



# K R M

THE KENOSHA-RACINE-MILWAUKEE COMMUTER LINK

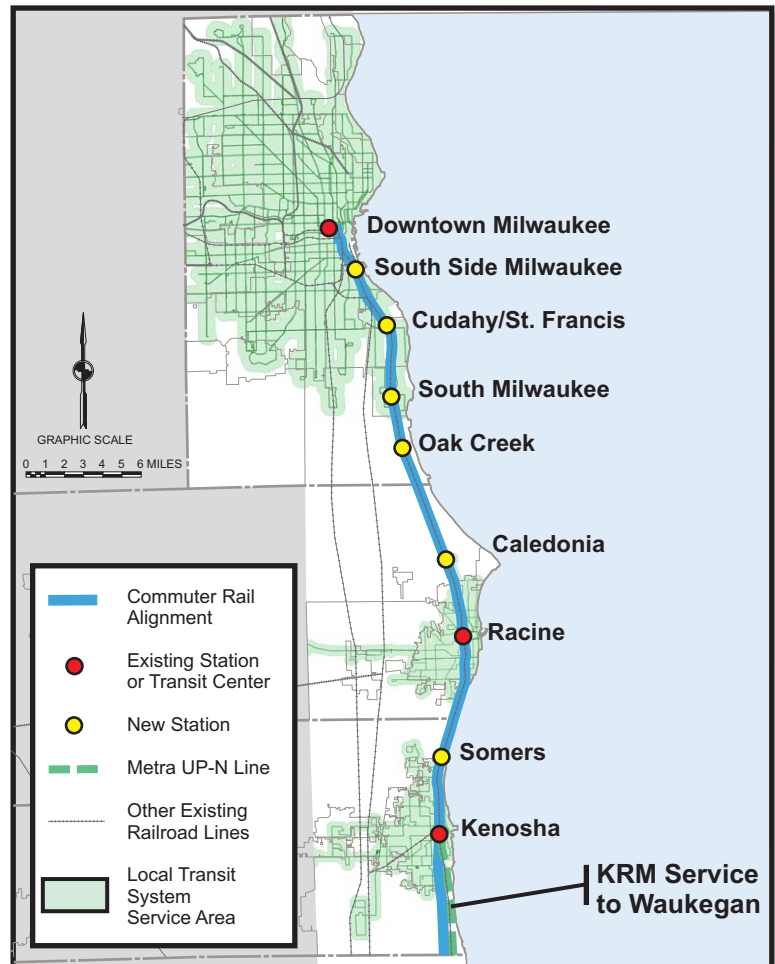
## DRAFT ENVIRONMENTAL IMPACT STATEMENT HAS BEEN APPROVED

This newsletter provides a brief overview of the Alternatives Analysis/Draft Environmental Impact Statement for the proposed improvement to commuter transportation service in the Kenosha-Racine-Milwaukee (KRM) corridor. It also serves as notice that the Draft Environmental Impact Statement (DEIS) has been completed and was approved by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) and the Federal Transit Administration (FTA) on July 22, 2009. Earlier work is summarized in the first three issues of the newsletter. The DEIS is now available for public comment and can be viewed at several locations as listed on page 3. Comments and feedback are welcome at upcoming public hearings (details on page 4) or via the KRM website at [www.KRMonline.org](http://www.KRMonline.org). There is a 45-day formal public comment period, from August 21 through October 5, 2009, during which comments on the DEIS will be accepted.

The DEIS has been prepared and filed according to the State and National Environmental Policy Acts. The document describes a full range of alternatives, the affected environment, and an analysis of the environmental impacts of each alternative. The analysis includes the effects on land use, noise, vibration, and air quality, as well as the impacts on natural resources such as ecosystems and water resources.

