step process to narrow the number of alternatives for more detailed analysis, with finer criteria used during each successive step, applied to a smaller number of alternatives.

During the first screening, a range of possible modes and transportation technologies are evaluated for appropriateness of application in the KRM corridor. During the second screening, major evaluation criteria are applied to the feasible alternatives and the number is again reduced to the most promising alternatives. During the third screen, the remaining and most desirable alternatives are evaluated and ranked using more detailed cost, environmental, performance and design data to assist the Steering Committee in selecting the Locally Preferred Alternative.

The evaluation and ranking of alternatives will in part be achieved through comparison with a Baseline Alternative, which is derived from some combination or extension of the No-Build and Transportation System Management (TSM) alternatives. The Baseline definition will be agreed upon with the FTA before these comparisons begin. A financial plan will be developed for the LPA, identifying the anticipated Federal, state and local funding shares. The financial plan, together with attendant land use and development, mobility and cost-effectiveness data, will serve as the principal components of a request to the FTA to proceed into Preliminary Engineering (PE).

The Environmental Impact Statement (EIS) process recognizes that activities worthy of Federal financial support can have adverse

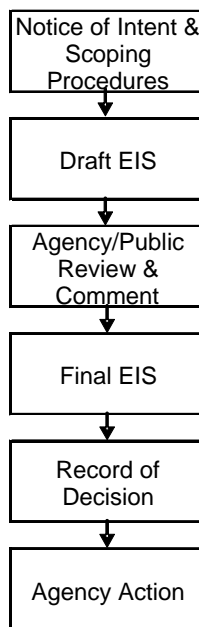


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The DEIS is intended to insure that transportation investments are balanced with other considerations.

consequences and that there is a need to balance infrastructure development, economic prosperity, health and environmental protection, community and neighborhood preservation and quality of life. A schematic representation of the EIS process is provided on **Figure II-1**.

FIGURE II-1. EIS DEVELOPMENT PROCESS



The range of potential impacts to be examined for each of the corridor alternatives includes visual quality and aesthetics, air quality, noise and vibration, hazardous materials, traffic and transportation, parklands, cultural resources, ecosystems and energy.

The DEIS process begins with the Notice of Intent.

The DEIS process begins with the publication of a Notice of Intent to prepare an EIS in the Federal Register along with similar announcements in local newspapers and other media. At this time, a tentative list of alternatives and impacts is established and presented to the public and interested governmental agencies for comment. This notification is part of scoping – the process of affording an early opportunity for the public and



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The DEIS has four main elements, and must be approved by FTA and EPA.

agencies to identify potential issues to be addressed in the EIS. Scoping includes the preparation and distribution of materials describing the project, alternatives, impacts and any other relevant information known about the proposed undertaking. These materials (including this report) are distributed to invite early comments.

The EIS is prepared in two stages, draft and final. The Draft Environmental Impact Statement (DEIS) provides an opportunity for government agencies and the public to review a proposed project, including alternatives. The principal elements of a DEIS include (1) purpose of and need for action; (2) alternatives, including the proposed action; (3) the affected environment and (4) environmental consequences. A DEIS must be approved concurrently by FTA and the US Environmental Protection Agency (USEPA) and distributed by the local lead agency. Once approved, a second notice is published in the Federal Register by the FTA and advertised through local media to solicit public comment by the lead agency. The DEIS is circulated to interested and affected parties in response to the Notice and throughout the scoping process.

After completion of a 45 day circulation period, all substantive written comments and the public hearing testimony are addressed and the preparation of a Final Environmental Impact Statement (FEIS) begins. The principal components of the FEIS include (1) identification of a preferred alternative; (2) responses to comments made during the circulation period; (3) commitments to mitigate adverse impacts of the project; (4) evidence of compliance with related environmental statutes, Executive Orders and regulations and (5) a description of changes that have been made to the project since the DEIS was published. Once FTA has approved the FEIS, a Notice of Availability (NOA) is published in the Federal Register and is distributed through local media by the lead agency. FTA may then issue a record of decision (ROD) – a concise report that states FTA's determination that National Environmental Protection analysis on the



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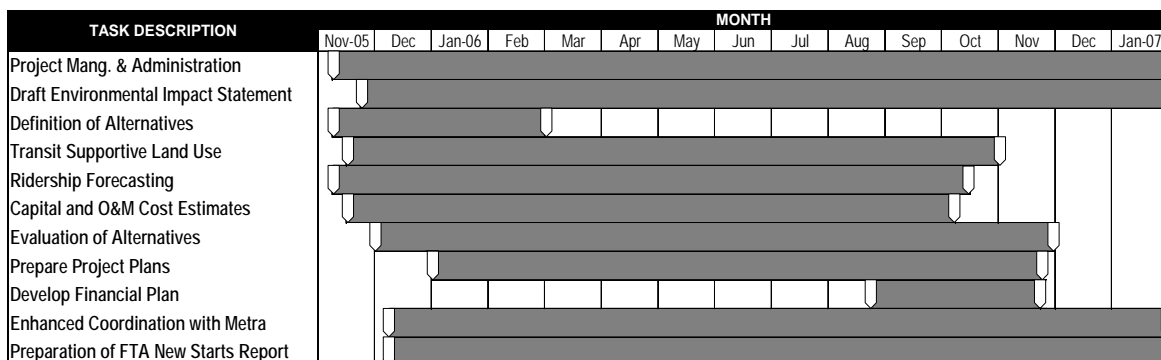
The completion of the AA/DEIS phase of the project is expected in early 2007.

Conduct of the AA/DEIS is an open and iterative process, involving all interested and affected parties.

proposed action, as described in the FEIS, has been completed for the project. The ROD describes the basis for FTA's decision, identifies alternatives that were considered and summarizes specific mitigation measures that will be incorporated into the project. Once a ROD is provided the applicant may proceed provided that other FTA requirements have been met. The schedule for this project is to complete the AA/DEIS phase by January 2007. This schedule is provided in more detail in **Figure II-2**.

The AA/DEIS process includes an open and iterative public involvement program in which all major interested and affected parties, resource agencies, and key civic and community groups participate. Through this process, local preferences on a recommended course of action are determined. This interactive involvement of all interested and affected parties also identifies the level of detail needed to facilitate community decision-making. Scoping is the first of these public involvement opportunities.

FIGURE II-2. KRM AA/DEIS SCHEDULE





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Mobility in the KRM corridor is hampered by the lack of intercommunity transportation options.

The KRM corridor is an integral part of the Chicago-Milwaukee urban area.

