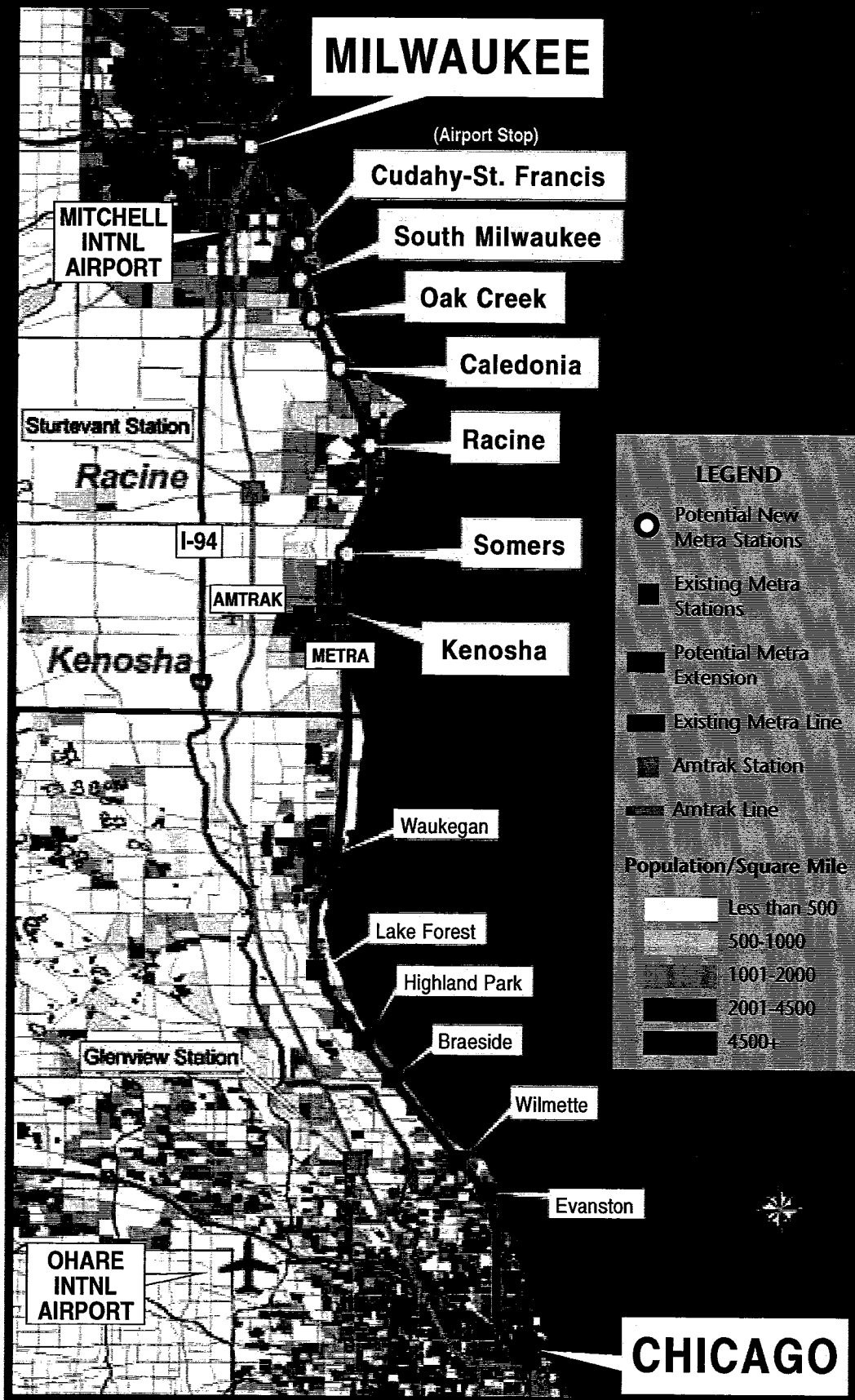


Kenosha-Racine-Milwaukee Commuter Rail



- Revitalize cities
- Attract jobs & talent
- Build tax base
- Develop regional economy
- Clean our environment
- Move us into the new economy

"There is no doubt about the key role between transit service and economic benefits that result in jobs, capital projects that stimulate local economies, and the environmental benefits of an efficient commuter rail system."

