

City of Oshkosh Transit Development Plan - 2018



City of Oshkosh (GO Transit) Transit Development Plan

December 11, 2018

Prepared by the
East Central Wisconsin Regional Planning Commission

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ABSTRACT

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A Transit Development Plan (TDP) is typically a short-term strategic plan which assists the planning efforts of a transit system. This document is an update to the City of Oshkosh (GO Transit) TDP. GO Transit's most recent TDP was completed in 2011, with the current plan updated in 2017-2018. This effort was funded through a Federal Transit Administration (FTA) Section 5304 Statewide Transportation Planning Program applied for by GO Transit and East Central Wisconsin Regional Planning Commission (ECWRPC).

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1 | INTRODUCTION



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OVERVIEW

A Transit Development Plan (TDP) is typically a short-term strategic plan which assists the planning efforts of a transit system. This document is an update to the City of Oshkosh (GO Transit) TDP which was completed in 2011. The current plan was updated in 2017-2018. This effort was funded through a Federal Transit Administration (FTA) Section 5304 Statewide Transportation Planning Program applied for by GO Transit and East Central Wisconsin Regional Planning Commission (ECWRPC). Its primary goals involved:

1. Defining the community's transit needs through soliciting input from partner agencies and local businesses
2. Involving the public through numerous public outreach opportunities
3. Exploring community goals with decision makers and other stakeholders
4. Defining alternative courses of action
5. Developing a systematic plan to move GO Transit into the future (5-10 year outlook)



STEERING COMMITTEE

GO Transit and ECWRPC developed a steering committee from a broad range of public, private and non-profit entities in the Oshkosh area to guide the development of this plan update. Nearly forty people were invited to participate. Meetings were held at a variety of locations across Oshkosh where different steering committee members took turns hosting a meeting. The committee learned about how transit is important to each entity and the people they serve. **Figure 1-1** contains the list of steering committee members.

Figure 1-1: Steering Committee

Name	Representing Organization
Alexa Naudziunas	City of Oshkosh
Austyn Boothe	UW-Oshkosh
Benjamin Richardson	UW-Oshkosh
Benjamin Krumenauer	Town of Algoma
Bill Van Lopik	ESTHER
Bobbi Miller	Fox Valley Workforce Development Board
Caroline Panske	Oshkosh City Council
David Zerbe	Aurora Medical Center
Debbie Warga	State of Wisconsin-DWD-Job Service
Emily Dieringer	Winnebago County Health Department
Harold Hansen	Oshkosh Corp
Holly Keenan	Make the Ride Happen
Jamie Wilcox	Boys & Girls Club
Jason White	Greater Oshkosh Economic Development Corp
Jean Wollerman	Oshkosh Senior Center
Jeremy Normington-Slay	Mercy Medical Center
Jim Collins	GO Transit
Joe Aulik	Winnebago County
John Newman	Aurora Healthcare
John Rank	Fox Valley Technical College
John Meissner	Options for Independent Living
Joseph Kabamba	World Relief
Kelly Olmsted	Oshkosh Area School District
Korbin Figg	GO Transit
Mark Weisensel	Winnebago County Department of Human Services
Melissa Kohn	Fox Valley Technical College
Mike Norton	Winnebago County Board
Rob Paterson	Citizen Representative
Stephen Hirshfeld	WisDOT
Su Van Houwelingen	Winnebago Housing Authority
Sue Schnorr	Oshkosh K12
Tim Schuster	GO Transit
Tom Mentele	Lakeside Packaging
Tom Otto	Citizen Representative
Tony Beregszazi	ADVOCAP

VISION & MISSION

The vision and mission were developed with the steering committee through two exercises: "The Headliner" and a "Vision Brainstorm".

Headliner

The steering committee was asked to create a newspaper headline based on the following scenario:

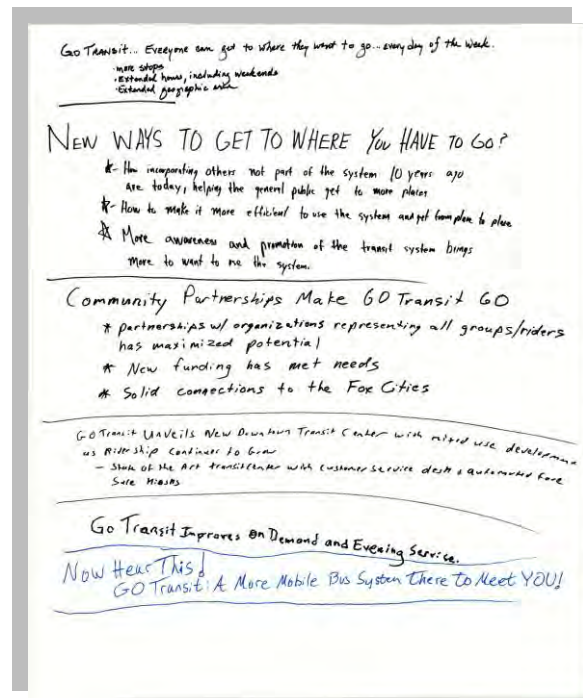
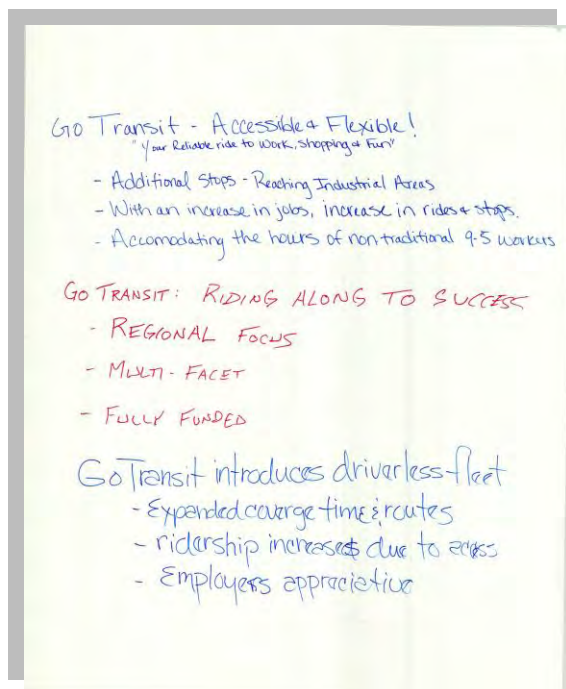


It is ten years from now and a local newspaper has decided to do a feature on GO Transit. The story will focus on the changes and accomplishments achieved by GO Transit over the last ten years. The reporters have interviewed you and many other community members about the history, problems and issues in the community, how residents came together, and the changes the community has undergone. The focus of the article will be on both the accomplishments and changes in the way that GO Transit functions and are structured.

The exercise was designed to get the steering committee thinking about where they would like to see GO Transit into the future. The results were used to develop the vision and mission.

Vision Brainstorm

The steering committee participated in a vision brainstorming session to compile everyone's aspirations for GO Transit. The goal of brainstorming was to produce an idea through spontaneous group discussion. Nothing was discarded and all ideas were documented.



Vision:

To provide transportation options to better connect everyone.

Mission:

To provide convenient, affordable and accessible public transportation options to support our community's ever changing mobility needs.

GOALS & OBJECTIVES

Goals are broad statements of what you hope to accomplish and your approach.

Objectives are specific and measurable strategies or steps to achieve the identified vision and mission.

Logic Model:

To aid in the development of the goals and objectives the steering committee utilized a tool call a “Logic Model”. A logic model or logical framework is a tool used to bring together planning, evaluation and action to systematically and visually present the understanding of the relationship of the resources that operate a program. It is a series of “if-then” relationships that, if implemented as intended, lead to the desired outcomes or objectives. The purpose of a logic model is to provide a roadmap describing the sequence of events connecting the need for planning and the desired results. The steering committee utilized a logic model to develop desired goals and objectives for GO Transit’s plan update. **Figure 1-3** summarizes the desired goals and objectives which were developed by the steering committee.

Goal 1: Increase Marketing/Outreach Opportunities

- A. Develop a marketing plan
- B. Increase social media presence
- C. Budget/advocate for a full-time Marketing/Communications Coordinator staff position
- D. Invest in student internship opportunities (marketing, communications, business)

Goal 2: Foster Partnerships

- A. Continue partnerships with regional transit agencies (i.e. Valley Transit-Fox Cities and Fond du Lac Area Transit)
- B. Investigate ways to increase public-private partnerships with GO Transit (potential employers, medical facilities, local bicycle clubs, private transportation providers)
- C. Increase partnerships with mobility companies (to coordinate a multi-modal approach to providing transportation for first and last mile accommodations)

Goal 3: Increase Customer Satisfaction with Education

- A. Develop a series of short “how to” videos which give riders instructions on the basics of riding the bus, how to use a bicycle rack on front of the bus, using the wheelchair accessible ramps, etc.
- B. Create a regular reoccurring customer survey and administer on a routine basis (i.e. once a year or every other year) to be current on customer needs

Goal 4: Nurture a “Sense of Community”

- A. Develop an “adopt-a-bus-shelter” program to encourage area businesses and non-profit agencies to partner with GO Transit. This program could encourage organizations to take ownership of their shelters and find ways for them to give back to the community while being able to advertise/promote their organizations
- B. Create standard policies and procedures for organizations to keep a cohesive adopt-a-bus shelter program

Goal 5: Educate and Encourage Employers to Incentivize Public Transportation (Fringe Benefits)

- A. Market and educate to employers and their employees regarding possible tax savings if riders utilize public transportation
- B. Develop materials to promote the Internal Revenue Service Qualified Transportation Benefits Program to employers

Goal 6: Support Intergovernmental Department Communication

- A. Increase cross departmental collaboration especially with public works and planning to better coordinate transit, bicycle and pedestrian accommodations in the City of Oshkosh

Goal 7: Continue to Support and Advocate for Transit Friendly Legislation and Policies

- A. Work with local and state officials to support Regional Transit Authority (RTA)
- B. Integrate TDP with City of Oshkosh Comprehensive Plan

Goal 8: Review Funding/Revenue Sources

- A. Routinely review and monitor GO Transit’s fares and monthly pass structures and adjust prices as necessary
- B. Survey municipalities adjacent to Oshkosh to see if there is future transit demands in the future

Goal 9: Review Route 10 (commuter route to/from Neenah connecting to Valley Transit)

- A. Review ridership trend at stop locations on a regular basis
- B. Add or consolidate stops as needed and coordinate with private contractor

Goal 10: Review Route 9

- A. Review ridership trends
- B. Potentially implement service route recommendations developed by consultant and steering committee

Goal 11: Develop a Technology Plan

- A. Create an inventory/wish list of technology upgrades for the transit system for future budgets; ideas include: automatic fare boxes on buses, computerized location/stop announcement system, bus location app, text message alert system, etc. to enhance overall transit services

Goal 12: Develop a Facilities Improvement Plan

- A. Create a future scenario/redesign for the downtown transit center
- B. Elements to include in site selection plan: multi-purpose facilities with upgraded transit center and ticket kiosks, restrooms, additional tenant space for commercial/retail and office space

Goal 13: Coordinate with Future I-41 Regional Commuter Feasibility Study

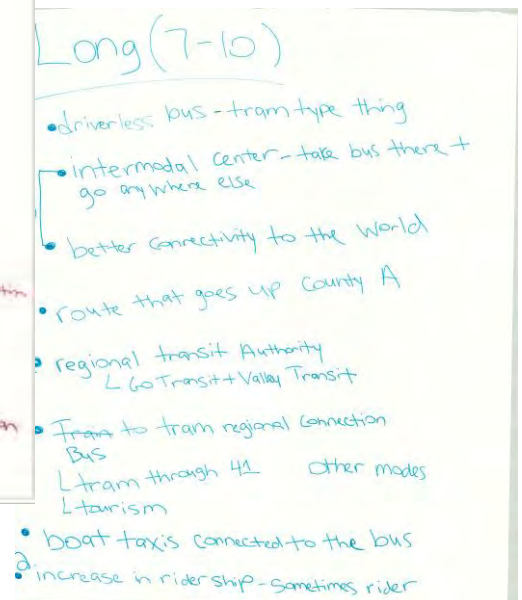
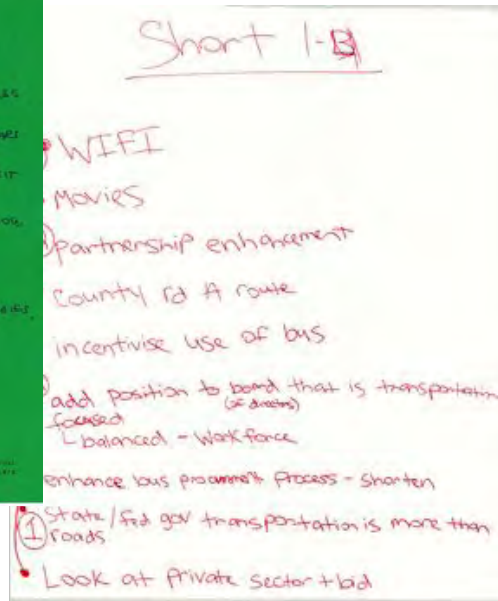
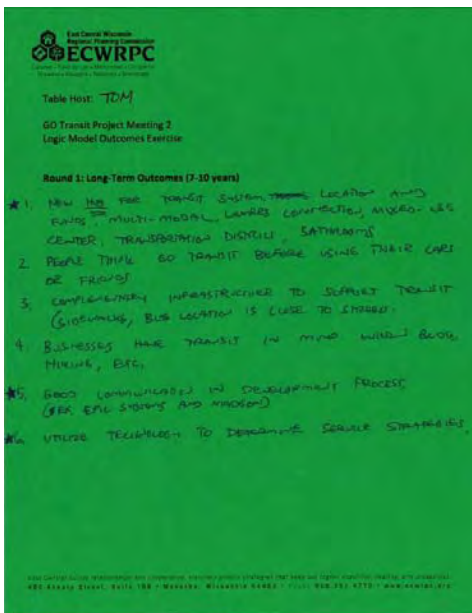
- A. Participate on planning committee for future feasibility study commencing in Fall 2018; study to include regional transit agencies from Fond du Lac to Green Bay

Goal 14: Develop Bus Replacement Schedule/Plan

- A. Manage on-going and future bus replacement schedules per Federal Transit Administration (FTA) replacement guidelines
- B. Remain current on bus procurement (grants) applications

Goal 15: Provide Efficient and Effective Transportation for the Oshkosh Community

- A. Remain up-to-date on traveling needs of the community to provide the most efficient and effective public transportation services; understand public transportation options and emerging technologies to better deliver transportation services (i.e. "on-demand" service, van pools, expanding service hours/day, etc.)



The steering committee prioritized these outcomes into desired outputs where each person voted for their top three topics (action items). **Figure 1-4** summarizes the priorities of this plan. As part of this effort, GO Transit staff and the TDP steering committee decided to focus their attention on these topics:

- Routes Planning
- Marketing/Outreach/Education
- Partnerships/Incentives/Coordination
- Sense of Community
- Funding
- Future Site Plan/Transfer Zone Upgrades

Figure 1-4: Topics

Rank	Topic	Vote
1	Routes (Includes Efficiency, More Stops, Improving Access to Jobs, Van Pools, On Demand Service and Service to New Areas)	12
2	Marketing/Outreach/Education	12
3	Partnerships/Incentives/Coordination	11
4	Sense of Community	9
5	Funding	6
6	Future site plan/Transfer Zone Upgrades	4

Please see Chapter 6 for full recommendations.