III. PROJECT PURPOSE AND NEED

In the Kenosha-Racine-Milwaukee corridor, increasing travel demand and traffic congestion is a significant and growing problem, resulting in a need to improve mobility. There is a lack of transportation options for travel between the communities in the corridor, as well as for travel between the corridor and northeastern Illinois. This lack of options affects the mobility of residents and visitors and their ability to travel within the corridor. Persons with limited or no access to private automobiles are particularly constrained in their options. Existing transit services operate within the corridor, but consist largely of separate local systems with services that are slow, operate only in a limited service area, are not coordinated throughout the corridor, do not connect in a convenient manner and provide limited service. In particular, accessibility to jobs for people within the corridor -- and accessibility to potential workers for employers -- is affected by this lack of transportation options.

The KRM corridor is part of a larger, contiguous and highly urbanized corridor extending 85 miles from Milwaukee in southeastern Wisconsin to Chicago through the North Shore suburbs in Lake and Cook Counties in northeastern Illinois. There is a need for transit connections within this corridor in southeastern Wisconsin as well as between southeastern Wisconsin and northeastern Illinois to serve travel needs and markets that exist throughout this unique corridor. These needs not only include travel to and from Milwaukee, Chicago and the two intermediate, central cities of Kenosha and Racine, each with populations in excess of 50,000; but also travel to and from the older, inner-ring suburbs and newer and developing suburban communities. Specifically, there is a need to provide access to jobs not only in the Milwaukee and Chicago central business districts, but also in Racine and Kenosha, the older inner-ring and newer suburban communities in southeastern Wisconsin and the Chicago North Shore communities in Cook and Lake Counties.



Dense development patterns suggest significant potential to generate transit ridership.

Transit facility investment can contribute to desirable economic and community development.

Southeastern Wisconsin is a designated non-attainment area for ozone.

The corridor has a significant potential to generate transit ridership because of its high concentrations of population (including population groups with high transit needs) significant employment and the downtown areas of three large and well established cities: Milwaukee, Racine, and Kenosha. Arterial street and highway capacity is limited, traffic volumes and congestion are growing and opportunities for new highways are extremely limited; an attractive and high-quality transit service in the corridor could be competitive with the private automobile in terms of travel time, cost and convenience.

There is a need to contribute to desirable economic and community development in the Kenosha-Racine-Milwaukee corridor. High quality and attractive transit service that is appropriate to the travel needs of a densely developed urban corridor such as this can help meet regional, state, and national land use objectives through influence on and promotion of land development and redevelopment in an efficient, desirable and sound manner. The provision of attractive and improved transit services and facilities can help focus desirable and positive land use development and redevelopment in the older major cities such as Kenosha, Milwaukee and Racine, in the older suburban communities such as Cudahy, St. Francis, and South Milwaukee, and in the newer developing communities such as Caledonia, Oak Creek and Somers.

The affected study area of the Southeastern Wisconsin Region has been designated by the Environmental Protection Agency (EPA) as a non-attainment area for ozone. The relatively high reliance on auto travel is a major reason. There is need to provide alternatives to the auto to reduce this dependency.

The primary goals of these transportation improvements are to:

- Improve transit mobility and access within the KRM corridor,
- Attract increased transit ridership,



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- Contribute to desirable economic and community development, and
- Preserve and protect the environment.

IV. WHAT IS SCOPING?

Scoping is the first opportunity for public comment on the study process.

Scoping is the first formal opportunity for the general public to provide input on the alternatives being considered and the issues that will be addressed during the study. Input from the Scoping process will help to refine or modify the alternatives taken forward in the AA and shape the scope of the study analysis. This Scoping Report has been prepared as a part of the AA/DEIS process that is being conducted for the KRM Corridor.

Scoping occurs early to allow public comment on proposed alternatives, and/or to suggest additional alternatives.

Scoping ensures that the public has an early opportunity to participate in the development of the scope and range of improvement alternatives proposed for study and associated impacts in the KRM Corridor. Scoping is being conducted in accordance with FTA/FHWA guidelines for early and effective public involvement. Scoping is so named because it occurs early in the study process to allow the public a first opportunity to comment on the proposed alternatives to be studied as well as the issues to be studied. This input to the scope of the study ensures that there are no public concerns or community issues that are not included in the scope of the study. It also provides an opportunity for adding alternatives for consideration that may be beyond the conceptual alternatives initially proposed.

Details on how public input to the study will be solicited, including dates and locations of upcoming scoping meetings, are provided in Chapter VII.



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V. ALTERNATIVES TO BE STUDIED

The KRM Corridor AA/DEIS will consider a number of alternatives. These include a No-Build Alternative, a Transportation Systems Management (TSM) Alternative, a Bus Rapid Transit Alternative (BRT) and a Commuter Rail Alternative. These alternatives will draw heavily from results of previous studies of transit improvements in the KRM corridor, as well as new research conducted as a part of this project. The general parameters of each alternative are described below. The specifics of the alternatives that are to be studied will be completed as part of the Definition of Alternatives task of the KRM Corridor AA/DEIS. These alternatives may be comprised of combinations of more than one of those described here. As additional information, **Figures V-1 and V-2** map the transportation facilities and services provided in the Wisconsin portion of the KRM study area.

No-Build Alternative

This alternative essentially reflects few improvements to the current transportation system throughout the Kenosha-Racine-Milwaukee corridor beyond those already committed for implementation in the adopted Transportation Improvement Program (TIP).

The FTA Planning and Project Development Guidelines⁸ state that a No-Build Alternative can be defined two ways. One definition incorporates “planned” improvements that are included in the fiscally-constrained long-range plan for which the need, commitment, financing and public and political support are identified and reasonably expected to be implemented. The second approach is a more conservative definition that adds only “committed” improvements – typically those in the annual element of the

⁸ Advancing Major Transit Investments through Planning and Project Development, Federal Transit Administration, January 2003.

The range of alternatives proposed to be studied draws heavily from previous work.

The No-Build reflects current transportation conditions.



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The No-Build Alternative uses the more conservative of the two FTA approaches.

The TSM Alternative represents the best that can be done without making a major capital investment.

transportation improvement program or local capital programs – together with minor transit service expansions and adjustments that reflect a continuation of existing service policies into newly developed areas.

The No-Build Alternative envisioned by the KRM Alternatives Analysis uses the latter approach, incorporating selected improvement projects listed in the Regional Planning Commission’s TIP.⁹ Since there are no major highway or transit capital improvements identified in the TIP for the KRM corridor, the No-Build Alternative will essentially reflect current conditions.