Chicago Metra, 2002

Quick Stats of KRM Route

- 33 miles • 8 stops are proposed
- Uses upgraded existing freight railroad.
- 7-15 weekday round trips.
- Projected to carry 1.1 million passengers per year.
- Connects densely populated or rapidly developing communities along the SE Wisconsin lakefront between Kenosha and Milwaukee.
- Stops are about 5 to 20 minutes apart.
- Generally used for inter-city daily work or school commuting; occasional business, entertainment, and event transportation; recreational travel and access to vital services such as health care.
- 150,000 jobs are projected within 1/2 mile of stations.
- Reaches top speeds of 59 mph.
- New modern aluminum trains would be pulled by diesel locomotives with six to eight passenger coaches in each train set.
- Each passenger coach will be equipped with lifts for wheel chair/walker accessibility.
- Comfortable seating with electrical outlets.

For more information contact:

Transit NOW

262-246-6151 www.transitnow.org



A non-profit organization www.transitnow.org
that educates and advocates
for transportation alternatives.

Key Endorsers of the Concept of Kenosha-Racine-Milwaukee Commuter Rail

December 3, 2004

Elected Officials

Mayor Barrett, City of Milwaukee
James White, Milwaukee County Supervisor and
Transportation Committee Chair
Mayor Antaramian, City of Kenosha
Mayor Becker, City of Racine
Mayor Kieck, City of South Milwaukee
County Executive Kehl, Kenosha County
County Executive Walker, Milwaukee County
County Executive McReynolds, Racine County
Chairman Susan Greenfield – Town of Caledonia
Chairman Carol Fischer – Town of Somers
Steven Jansen, President – Village of Sturtevant
State Senator Tim Carpenter (Milwaukee)
State Senator Jeff Plale (South Milwaukee)
State Senator Cathy Stepp (Sturtevant)
State Senator Robert Wirth (Pleasant Prairie)
State Representative Jeff Stone (S.W. Milwaukee Co.)
State Representative Jon Richards (Milwaukee)
State Representative Christine Sinicki (Milwaukee)
State Representative Robert Turner (Racine)
State Representative John Lehman (Racine)
State Representative Jim Krueser (Kenosha)
State Representative John Steinbrink, Village President –
Pleasant Prairie
State Representative Josh Zepnick (Milwaukee)
Lee Holloway, Chairman – Milw. Co. Board of Supervisors
John Engel, President – Racine Common Council
Don Holland, President – Kenosha Common Council
Ken Vetrovec, Vice Chairman – Racine Co. Board of Supervisors
Q.A. Shakoor II, Racine Co. Supervisor, Alderman,
Chair-W. 6th St. Assoc.
Ryan McCue, Milwaukee County Supervisor
John F. Weishan, Milwaukee County Supervisor
Joseph Rice, Milwaukee County Supervisor
Willie Johnson, Jr., Milwaukee County Supervisor
Terry Witkowski, Alderman – Milwaukee
Michael Shields, Alderman – Racine
Cherri Cape, Alderwoman – Racine
David Maack, Alderman – Racine
Thomas Sollman, Alderman – Racine
Robert E. O'Brien, Treasurer – Village of North Bay

Business

Dr. Fisk Johnson, Chairman – S. C. Johnson & Son
William Perez, President & CEO – S. C. Johnson & Son
Gale Klappa, CEO – WE Energies
Richard A. Hansen, President & CEO – Johnson Financial Group
Helen Johnson-Leipold, Chairman & CEO – Johnson Outdoors
Scott Kelly, President – Johnson Bank-Racine