GO TRANSIT OVERVIEW

Below is a system level overview of GO Transit by the numbers. Transit agencies which receive FTA funding are required to annually submit data on their transit system to FTA's National Transit Database (NTD). The NTD data is from 2016.

GO Transit by the numbers:

Service Area Statistics:

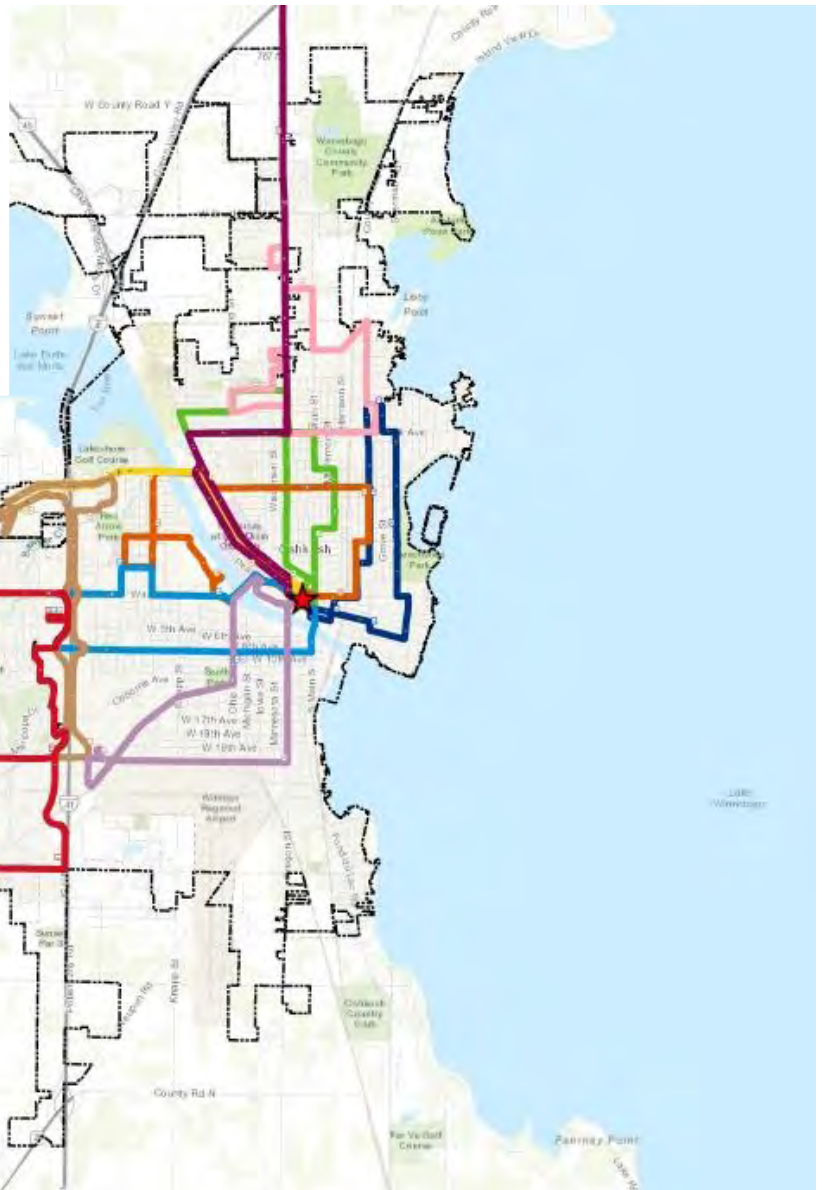
- 25 square miles (City of Oshkosh)
- 66,083 Population

Service Consumption (Fixed Route Bus and Demand Response –Taxi):

- 3,101,623 Annual Passenger Miles
- 995,697 Annual Trips
- 3,100 Average Weekday Trips
- 2,000 Average Saturday Trips

Service Supplied (Fixed Route Bus and Demand Response –Taxi):

- 900,134 Annual Vehicle Revenue Miles
- 58,444 Annual Vehicle Revenue Hours
- 30 Vehicles Operated in Maximum Service
- 38 Vehicles Available for Maximum Service



Sources of Operating Funds

GO Transit is funded through a variety of sources which equated to approximately \$4.2 million (2016). Please see **Figures 1-5 and 1-6** for an overview. Note: Other revenue consists of advertising on buses and agreements with UW-Oshkosh and Fox Valley Technical College for their student riders.

Figure 1-5: 2016 Operating Funds (Dollars)

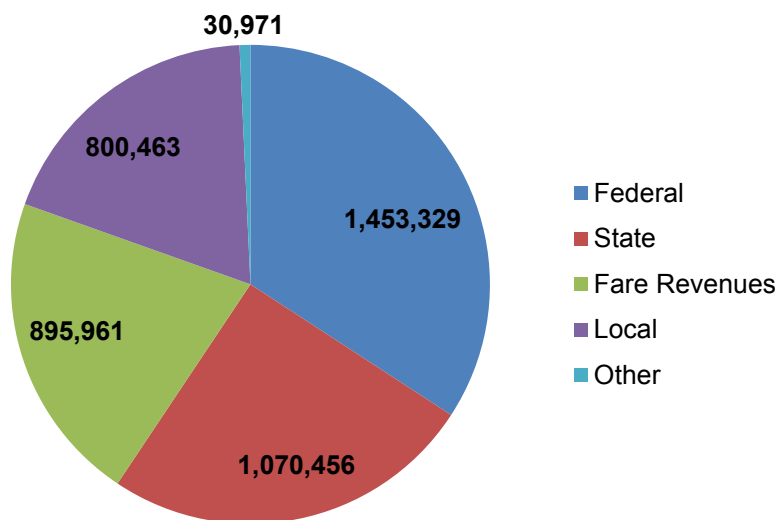
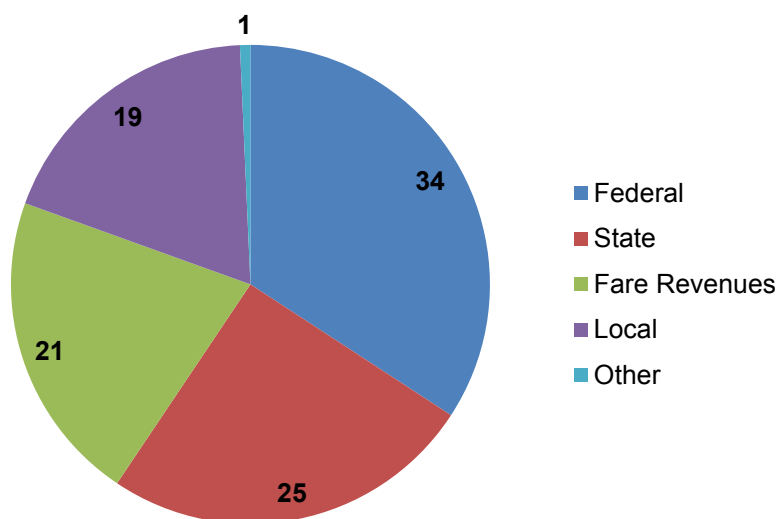


Figure 1-6: 2016 Operating Funds (Percent)



Sources of Operating Expenses

GO Transit's operating expenses were approximately \$3.7 million (2016). Please reference **Figures 1-7 and 1-8** for an overview of expenses.

Figure 1-7: 2016 Operating Expenses (Amount-Dollars)

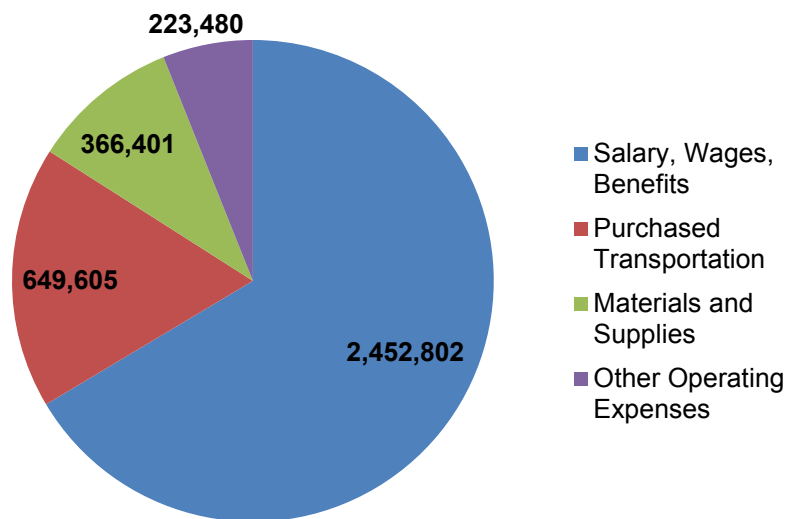
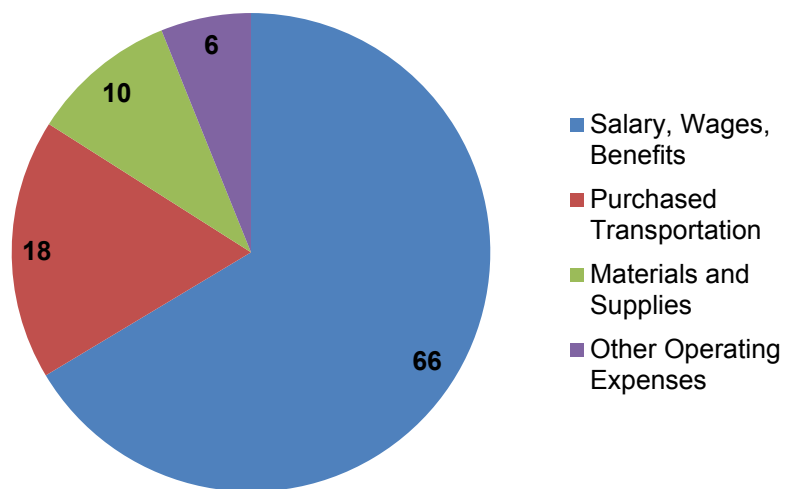


Figure 1-8: 2016 Operating Expenses (Percent)



GO Transit (Agency Snapshot)¹

- 21 bus drivers
- 4 maintenance staff
- 6 administrative staff

Fixed Route Service

- 9 routes in City
- Monday – Saturday;
6:15 AM – 6:45 PM
- 1 intercity route between Oshkosh and Neenah to Valley Transit (by contract)
- Monday – Friday (7.5 round trips); 6:30 AM – 6:30 PM
- Connects to Valley Transit (Appleton/Fox Cities)
- See **Map 1-1**: Bus Routes

Paratransit Programs (GO Plus)

- Americans With Disabilities Act (ADA) Paratransit Service (by contract)
- Additional Demand Response Service
- Access-to-Jobs
- Senior Dial-a-Ride (funded by Winnebago County)
- Rural Program (funded by Winnebago County)

GO Transit Facilities

- Administration & Maintenance Facility (Located at 926 Dempsey Trail)
- Downtown Transit Center (Located at 110 Pearl Avenue)
- 26 passenger shelters & 12 benches



¹ Current as of February 2017 from presentation by GO Transit.

GO Transit Vehicles

Figure 1-9: Fixed Route Fleet

Quantity	Fuel	Model Year	Length
3	Diesel	2003	35'
4	Hybrid	2010	40'
2	Clean Diesel	2013	35'
2	Clean Diesel	2018	35'
5	Clean Diesel	2018	40'



DEMOGRAPHICS

The following is a brief demographic snapshot of the City of Oshkosh (All data is from US Census-American Community Survey 5-Year Estimates, 2012-2016 and the 2010 Census):

- Total population: **67,394**
 - Please see **Map 1-2** which displays population density (people per square mile); the central/core downtown has the greatest densities and gradually decreases away from the downtown
- Population in group quarters:²
 - Institutionalized (prisons, mental health facilities): **4,056**
 - Noninstitutionalized (privately owned community based residential facilities, etc.): **3,434**
 - Reference **Map 1-3** for Population in group quarters; the areas with greatest concentration of group quarters include the UW-Oshkosh campus, Oshkosh Correctional Facility and the Winnebago Mental Health Institute
- Employment (employers with 50 or more employees):
 - Reference **Map 1-4** which maps places of employment with more than 50 employees which are scattered throughout the city limits

² 2010 Census Summary, DP-1.

- Senior population (60 years and older): **12,124³**
 - Male: **(43 percent)**
 - Female: **(57 percent)**
 - Reference **Map 1-5** which displays senior living facilities within the City; **Figure 1-10** displays senior living facilities in Oshkosh with ten or more employees
 - Also see **Figure 1-11** which displays population age/sex pyramid for Winnebago County; 2010 Census population data is shown with 2040 population projections from the Department of Administration (Increase in senior populations ages 60+)

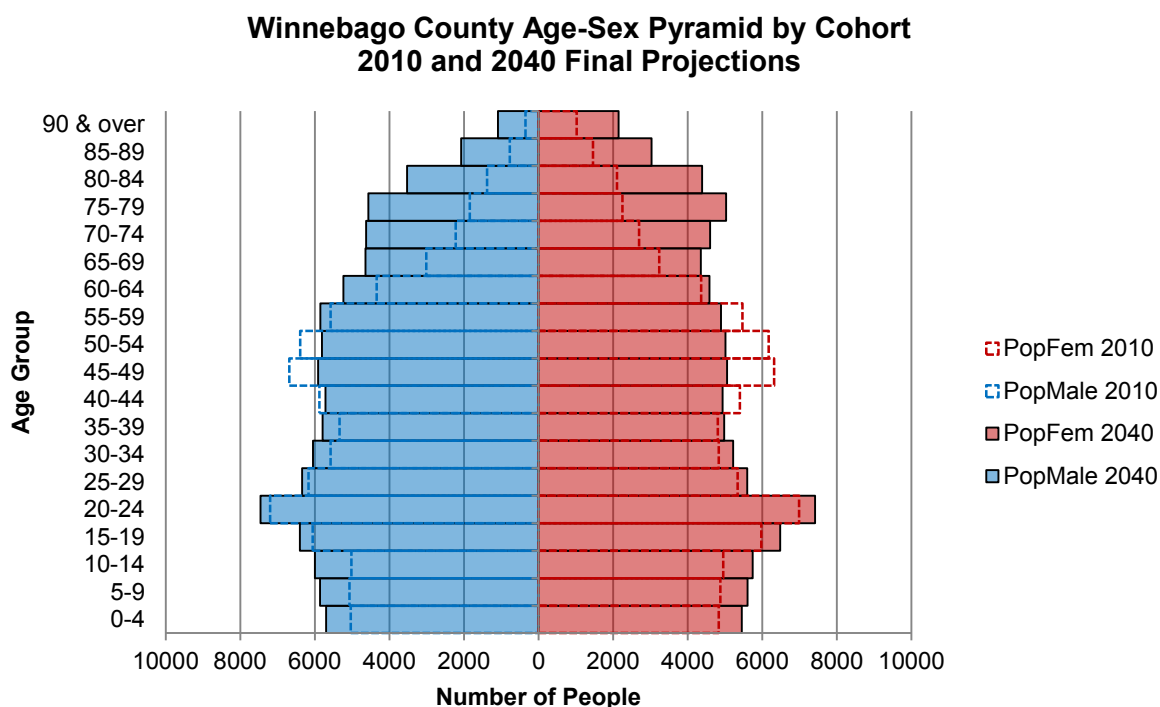
Figure 1-10: Senior Living Facilities, 10+ Employees (2017)

SENIOR FACILITIES	EMPLOYEES
NORTHPOINT MEDICAL & REHAB CTR	100
BELLA VISTA	100
PARKVIEW HEALTH CTR	100
SISTERS OF SORROWFUL MOTHER	55
WATERFORD AT OSHKOSH	50
GABRIEL'S VILLA	30
ARBORVIEW MANOR	20
CENTENNIAL INN	18
WESTBROOKE MANOR	16
ELIJAH'S PLACE	16
SI BAYSHORE OSHKOSH LLC	16
LIMITLESS POSSIBILITIES LLC	16
CENTURY OAKS HOMES LLC	16
NEW HAVEN INC	15
AZURA MEMORY CARE	14
FRANCISCAN COURTS	11
BROOKDALE OSHKOSH	11
EVERGREEN RETIREMENT COMMUNITY	10
LAKELAND CARE DISTRICT	10

Source: Emsi Business Analyst, 2017

³ 2012-2016 American Community Survey, 5-year estimates, Table S0102.

