

## NOTICE OF MEETING AND AGENDA

### Eastern Racine County Transportation Task Force

DATE: March 22, 2018  
TIME: 5:00 pm – 6:30pm Task force meeting  
6:30 pm – 7:00pm Public open house  
PLACE: Ives Grove Office Complex  
Auditorium  
14200 Washington Avenue  
Sturtevant, WI

#### Agenda

1. Call to order 5:00pm
2. Introductions 5:05pm
  - *Attachment – List of Task Force Members, Advisory Group, Facilitators and Staff*
3. Overview of Task Force Goal and Meeting schedule 5:15pm

*The goal of the Eastern Racine County Transportation Task Force is to develop pragmatic recommendations, working within existing parameters, to improve east-west travel times and help move workers to jobs.*

  - *March 22: Define the Problem*
  - *April 19: Identify alternatives*
  - *May 17: Evaluate alternatives*
  - *June 21: Preliminary recommendations*
  - *July 19: Implementation plan*
  - *Aug 16: Final recommendations*
4. Community Vision 5:30pm
  - *Jenny Trick – Racine County Economic Development Corp.*
5. Defining the Problem 5:40pm
  - *Attachment – Eastern Racine County Transportation Task Force Problem Statements*
6. Task Force Open Feedback 6:10pm
7. Summary and preview of next meeting 6:25pm

## List of Task Force Members, Advisory Group, Facilitators and Staff

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### Task Force

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Rusty Clark	Racine County
Dave DeGroot	Village of Mount Pleasant
Jonathan Delagrave, Chair	Racine County
Jim Dobbs	Village of Caledonia
Jerry Franke	Racine County
Jayme Hoffman	Village of Sturtevant
Cory Mason	City of Racine

### Advisory Group

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Clement Abonigwa	Kenosha County
Amy Connelly	City of Racine
Trevor Jung	Visioning Greater Racine County
Keith Kohlman	Rail Enthusiast
Mike Maierle	City of Racine
William Martin	Wisconsin Department of Workforce Development
Willie McDonald	RYDE – Racine Transit
Robert Mozel	Uber Driver, formerly with Racine Police Department
Fiona Murphy	Visioning a Greater Racine County
Dave Prott	Racine County Highway/Parks Supervisor
Gary Resianis	RESCARE – Health and Human Services Provider
Cheryl Rice	A-N-T Transportation
Steve Rongstad	Owner, Kenson Enterprises – Shuttle and Charter Service

### Facilitation, Documentation and Final Report

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Allison Blackwood	Wisconsin Department of Transportation
Andy Kowske	Wisconsin Department of Transportation
Andrew Levy	Wisconsin Department of Transportation
Kevin Muhs	Southeast Wisconsin Regional Planning Commission
Ian Ritz	Wisconsin Department of Transportation
Brett Wallace	Wisconsin Department of Transportation

### County Staff and Communications Team

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MT Boyle	Chief of Staff
Mark Schaaf	Communications Manager
Hope Otto	Human Services Director
James Madlum	Mueller Communication
Elizabeth Hummitzch	Mueller Communication

## Problem Statements

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### Defining Problem Statements and Objectives

The way we define a problem determines the alternatives we consider and how we evaluate them.

Elements of a problem statement may include:

- A brief description
- Where the problem occurs (process and or location)
- Time frame the problem has been occurring
- Magnitude of the problem

The task force can help find the root problem and identify bias in the problem statements and list concerns that they would like to address.

1. Is this the right problem?
2. What causes the problem?
3. What is not included in this problem?
4. What past, future, and present concerns are associated to the problem?
5. What do you most want to achieve?
6. What do you most want to avoid?