The Commuter Rail Alternative (map on right) was chosen as the Locally Preferred Alternative after screening an extensive range of alternatives and detailed analysis and evaluation of a final set of alternatives. The Alternatives Analysis used evaluation measures similar to those used by the FTA for its New Starts project justification criteria. These measures considered the benefits, impacts, and costs of each alternative. Commuter Rail was determined to have significant benefits associated with mobility, land use, and economic development. Commuter Rail was also the preferred alternative of elected officials, businesses, and residents in the KRM corridor.

## KRM COMMUTER RAIL ALTERNATIVE



## ALTERNATIVES ANALYZED AND EVALUATED

Alternatives Analysis was conducted on the following set of alternatives:

- Transportation System Management (TSM)
  - Expansion and enhancement of existing bus service, including Wisconsin Coach Lines and Milwaukee County Transit System (MCTS) Freeway Flyer Route 48 services, with limited-stop commuter bus service connecting Milwaukee and Racine to existing Chicago-Kenosha commuter rail service
  - Includes expanded hours and frequency of service, traffic signal prioritization, additional park-and-ride lots, and passenger information systems at bus stops
- Bus Rapid Transit (BRT)
  - Improves upon TSM alternative, including exclusive and/or semi-exclusive rights-of-way, on-line passenger stations, and vehicles that are more compatible with station platforms to improve passenger access and reduce boarding and alighting times
- Commuter Rail
  - See table below for details



A bi-level, diesel-multiple-unit car, also known as a DMU or self-propelled coach.

### DESCRIPTION OF THE LOCALLY PREFERRED ALTERNATIVE

Service Characteristic	KRM Commuter Rail Alternative
Location	Would operate on existing Union Pacific Railroad and Canadian Pacific Railway freight lines
Station locations	9 stations in Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy, Milwaukee South Side, and Downtown Milwaukee
Level of service	<ul style="list-style-type: none"> <li>• Service provided in both directions during all time periods</li> <li>• 14 weekday trains in each direction</li> <li>• Operating speed – up to 59 mph (average speed – 38 mph)</li> </ul>
Shuttle/local area bus service	<ul style="list-style-type: none"> <li>• Connections to local transit systems, including MCTS, Kenosha Area Transit, and Belle Urban System</li> <li>• Dedicated service between Amtrak station and Milwaukee central business district</li> <li>• Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station</li> </ul>
Type of vehicle	Diesel-multiple-unit cars (“DMUs” or self-propelled coaches)
Coordination with Metra commuter rail service	<ul style="list-style-type: none"> <li>• Service provided by meeting existing Metra trains at either Kenosha or Waukegan</li> <li>• Timed-transfer (6 minutes) provided to Metra trains at Kenosha and Waukegan</li> </ul>
Average travel time	53 minutes (between Milwaukee and Kenosha)

## COSTS AND BENEFITS OF COMMUTER RAIL

Costs associated with the Commuter Rail Alternative – \$207.5 million in capital costs and \$10.35 million in annual operating and maintenance costs (2007 dollars) – are higher than the other alternatives. However, the detailed analysis of the costs and benefits of each alternative indicates that the benefits of commuter rail outweigh its higher costs:

- **Faster travel time** – much faster than bus (83 to 108 minutes) and comparable to car (54 minutes) between Milwaukee and Kenosha
- **Higher level of reliability** – unaffected by rush hour automobile and truck traffic; priority at street, highway, and freight crossings; little impact from the weather
- **Better comfort and convenience** – smoother ride; more visible stations; simple straight route
- **More ridership** – about 7,400 trips and 98,700 passenger-miles on an average weekday (over three times more than the TSM bus alternative)
- **Alternative during freeway system reconstruction** – unaffected by traffic congestion
- **Reduced air pollution and energy consumption** – reduction in vehicle-generated emissions and energy consumption due to increased transit use
- **More efficient development and redevelopment** – potential for higher density development and redevelopment around stations
- **Accessibility to jobs** – over 900,000 jobs accessible within one mile of train stations in the KRM/Metra corridor
- **Economic impact** – potential for economic growth by more closely linking southeastern Wisconsin and northeastern Illinois