Figure 1-11: Population Projections



Source: Demographic Services Center, DOA State of Wisconsin, Vintage 2013

- Population living in poverty:
 - Reference **Map 1-6** which displays the local population considered living in poverty. The greatest concentration is in the downtown area

Figure 1-12: Poverty Analysis (Oshkosh Overview)

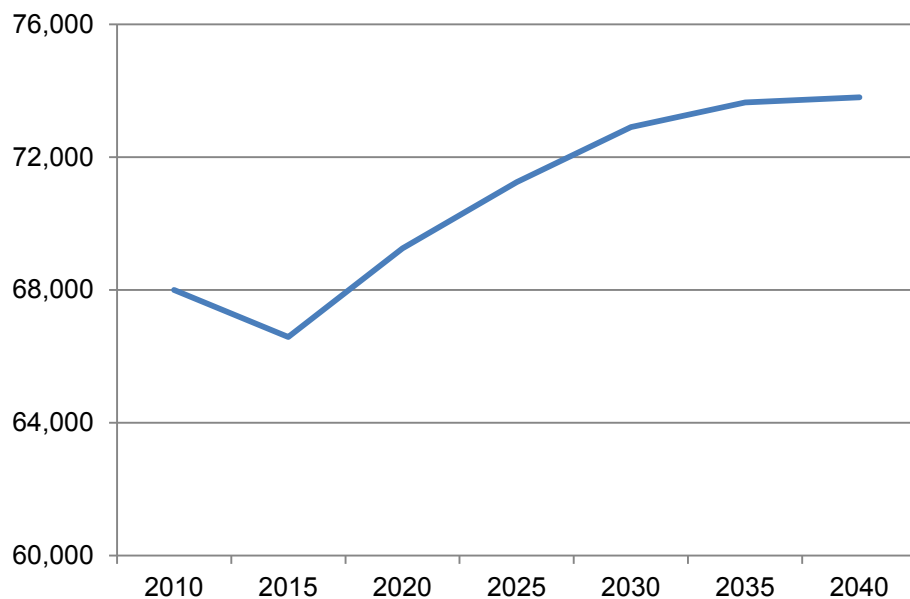
Item	ACS metric (2012-2016)
Total Households	34,016
Households making less than \$25k	8,121 (24%)
Population considered in poverty	12,232
Households with no car	2,488 (less than 1%)
Households with 1 or less vehicles	14,509 (43%)

- Minority Population/Hispanic or Latino Population/Language Spoken at Home:
 - Reference **Map 1-7** which shows a general pattern where minorities live in the greater Oshkosh area
 - Reference **Map 1-8** which displays a general pattern of where Hispanics/Latinos live in the greater Oshkosh area
 - Reference **Map 1-9** which represents where those live by their reported primary language spoken at home (those who speak English less than well)
- Noninstitutionalized population with a disability: **7,686⁴**
 - Male: **3,415**
 - Female: **4,271**

⁴ 2012-2016 American Community Survey, 5-year estimates, Table S1810.

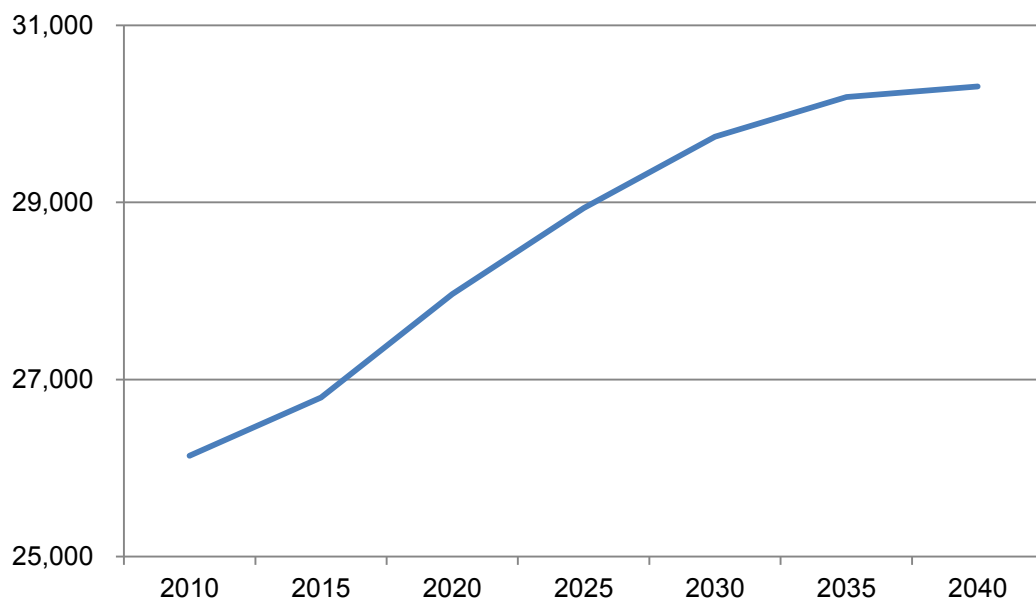
The Wisconsin Department of Administration (DOA) publishes population and household projections for Wisconsin municipalities typically after each US Census (after each decade). **Figures 1-13 to 1-15** display both population and household counts and projections for the City of Oshkosh out to the year 2040.

Figure 1-13: City of Oshkosh Population (2010-2040)



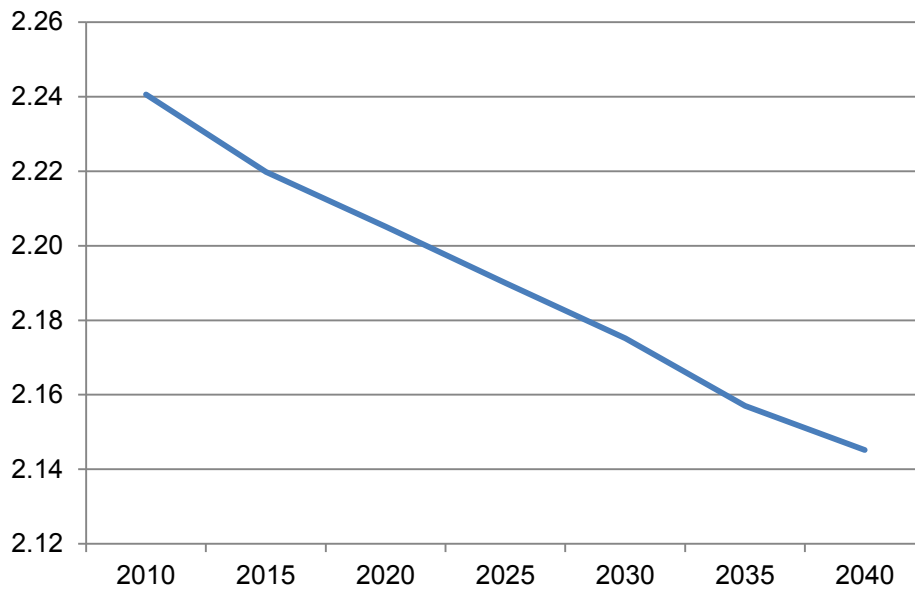
Source: Wisconsin Department of Administration, created 2013 (2010 Census)

Figure 1-14: City of Oshkosh Households (2010-2040)



Source: Wisconsin Department of Administration, created 2013 (2010 Census)

Figure 1-15: City of Oshkosh Persons per Household (2010-2040)



Source: Wisconsin Department of Administration, created 2013 (2010 Census)

2 | EVALUATION



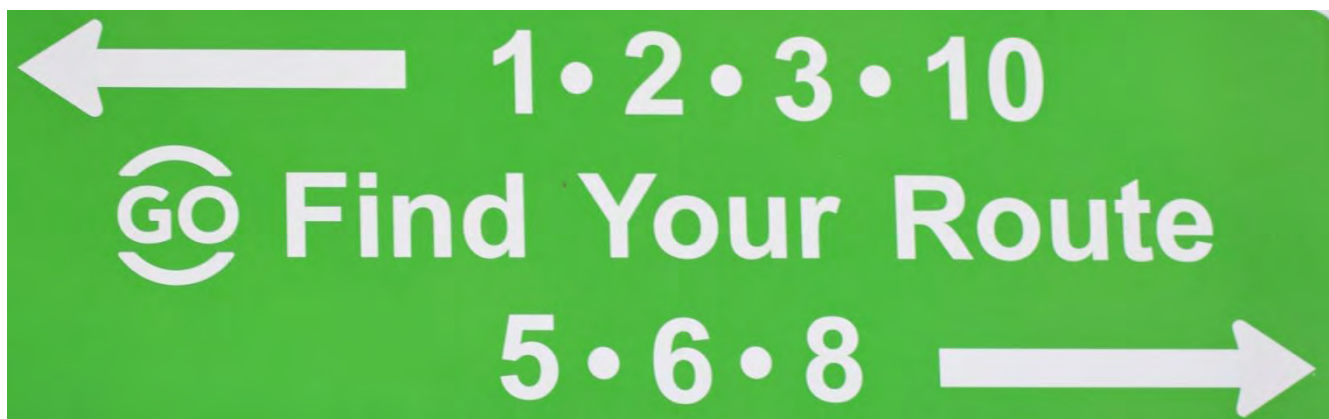
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CURRENT SYSTEM EVALUATION

In order to develop sound recommendations for GO Transit it was crucial to understand the current state of the transit system. Various outreach efforts occurred and coordinated between the project consultants (SRF Consulting and ECWRPC) as part of this planning process. Evaluation elements included:

- TDP Steering Committee input throughout the entire plan development process
- Coordination with GO Transit to distribute paper surveys on board buses
- Distribution of regional surveys to gauge transit interest in the surrounding municipalities of the City of Oshkosh (Towns of Algoma, Oshkosh, Omro, Nekimi and Black Creek)
- Attended two Wednesday Oshkosh Farmers' Markets to gather public comments
- SRF Consulting also diligently coordinated efforts to:
 - Coordinated key interviews with GO Transit staff and bus drivers
 - Coordination with City of Oshkosh Communications Department to distribute a series of city-wide online survey questions about their thoughts on transit (**224 respondents**)
 - Conducted key stakeholder interviews with entities specifically within the Route 9 service area:
 - Mercy Medical Center
 - the Outlet Shoppes
 - Oshkosh Housing Authority
 - and major employers in the Southwest Industrial Park
 - Gathered customers' feedback at the Walmart transfer zone, downtown Transit Center, and customers (**70 on-bus surveys returned**) and bus drivers (as part of field observations)

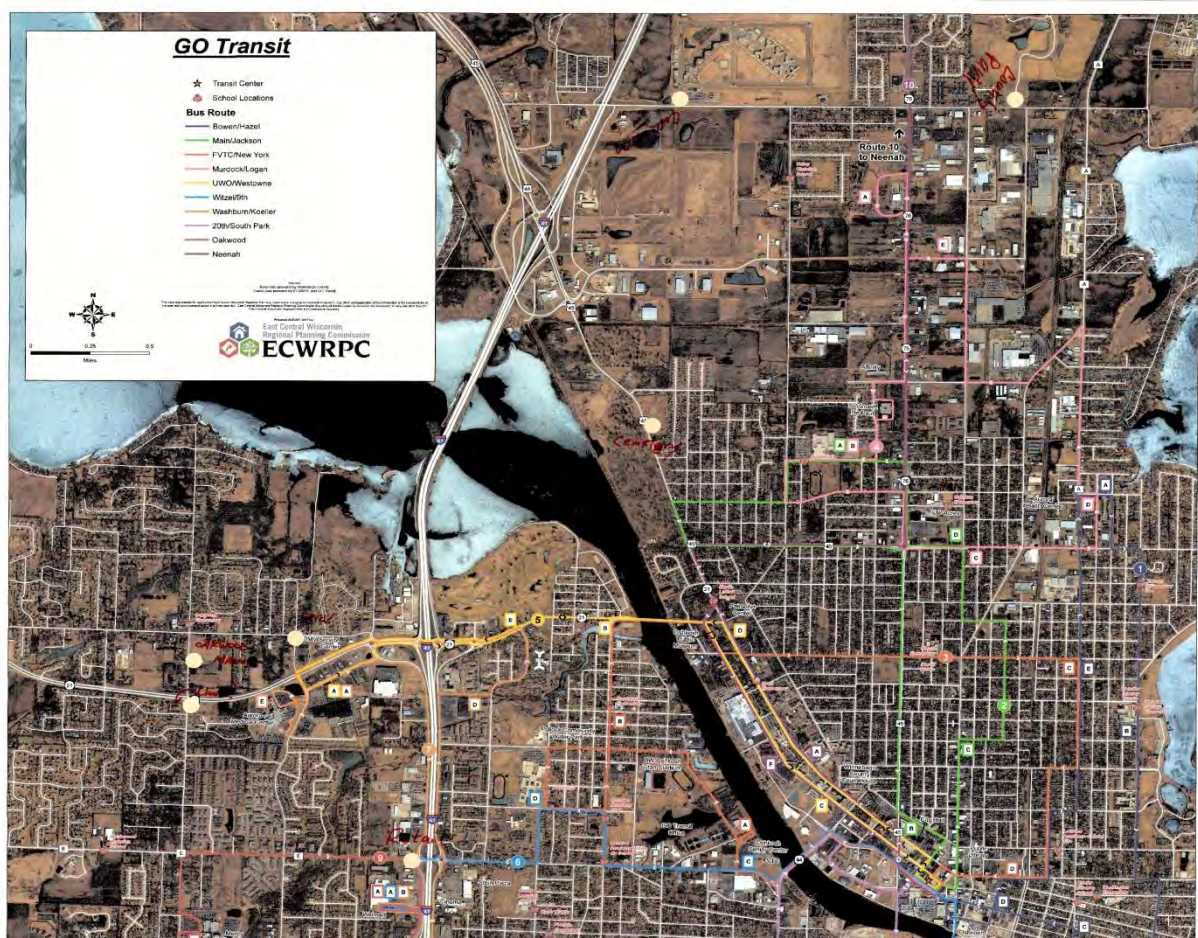


Location Exercise

The steering committee also participated in a location exercise, where members were asked to identify places or areas of the greater Oshkosh area not currently served by bus. These locations are summarized in **Figure 2-10**, along with a service response/decision from GO Transit.