Transportation System Management (TSM) Alternative

This alternative reflects the “best that can be done” to address the identified problems in the corridor without major capital investment in new infrastructure, such as a new transit guideway. The TSM Alternative utilizes and improves upon the current transit services within the corridor without making a major capital investment. The TSM Alternative represents a level of capital investment that is greater than the No-Build Alternative but substantially less than either the Bus Rapid Transit or Commuter Rail Alternatives. Therefore, the TSM Alternative may include improvements and actions such as:

- Increased levels of existing commuter bus service, primarily within the State Trunk Highway (STH) 31/32 corridors,
- Improvements of transit service spanning the Wisconsin/Illinois state line, including enhanced Metra rail service between downtown Chicago and Kenosha on the Union Pacific (UP) North Line,

⁹ A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007, the Regional Planning Commission, January 2005.



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- Expanded parking at key station locations, including the Kenosha Metra station,
- Installation of signal priority technology for the commuter buses at selected signal-controlled intersections,
- Addition of park-and-ride lots through lease or construction,
- The formation of Transportation Management Associations (TMAs) to enhance employer awareness and support of congestion mitigation strategies,
- Addition of passenger information systems at bus stops to inform riders of the real-time wait for the next bus, and
- Implementation of transit-oriented development policies aimed at encouraging transit ridership (e.g., reducing parking requirements for new office development).

Bus Rapid Transit (BRT) Alternative

This alternative includes the development and operation of high-capacity and capital-intensive commuter bus service between Kenosha, Racine and Milwaukee that would be coordinated with the existing Metra commuter rail service provided between Kenosha and Chicago. This alternative will build and improve upon the TSM Alternative by incorporating the use of exclusive and/or semi-exclusive rights-of-way, on-line passenger stations and vehicles with floor heights compatible with station platforms that improve passenger access while reducing boarding and alighting times to provide a service comparable to and competitive with commuter rail.

The BRT Alternative will be developed and defined based in part on the guidance provided on developing such alternatives in FTA's BRT guideline report.¹⁰ It is defined to provide of a level of public transportation service that is safe, convenient and cost-effective as possible. The BRT

The BRT Alternative assumes the operation of high-quality bus service that would be comparable to commuter rail service.

¹⁰ Characteristics of Bus Rapid Transit for Decision-Making, Federal Transit Administration, August 2004.



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The BRT Alternative builds upon the bus service designed as part of the TSM.

The Commuter Rail Alternative assumes the operation of trains between Kenosha and Milwaukee under at least two different operational scenarios.

alternative will include stations for each of the communities identified during the prior phase of the KRM study: Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St. Francis and Milwaukee.

The BRT Alternative builds and improves upon its TSM counterpart by assuming the identification of exclusive or reserved traffic lanes which will facilitate rapid bus movement through congested areas. These lanes may be created by improvement or changes to existing streets, addition of new lanes or creation of whole new rights-of-way. Traffic restrictions are also used in combination with those infrastructure improvements, including limiting the traffic to buses and high-occupancy vehicles (HOV) or defining exclusive busways. The BRT Alternatives may also incorporate (1) the use of higher-capacity, and thus more capital-intensive, performance enhancements than does the TSM Alternative, (2) on-line passenger stations and (3) compatible vehicle floor and platform heights that improve passenger accessibility while significantly reducing boarding, alighting and station dwell times.

Commuter Rail Alternative

This alternative will include the development and operation of commuter rail service between Kenosha, Racine and Milwaukee similar to that which is currently provided between Kenosha and Chicago. The service would be coordinated with the existing Metra commuter rail service provided between Kenosha and Chicago. Service options to be examined under this alternative include service requiring a cross-platform transfer at Kenosha or Waukegan, and a through service that would not require such a transfer. Equipment options to be examined include conventional locomotive-hauled trains and self-propelled coaches.

Current Metra service to Kenosha is operated with conventional passenger trains consisting of bi-level coaches hauled by diesel-electric locomotives.



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The use of diesel multiple units will be given serious consideration.

The consideration for operating passenger trains will need to address freight issues.

However, another variant of commuter rail involves the use of self-propelled diesel multiple units (DMUs), which are essentially self-propelled coaches. One DMU model was manufactured by a domestic company until 1956 and they have long been a staple of commuter rail service throughout the world. Recently, the DMU technology has again begun to be used and proposed for domestic applications.

Under the Commuter Rail Alternative, at least two operational concepts will be evaluated. In addition to single-seat rides from Chicago through to Milwaukee, a more cost-effective tailoring of train capacity with ridership will also be studied by utilizing cross-platform transfers between KRM and Metra commuter trains at Kenosha and Waukegan.

To be comparable with the BRT Alternative, the same set of potential station locations will be studied including Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St. Francis and Milwaukee. Requirements related to layover facilities, yards and shops and related track, signal, civil and structural improvements will be identified and refined during the course of this project. The definition of any commuter rail alternative serving the KRM corridor will also need to address commuter and freight access to and from Metra's Waukegan Yard and Canadian Pacific Railway freight traffic that is currently routed through downtown Milwaukee's Amtrak station and which will need to be rerouted through its Muskego Yard.