Thomas Mahoney, President – Johnson Bank-Kenosha
Christian Lie, CEO – Johnson Insurance Services
John Matthews, V.P. Global Communications – Johnson Diversey
Jerold Franke, President – WISPARK
Robert Mariano, Chairman & CEO – Roundy's
Aurora Health Care
Edward Emma, President & COO – Jockey International
John Pierre Rosso, Chairman – Case New Holland
Dennis Kuester, President & CEO – Marshall & Ilsley Corp.
Dave Rayburn, President & CEO – Modine
Jerry Ryder, President – In-Sink-Erator
Carol Skornicka, Sr. V.P. General Council – Midwest Airlines
Roch Lambert, Exec. Vice President – Bombardier Recreational
Thomas Bernacchi, Vice President – Towne Realty
Fred Luber, Chairman – Super Steel Corp.
Gary Grunau, Sr. Vice President – GPD Gilbane
Michael Cudahy, President – Endeavors Group
David Gordon, Director & CEO – Milwaukee Art Museum
Paul Matthews, President – Marcus Center for the Performing Arts
Dennis Troha, Chairman & CEO – JHT Holdings, Inc.
Mark Sommer, President – Gormac Products, Inc.
Dennis Barkow, President – Quinte Systems
Jess Levin, President & CEO – Bank of Elmwood
John Burke, Chairman – Burke Properties
Vince Ruffolo, President – S.I.C., Inc.
Alan Ruud, President & CEO – Ruud Lighting, Inc.
Ken Buser, President & CEO – All Saints Health Care
Daniel Risch, CEO – Lincoln Lutheran of Racine
Ronald Gibb, President – Wells Fargo-Racine
Mark Ernst, Partner – Engberg Anderson Design Partnership
Dave Perkins, CFO & Vice President – Racine Federated, Inc.
John Hennessy, President – Hennessy Group (Milwaukee)
John Shannon, President & CEO – Quick Cable Corporation
Ralph Tenuta, Owner – Tenuta's
Eric Resch, President – Stone Creek Coffee
Robert R. Henzl, President – Hostak, Henzl & Bichler, S.C.
Michael Stanich, Partner – Lakeview Investment, LLC (Kenosha)
Keith Johnson, President – Pathway Development (Salem, WI)
Lincoln Fowler, Partner – Alterra Coffee Roasters, Inc.
Dana Anderson, President & CEO – Foote, Cone & Belding
Renquist & Associates (Racine)

Economic Development Interests

Julia Taylor, President – Greater Milwaukee Committee
Peter Beitzel, Vice President – Metro Milwaukee Assoc. of Commerce
Roger Caron, President – Racine Area Manufacturers & Commerce
Mike Ruzicka, Executive Vice President
Greater Milwaukee Association of Realtors
Beth Nicols, Executive Dir. – Milwaukee Downtown (BID #21)
Mike Batten, Chairman – Racine Co. Workforce Dev. Board
Dean Amhaus, President – Spirit of Milwaukee

(over)

Key Endorsers of the Concept of KRM Commuter Rail continued

Economic Development Interests, continued

Paul Burkhardt, President – Cudahy Chamber of Commerce and Peoples Credit Union
Sally Peltz, President – Legacy Redevelopment Corporation
Guadalupe (Wally) Rendon, President
Hispanic Business & Professionals Association (Racine)
Carole Johnson, Chair of Advisory Board – Sustainable Racine
Kathy Hansen, Executive Director – Downtown Racine Corp.
Dave Blank, Executive Director
Racine County Convention and Visitors Bureau
Edward Huck, Executive Dir. – Wisconsin Alliance of Cities
Matt Wagner, Director – CATI (Racine)
Chris Pawlik, Former Pres. – Cudahy Chamber of Commerce
Chris Zdanowicz, President – Kenosha Realtors Association
Dorothy Bosley, President – Racine Board of Realtors
Darlene Cole, Imm. Past President – Kenosha Realtors Assoc.
Raymond Schmidt, Executive Director – Select Milwaukee, Inc.