For these reasons, the Commuter Rail Alternative was selected as the Locally Preferred Alternative. A capital financing plan for its implementation has been proposed in the DEIS. The majority of the capital costs (about 57%) would be funded through Federal grants from the FTA's discretionary New Starts program and the Federal Highway Administration's Congestion Mitigation and Air Quality Improvement Program. The remainder of the capital costs (about 43%) would be funded by the State (Southeast Wisconsin Transit Capital Assistance Program) and the Southeastern Regional Transit Authority.

Ongoing work may be expected to result in further refinement of KRM Commuter Rail project improvements and operations and attendant cost and benefit estimates. Updated estimates will be presented within the project's application to the Federal Transit Administration to enter into preliminary engineering. These estimates will continue to be refined through preliminary engineering and final design, until the project construction.

### PLACES TO VIEW THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

- Federal Transit Administration Regional Office (Chicago)
- Wisconsin Department of Transportation Hill Farms State Office Building – Library (Madison)
- Wisconsin Department of Transportation Southeast Region Offices – Library (Waukesha)
- Southeastern Wisconsin Regional Planning Commission Offices (Pewaukee)
- Kenosha County Department of Public Works (Bristol)
- Milwaukee County Department of Public Works Campus (Milwaukee)
- Racine County Department of Public Works Office Complex (Ives Grove)
- Kenosha Public Libraries – Simmons Library and Northside Branch (Kenosha)
- Carthage College - Hedberg Library (Kenosha)
- Racine Public Library (Racine)
- Oak Creek Public Library (Oak Creek)
- South Milwaukee Public Library (South Milwaukee)
- Cudahy Family Library (Cudahy)
- St. Francis Public Library (St. Francis)
- Milwaukee Public Libraries – Central Library, Bay View and Tippecanoe Branches (Milwaukee)
- City of Milwaukee Legislative Reference Bureau Library – City Hall (Milwaukee)

Visit [www.KRMonline.org](http://www.KRMonline.org) for addresses and hours of operation.

## PUBLIC HEARINGS

Three public hearings will be conducted in “open house” format. You are invited to review the exhibits on display and discuss the proposed project with Southeastern Wisconsin Regional Planning Commission staff and members of the study team at any time during the two hour time frame. In addition, court reporters will be available to record oral comments at any time during the hearing. Written comments may also be submitted at the meeting. A short project presentation will be made during each hearing, as noted below.

If you are unable to attend one of the hearings, you can visit the KRM website to view the information presented and provide comments on the project, or request a briefing by project staff. You can also provide written comments through October 5, 2009, by email, mail, or fax.

### KRM PUBLIC HEARINGS

**Monday, September 14, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Great Lakes Room, Racine Building, Racine Gateway Technical College  
901 Pershing Drive, Racine

**Tuesday, September 15, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Reuther High School, Gymnasium, 913 57th Street, Kenosha

**Wednesday, September 16, 2009**, 5:00-7:00 pm (presentation: 5:45 pm)  
Harbor Lights Room, Milwaukee Downtown Transit Center  
909 E. Michigan Street, Milwaukee

Persons with special needs are asked to contact the Commission offices at (262) 547-6721 a minimum of 72 hours in advance of the meeting date so that appropriate arrangements can be made. This may involve site access, mobility, material review or interpretation, questions or comments, or other needs.

## NEXT STEPS

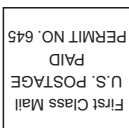
- Incorporate public comments on DEIS, complete Final Environmental Impact Statement
- Apply to the FTA for entry into Preliminary Engineering and Federal discretionary funding
- Receive Record of Decision from FTA
- Conduct Final Engineering and Design
- Construction

## FOR MORE INFORMATION

Website: [www.KRMonline.org](http://www.KRMonline.org)  
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