FIGURE V-1. EXISTING TRANSPORTATION INFRASTRUCTURE

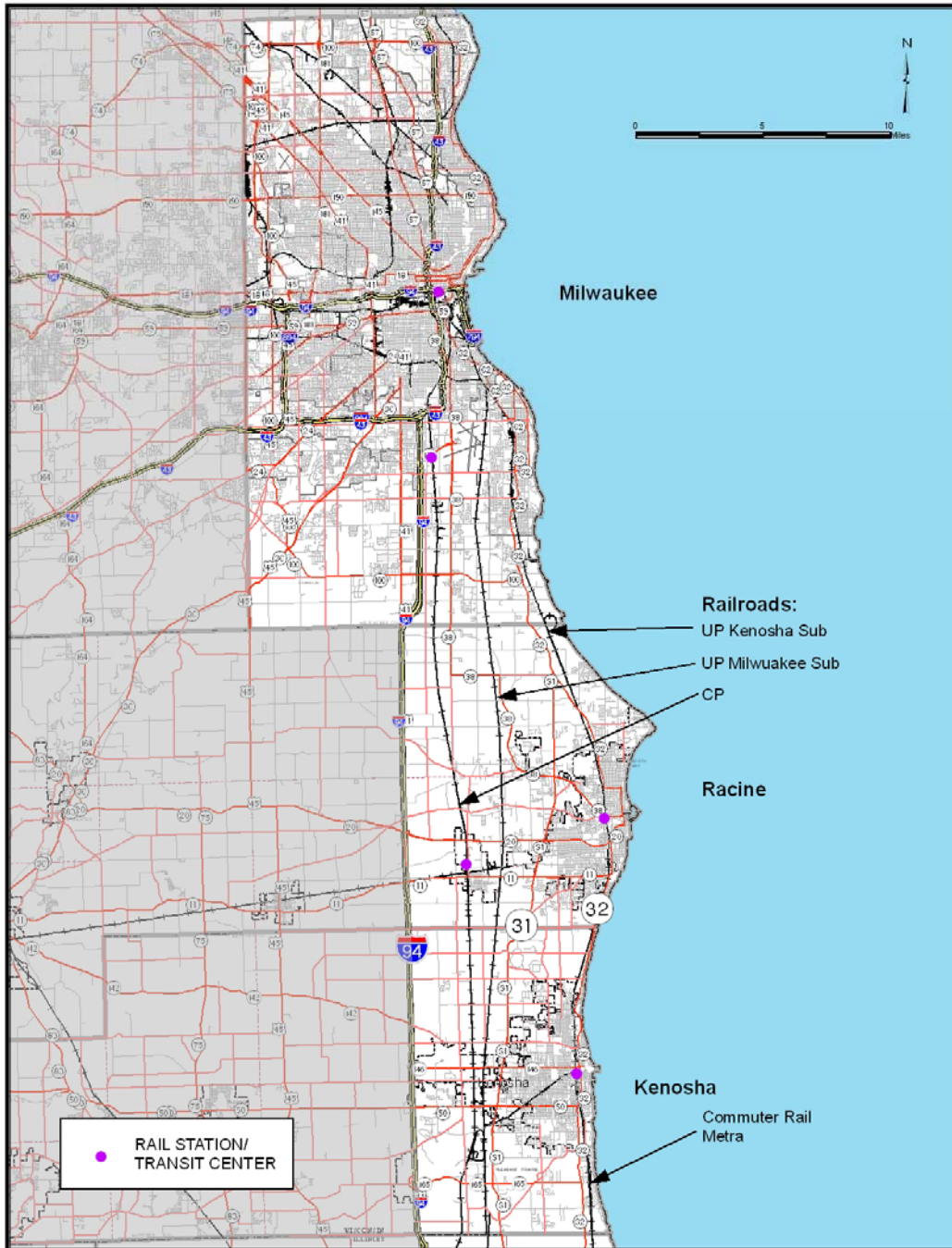
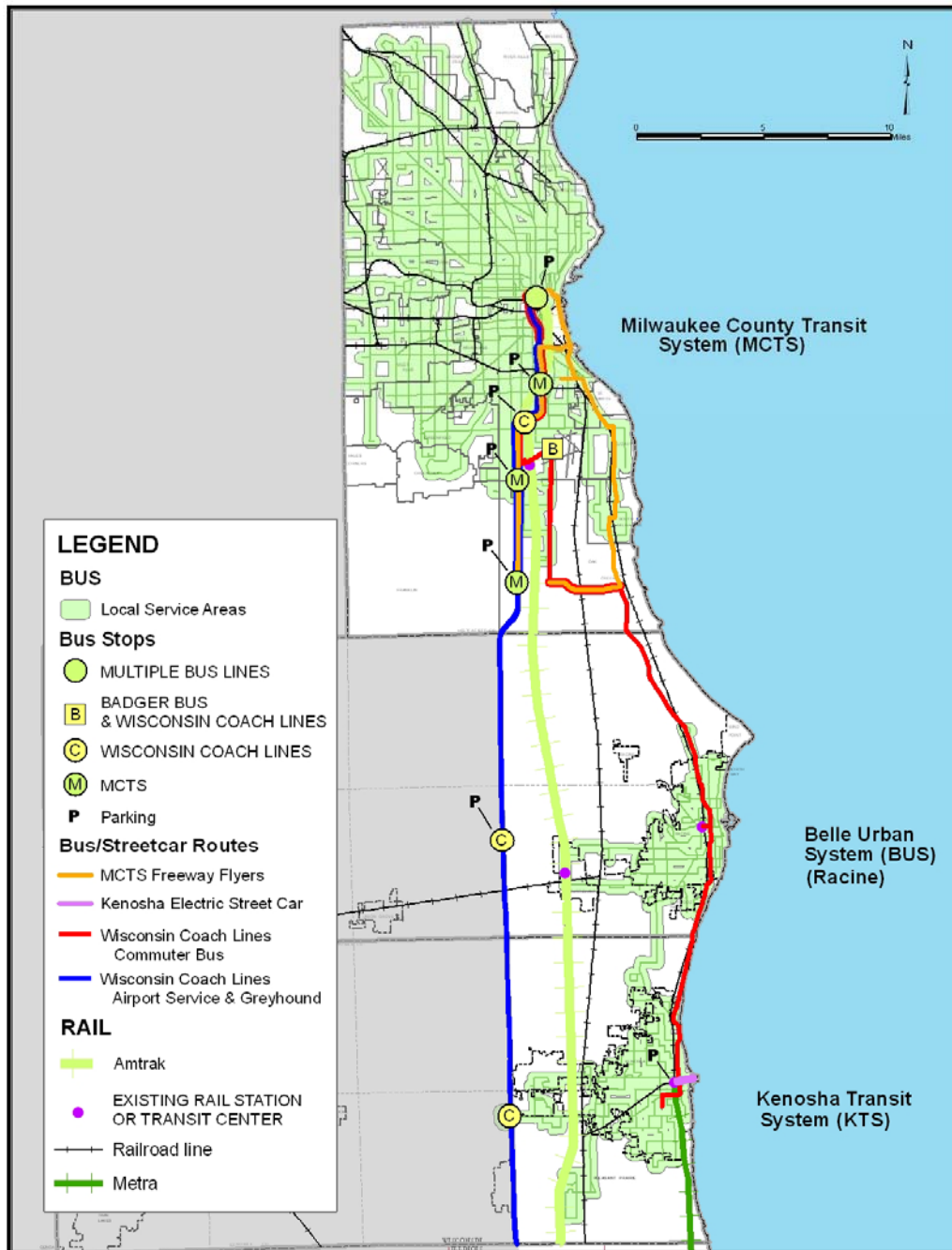




FIGURE V-2. EXISTING KRM CORRIDOR PUBLIC TRANSPORTATION





Based on prior studies, knowledge of the corridor and similar studies, a range of social, economic and environmental issues are to be considered.