Education

John Keating, Chancellor – UW Parkside
F. Gregory Campbell, President – Carthage College
Sam E. Borden, President – Gateway Technical College
Milwaukee Institute of Art and Design
Nancy Zimpher, former Chancellor – UW Milwaukee
Robert A. Wild, S.J., President – Marquette University

Labor

John Goldstein, President – Milwaukee County Labor Council
Michael Rosen, President – Local 212 American Fed. of Teachers and Economics Chair – Milwaukee Area Technical College

Faith-Based

Lawrence Kirby, Bishop – St. Paul Baptist Church (Racine)
Wayne Johnson, Former President – Racine Interfaith Coalition
Ray Carter, Pastor – New Life Church (Racine)

Community Leaders & Activists

Martha Toran, Community Activist – Milwaukee
Bruce Wantuch, Director, YWCA of Greater Milwaukee
Robert J. Bauman, Attorney – Law Offices of Robert Bauman
Julilly Kohler, Community activist – Milwaukee
John Norquist, President – Congress for a New Urbanism
Marvin Pratt, (former acting mayor), Milwaukee
David Riemer, (former county executive candidate) Milwaukee
Raymond Glowacki (former mayor), Cudahy
Larry Burazin (former mayor), St. Francis
Jean Jacobson (former county executive), Racine
James Smith (former mayor), Racine
Dale Richards (former mayor), Oak Creek
Joseph S. Clementi (former Mt. Pleasant town chairman)
State Representative Peter Bock (former legislator)

Organizations

Milwaukee Area

Casa Maria, Inc. (Milw.)
Community Shares of Greater Milwaukee
Cudahy Chamber of Commerce

Greater Milwaukee Association of Realtors
Greater Milwaukee Committee
Historic Third Ward Association
Menomonee Valley Partners
Metro Milwaukee Association of Commerce (MMAC)
Milwaukee Area Green Party
Milwaukee Art Museum
Milwaukee Downtown (BID #21)
NAACP (Milwaukee)
Riverwest Neighborhood Association (Milw.)
South Milwaukee Association of Commerce
Spirit of Milwaukee
Sierra Club Great Waters Group (Milw. Area)
Theatre District (Milw.)
UW Milwaukee Student Association
Westtown Association (BID #5, downtown Milw.)
West End Vliet Street Business Association (Milw.)

Racine Area

1000 Friends of Wisconsin (Racine chapter)
Downtown Racine Corporation
North Side Business and Professional Assoc. (Racine)
Racine Area Manufacturers and Commerce
Racine Art Museum
Racine City Tavern League
Racine County Convention and Visitors Bureau
Racine County Democratic Party
Racine County Economic Development Corp.
Racine County Workforce Development Board
Racine Earth Services Corps Youth United
Racine Housing and Neighborhood Partnership, Inc.
Racine Taxpayers Association
Sustainable Racine

Kenosha Area

Chiwaukee Prairie Preservation Fund
Hoy Audubon Society, Inc.
KenRail
Kenosha Area Business Alliance (KABA)
Kenosha Area Chamber of Commerce
Kenosha County Workforce Development Board

Illinois

Lake County Partners (Lake Co., IL)

Regional, State, National

1000 Friends of Wisconsin
Badger Assoc. of the Blind and Visually Impaired
Citizens for a Better Environment
Independence First
Sierra Club Gateway Group (Racine & Kenosha)
Sierra Club John Muir Chapter (State)
Sierra Club (National)
Transportation Development Association
Wisconsin Alliance of Cities
Wisconsin Center for Children and Families
Wisconsin Coalition for Advocacy

Summary of Rail Transit Services

In the United States

Rail transit services exist in dozens of metropolitan areas and cities in the United States. The chart to the left shows metro areas served by one or more modes of rail transit.