Figure 2-10: Location Exercise

Location	Response
Correctional Facility	Served by Route 10
Winnebago County Park – by Sunnyview Expo Center	Possible Route 10 deviation by Hwy 76/Soda Creek Road
South Industrial Park	Served by Route 8 (20 th Ave/Oregon St)
Cimarron Court Apartments	Potentially address with Route 9 RFP
Cumberland Court Apartments	Potentially address with Route 9 RFP
Wisconsin Herd Arena	Served by Routes 6/8
Wiouwash/Heritage Trail – by Ecklund Motorsports	Accessible from intercity routes near UW-Oshkosh
Church of Jesus Christ Latter-day Saints – Town Algoma	Outside of service area
DMV – Town of Algoma	Outside of service area
Algoma Town Hall	Outside of service area
Oakwood Elementary – Town of Algoma	Outside of service area

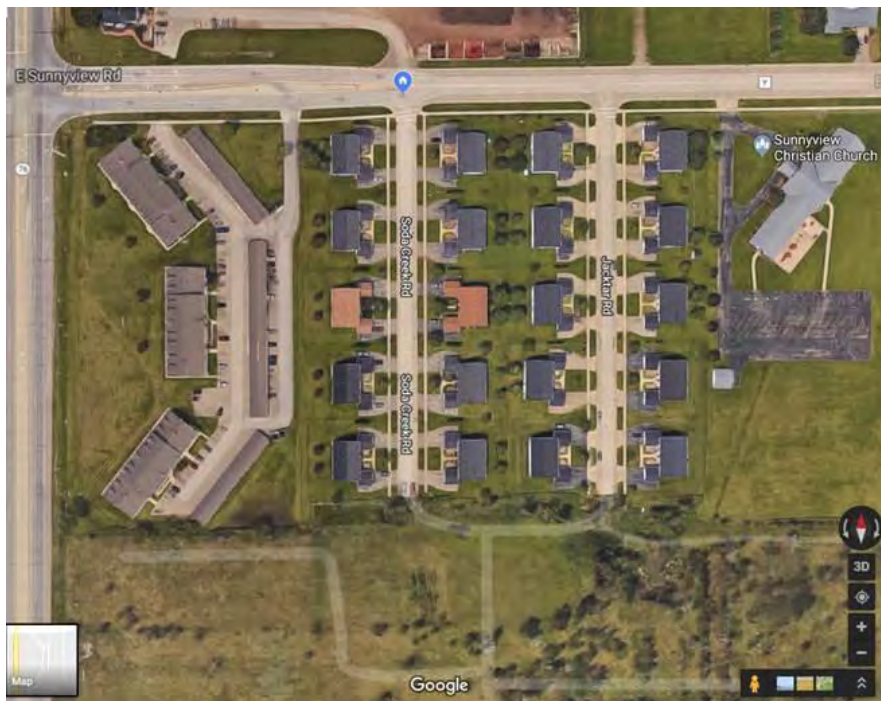


Winnebago County Park – by Sunnyview Expo Center

Connecting Route 10 to Winnebago County Park and Sunnyview Expo Center was identified as an area of need. A Route 10 deviation was proposed as a potential solution connecting passengers to the Soda Creek Road area which also connects into a trail that connects to Winnebago County Park and Sunnyview Expo Center. This is not the ideal solution, but one that could allow Route 10 to maintain the current service frequency and timing while connecting passengers to Winnebago County Park and Sunnyview Expo Center. Extending the route any further toward Winnebago County Park and Sunnyview Expo Center would result in route reduction somewhere else on the route. This deviation still needs to be tested to see if frequency and timing can still be met.



Proposed Route 10 Deviation, Image 1



Proposed Route 10 Deviation, Image 2 (note trail connection to Winnebago County Community Park (in SE corner))

FARE ANALYSIS

Transit is primarily funded through three sources: the local share (fares, city tax levy and county subsidies), state and federal grants. Since 1974 state and federal sources have subsidized portions of GO Transit's operating budget and capital purchases. In recent years however, federal and state funds have incrementally decreased forcing the local share to increase to cover this gap.

In 2016, local transit operations cost the City of Oshkosh close to \$750,000; just ten years prior, the local share was just over \$500,000. Conversely, the state and federal share for Tier B (medium-sized) transit agencies across Wisconsin covered over 60 percent of operations a decade ago; it has gradually decreased to about 55% as of 2017. Please see **Figures 2-11 and 2-12**, documenting the local and state/federal funding sources, respectively.

Figure 2-11: Local Transit Aids – GO Transit Operation Costs

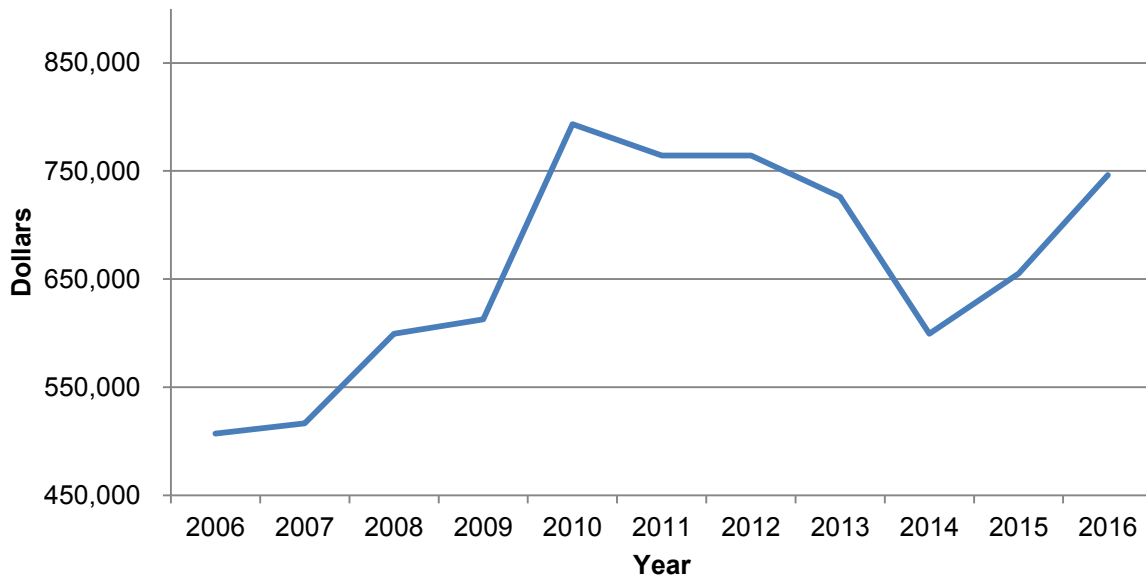
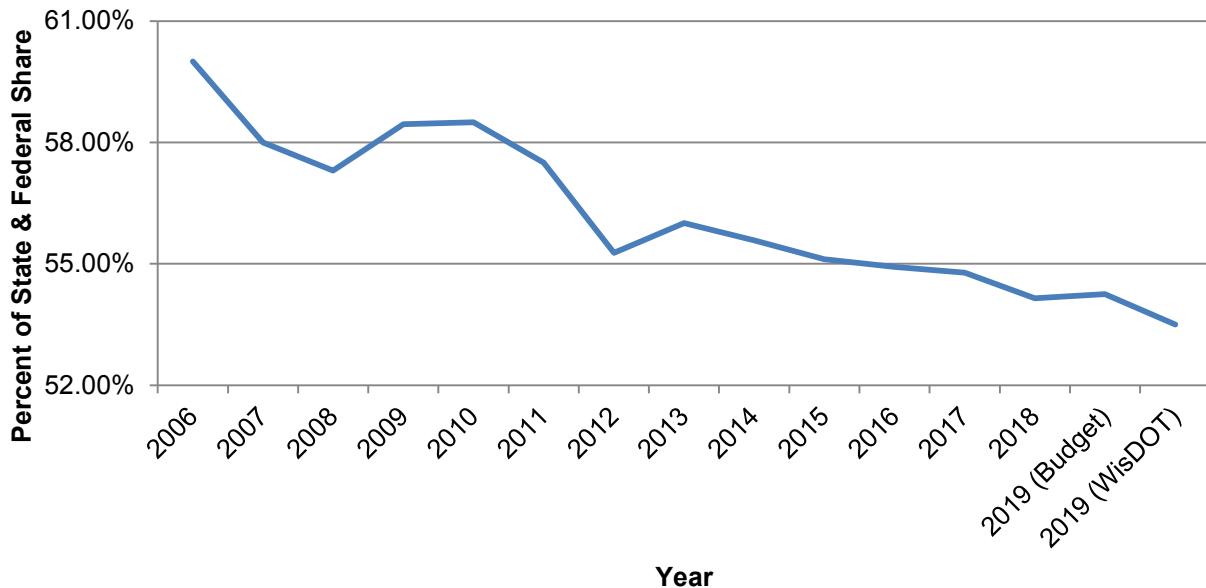


Figure 2-12: State & Federal Transit Aids – Tier B Systems



Compared to its statewide peers, GO Transit offers the lowest fares for both adult cash (\$1.00) and monthly passes (\$25.00). Additionally, GO Transit is the only provider to offer a three month pass (\$60.00). Please refer to **Figure 2-13** which provides a comparison of peer transit agencies. GO Transit last raised its cash and monthly pass fares nearly a decade ago in 2009. In recent years, fare box revenues peaked at \$206,000.00 in 2011, and have leveled off to a low of \$130,000.00 as of 2017. Please see **Figures 2-14 and 2-15**.

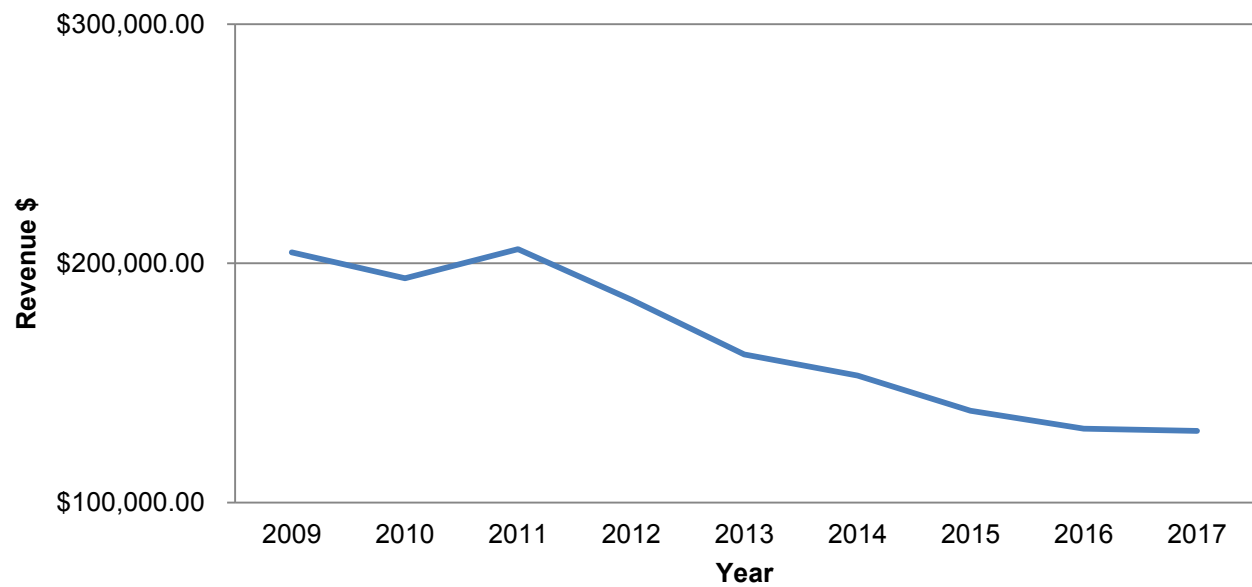
Figure 2-13: 2018 Fare Analysis

Transit System	Cash (adult)	Monthly (adult)	3 Month
GO Transit	\$1.00	\$25.00	\$60.00
Green Bay Metro	\$1.50	\$35.00	None
Fond du Lac Area Transit	\$1.50	\$38.00	None
La Crosse Municipal Transit	\$1.50	\$35.00	None
Shoreline Metro (Sheboygan)	\$1.75	\$48.00	None
Eau Claire Transit	\$1.75	\$50.00	None
Valley Transit (Appleton)	\$2.00	\$60.00	None
Outside Wisconsin (similar size transit agencies)			
Owensboro Transit System (Owensboro, KY)	\$1.00	\$30.00	None
Bay Metropolitan Transit Authority (Bay City, MI)	\$1.00	\$20.00 (for 20 rides)	None
Steel Valley Regional Transit Authority (Steubenville, OH)	\$0.50	None	\$30.00 (yearly pass)
Jackson Transit Authority (Jackson, TN)	\$1.25	\$35.00	None
Lima Allen County Regional Transportation Authority (Lima, OH)	\$1.00	\$40.00	None
The Jule (Dubuque, IA)	\$1.50	\$45.00	None
Duluth Transit Authority (Duluth, MN)	\$1.50	\$40.00	\$115.00

Figure 2-14: Fare Box Revenue

Year	Revenue (\$)
2009	204,567.80
2010	193,685.16
2011	205,912.59
2012	184,780.82
2013	161,876.90
2014	152,998.75
2015	138,327.51
2016	130,841.92
2017	129,958.70

Figure 2-15: Fare Box Revenue



Input from Steering Committee

The steering committee evaluated the current fare structure of peer transit agencies across Wisconsin and voted on what they thought was an appropriate price for individual and monthly pass fares. For individual fares options included: no change, \$1.25, \$1.50, \$1.75, \$2.00 or \$2.25; and for the monthly passes: no change, \$30, \$35, \$40, \$45 or \$50. The majority voted for an increase of the individual fare to \$1.50, and a monthly pass fare of \$35. They also voted in favor of a onetime fare increase rather incrementally if an increase is ultimately recommended to City Council.

Fare Analysis Summary

- As of 2018, GO Transit has the lowest individual and monthly pass fares as compared to its regional peers across Wisconsin.
- GO Transit's fare box revenue has continued to decline since a high of \$205,912.59 in 2011 to a low of \$129,958.70 in 2017. The City of Oshkosh has been filling this deficit since 2011.
- The useful life of a transit bus, according to the Federal Transit Administration, is 12 years or 500,000 miles. In 2017 a 35 foot diesel bus cost roughly \$500,000, which requires a local 20% match (\$100,000).
- Over the past 10 years state and federal transit aids have continue to declined forcing local aids (City) to cover the loss of transit funds to maintain existing services. The declining state and federal aids trend looks to continue into the future. There will come a point where the local share (City) will not be able to cover the deficit left from declining state and federal funds.
- The last time GO Transit raised their individual and monthly fares was 2009, which has not kept up with inflation.
- The majority of steering committee members voted for an individual fare of \$1.50 and a monthly pass of \$35.
- Each trip on average costs \$4.00 per passenger. For every \$1 a passenger pays for a trip the federal, state and city pay the remaining \$3.00.