A transit investment could improve access and mobility, reduce traffic congestion, and be compatible with current service. Some localized traffic problems could occur.

VI. SOCIAL, ECONOMIC AND ENVIRONMENTAL ISSUES

Social, economic and environmental benefits and impacts may occur as a result of implementing the transit alternatives in the Kenosha-Racine-Milwaukee corridor. An environmental analysis will be conducted to identify any significant environmental issues that might prohibit or constrain the implementation of any of the proposed transit alternatives. This chapter outlines the potential environmental issues to be considered as part of this study. These considerations are based upon review of previous reports and studies, initial corridor visits and experience on similar transit studies. The types of issues anticipated include:

Traffic and Transportation

Implementing either expanded bus service or commuter rail transit in the KRM corridor would provide residents another way to use public transit to go to work, to do shopping or attend entertainment, recreational and cultural events. Transit service could also provide better regional access and mobility, especially to those individuals who cannot drive or choose not to drive. Changes in transportation mode could provide benefits to the corridor communities with regard to reductions in traffic congestion on major roadways during peak travel hours. Any expansion of transit service in the KRM corridor would appear to be compatible with existing intercity and local transit service currently operated. However, traffic volumes near transit station stops and parking lots may increase since many transit riders would likely arrive at the stops or park-and-ride lots by auto or bus. Passenger access to the station stops will also be an important consideration of this study.



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Public safety impacts could arise from changes in traffic.

Transit-oriented development could be a community benefit

An investment in transit could spur economic development.

Public Safety

Public safety impacts are related to changes in traffic volumes and congestion near transit stations and parking areas, and in the increased bus and rail line volumes (number of buses and trains per day) at roadway crossings at-grade. There will be more potential train/auto conflicts if additional trains are running on the railroad tracks and more potential bus/auto conflicts if additional buses are operated on streets and highways. Pedestrian and bicyclist access to transit stations is also an issue to consider.

Land Use

Implementation of transit service can result in land use development and redevelopment near rail or bus stations which serve passengers. For example, restaurants, newsstands, coffee shops, dry cleaners and day care centers are common complementary services that attract daily commuters. Changes in land-use toward transit-oriented development are considered a benefit to a community and can encourage economic stability. Implementing commuter rail or high-quality bus service would also increase the demand for parking in station areas. Construction of new transit stations and parking facilities would require property acquisition and possible relocations of other land-uses.

Regional Growth and Development

Project benefits could be realized with regard to regional growth and economic development. In cities with existing rail/bus stations and good transit linkages, additional passengers or commuters could encourage new businesses, services or housing to locate near the stations. In communities where new stations and parking



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An investment in transit could favorably impact the pattern of development in the corridor.

Transit vehicles can impact adjacent land uses.

would be constructed, generally the property is vacant land. Local economies could experience an increase in tax revenues and property values as a result of transit-related construction.

Socio-economics and Environmental Justice

The intent of expanded transit service in the KRM corridor would be to serve existing and future commuters by providing another transportation mode choice (for example, commuters switching from automobiles to bus or rail transit). While little change in total population and employment would be anticipated for the region, the location of future residences and jobs could be affected by the placement of transit station-stop facilities. These improvements would provide more people-oriented spaces near the transit stations and spur economic and community development. Potential social impact concerns would arise if certain populations in the corridor receive either more capital improvement benefits or a disproportionate degree of adverse environmental impacts.

Noise and Vibration

Trains and buses are an intermittent source of noise that should be considered; especially since new Federal Railroad Administration (FRA) regulations would require trains to blow horns and whistles at each grade crossing, unless a high level of crossing safety improvements are made. Trains and buses produce noise in four ways: vehicle operations, wheels on guideway, braking and mandatory warning noises (train and bus horns, and bells at roadway grade crossings). Land uses abutting the existing rail and highway corridors are already exposed to some noise from existing freight rail and motor vehicle operations. More traffic noise may occur around transit stations due to increased traffic volumes and



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Cultural resources could potentially be impacted by the construction of transportation facilities.

Natural resources could potentially be impacted by the construction of transportation facilities.

Development of transportation facilities could be affected by the discovery of contaminated sites.

increased bus service. Vibration impacts are not anticipated but could occur if bus and rail construction and operation are located near historic buildings.

Cultural Resources Issues

If construction of rail or bus facilities outside the existing right-of-way is required, there could be potential affects on historic or archaeological resources. Historic resources could include sites either eligible for or on the National Register of Historic Places.

Wetlands and Stream Crossings

Construction of new transit stations and parking areas could potentially affect wetlands or water quality in nearby streams. Also, with regard to commuter rail, replacement of existing rail bridges over corridor waterways, such as Oak Creek, could affect water quality or wetlands associated with the streams.

Hazardous Substances

Potentially contaminated sites along railroad and highway corridors can be a concern. The discovery of potential contaminant sources on property needed for new transit stations or parking could constrain a rail or bus alternative's implementation. There would be more concern in areas of the KRM corridor where industrial and commercial properties abut railroad tracks or roadways for bus routes.



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The design of new transportation facilities will need to consider a number of factors.

The cost to build, as well as to operate and maintain, new transportation in the corridor will be a key evaluation consideration.

Potential Engineering and Technical Considerations

Potential engineering considerations include the age and condition of existing track, conceptual design and location of new track, transit stations, parking, transit access facilities, roadway improvements (express bus service) and the design of ancillary transit facilities. An important consideration in the successful implementation of commuter rail service in the KRM corridor is operational feasibility of sharing the same rail lines as freight rail in the corridor. Potential freight rail delay points, travel speeds and side track opportunities for freight rail during peak commuter rail service are also some of the technical considerations.

Cost Considerations

Capital cost estimates for each of the alternatives will be an important consideration during the study. Also, costs to operate and maintain either an express express bus system or commuter rail service in the corridor will be considered while evaluating the alternatives' overall financial feasibility. New sources of funding for a portion of these costs may be proposed and will be considered as part of this study.

VII. SCOPING MEETINGS

The general public and all parties interested in transportation improvements in the KRM corridor were encouraged to comment on this Scoping Report. Input was sought on the study issues that should be examined, alternatives considered or other issues or concerns believed to be important. Opportunities to provide written or verbal comments were available at the scoping meetings as well as through the project website. Members of the public as well as affected Federal, State, regional and



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Three public scoping meetings were held on February 21, 22, and 23, 2006.

An interagency scoping meeting was convened on February 23rd.