The primary city is listed.
Excludes commuter-type
services provided by Amtrak,
and rail transit in the planning
stages.

CR = Commuter Rail
HR = Heavy Rail
LR = Light rail
AG = Automated Guideway
UC = Under construction

See page 2 for definitions.

Data is from American Public
Transit Association and
Federal Transit
Administration.

Primary City Served	Commuter Rail	Heavy Rail	Light Rail	Other
Anchorage	CR			
Atlanta		HR		
Baltimore	CR	HR	LR	
Boston	CR	HR	LR	
Buffalo, NY			LR	
Burlington, VT	CR			
Chicago	CR	HR		
Cleveland		HR	LR	
Dallas	CR		LR	
Denver			LR	
Detroit				AG
Galveston, TX			LR	
Houston			LR	
Jacksonville, FL				AG
Kenosha, WI			LR	
Little Rock, AR			LR ^{UC}	
Los Angeles	CR	HR	LR	
Memphis			LR	
Miami	CR	HR		AG
Minneapolis			LR	
New Orleans			LR	
New Haven, CT	CR			
New York	CR	HR		
Newark, NJ			LR	
Philadelphia	CR	HR	LR	
Phoenix			LR ^{UC}	
Pittsburgh			LR	
Portland, OR			LR	
Sacramento, CA			LR	
St. Louis, MO			LR	
Salt Lake City			LR	
San Diego	CR		LR	
San Francisco	CR	HR	LR	Cable Car
San Juan, PR		HR ^{UC}		
San Jose	CR		LR	
Seattle	CR		LR	Monorail
Syracuse	CR			
Tampa, FL			LR	
Washington, DC	CR	HR		

Rail Definitions

With evolving technologies and a broad spectrum of situations, defining rail transit modes is not always exact. The American Public Transit Association (APTA) provides the following rail definitions for the most common rail modes.

Commuter rail (also called metropolitan rail, regional rail, or suburban rail) is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services, which means that for any given trip segment (i.e., distance between any two stations), more than 50% of the average daily ridership travels on the train at least three times a week.

Heavy rail (metro, subway, rapid transit, or rapid rail) is an electric railway with the capacity for a heavy volume of traffic. It is characterized by high speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading. If the service were converted to full automation with no onboard personnel, the service would be considered an automated guideway.

Light rail (streetcar, tramway, or trolley) is lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph.

Other modes are:

Automated guideway transit (personal rapid transit, group rapid transit, people mover) is an electric railway (single or multi-car trains) of guided transit vehicles operating without an onboard crew. Service may be on a fixed schedule or in response to a passenger activated call button. The places with automated guideways are Detroit, MI, Jacksonville, FL, Las Colinas, TX, Miami, FL, and Morgantown, WV. Automated guideways in non-transit settings such as airports and hospital campuses are more common.

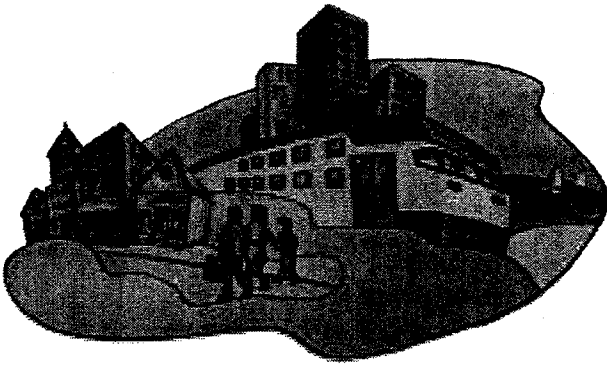
Cable car is an electric railway with individually controlled transit vehicles attached to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle. Only one cable car operation exists in San Francisco, CA.

Monorail is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube. Only two transit monorails exist in Las Vegas, NV and Seattle, WA. Their most common use is in the non-transit settings of amusement parks. If the trains do not have an onboard crew, they are considered automated guideways.