Why a Fare Increase is Needed

The community values GO Transit's services and in order to maintain the existing level of service, additional funding is needed. The continued decline in federal and state funding is putting pressure on the City and GO Transit to maintain current services with limited funding. A fare increase is recommended to keep existing services resident's value, such as Saturday service, and to provide GO Transit with the ability to plan for future capital improvements such as buses, shelters and new technology.

Benefits of a Fare Increase

- Increase local revenue to reduce the funding gap and uncertainties of state/federal grants
- Increase local decision-making power and flexibility to spend the City's transit dollars appropriately
- Increase local certainty of transit funding availability
- Increase transit services in the future if potential revenues cover the funding gap (increase frequency of buses, provide later evening service, 7-days/week service)

- Increase local economic productivity with quality, reliable transportation
- Implement future system improvements for riders (electronic fare box collection system, real-time bus GPS locator app technology, stop announcement system, radio system upgrades, additional buses, additional shelters)
- Reduce federal and state transit funding program limitations/restrictions
- Reduce and prevent service reductions and potentially have the ability to expand services if/when necessary

Transfers

An additional possible source of revenue could be to modify GO Transit's transfer policy. Currently, a rider can transfer buses an unlimited amount of times within an hour of a when a transfer pass is issued. A possible solution is to allow one transfer which would be valid with an hour of issuance. **Figure 2-16** summarizes the transfer policies of peer transit agencies across Wisconsin for comparison.

Figure 2-16: Transit Agencies Transfer Policy

System	Transfer Policy
GO Transit	Free; valid 60 minutes from time issued
Green Bay Metro	Day Pass (\$3)-unlimited transfers with 24 hour period; \$1.50 cash fare (no transfers)
Fond du Lac Area Transit	Transfers are free, upon request, at the time fare is paid and can be used on any fixed bus route except the route of origin from the designated transfer zone for up to one hour from issue.
La Crosse Municipal Transit	Free; Transfers issued on all routes upon request at time fare is paid, which entitles passenger to transfer to any other route operating in divergent directions. These transfers are valid only when presented by the passenger to whom issued on the next connecting bus at designated transfer point.
Shoreline Metro (Sheboygan)	Transfers: Free upon request at the time fare is paid. Transfers are valid only on the next connecting bus at the Transfer Station.
Eau Claire Transit	Cash fare (1 free transfer); Monthly pass (unlimited transfers)
Valley Transit (Fox Cities)	Transfers are valid for either 75 or 105 minutes depending on the route

ROUTE PERFORMANCE

As part of this plan update the steering committee decided to review the performance of GO Transit's nine bus routes, primarily centered on ridership. Routes 1-9 provide service entirely within the Oshkosh city limits while Route 10 is the only intercity route connecting Oshkosh to Neenah. Of the city routes, route 9 historically has low ridership relative to the entire system. Route 9 has a large coverage area west of Interstate 41 and deviates service every half hour between the Outlet Mall and the YMCA on W 20th Avenue. Additionally, Route 9 also provides service to a variety of uses from residential to industrial to retail/commercial. See **Figure 2-17** for route ridership in 2017.

Figure 2-17: Transit Agencies Transfer Policy

Route	2017 Ridership
Route 06 - Witzel/9th	158,528
Route 01 - Bowen/Hazel	138,125
Route 02 - Main/Jackson	116,859
Route 05 - UWO/Westowne	111,037
Route 08 - 20th/South Park	88,042
Route 07 - Washburn/Koeller	86,342
Route 04 - Murdock/Logan	78,108
Route 03 - FVTC/New York	57,671
Route 09 - Oakwood	33,929
Route 10 - Neenah (Intercity route)	17,080
Total	885,721

The steering committee decided to take an in-depth study of Route 9. On behalf of this planning process, the steering committee submitted a request for proposal (RFP) for an outside entity to study the existing conditions/circumstances of Route 9. Through the procurement process, the committee decided to work with SRF Consulting. SRF took an in-depth study of Route 9. Their recommendations are highlighted specifically in Chapter 4 and the full technical memo is included as a reference in the Appendix.

MARKETING

Through this process, the steering committee discussed the importance of increasing GO Transit's marketing presence in the community and recommended the development of a marketing plan. The goals of a transit marketing plan would be to build momentum to increase awareness of GO Transit's array of transportation options.

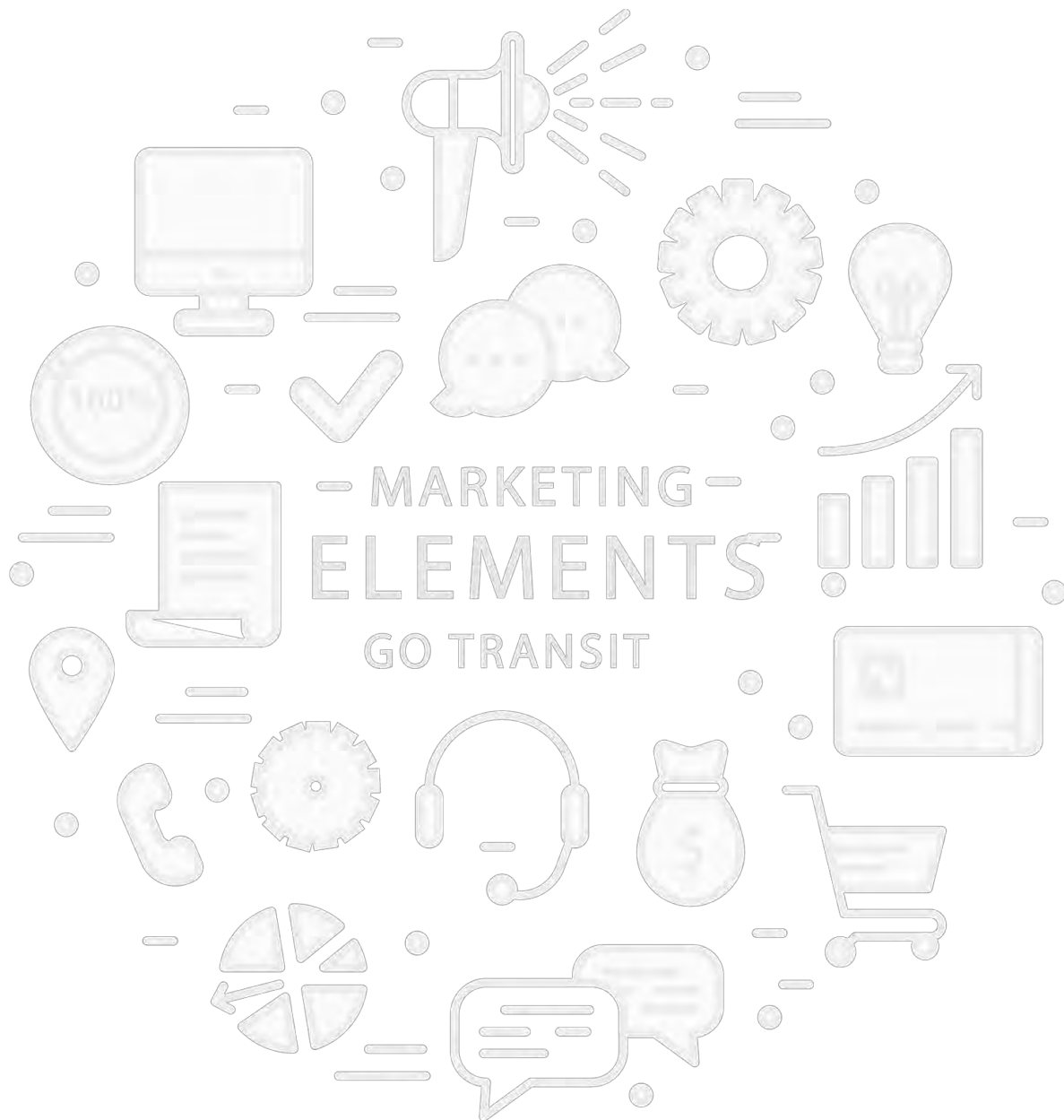
A future transit marketing plan for GO Transit could include at a minimum efforts to:

- Dedicate specific resources to develop and implement a marketing plan
- Develop marketing goals
- Identify target audience(s)
- Create unique messaging tailored to target audience(s)
- Develop metrics to gauge marketing success
- Develop consistent marketing and education materials to increase GO Transit's presence in the community
- Develop marketing outreach list to increase opportunities to connect to the public

Additional Marketing Efforts of Consideration

- Develop an on-going list of entities who can champion transit on behalf of GO Transit. These **"ambassadors of transit"** could promote transit or refer potential riders to the system by "word of mouth". It would also be important to provide these entities with brochures/maps so they can easily promote GO Transit to their customers/clients.
- **Survey riders and non-riders** of GO Transit on a regular basis to learn about customer preferences and to see what works well and what needs to be improved at all levels of transit service. Surveys could be promoted on the buses and at other "pop-up" events throughout the community.
- Develop a series of **"how-to" videos and brochures** to explain important tasks associated with riding transit such as general ridership use/etiquette, paying fares properly securing bikes to the bus bike racks, using the fold-out bus ramps for wheelchair riders to increase rider confidence and knowledge of the system.
- Work with **local media outlets** to feature regular stories on GO Transit to highlight positive activities, initiatives, news about services, etc.
- Attend local **events/opportunities to market transit** to employers/employees, University of Wisconsin-Oshkosh, Fox Valley Technical College about the benefits/savings of using transit. Additionally, try to regularly have a presence at promotional events such as City of Oshkosh-State of the City and develop themed events to encourage ridership such as "National Try Transit Week", "Clean Air Week", or "Leave the Car at Home Week". Other promotional events for riders such as a free/reduced cost to ride to the libraries for children/seniors/students during the summer months to encourage trying transit.
- **Update GO Transit's website/pages** to provide simple, consistent messaging and branding and routinely update website with the latest service information, schedules, maps, and brochures.

- Continue to work with local entities to **increase transit advertising** both outside and inside of buses and to market these options in the community. Other opportunities could include developing an “**adopt-a-bus shelter**” **program** where local entities (private, public and non-profit) could pay to sponsor a bus shelter. In return for a sponsorship, an entity could have the right to advertise at a shelter.
- Connect with local high schools, University of Wisconsin-Oshkosh and Fox Valley Technical College to promote **internships** with GO Transit to help students with experiences in transit such as marketing/social media, business, communications, public works/engineering, nursing/healthcare fields and computer sciences while also helping GO Transit with additional support.



SCHOOL BUSING

Under Wis. Stats., 121.54(2), a pupil attending a public elementary or secondary school, including four- and five-year-old kindergarten, is entitled to transportation by the public school district in which the pupil resides if the pupil resides two or more miles from the nearest public school the pupil is entitled to attend.

School districts may also elect to provide transportation for pupils who are not required by law to be transported. If a school district elects to provide such transportation to some, but not to all such pupils, the law requires reasonable uniformity in the minimum distance that pupils attending public and private schools will be transported.

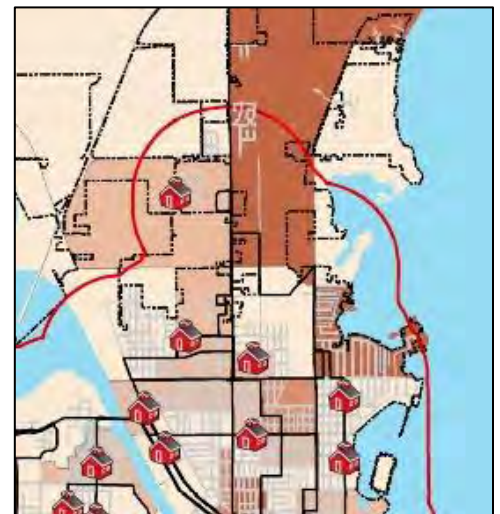
Certain school districts that contain all or part of a city may elect not to provide transportation services. This exception to the transportation requirement is referred to as the **"City Option."**

Section 121.54(1), Wis. Stats., specifies that the provisions of state law requiring school districts to provide transportation to eligible public and private school pupils **"do not apply to pupils who reside in a school district that contains all or part of a city unless the school they attend is located outside the city but within the boundaries of the school district."**

This exemption from the transportation requirement is not permitted for school districts that contain all or part of a 1st, 2nd or 3rd class city with a population exceeding 40,000 unless transportation is available through a common carrier. Some school districts elect to invoke the city option only for pupils in certain grade levels. For example, a school district may provide transportation for pupils in grades K-8, but not for pupils in grades 9-12.¹

For students in the Oshkosh Area School District (OASD), who live within two miles of their designated public school or within the Oshkosh city limits are expected to provide their own transportation to and from school, unless their primary route to school is designated as an "unusually hazardous transportation area" which is determined by a local school board.²

There are approximately 10,000 students currently enrolled in the Oshkosh Area School District. Total enrollment at the high schools is 2,944 students. Total enrollment at the middle schools is 2032 students. As of 2015 DPI statistics, 42% of OASD students qualified for free (household income at or below 130 % of federal poverty level) and reduced lunch programs (household income 130-185% of federal poverty level).³



Map 2-1 callout box of northern Oshkosh

¹ <https://dpi.wi.gov/sms/transportation/public-school-information> .

² <http://docs.legis.wisconsin.gov/statutes/statutes/121/IV/54> .

³ Oshkosh Area School District Busing Survey Report (2017).

Short-term benefits of increasing student access to public transportation include decreases in⁴:

- student absenteeism
- motor vehicle crashes
- air pollution from motor vehicles
- family stress
- financial instability

As well as increases in⁵:

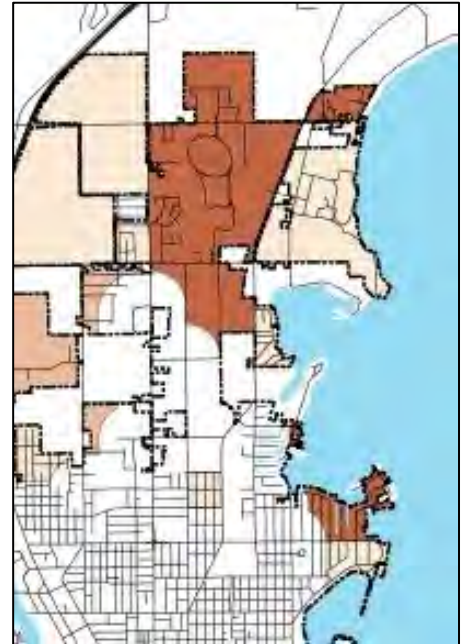
- freedom and mobility for students
- comfort/appreciation for using public transportation
- disposable income for families
- physical activity
- student engagement and educational attainment
- engagement in community extracurricular activities
- physical and mental health

As of this writing, GO Transit and OASD have had discussions on increasing the amount of subsidized bus passes for their students.