An extensive public awareness campaign was used to inform interested individuals and groups of the scoping meetings.

local agencies were invited to participate in public scoping meetings held at the following locations:

- Tuesday, February 21, 2006 - Kenosha Gateway Technical College, Kenosha, Wisconsin;
- Wednesday, February 22, 2006 - Racine Gateway Technical College, Racine, Wisconsin; and
- Thursday, February 23, 2006 - Milwaukee Downtown Transit Center, Milwaukee, Wisconsin.

All meetings were conducted in an open house format and included a project presentation (see Appendix). An interagency scoping meeting was held Thursday, February 23, 2006 at the Milwaukee Downtown Transit Center.

Public meeting announcements were advertised in local media outlets and were the subject of press releases. Additional information on the scoping process was provided in the first issue of a project newsletter, which was widely distributed in the corridor. The primary means of dissemination was a mailing to individuals on a large database that was created for the Regional Planning Commission's 2003 KRM Study¹¹ and updated for this phase. Information on the project, as well as other opportunities to provide feedback, was available on the study's website (www.KRMonline.org).

The scoping meeting sites were accessible to mobility-impaired people, and interpreter services were provided for hearing-impaired people upon request.

Interested parties were invited to read a draft of this report. The draft report described the current thinking about the potential transit improvements being considered in the KRM corridor. By attending one of

¹¹Op cit, the Regional Planning Commission, 2003.



SCOPING REPORT

Interested parties had several methods to convey comments and concerns.

The format of the scoping meetings was to inform attendees of the technical process and to solicit input.

The scoping meetings represented the initial step in an ongoing and comprehensive public participation process.

The study's public participation process was guided by the Public Involvement Plan.

the Scoping meetings, comments about the alternatives and issues that should be studied or any other concerns could be provided. Comments and suggestions on any or all of the material contained in this document were encouraged. Comments could be made orally at the Scoping meetings, submitted through the study website, or provided in writing no later than March 24, 2006.

At the scoping meetings, study staff briefly explained the study process, described the alternatives proposed for analysis, presented the anticipated analysis issues and received public, interest group and government agency comments on alternatives and study issues. Comments took the form of:

- Suggestions for additional alternatives, issues or public-involvement methods.
- Suggested changes or refinements to the alternatives, issues or public involvement methods proposed in this document.
- Suggestions for addressing additional environmental issues beyond those described in Chapter VI.

The scoping meetings represented the beginning of the public involvement process for this phase of development. Additional opportunities for public involvement will be provided. Scoping is not a formal public hearing. A formal public hearing will be held at a later stage of the study process when the environmental impact evaluation work has been substantially completed.

Each step of the study process includes extensive public input, so that all issues of concern are addressed, and to ensure that the study results are presented to the general public, interested groups, and government agencies before decisions are made. Additional information about the public involvement activities supporting this phase of project development is available in the Public Involvement Plan document.



The study's website offers an important avenue of communication.

Detailed documentation of the scoping process is contained in a separately bound report.

To assure the broadest possible public involvement in the study, an interactive website was designed to provide information to interested parties and allow for input via the internet. Internet communication has become a very cost effective and efficient means of sharing information.

VIII. SUMMARY OF SCOPING MEETINGS

Additional documentation on the scoping process is contained in a separately bound report called Scoping Report Appendix. The Appendix report provides detail on the methods used to publicize the meetings, attendance lists of participants, a presentation delivered during the meetings, verbatim input received from the public and press articles covering the study. The report is divided into nine sections, which were designated by letter code. A description of each section of the Appendix follows.

- A. A four-page project newsletter was mailed to approximately 2,500 persons on a database list of governmental officials, major employers, associations, business groups, service organizations and others who have previously expressed interest the KRM project. Bulk copies of the newsletter were distributed to municipalities in the corridor for additional dissemination. The newsletter was also posted on the project website.
- B. A press release announcing the meetings was sent to nearly 100 media outlets.
- C. Paid advertisements were placed in twelve newspapers in the corridor.
- D. A presentation was delivered at each meeting to provide background, context and a description of the public information sought. The balance of the meetings was held in an *open-house* format, where attendees had the opportunity to review study boards and confer with staff members.
- E. Meeting participants were asked to sign an attendance roster.



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Scoping meetings were attended by over 200 persons.

- F. A pre-printed comment form was available at the meetings for participants to record their input to the process.
- G. The Regional Planning Commission received comments in the form of letters.
- H. Comments were received by the Regional Planning Commission via e-mail, which were primarily from a *Contact Us* link on the project web site.
- I. News articles that covered the Scoping process and study were collected and included in the Appendix.

Attendance at the three scoping meetings held in February 2006 is shown on **Table VIII-1**. Over 200 individuals attended the three meetings, which were held between 6:00 AM and 8:00 PM. A total of 61 written comments were received, either on forms available at the meetings (56) or letters (5).

TABLE VIII-1. KRM SCOPING MEETING ATTENDANCE

Meeting	Date	Attendance	Written Comments Received
Kenosha Gateway Technical College	21-Feb-06	56	22
Racine Gateway Technical College	22-Feb-06	72	21
Milwaukee Downtown Transit Center	23-Feb-06	77	18
Total		205	61

Public input to the scoping process was also possible electronically through the website created for the project. In addition, comments were received by the Regional Planning commission via e-mail or by letter. **Table VIII-2** indicates that 157 comments were received, of which 80 came by e-mail. **Table VIII-2** also shows that most comments came from residents not affiliated with an organization.



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Of the 157 comments received, most were made by corridor residents not affiliated with an organization or business.

Most respondents resided in Milwaukee, Racine and Kenosha.

TABLE VIII-2. SCOPING COMMENTS BY METHOD & ORGANIZATION

Method	Government	Non-Profit	Business	Resident	Total
e-mail	1	7	10	62	80
Meeting Form	6	10	9	31	56
Letter	3	9	4	5	21
Total	10	26	23	98	157
% Total	6%	17%	15%	62%	100%

Table VIII-3 presents the number of comments by the location of respondents. The preponderance of persons commenting was from within the KRM corridor.

TABLE VIII-3. LOCATION OF RESPONDENTS

County/State	Municipality	Responses	
Milwaukee Co., Wisc.	Milwaukee	36	
	Oak Creek	5	
	Whitefish Bay	3	
	Fox Point	1	
	Greendale	1	
	St Francis	1	
	Sub-Total	47	30%
Racine Co., Wisc.	Racine	51	
	Caledonia	2	
	Union Grove	2	
	Sturtevant	1	
	Sub-Total	56	36%
Kenosha Co., Wisc.	Kenosha	23	
	Pleasant Prairie	4	
	Sub-Total	27	17%
Other Wisconsin	Waukesha	3	
	Blue Mound	1	
	Grafton	1	
	Madison	1	
	Muskego	1	
	New Berlin	1	
	Oconomowoc	1	
	Pewaukee	1	
	West Allis	1	
	Westby	1	
	Sub-Total	12	8%
Northeastern Illinois		5	3%
Other Area		3	2%
not provided		7	4%
	Totals	142	157 100%



Over 80% of responses expressed support for commuter rail.

