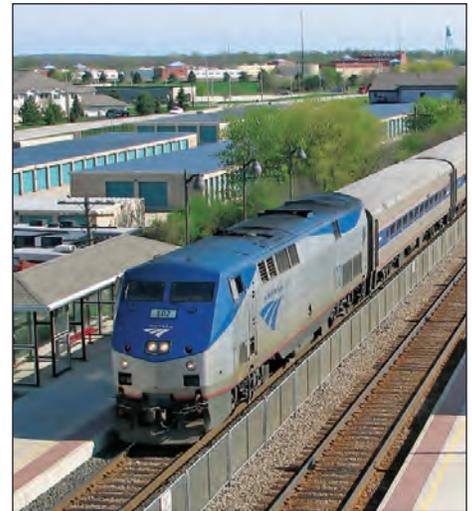


INTERCITY PASSENGER RAIL: IMPLICATIONS FOR URBAN, REGIONAL, AND NATIONAL MOBILITY

HIAWATHA SERVICE ON-BOARD PASSENGER SURVEY

Recent policy and regulatory events have raised interest in intercity passenger rail as a personal mobility solution among transportation planners, policymakers, and the general public. As the nation moves forward with significant development of its intercity passenger rail infrastructure, understanding who is using existing services, how the services are being used to enhance mobility, and implications for regional travel patterns if investments in passenger rail are not made are critical to support planning and decision-making. Due to a general lack of investment in passenger rail in the U.S. over the last several decades, however, there are very few corridors in the country where intercity passenger rail could truly be considered well-integrated into the multimodal transportation system. One such intercity corridor is between Milwaukee, Wisconsin, and Chicago, Illinois. Operating between the two cities (approximately 90 miles) is an Amtrak intercity passenger rail route known as the Hiawatha Service.



Owing to the route's trip-time competitiveness with the automobile, frequent daily service, and an intermodal connection with the airport in Milwaukee, the *Hiawatha Service* is the ideal setting for a research study of the impacts of intercity passenger rail on urban, regional, and national mobility. In January 2011, researchers from the Texas Transportation Institute (TTI) passenger rail research group, with financial support from the University Transportation Center for Mobility (UTCM) and in partnership with the Wisconsin Department of Transportation

(WisDOT), initiated a research project to examine the mobility impacts of the *Hiawatha Service* intercity passenger rail route. In the first phase of this project, TTI researchers and WisDOT staff collaborated on the development and implementation of an on-board passenger survey of *Hiawatha Service* passengers. The survey was distributed to all adult passengers on all *Hiawatha Service* trains on Thursday, March 31 and Saturday, April 2, 2011. Nearly 2,300 completed surveys were obtained and the response rate for the survey was approximately 60 percent.

About the *Hiawatha Service*:

- Operated by Amtrak
- Jointly-Funded by States of Wisconsin and Illinois
- Three intermediate stops between Milwaukee and Chicago
- Entire Route Travel Time: 89 Minutes
- Up to Seven Round-Trips Daily
- Annual Ridership Exceeding 815,000 passengers

HIGHLIGHTS FROM THE HIAWATHA SERVICE ON-BOARD PASSENGER SURVEY

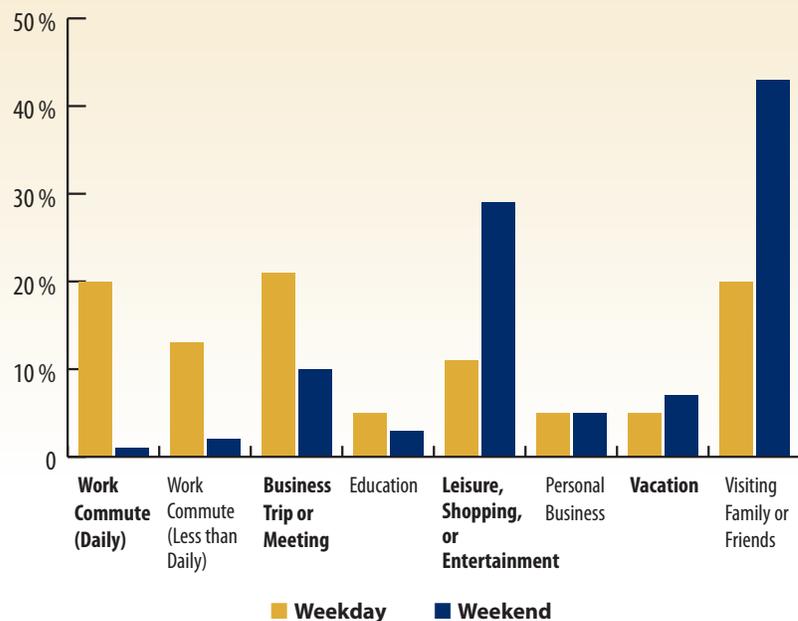
If the *Hiawatha Service* was not available:

- 69% of passengers would drive/ride in an automobile
- 14% would use local transit rail or bus service
- 14% would not have made the trip
- 3% would have used an airplane

Home Residence of *Hiawatha Service* Passengers:

- 52% from the Milwaukee Area
- 23% from the Chicago Area
- 15% from other areas of Wisconsin
- 9% from other U.S. States
- 1% from other areas of Illinois

Hiawatha Service Passenger Trip Purpose



MILWAUKEE AIRPORT SHUTTLE PASSENGER SURVEY

One intermediate stop on the Hiawatha Service between Chicago and Milwaukee is at the Milwaukee Airport Rail Station, which is adjacent to the Milwaukee General Mitchell International Airport. The station, which opened for service in January 2005, is one of only four such stations in the U.S. where a direct link between the Amtrak national intercity passenger rail system and an airport is provided. Hiawatha Service passengers wishing to connect between the rail station and the airport terminal do so by way of a circulating shuttle bus. In the second phase of this project, TTI researchers designed and implemented a two-part survey procedure that examined the passengers utilizing the air-rail intermodal interface at the Milwaukee Airport Rail Station. On-site interviews of passengers using the circulating shuttle were conducted over a 15-day period in May and June 2011. As a follow-up to the on-site interview, passengers were invited to respond to an Internet survey providing more details about their trip and personal characteristics. More than 950 on-site interviews were conducted, which resulted in 155 valid follow-up Internet survey responses.



Hiawatha Service On-Board Passenger Survey and Milwaukee Airport Shuttle Passenger Survey Summary of Findings

- The *Hiawatha Service* plays a critical role in supporting regional mobility by relieving congestion on major highways in the area — approximately 70 percent of passengers would drive if the rail service was not available.

- More than half of *Hiawatha Service* passengers on weekday trains are traveling for work- or business-related purposes, including 13 percent of passengers who are using the train to commute to work on a less than daily basis.



- On weekends, more than 70 percent of *Hiawatha Service* passengers are traveling for leisure/entertainment or to visit family or friends.



- A majority of passengers using the *Hiawatha Service* to access the Milwaukee Airport were doing so instead of flying out of two Chicago-region airports. In this context, the *Hiawatha Service* helps extend the market area for the Milwaukee Airport into the Chicago region.

- Not all passengers connecting to the Milwaukee Airport were catching a flight. Approximately 20 percent of shuttle passengers reported accessing the airport to connect with other transportation options, including rental cars. This reinforces the role of the Milwaukee Airport Rail Station as a multimodal hub for the interface of air and surface transportation modes.

Primary trip purpose for Milwaukee Airport shuttle passengers:

- 36% visiting family or friends
- 31% going to/from a business trip
- 20% leisure/vacation
- 7% personal business
- 6% going to/from a meeting or conference

If the *Hiawatha Service* was not an option to access the Milwaukee Airport:

- 33% of shuttle passengers would have used a different airport. Of those,
 - 79% would have used Chicago (O'Hare)
 - 21% would have used Chicago (Midway)
- 25% would have driven and parked at the airport
- 14% would have used a motorcoach bus, shuttle, or transit service
- 11% would have used a taxi or car service
- 9% would have been driven by a family, friend, or colleague
- 8% would have used other travel options

HIGHLIGHTS FROM THE MILWAUKEE AIRPORT SHUTTLE PASSENGER SURVEY

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For more information or to view the final report, visit http://utcm.tamu.edu/publications/final_reports/Morgan_11-10-75.pdf



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