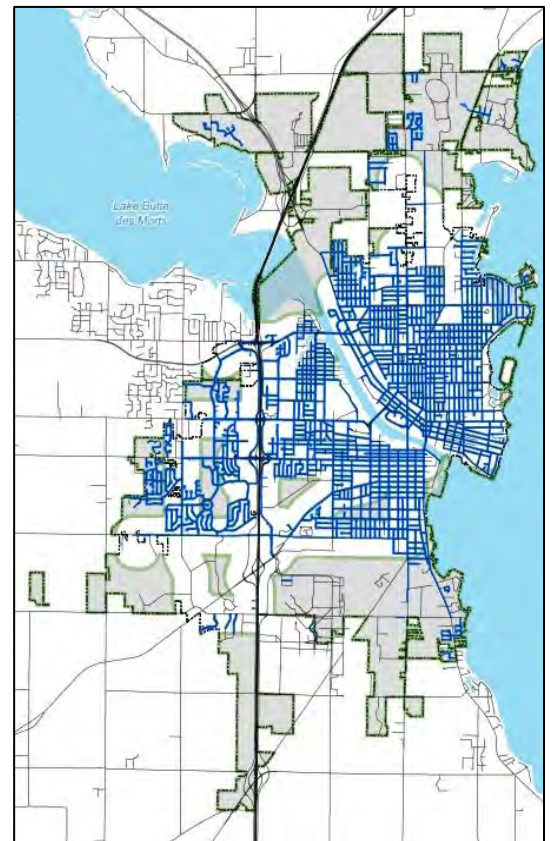
Transit Route/School Location Analysis

All maps are included in the appendix. Geographic Information Systems (GIS) was used to map all of the City of Oshkosh's bus routes and schools relative to poverty and sidewalks infrastructure. The goal was to find gaps within the transportation system which could warrant additional analysis. Proper transit route coverage typically assumes that those living within a $\frac{3}{4}$ mile distance from a transit route can be reasonably served by transit. See **Map 2-1** for transit school location analysis using a $\frac{3}{4}$ mile buffer.

Utilizing a $\frac{3}{4}$ mile buffer covers the majority of the City, but does not take into account the route someone would have to traverse to a bus stop. In some cases the environment is hazardous to travel due to a lack of available sidewalks and trails. In addition to the $\frac{3}{4}$ mile gap analysis a $\frac{1}{4}$ mile buffer gap analysis was conducted to find the service gaps. **Map 2-1A** (poverty gap analysis) shows the $\frac{1}{4}$ mile buffered areas which represent those places least accessible to transit (outside the $\frac{3}{4}$ mile travel zone). These areas are color-coded on the map; deeper colors correspond to distressed areas and have the least access to transit.



Map 2-1A callout box of northern Oshkosh



Map 2-1B callout box of Oshkosh

⁴ Winnebago County Health Department.

⁵ Same as above.

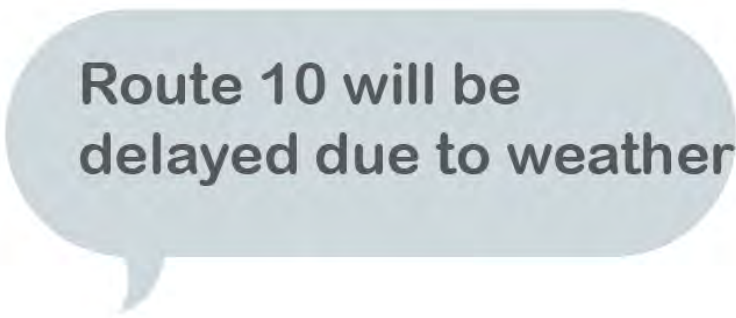
Additionally a similar analysis was constructed to find gaps in the City's sidewalk network. The ¼ buffer was also used. **Map 2-1B** illustrates areas in gray representing the areas that fall outside the ¼ mile buffer. The blue lines identify the sidewalk network. The majority of the areas in gray have little or no sidewalks and the sidewalks that are there are cut off from the larger central sidewalk network.

In summary, based on this high level analysis there are some areas that could be difficult to connect to a transit route. Land uses and pedestrian facilities play an important role in the greater transportation network helping individuals connect to the transit system and should be part of any solution moving forward along with consideration for transit.

INFORMATION TECHNOLOGY SYSTEMS

Increasing the quality of service for GO Transit's customers is paramount to maintain and expand ridership into the future. As additional transportation options become more mainstream (ride hailing services such as Uber, Lyft, etc.), GO Transit must also adapt. Service upgrades (in technology) are one way GO Transit can maintain and increase its marketability as a quality community transportation provider. Ideas to increase service quality may include to:

- Upgrade the bus fleet to an automatic stop announcement system; this is a two-fold advantage as it will improve rider satisfaction/confidence in knowing exactly when/where their stop and it will improve safety and reduce driver error/distractions
- Upgrade the bus fleet with new radio communications
- Invest in software/program/application for a “real-time” bus location which would help customers better plan their trips and hopefully increase rider satisfaction/quality service
- Invest in a text message system for riders to opt-in to provide important service messages such as traffic delays, weather delays/closures, route detours, emergencies, rider safety issues, etc.
- Invest in electronic fare/payment system for the bus fleet; including a cashless card reader system to increase the efficiency of bus driver/customer interactions when customers board buses



**Route 10 will be
delayed due to weather**



**Route 9 will be
detoured**

SENSE OF COMMUNITY

Having an engaged public can go a long way to developing strong partnerships for GO Transit. As part of this process, developing a positive sense of the greater community is important to GO Transit's success.

Place Making

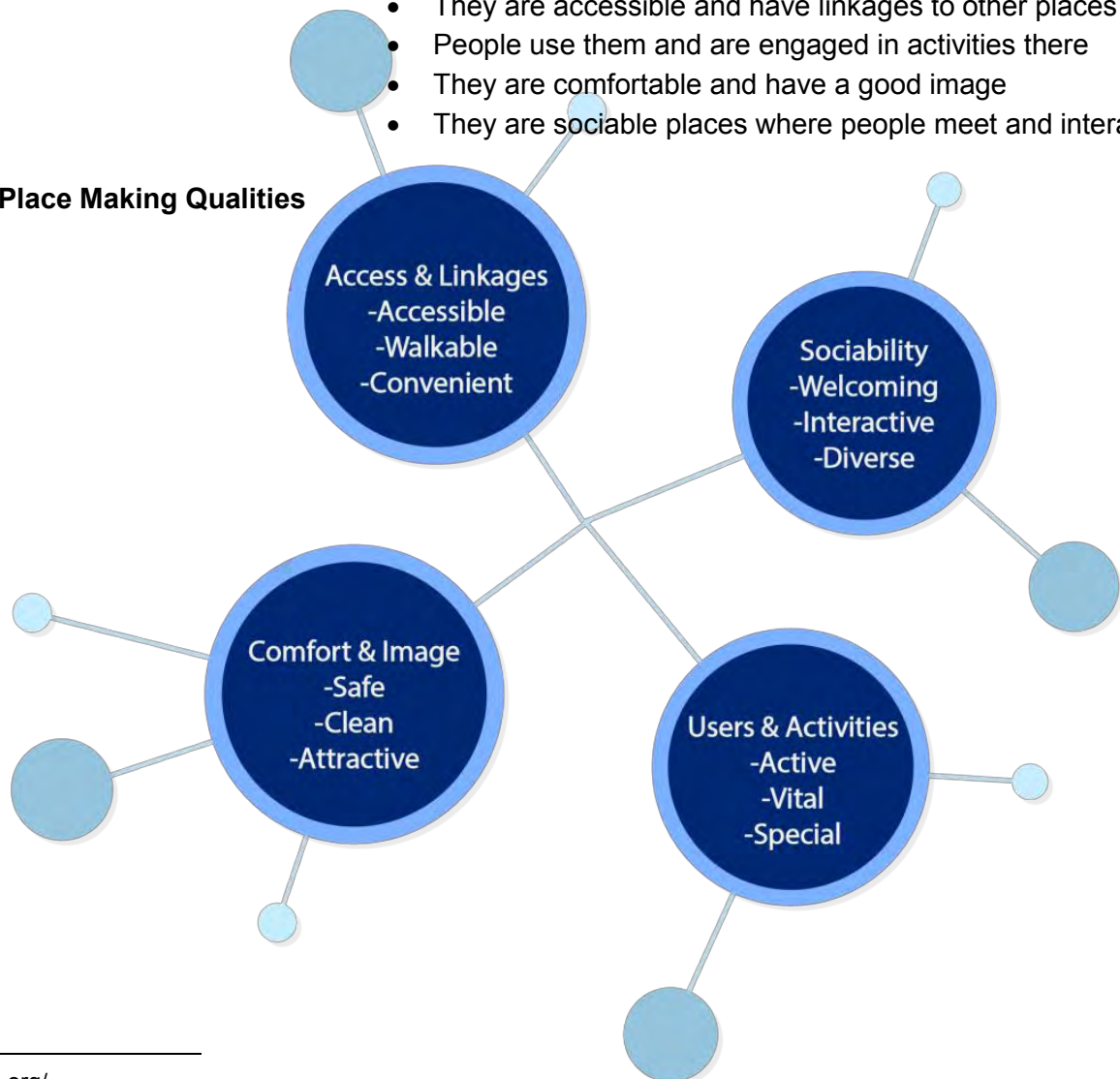
The idea of "place making" is not a new concept but one that is an important piece to successfully integrating transit into the community and developing a positive local sense of community. Place making is defined as "turning a neighborhood, downtown or community from a place you can't wait to get through to one you never want to leave".⁶ Place making focuses on improving quality of life for all community members by offering "attractive amenities, social and business networks and opportunities for a vibrant, thriving lifestyle".⁷ Proper place making is important to consider when planning for future infrastructure improvements to GO Transit's infrastructure (i.e. future plans/improvements at the downtown transit center).

What Makes a Great Place?

Successful places tend to have four key qualities⁸:

- They are accessible and have linkages to other places
- People use them and are engaged in activities there
- They are comfortable and have a good image
- They are sociable places where people meet and interact

Figure 2-21: Place Making Qualities



⁶<https://www.pps.org/> .

⁷ Same as above.

⁸ Same as above.

Additional Initiatives

Closely tied into the marketing/branding discussion, creating local ownership to GO Transit should help the overall community thrive. Best practice/ideas to foster community ownership and engagement with transit include:

- Develop an “adopt-a-bus” shelter program to engage local businesses, nonprofits, neighborhood associations and other entities/organizations, etc. to adopt bus shelters in exchange for being able to advertise at the shelters and on the buses.
- Organizations who adopt a shelter could help develop and customize the design of a shelter (within established guidelines from GO Transit). These organizations could also host regular volunteer days for their employees to help with general maintenance or “clean up” days to improve landscaping/painting, etc. as another way to create local ownership in transit.
- Additionally consider creating an awards system to recognize businesses/entities that go above and beyond to maintain their shelters on behalf of the City.

FUTURE SITE PLAN

Background

The City of Oshkosh took ownership of transit services in 1978. The original transit center was located on the corner of Main and Waugoo where buses would line up along the street. In 1989 the City of Oshkosh constructed the current downtown transit center which is located at 110 Pearl Avenue south of High Avenue. The transit center serves routes 1, 2, 3, 5, 6, 8 and 10. Route 4 serves the northern half of the City and has a main transfer point at the corner of Mallard Avenue and Evans Street which connects to route 1. Routes 7 and 9 serve the western portions of the City (west of interstate 41) and both have a main transfer point at Walmart which connects them to route 6. Route 7 is also connected to route 5 with a main transfer point on Westowne Avenue.

Perception

The transit center is almost 30 years old and lacks crucial amenities. There are no designated public restrooms or fare kiosks. The current transit center is designed such that it is separated from the greater community, serving only its intended segment of the population.

Public-Private Partnerships

A possible way to better utilize the transit center is to make it and the surrounding area a mixed use center. A mixed use facility could house an upgraded transit center with more amenities, as well as be a part of a larger community. Supported by additional uses such as retail, commercial and office space, a potentially redeveloped transit center could better repurpose this portion of downtown. This development concept most likely has to occur with public and private development funding.

Potential Site Locations

Current transit center and High Avenue surface lot –
Development of the current transit center and 99-spaced surface lot could potentially support the expansion needs of the City and surrounding businesses. An updated transit center could connect the City Center and Grand Opera House to the greater community.



Current GO Transit Center Site

3 | ROUTE 9



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BACKGROUND

As part of the fixed route performance evaluation, Route 9 was identified as an underperforming route as far as ridership. For 2016, Route 9 had a total of 33,929 riders compared to the highest performing route who had a total 158,528. Route 9 operates west of Interstate 41 connecting riders to Walmart, residential neighborhoods, outlet mall, Southwest Industrial Park, YMCA, Mercy Medical Center and Traeger Elementary School. Improving the route's effectiveness became a priority to the steering committee. ECWRPC contracted with SRF Consulting to bring in transit experts to help evaluate and redesign the route to better serve the area. Below is a summary of SRF Consulting's evaluation of Route 9.

EVALUATION

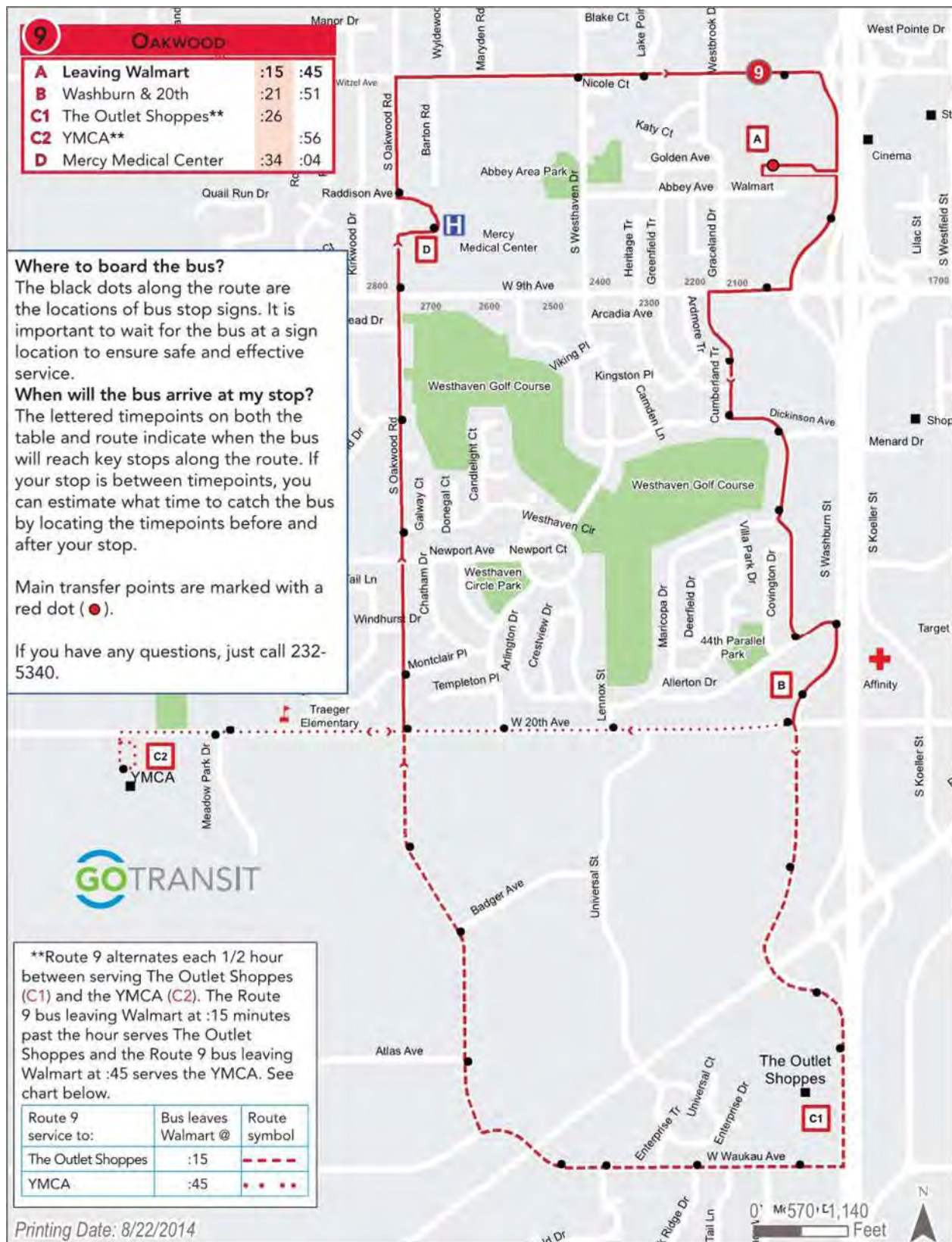
Route 9 operating environment presents several challenges. Like many other suburban local bus service areas, land use near Route 9 tends to include large lots and parcels, circuitous roadways, and gaps in pedestrian infrastructure. Moreover, the route operates in a one-way loop and has two branches, making it complex and, depending on the passenger origin and destination, requires lengthy travel times. A Route 9 schedule timetable and map are shown in **Figure 3-1** and **Figure 3-2**.