Table VIII-4 lists all comments received, along with its relation to the Study Scope.

The purpose of scoping is to provide an early opportunity to the public to offer input to three critical aspects of the KRM AA/DEIS project:

1. The range of improvement alternatives proposed for study,
2. The associated impacts that are anticipated, and
3. The study approach, in particular the Public Involvement Program.

The most common written response received was an expression of support for the commuter rail alternative, accounting for over 80% of all comments submitted. Less than 4% of the comments indicated opposition to the commuter rail alternative. Obtaining a 'vote' on one of the alternatives was not the aim of the scoping process. Rather, input was sought on the three categories noted above. **Table VIII-4** includes a summary of all of the other written comments. Individual comments are paraphrased and combined when the points made were the same. Also, comments are organized on **Table VIII-4** by each of the three categories (Alternatives, Potential Impacts and Approach). Each statement was reviewed in relation to the scope of the KRM project. Statements are coded into six areas of disposition, including:

1. **In:** Already addressed by, or included in, the current study scope.
2. **Add:** Recommended be added to, or addressed in, study scope.
3. **Design:** Reflects a detailed design decision more appropriately addressed in a later phase of project development.
4. **Consid:** Consideration is beyond the scope of this study and is more appropriate under a different project or study.
5. **Prev:** Already addressed in previous project phases or/and in other studies.
6. **TBD:** To be determined, awaiting additional input.



Table VIII-4: KRM SCOPING COMMENTS & RECOMMENDED DISPOSITION

Comments	Responses*	Code	Recommended Disposition on Comment
Comments on Alternatives			
1 Add a Bay View Station	12 7.6%	Add	Considering an additional station between Cudahy/St. Francis and downtown Milwaukee is valid
2 Recommend frequent KRM trains during off-peak and weekend periods	12 7.6%	In	Service levels will be based on demand and cost considerations
3 KRM should operate as run-through, not transfer	7 4.5%	In	This issue is being considered
4 Furnish parking at stations	6 3.8%	In	Sufficient parking is being assumed at boarding locations
5 Extend KRM to Miller Park, State Fair	3 1.9%	TBD	To be discussed with City of Milwaukee staff prior to disposition
6 Concerned about funding source for KRM	3 1.9%	In	Financial plan will address the necessary amounts, types and sources of funding
7 Object to Rental Car Tax	3 1.9%	In	Alternative funding sources to be addressed as part of financial plan
8 Expand Amtrak service as alternative to KRM	2 1.3%	Prev	Addressed in previous project phases, in the previously completed Intercity High Speed Rail Study and in Purpose & Need and Definition of Alternative Reports
9 Operate special event KRM service	2 1.3%	Add	Ability of alternatives to accommodate special event demand will be considered
10 Allow bikes on trains	2 1.3%	Design	To be considered once vehicle design and service policies have been determined



Table VIII-4: KRM SCOPING COMMENTS & RECOMMENDED DISPOSITION

Comments	Responses*	Code	Recommended Disposition on Comment
11 Shift coal trains serving Oak Creek to UP New Line	1 0.6%	Prev/ Consid	Addressed in previous project phases; appropriate to be considered under more detailed operations study
12 Consider a spur for KRM to General Mitchell International Airport	1 0.6%	In	Direct shuttle bus link being considered
13 KRM should be electrically powered	1 0.6%	Prev/ Design	Most appropriate and cost-effective vehicle propulsion for service will be considered
14 Study should consider streetcars	1 0.6%	Prev	Light rail/streetcars concluded to be inappropriate for commuter service in prior Regional Planning Commission studies. Streetcars will be considered as feeders in Kenosha.
15 Use Metra compatible bi-level coaches	1 0.6%	In	Equipment options will be evaluated
16 South Milwaukee & Oak Creek Stations seem too close	1 0.6%	In	Station spacing will be evaluated
17 Will Somers Station serve Carthage & UW-Parkside?	1 0.6%	In	Stations located to serve nearby destinations including schools
18 Relocate Amtrak Depot to Everett St. (old Milwaukee Rd site)	1 0.6%	Prev	Site has been redeveloped; relocating depot would be extremely expensive and disruptive
19 Don't overbuild station facilities	1 0.6%	In/ Design	The size and design of station facilities will be based on ridership demand and input from local community
20 Use prefab, modular components for stations	1 0.6%	In/ Design	The design features and elements of station facilities will be based on ridership demand and input from local community



Table VIII-4: KRM SCOPING COMMENTS & RECOMMENDED DISPOSITION

Comments	Responses*	Code	Recommended Disposition on Comment
21 Preserve historic station facilities on west-side of Racine Depot	1 0.6%	In/ Design	The functional requirements and design of the Racine Station will be determined by City of Racine and neighborhood needs and input
22 Somers Station should be south of Hwy A, west of RR	1 0.6%	In	Final station locations will be the result of local process with community's input and decisions.
23 Request bus link to Illinois work site from Metra station	1 0.6%	Add/ Consid	Discussions with bus providers in Illinois to coordinate service connections is recommended
24 Improve bus links to downtown Milwaukee Amtrak Depot	1 0.6%	In	Expanded distributor bus service will be considered
25 KRM trains should serve the Great Lakes Station	1 0.6%	In/ Design	Scheduled station stop pattern of trains will be addressed in a subsequent phase
26 Recommend frequent KRM rush hour service	1 0.6%	In	Service levels will be based on demand and cost considerations
27 Recommend express schedules	1 0.6%	In/ Design	Adjustments and enhancements to station stop patterns of trains will be addressed in a subsequent phase
28 Develop integrated fare and ticketing system	1 0.6%	In/ Design	Fare structure assumed to be coordinated with existing systems
29 Have affordable Commuter Rail ticket prices	1 0.6%	In	Recommendations on fare will be made as part of travel demand work
30 Contract with Metra to run the service	1 0.6%	In	Technical, institutional and financial implications of sponsorship will be evaluated
31 Support \$0.10 per gallon motor fuel tax to fund KRM	1 0.6%	In	Alternative funding sources to be addressed as part of financial plan