### Problem Statements and Objectives

#### A. East-West Connection and Travel Time Improvements

	Problem Statement	Objectives (We want to...)
A.1.	The highway system between I-94 and downtown Racine has travel times ranging between 19 and 23 minutes. The distance is 10 miles. At a running speed of 35 mph and 45 mph would take 17 and 13 minutes respectively. <i>Data from SEWRPC's travel time study</i>	<ul style="list-style-type: none"> <li>• Provide reasonable travel times</li> <li>• Provide consistent travel times</li> <li>• Balance land access and mobility needs</li> <li>• Provide reasonable cost solutions</li> <li>• Implement improvements before 2022</li> </ul>

Map 1 – Studied Routes to the City of Racine from IH 94

**Problem Statements**

**B. Moving workers to work / eliminate transportation barriers / companies are unable to fill jobs**

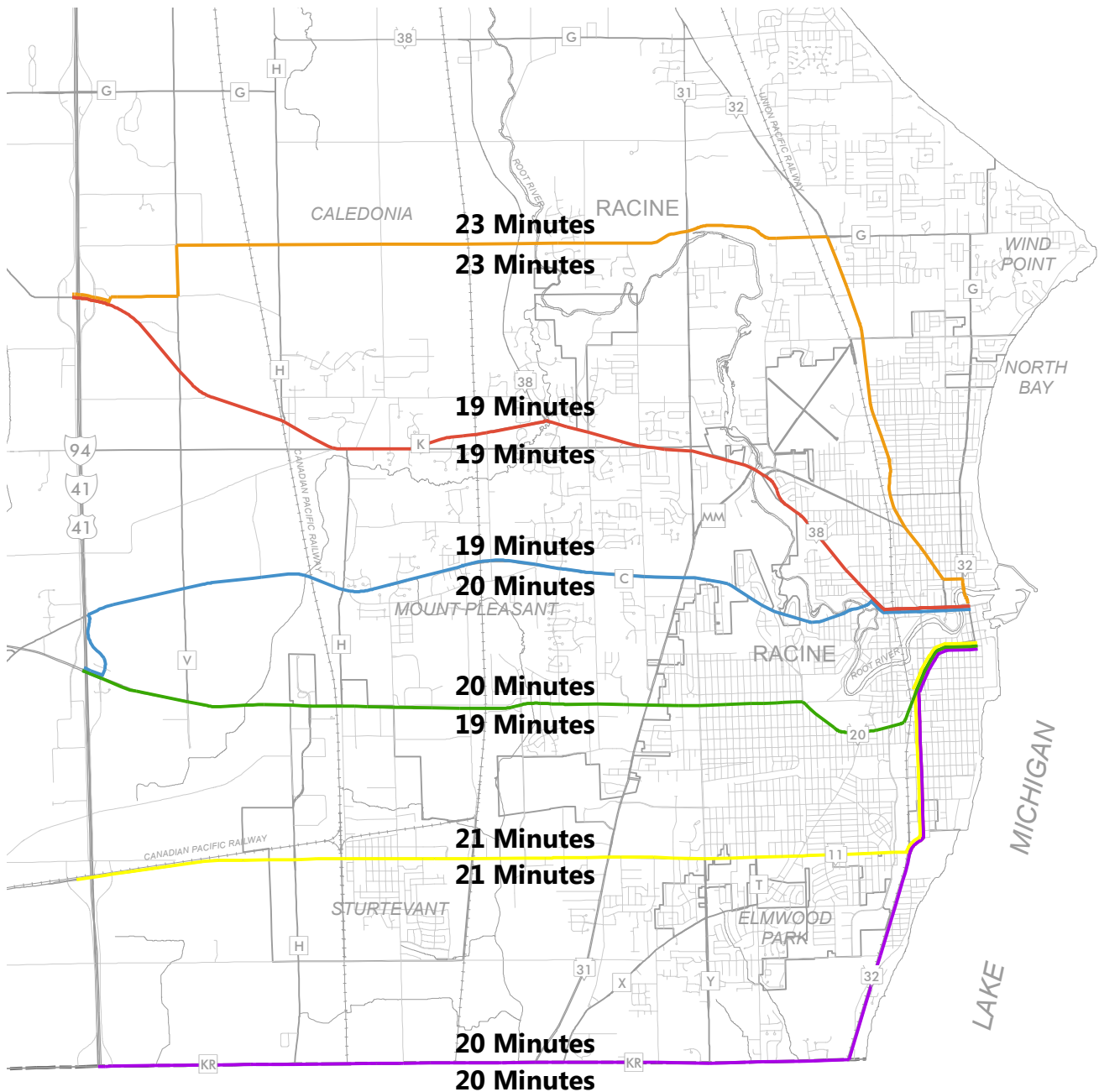
	Problem Statements	Objectives (We want to...)
B.1.	Some employment centers are not served by transit. 98.4% of jobs in the City of Racine are located within ½ mile of a transit line while 834 (19.8%) in Caledonia, 8,663 (63.6%) in Mount Pleasant and 2,489 (65%) in Sturtevant. <i>Data from Center for Neighborhood Technology All Transit Metrics</i>	<ul style="list-style-type: none"> <li>• Provide transit service to more employment centers</li> <li>• Provide reasonable travel times for transit</li> <li>• Provide consistent travel times for transit</li> <li>• Implement partnership solutions</li> <li>• Implement as development occurs</li> </ul>
B.2.	Workers have cited lack of transportation options for not accepting or leaving jobs across Southeast Wisconsin over the past several years. Transportation costs range between 20.9% and 22.9% of income for block groups within ½ mile of transit. <i>Data from Center for Neighborhood Technology All Transit Metrics</i>	<ul style="list-style-type: none"> <li>• Reduce transportation costs</li> <li>• Focus on eastern Racine County residents</li> <li>• Implement partnership solutions</li> <li>• Implement improvements by 2020</li> </ul>
B.3.	Transportation to work is a concern for businesses, local governments and the community at large. <i>Newspaper articles cite the need for multiagency solutions.</i>	<ul style="list-style-type: none"> <li>• Implement partnership solutions</li> <li>• Work within existing authority</li> <li>• Leverage technology for better solutions</li> </ul>