Route 9 is comprised of two patterns ("loops") that alternate, with each operating once every 30 minutes throughout the service day. In this design, areas along the route north of 20th Ave. are served once every 30 minutes (e.g., Walmart, Mercy Medical Center), with those areas to the south (e.g., Outlet Shoppes, Southwest Industrial Park, YMCA) are served once every 60 minutes.

Figure 3-1: GO Transit Route 9 Schedule

Leave Walmart	Washburn 20th	& Outlet Mall	YMCA	Mercy Center	Medical	Arrive Walmart
6:15 AM	6:21 AM	6:26 AM	--	6:34 AM		6:45 AM
6:45 AM	6:51 AM	--	6:56 AM	7:04 AM		7:15 AM
7:15 AM	7:21 AM	7:26 AM	--	7:34 AM		7:45 AM
7:45 AM	7:51 AM	--	7:56 AM	8:04 AM		8:15 AM
8:15 AM	8:21 AM	8:26 AM	--	8:34 AM		8:45 AM
8:45 AM	8:51 AM	--	8:56 AM	9:04 AM		9:15 AM
9:15 AM	9:21 AM	9:26 AM	--	9:34 AM		9:45 AM
9:45 AM	9:51 AM	--	9:56 AM	10:04 AM		10:15 AM
10:15 AM	10:21 AM	10:26 AM	--	10:34 AM		10:45 AM
10:45 AM	10:51 AM	--	10:56 AM	11:04 AM		11:15 AM
11:15 AM	11:21 AM	11:26 AM	--	11:34 AM		11:45 AM
11:45 AM	11:51 AM	--	11:56 AM	12:04 PM		12:15 PM
12:15 PM	12:21 PM	12:26 PM	--	12:34 PM		12:45 PM
12:45 PM	12:51 PM	--	12:56 PM	1:04 PM		1:15 PM
1:15 PM	1:21 PM	1:26 PM	--	1:34 PM		1:45 PM
1:45 PM	1:51 PM	--	1:56 PM	2:04 PM		2:15 PM
2:15 PM	2:21 PM	2:26 PM	--	2:34 PM		2:45 PM
2:45 PM	2:51 PM	--	2:56 PM	3:04 PM		3:15 PM
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3:45 PM	3:51 PM	--	3:56 PM	4:04 PM		4:15 PM
4:15 PM	4:21 PM	4:26 PM	--	4:34 PM		4:45 PM
4:45 PM	4:51 PM	--	4:56 PM	5:04 PM		5:15 PM
5:15 PM	5:21 PM	5:26 PM	--	5:34 PM		5:45 PM
5:45 PM	5:51 PM	--	5:56 PM	6:04 PM		6:15 PM
6:15 PM	6:21 PM	6:26 PM	--	6:34 PM		6:45 PM

Figure 3-2: GO Transit Route 9 Map



SERVICE AREA CHARACTERISTICS

Understanding characteristics of the current Route 9 service area is a principal component in comprehending how Route 9 operates today and in developing alternative scenarios for more effective and efficient transit service.

Major Transit Generators

The following major transit generators were identified by the project team, GO Transit staff, and through public outreach. These locations should be considered when evaluating the performance of Route 9 and any changes or new service alternatives within the service area.

- 20th Avenue YMCA
- Carl Traeger Elementary and Middle School
- Cumberland Court Apartments (Oshkosh Housing Authority Properties)
- Mercy Medical Center
- Southwest Industrial Park
- The Outlet Shoppes
- Walmart

Employment and Earnings

Workforce transportation is a critical component of the Route 9 service area. Understanding the characteristics of workers and employers helps to inform various service options and methods. Employment and earnings data help determine travel demand and areas where transit service might be successful. The U.S. Census Bureau's Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) dataset (2015) is a valuable tool that provides the number of jobs, by monthly earnings, at the Census block level.

Figure 3-3 displays the total number of jobs per Census block around the existing Route 9 service area. As expected, the data show many jobs located in several large blocks east and west of I-41 and within the Southwest Industrial Park. There are no obvious areas with high numbers of jobs that are not already served in some capacity by Route 9 and other GO Transit Routes.

In addition to total numbers of jobs, it can be useful to understand the types of jobs, including associated earnings. **Figure 3-4** shows jobs by average monthly earnings at the Census block level. Low-earnings jobs (less than \$1,250 per month) are shown in yellow in **Figure 3-4**. Areas with higher concentrations of low-earnings jobs – where job-related transit ridership might have greater potential – include the Oshkosh Shopping center east of I-41; Walmart; the Outlet Shoppes; and food service and retail just east of the Aurora Medical Center.

**City of Oshkosh
(GO Transit Service Area)**

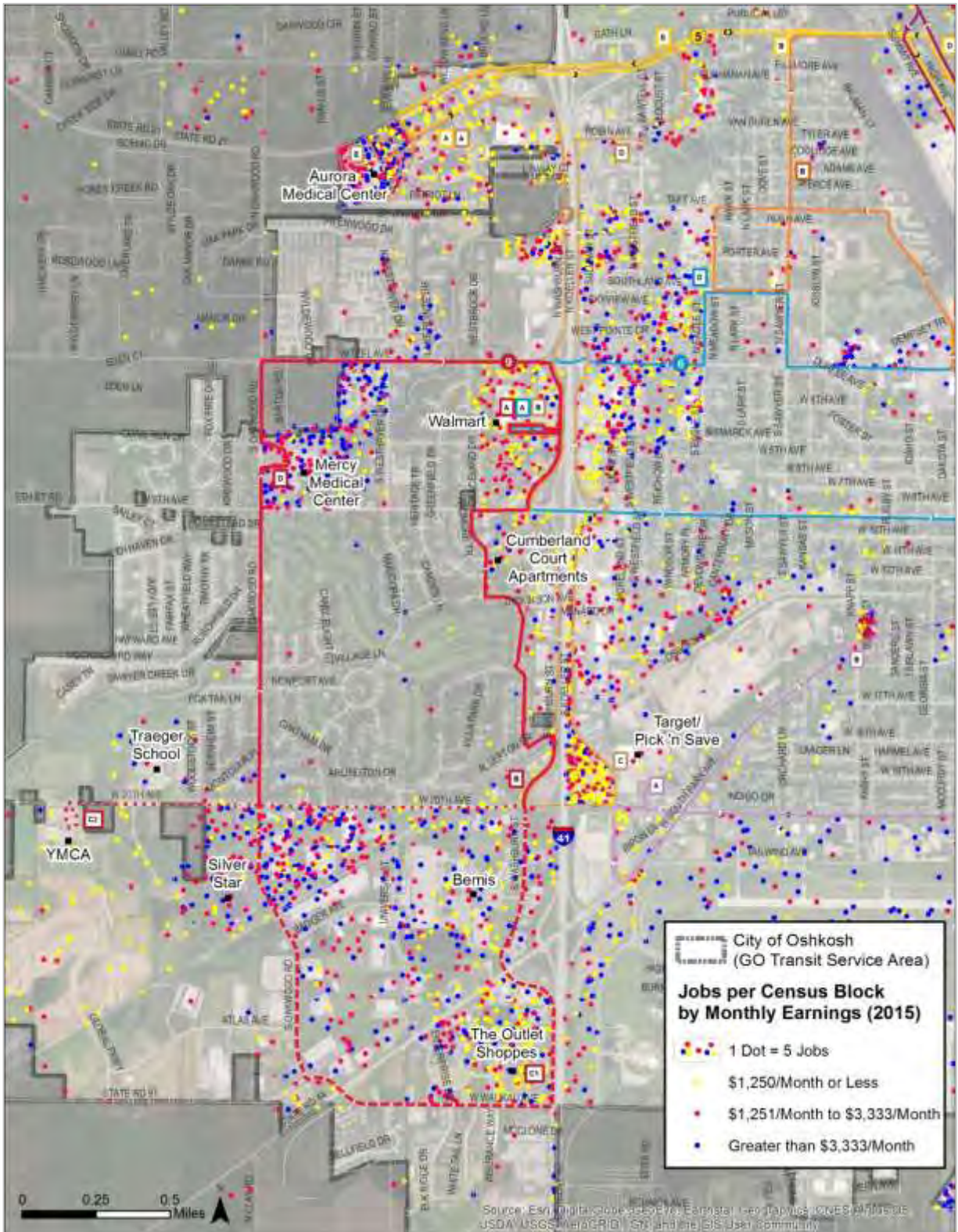
**Jobs per
Census Block (2015)**

- 1 - 50
- 51 - 150
- 151 - 300
- 301 - 600
- > 600

Source: Esri, DeLorme, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

<http://www.ecwrpc.org>

Figure 3-4: Jobs per Census Block by Monthly Earnings, 2015



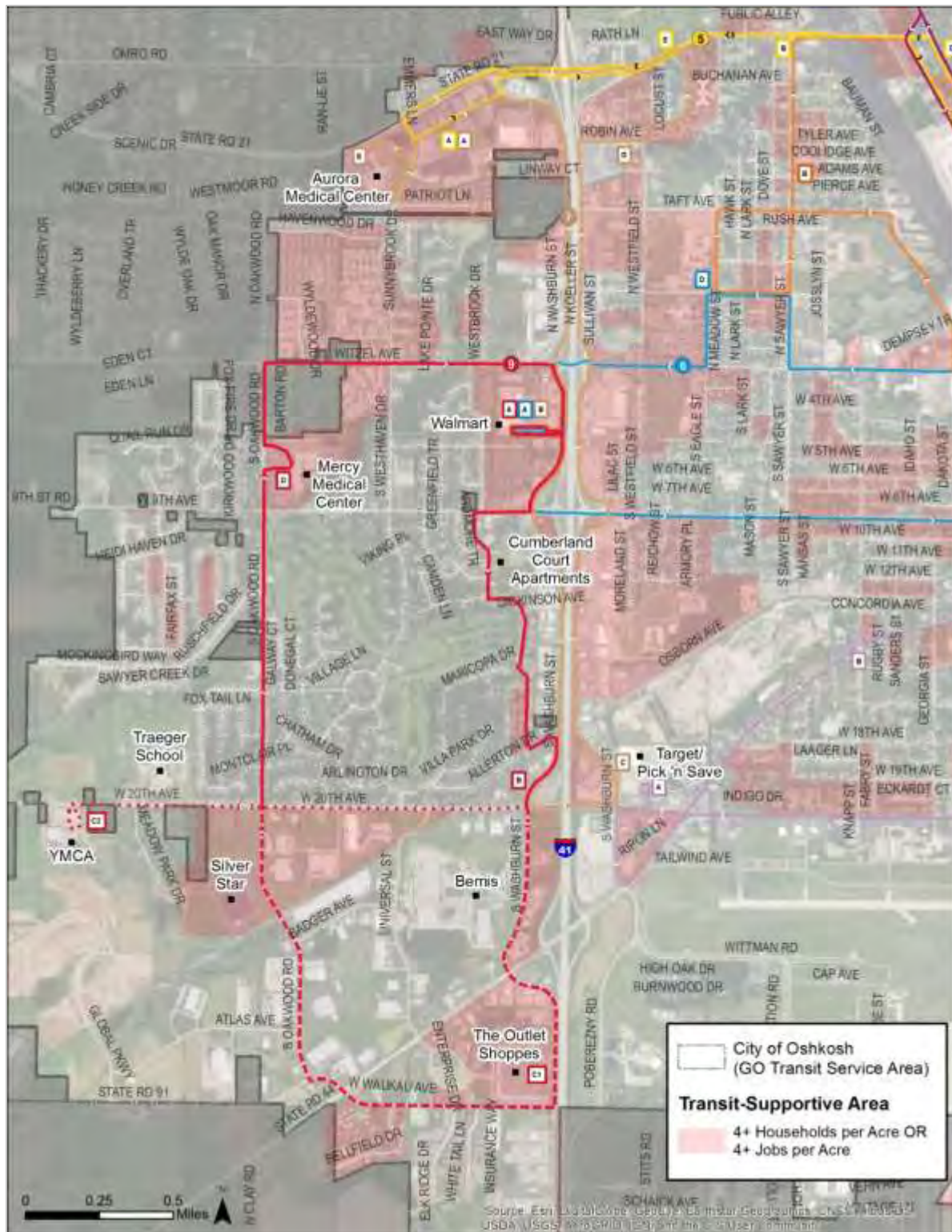
Source: U.S. Census Bureau, Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (2015)

Transit-Supportive Areas

One tool used in determining the adequacy of transit service coverage is to assess the areas within the community that have a minimum employment and population density to support basic levels of fixed-route transit. Census blocks with more than four households per acre or four jobs per acre are defined in this analysis as a transit-supportive area (TSA). The number of households comes from the most recent block-level population data released by the U.S. Census Bureau (2010); employment data come from the U.S. Census Bureau's LODS dataset (2015).

Figure 3-5 displays the TSAs in the GO Transit service area surrounding Route 9. As shown in the figure, most TSAs in this western side of Oshkosh are served in some capacity by fixed-route transit. One exception is the area between Witzel Ave. and the Aurora Medical Clinic, north of existing Route 9 service (**Figure 3-5**). Notable TSAs south of 20th Ave. – including the Outlet Shoppes and areas of the Southwest Industrial Park – are served just hourly.

Figure 3-5: Transit Supportive Areas – West Oshkosh



RIDERSHIP & PERFORMANCE REVIEW

Data Overview

The following analysis of Route 9 ridership and performance is based on 2016 and 2017 service and financial data collected by GO Transit and provided to the consultant team. Included were data on ridership by stop and by fare type; on-time performance and accessible ramp usage by stop; and other operating statistics such as estimated revenue and operating expense. These data were augmented with field observations to provide a holistic assessment of Route 9 performance.

Ridership and Operating Statistics

Aside from Route 10, Route 9 was the lowest ridership service in the GO Transit fixed-route network in over the last two calendar years, with approximately 32,500 passenger trips in 2017 (Figure 3-6).