Table VIII-4: KRM SCOPING COMMENTS & RECOMMENDED DISPOSITION

Comments	Responses*	Code	Recommended Disposition on Comment
32 Government subsidy to highway & air is unfair to transit	1 0.6%	Consid	Point is well taken, but beyond scope of this study
Comments on Potential Impacts			
33 Impact on the economic viability of region	39 24.8%	In	The regional economic impact of investment alternatives will be assessed
34 Impact on reducing air pollution, auto emissions	25 15.9%	In	To be addressed using results of travel demand forecasting
35 Impact on reducing traffic congestion	21 13.4%	In	Impacts on future auto travel will be measured
36 Provide cost-effective alternatives to the auto	10 6.4%	In	Cost and benefits to users will be measured
37 Implement KRM Commuter Rail to mitigate I-94 Reconstruction impacts	9 5.7%	Consid	It is recommended that this issue be raised with WisDOT for their consideration as part of the I-94 reconstruction project
38 Impact on social equity; low-income resident access to jobs	9 5.7%	In	An important study objective which will be measured
39 Access to cultural venues	9 5.7%	In	Alternatives will assess access to travel destinations in corridor
40 Provide integrated intermodal transportation	8 5.1%	In	Alternatives in study are to be designed to be coordinated with local feeder transit and intercity services
41 Expand labor pool of employers	8 5.1%	In	An important study objective which will be measured
42 Impacts associated with energy use	8 5.1%	In	Energy consumption is a derived output from the travel demand forecasting process



Table VIII-4: KRM SCOPING COMMENTS & RECOMMENDED DISPOSITION

Comments	Responses*	Code	Recommended Disposition on Comment
43 Safety concern for using highways	5 3.2%	In	This will be addressed by estimation of highway travel reductions likely to occur as a result of new transit
44 Insure ADA compliance	3 1.9%	In	Full compliance is mandated
45 Consider transportation alternatives that do not promote urban sprawl	2 1.3%	In	Coordinated land use planning is an adjunct to the transportation planning of the study
46 Concern about passenger security on transit vehicles	1 0.6%	In	Appropriate levels of passenger security will be assumed
47 Concern with providing alternatives for individuals who drink and drive	1 0.6%	In	Providing transit alternatives may partly address this issue
48 Why should the African American Community support KRM?	1 0.6%	In	Improvements to the mobility of minority and low-income population groups, as well as other environmental justice issues, will be addressed
Comments on Study Approach			
49 Improve presentation materials & website (more graphics, less technical jargon)	2 1.3%	In	Ongoing efforts to present technical aspects in understandable formats, and to use more visual aids will be continued
50 Use a cost-benefit analysis to evaluate alternatives	1 0.6%	In	The FTA New Starts process requires this
51 Compare mile-for-mile cost for yearly maintenance of alternatives	1 0.6%	In	Annual operating and maintenance costs will be identified for each alternative
52 Compare State, federal and local tax dollars spent relative to KRM cost	1 0.6%	In	A financial analysis and plan will be prepared

*Percent is based on 157 responses received.



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The KRM Steering Committee took action on comments that could impact scope.

Certain comments were deemed to reflect a potential change in study scope.

Adding a possible station in the Bay View community of Milwaukee was recommended.

The list of comments in **Table VIII-4** along with staff-recommendations for the disposition of each comment was presented to the KRM Steering Committee on April 5, 2006, with specific attention to comments that could result in a change in study scope. The Committee noted that the majority of the comments reflected topics or issues that are already being addressed and are therefore included within the study scope. The Committee also noted that some comments reflected topics or issues that have already been addressed in previous phases of work for the KRM corridor or in other related study efforts; or are appropriately and better addressed in a later, more detailed design phase of project development or under a different project or study.

The Steering Committee concluded that certain comments could affect the scope of this work and therefore did reflect a potential addition or enhancement to the study scope. Following careful consideration of each of these issues, the Steering Committee reached unanimous agreement with regard to the disposition of each of these issues. The Committee's collective decisions on the disposition of these particular comments are presented here.

- Bay View Station - The addition of a station in the Bay View area of the City of Milwaukee was concluded to be within the scope of work and should therefore be added. The additional station in an established high-density neighborhood such as Bay View would provide additional accessibility and ridership potential for the alternatives. The Committee noted that for purposes of this study effort, the City of Milwaukee would be best suited to identify and recommend what location would offer the best potential for such a station. Following discussion and meetings between the City of



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The operation of service for special events should be taken into account.

Shifting the operation of coal trains from the UP Kenosha Subdivision could be considered in a later phase.

Establishing bus links between UP North Line stations and employers in Illinois can be coordinated local service bus providers.

Milwaukee Department of City Development and Department of Public Works staffs and the study staff, it was the consensus that among several location alternatives, a potential station in the vicinity of E. Lincoln Avenue and S. Bay Street would offer the best location. The Steering Committee agreed that this location should be advanced forward.

- Operate Special Event Service - The Steering Committee agreed that the operation of special event service should be addressed within the scope of work. Consideration would be given to the potential for the alternatives to serve major special events such as Summerfest and other festivals at Milwaukee's lakefront festival grounds. It was noted that such service is provided by similar commuter services in other metropolitan areas and is often considered as a more detailed operations and marketing issue once implementation of the primary service has been established.
- Shift Coal Trains to U.P. New Line - The Steering Committee agreed that the concept of moving the existing coal train traffic off the Union Pacific Kenosha Subdivision to the Union Pacific Milwaukee Subdivision is beyond the scope of this work. It was noted that because of the relatively small volume of such traffic, consideration of this concept, including its relative benefits and costs, would be more appropriate within a more detailed and special study of railroad freight operations, either in later engineering phases or by the freight railroad involved.
- Request Bus Link between Stations along UP-North Line in Northeast Illinois and Employer Sites - The Steering Committee agreed that coordinated connecting bus service between Metra's Union Pacific North Line commuter rail service and employers would be beneficial to accessibility and ridership for the KRM service and



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Discussions with the City of Milwaukee on a possible western extension of the KRM corridor are ongoing.

should therefore be addressed within the scope of work. It was noted that discussions with service providers in northeastern Illinois could be undertaken toward this end recognizing that decisions concerning service levels of local transit service in northeastern Illinois are the responsibility of, and will be made by, the appropriate local authorities in that Region.

- Extension of KRM to Miller Park and State Fair – At the direction of the Steering Committee, meetings were held with the City of Milwaukee on the possible westerly extension of the KRM Corridor. The results of these meetings along with a preliminary recommendation are being documented by study staff for consideration and further direction by the City of Milwaukee.