KRM Commuter Rail Quick Points

Prepared by Transit NOW

www.transitnow.org



What is the KRM Commuter Rail Metra Extension?

Kenosha-Racine-Milwaukee (KRM) Commuter Rail is planned as a 33-mile extension of Metra's Union Pacific North line that currently ends in Kenosha. The new service would operate over upgraded existing freight rail lines and end at Milwaukee's Amtrak station after stopping in Kenosha, Somers, Racine, Caledonia, Oak Creek, South Milwaukee, and Cudahy-St. Francis. It is projected to provide 1.1 million trips per year.

Small Investment-Big Opportunities

Wisconsin needs to find smart investments that will help grow our economy and improve our quality of life. Because KRM Commuter Rail uses existing right-of-way in a densely populated corridor, it is a cost effective way to provide needed mobility. The economic, social and environmental opportunities that it can provide are significantly greater than the cost.

Revitalize Cities

The Metra extension will help to revitalize cities with stations, increasing economic activity, property values and tax base, attracting new residents and businesses. Experience shows that people want to live in communities with convenient and reliable commuter rail service. The cities served by the Chicago Metra system are a perfect example. Businesses are also attracted to areas near stations for convenient access to a regional labor market. New businesses and residents attract restaurants, entertainment, events, and other businesses that rely on a high volume of customers. This assists in bringing a renewed social and economic vibrancy to the community that in turn continues to attract more residents and businesses and economic activity. Commuter rail can improve the value and attractiveness of the cities and the region that it serves.

Build property values and tax base

Commuter rail is proven to increase property values and tax base. Property near train stations increases in value and provides more tax revenue. For instance, the Harbor Park development near the Kenosha Metra station was a brownfield worth \$0. It is being re-developed into a 250 unit residential area. With the project nearly finished it is assessed at a value of \$50 million. When the development is finished it will add about \$1.2 million to the tax base. The 550 new downtown residents will create new economic and social activity and make the city more attractive to events and businesses.

Attract jobs & talent

Commuter rail can create better job opportunities by attracting businesses. Businesses want to locate in areas with good access to labor, especially young knowledge workers. Studies show that young talent choose jobs in locations that offer convenient, modern, easy rail transportation amenities. Demographic projections make it clear that within the next 4 - 8 years, attracting and retaining talent will be the most critical issue facing businesses in the United States. Wisconsin must have amenities like commuter rail to keep our college graduates here and attract the talent that our economic future relies on.

Develop Milwaukee-Racine-Chicago economic corridor

The WiseRide study found that commuter rail is a key component in developing the Milwaukee-Racine-Chicago economic corridor. Economists and planners agree that the Milwaukee-Racine-Chicago corridor could become one of the nation's most important economic corridors if we choose to actively develop it, including providing commuter rail connections. Both the Racine Economic Development Plan and the Metro Milwaukee Association of Commerce's Blueprint for Prosperity prioritize commuter rail as a catalyst for realizing this economic corridor.

Protect our environment

Commuter rail helps cut air pollution and polluted run-off from roads and highways by reducing auto trips. The Metra Extension will help reduce sprawl by encouraging redevelopment in existing communities near planned train stations.

Regional access to jobs, education and culture

By using existing right-of-way, KRM Commuter Rail can provide convenient and reliable mobility in a corridor that has few alternatives for increasing mobility directly to the densest populations of workers and jobs (over 360,000 jobs and 540,000 population are projected within 3 miles of Wisconsin train stations). A high density of low-income populations will have access to the commuter rail service. With commuter rail fares similar to bus fares, the Metra extension is a perfect solution for improving job and education opportunities for all people.

A multitude of major universities, colleges, technical colleges, museums, libraries and cultural destinations are near the planned and existing train stations in Wisconsin and Illinois. Three out of Wisconsin's five biggest cities will be connected by the Metra extension.