Map 2 – Public Transit Services in the Region: 2017

**What others are saying**

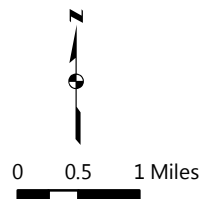
- A. Companies are unable to fill current jobs (*Milwaukee Business Journal 11/2/17*)
- B. How do workers that do not own cars get to and from new jobs in Eastern Racine County? (*Milwaukee Business Journal 2/15/18*)
- C. How can workers, employers and policymakers address the imbalance of where jobs are located and where workers live? (*Milwaukee Business Journal 2/16/18*)
- D. Studies show current transit users; how do we define areas that will increase transit ridership and benefit from improved transit service? (*Wisconsin Public Radio 2/22/18*)

**Eastbound and Westbound Travel Times Along Routes Between the City of Racine and IH 94 During the Morning Peak Period**











**ROUTES BETWEEN IH 94 AND MAIN STREET**

- 4-MILE ROAD/STH 32 ROUTE
- CTH K/STH 38 ROUTE
- CTH C/STH 38 ROUTE
- STH 20/STH 32 ROUTE
- STH 11/STH 32 ROUTE
- CTH KR/STH 32 ROUTE



# Map Public Transit Services in the Region: 2017

## TRANSIT SERVICES

-  INTERCITY RAIL
-  RAPID BUS TRANSIT ROUTE
-  COMMUTER RAIL
-  EXPRESS BUS TRANSIT ROUTE
-  FLEXIBLE TRANSIT ROUTE
-  ONE-QUARTER MILE WALK ACCESS SERVICE AREA FOR LOCAL TRANSIT ROUTES
-  MUNICIPAL SHARED-RIDE TAXI (PRIMARY SERVICE AREA)
-  COUNTY SHARED-RIDE TAXI