Leverage capital investments

Commuter rail has consistently proven to assist in leveraging private capital investments as people and businesses locate in communities served by commuter rail. Millions of square feet are available for residential and commercial redevelopment near the stations in traditional communities all along the route.

Alternative to congested freeways

Commuter rail provides a fast, reliable, easy and affordable alternative to congested highway travel. It is not subject to weather and construction delays. Commuter rail is safer than driving. For instance, in 2001, the Metra Commuter Rail system had zero fatalities in 1.8 billion passenger miles (a common occurrence) compared to a national average of 12.4 annual highway fatalities per one hundred million passenger miles.

Key points of recent KRM study report

The report of the Kenosha-Racine-Milwaukee Commuter Rail extension study has been released by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). The alternative analysis and detailed planning study is referred to as the WiseRide study. The study found that KRM Commuter Rail:

- * Enjoys a rare depth and diversity of community support. During the public comment period over 1300 comments were in favor of KRM commuter rail. 20 were opposed.
- Is a key component in developing Milwaukee-Chicago economic corridor.
- Will provide access to 147,500 jobs projected within 1/2 mile of train stations in Wisconsin alone. Within 3 miles the jobs are projected at 360,000 and population at 540,000.
- Is an important as a marketing and workforce development tool. It increases mobility for all, draws business and new jobs and helps expand the labor force by improving access to a wider geographic area and attracting new talent. Is comparable in costs and service levels to other new systems.
- Serves minority and low-income populations well.
- Will not divert funding sources from existing transit services.
- Is very efficient and cost effective in adding passenger capacity. Unexpected or temporary swells in ridership are easily absorbed.
- Will provide good ridership, is simple for passengers to navigate and has a high perceived value.

For More Information

Please contact Transit NOW

262-966-1425 or 262-246-6151

rpotter@transitnow.org, kthomas@transitnow.org

PO Box 565, Sussex, WI 53089-0565

www.transitnow.org

Frequently Asked Questions

Kenosha-Racine-Milwaukee Commuter Rail

Prepared by Southeastern Wisconsin Coalition for Transit NOW

How is commuter rail different from other forms of rail?

Commuter rail stops frequently, connecting several cities that are in a region. Diesel or electric locomotives pull several passenger coaches on a right-of-way that is shared with freight rail. Passengers usually board at stations or from platforms.

Inter-City rail makes very infrequent stops and connects large metropolitan cities across the country. Diesel or electric locomotives pull many passenger coaches on a right-of-way that can be shared with freight trains. In many cases, luggage storage, food service and sleeping facilities are available. Passengers board at stations from platforms.

Light rail makes very frequent stops and connects neighborhoods and immediate suburbs to a densely populated central city. Light rail generally runs on rails in streets or in a right of way, and is powered by overhead electrical wires. Passengers board light rail from the curb or a platform.

Who will operate the KRM Commuter Rail service?

KRM Commuter Rail is planned an extension of the very successful and reliable Chicago Metra route that now ends in Kenosha. The extension to Milwaukee would likely be operated by Metra (under contract from an as of yet undescribed Wisconsin authority).

How much will KRM Commuter Rail cost to use?

Ticket prices are similar to a bus. Potential one way fares on the Milwaukee-Chicago line range from \$1.80 - \$8.20. Milwaukee to Racine is \$3.40. Racine to Chicago is \$6.60. Discounts are generally offered for a 10-ticket package and one month passes.

Where would the stations be?

Proposed new passenger stops are in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, and Milwaukee.

When would KRM Commuter Rail be ready to use?

Passengers could potentially ride on KRM Commuter Rail by 2009.

How will I get from the station to my destination?

Passenger stations will be designed as multi-modal passenger stations. This means that local and regional buses, shuttles and taxis are all options. Three dedicated shuttles are planned that would serve train passengers by looping on a specific route in the downtown areas. A shuttle is also planned between Mitchell Airport and the Cudahy station. Walking is another great way to get around in an urban area.

Can I use KRM Commuter Rail with a wheel chair or using a walker?

Yes. Each passenger coach will have a wheel chair lift that can also be used for people with walkers. Open seating areas will be available for wheel chairs to "park" and for those with walkers to sit.

How long will the trip take?

Examples of some potential trip times are:

Station	Running Time	Time per segment
Depart Kenosha	0:00	0 minutes
Somers	5:14	5 minutes
Racine	15:04	10 minutes
Caledonia	22:17	7 minutes
Oak Creek	31:25	9 minutes
So. Milwaukee	36:36	5 minutes
Cudahy-St. Francis	42:35	6 minutes
Arrive Milwaukee	57:25	15 minutes
Racine to Chicago	1:31	
Racine to Waukegan	:31	
Kenosha to Chicago	1:16	
Cudahy to Kenosha	:42	
Milw. to Oak Creek	:27	
Milwaukee to Racine	:42	
Milw. to Kenosha	:57	
Milw. to Chicago	2:13	(Amtrak 1:44)

Will I get to my destination on schedule?

Reliability and safety are Metra's top priorities (Metra will likely be the operators of this new service). They have a proven track record of reliability on their existing routes. Metra has worked closely with SE Wisconsin Regional Planning Commission throughout the development of KRM Commuter Rail to be sure that the new rail service is absolutely reliable and on time.

Why do we need KRM Commuter Rail?

Commuter rail links employers and labor. For businesses, the availability of labor has become the single most critical factor of production. As a region, our economic competitiveness relies on our ability to connect workers and employers.

Commuter rail investments spur regional business and real estate development that increases local and state tax base, and create new jobs. Commuter rail service allows business to attract labor and customers from a wider geographic area, resulting in more sales opportunities and a higher-skilled work force.

Commuter rail acts as a catalyst in revitalizing existing city centers. Studies show that suburbs also benefit from healthy, growing cities. The mobility between urban and suburban areas is critical for both to be healthy.

Traffic congestion is a severe problem in SE Wisconsin that is projected to only get worse. KRM Commuter Trains would provide a clean, convenient, reliable transportation option to the traffic hassles that are a deterrent to attracting new business and new workers to our region.

Commuter rail improves air quality by reducing driving. Kenosha, Racine and Milwaukee are all under orders from the U.S. Environmental Protection Agency to implement plans to improve air quality.

Why aren't the Amtrak trains and track used for commuter rail service?

1. Purpose and market: Commuter rail service is designed to serve daily commuters traveling to work, people going to school, health care, events, business travelers, and tourists. Stops are frequent and average operating speeds are between 30 and 60 MPH. Fares are similar to bus fares. Commuter rail connects cities in close proximity that are within a region. Amtrak serves discretionary business and tourist travelers traveling between major metropolitan cities or across country. Amtrak attracts riders by stopping infrequently and providing fast service. The vast majority of Amtrak ridership in the Milwaukee/Chicago corridor are from Milwaukee to Chicago. Additional stops would jeopardize existing ridership base.

2. Location: Amtrak trains run on the Canadian Pacific line that runs just east of I-94 in mostly undeveloped "green fields". The KRM Commuter Rail route uses the Union Pacific line that runs along Lake Michigan through densely populated urban areas and rapidly developing communities where employees and employers are located. Rail stations are development magnets. Existing communities along the lake want new development. Stations in green field areas along Amtrak's route would encourage urban sprawl instead of more efficient and environmentally sound compact urban development.

3. The Amtrak line is already very busy with 14 daily Amtrak trains and 20-25 daily freight trains.

For More Information
Please contact Transit NOW
262-966-1425 or 262-246-6151

rpotter@transitnow.org
kthomas@transitnow.org
PO Box 565, Sussex, WI 53089-0565

www.transitnow.org