Figure 3-6: Change in GO Transit Ridership by Route, 2016-2017

Route	Passenger Trips			Passenger Trips as Percentage of System Total		
	2016	2017	% Change	2016	2017	% Change
1	138,125	133,543	-3.3%	15.6%	15.2%	-2.4%
2	116,859	122,666	5.0%	13.2%	14.0%	5.9%
3	57,671	55,147	-4.4%	6.5%	6.3%	-3.5%
4	78,108	75,809	-2.9%	8.8%	8.6%	-2.0%
5	111,037	109,865	-1.1%	12.5%	12.5%	-0.1%
6	158,528	159,032	0.3%	17.9%	18.1%	1.2%
7	86,342	83,185	-3.7%	9.7%	9.5%	-2.8%
8	88,042	88,088	0.1%	9.9%	10.0%	1.0%
9	33,929	32,525	-4.1%	3.8%	3.7%	-3.3%
10	17,080	17,773	4.1%	1.9%	2.0%	5.0%
Total	885,721	877,633	-0.9%	100.0%	100.0%	--

Source: GO Transit, 2018

Route 9 performance is declining at a higher than average rate. Between 2016 and 2017, Route 9 ridership decreased by over four percent, the second greatest decrease among all GO Transit fixed routes, next to Route 3 (-4.4 percent) [Figure 3-6]. During this time, system wide ridership decreased about one percent.

In 2017, despite comprising 10.2 percent of total GO Transit revenue hours and 10.8 percent of total GO Transit revenue miles, Route 9 made up just 3.7 percent of system wide ridership (Figure 3-7).

Figure 3-7: GO Transit Operating Statistics by Route, 2017

Route	Revenue Miles	Revenue Hours	Passenger Trips	Operating Expense*	Fare Revenue*	Net Cost*
1	45,774	3,750	133,543	\$290,168	\$43,453	\$246,715
2	50,450	3,750	122,666	\$315,986	\$47,320	\$268,666
3	46,800	3,600	55,147	\$292,167	\$43,753	\$248,414
4	50,654	3,600	75,809	\$322,741	\$48,331	\$274,410
5	53,128	3,750	109,865	\$331,114	\$49,585	\$281,529
6	50,163	3,750	159,032	\$309,632	\$46,368	\$263,264
7	61,927	3,600	83,185	\$384,412	\$57,567	\$326,845
8	55,875	3,750	88,088	\$346,246	\$51,851	\$294,395
9	57,939	3,750	32,525	\$356,495	\$53,386	\$303,109
10	66,257	3,549	17,773	\$413,220	\$61,881	\$351,339
Total	538,967	36,849	877,633	\$3,362,181	\$503,495	\$2,858,686
Route 9 as % of Total	10.8%	10.2%	3.7%	10.6%		

Source: GO Transit, 2018. *Estimated at the route level based on system wide totals and the ratio of route total bus miles relative to system wide total bus miles

GO Transit estimates that Route 9 has the third highest net cost of the ten fixed routes, at over \$303,000 annually. These data in **Figure 3-6** and **Figure 3-7** suggest a need to reevaluating the design and function of Route 9.

Performance Measures

The operating statistics presented in **Figure 3-7** can be used to calculate simple performance measures with which to compare GO Transit fixed routes with one another. **Figure 3-8** presents five such performance measures, and an addition sixth performance measure – on-time performance – based on fare box data. In 2017, Route 9 performed worse than the average of all GO Transit fixed routes in four of six performance measures reviewed, including: subsidy per passenger, passenger trips per revenue mile, passenger trips per revenue hour, and operating expense per revenue hour (**Figure 3-8**).

Most transit systems operating fixed-route service have low-performing routes that are subsidized by other routes that are particularly high performing. Services such as Route 9 that perform poorly in terms of quantitative measures often provide a valuable community amenity whose value is more accurately portrayed qualitatively. However, in such instances, transit systems should be compelled to evaluate their low-performing routes to better understand if small (or drastic) changes can be made to improve the service effectiveness, efficiency, and/or quality.

Figure 3-8: Select Performance Measures by Route, 2017

Route	Operating Expense per Revenue Mile	Operating Expense per Revenue Hour	Subsidy per Passenger Trip	Passenger Trips per Revenue Mile	Passenger Trips per Revenue Hour	On-time Performance (Late %)
1	\$5.39	\$65.79	\$1.85	2.92	35.61	7%
2	\$5.33	\$71.64	\$2.19	2.43	32.71	7%
3	\$5.31	\$69.00	\$4.50	1.18	15.32	12%
4	\$5.42	\$76.23	\$3.62	1.50	21.06	5%
5	\$5.30	\$75.07	\$2.56	2.07	29.30	6%
6	\$5.25	\$70.20	\$1.66	3.17	42.41	4%
7	\$5.28	\$90.79	\$3.93	1.34	23.11	7%
8	\$5.27	\$78.51	\$3.34	1.58	23.49	5%
9	\$5.23	\$80.83	\$9.32	0.56	8.67	2%
10	\$5.30	\$99.00	\$19.77	0.27	5.01	*
Total	\$5.30	\$77.58	\$3.26	1.63	23.82	6%
Route 9 as % of Total	99%	104%	286%	34%	36%	33%
Route 9 Relative to Total	Minimal Difference	Slightly Worse	Worse	Worse	Worse	Better

Source: GO Transit, 2018. *Not available

Of note for this analysis are two measures of service effectiveness: passenger trips per revenue mile and passenger trips per revenue hour. Service effectiveness is a measure of the consumption of public transportation service in relation to the amount of service available. Twenty passenger trips per revenue hour is a common goal used in the transit industry for fixed-route service. According to data from the National Transit Database (NTD), in 2016, 20.1 passenger trips per revenue hour was the average among the 11 urban transit systems that operate fixed-route transit service in Wisconsin. Further, in 2016, the average passenger trips per revenue mile for this group is 1.49.¹

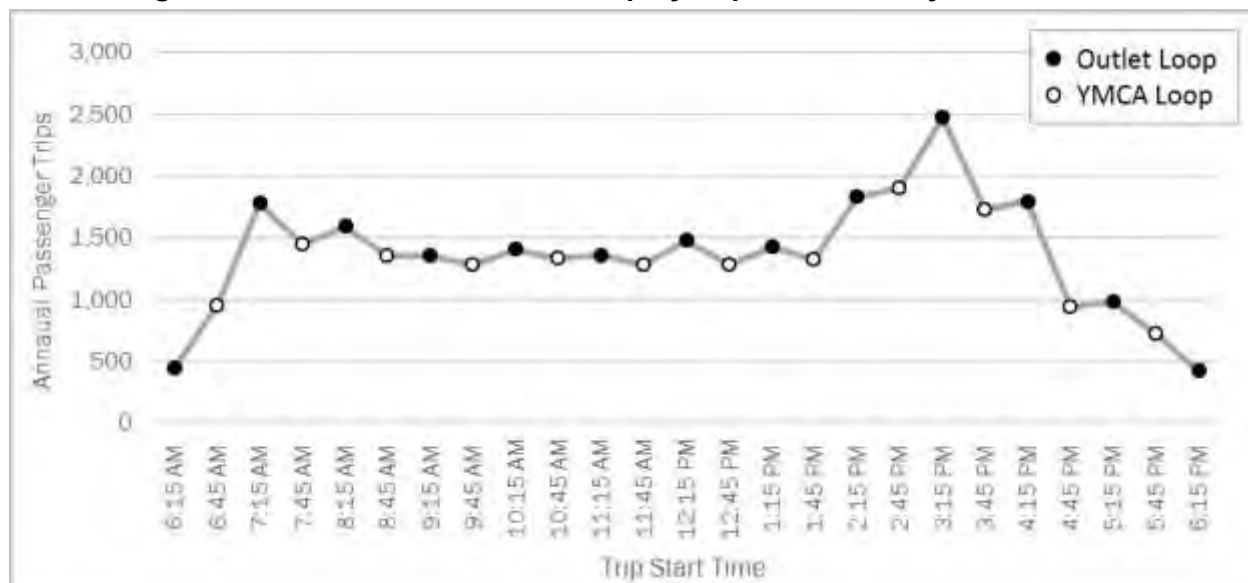
The operating expense per revenue mile for Route 9 was on par with the system wide average in 2017. Route 9 performed notably better than all other GO Transit routes in 2017 in terms of on-time performance, with just two percent of trips reported as late. While certainly a positive finding, this very high on-time performance suggests the Route 9 schedule may have too much time (“slack”) built into its design that could be put toward serving a greater geographic coverage area (and more passengers).

¹ 2016 National Transit Database fixed-route data; excludes purchased transportation.

Ridership by Trip Start Time and Route Pattern

Figure 3-9 displays annual Route 9 passenger trips by trip start time by route pattern in 2016; this includes all service days (Monday through Saturday). As noted previously, Route 9 is comprised of two patterns (loops) that alternate, with each operate once every 30 minutes.

Figure 3-9: Annual Route 9 Ridership by Trip Start Time by Pattern, 2016



Source: GO Transit, 2018

In 2016, Route 9 ridership remained relatively steady from about 7:45 a.m. to 2:15 p.m. Notable ridership jumps occur on the 7:15 a.m. and 3:15 p.m. trips. These sharp increases in ridership may be attributed to time-specific trips to and from Mercy Medical Center, the Outlet Shoppes, Southwest Industrial Park, and Carl Traeger Elementary and Middle schools. Unlike “traditional” peaks in transit service that correspond to first shift work start and end times, the Route 9 peak periods seem to occur about 7:15 a.m. and between 2:15 p.m. and 4:15 p.m. Trips in the early morning and those starting after 4:45 p.m. have low ridership.

The “Outlet” pattern makes 13 daily trips, while the “YMCA” pattern makes 12 daily trips. The Outlet pattern, which also serves the Southwest Industrial Park, had higher total ridership and average ridership per scheduled trip than the YMCA pattern in 2016 (**Figure 3-10, Figure 3-11**).

Figure 3-10: Route 9 Ridership by Pattern, 2016

Route -- Pattern	Annual Passenger Trips	% Annual Passenger Trips	Daily Trips	Bus	Average Passenger per Trip*	Trips Scheduled
Route 9 – Outlet	18,382	54%	13		4.7	
Route 9 – YMCA	15,547	46%	12		4.0	
Route 9 – Total	33,929	100%	25		4.5	

Source: GO Transit, 2018. *Based on 300 annual service days

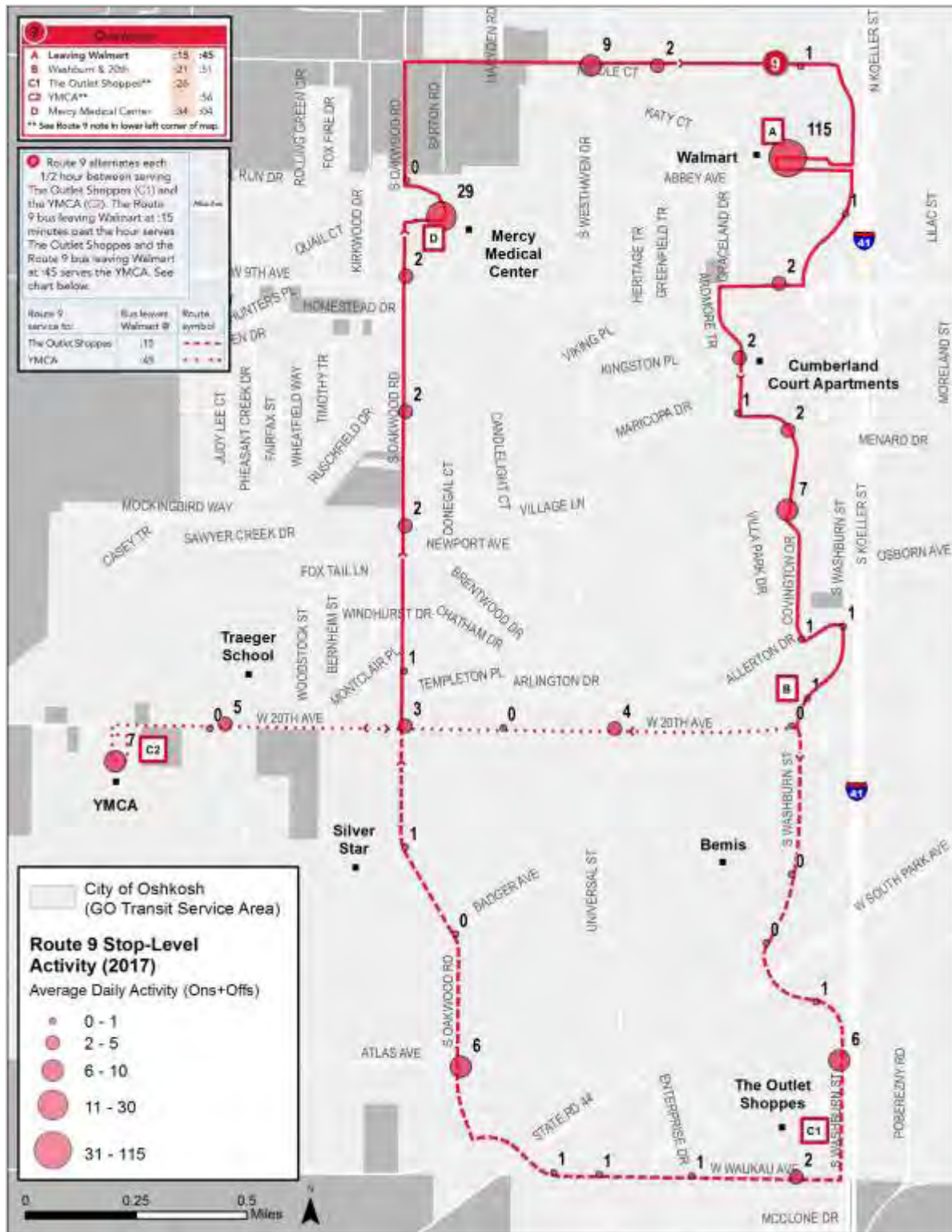
Stop-Level Ridership

GO Transit's fare box system collects stop-level boarding and alighting, on-time performance, and ramp usage data for each scheduled trip on all its fixed routes. Such are important in understanding finer-grain details of how a route, or segment of a route, is performing. **Figure 3-11** shows the average daily Route 9 activity (boardings plus alightings) at each of the bus stops it serves.

Passenger activity along Route 9 is quite dispersed among the route bus stops, with a few exceptions. Walmart is the predominant bus stop in terms of Route 9 passenger activity (**Figure 3-11**). This is expected given its trip generation and attraction potential (employment and shopping), nearby amenities, and transfer opportunities to Routes 6 and 7. The Walmart bus stop has nearly four times as much average daily activity than the next most active bus stop, Mercy Medical Center, which sees about 29 Route 9 boardings or alightings per service day, on average.

As shown in **Figure 3-11**, there were about 19 daily boardings and alightings, on average, south of 20th Ave.; approximately 8 can be attributed to the Outlet Shoppes. The bus stop with the most activity in the Southwest Industrial Park is at Oakwood Rd. and Atlas Ave. About 16 daily boardings and alightings, on average, are attributed to the YMCA pattern.

Figure 3-11: Route 9 Average Daily Stop Activity, 2017

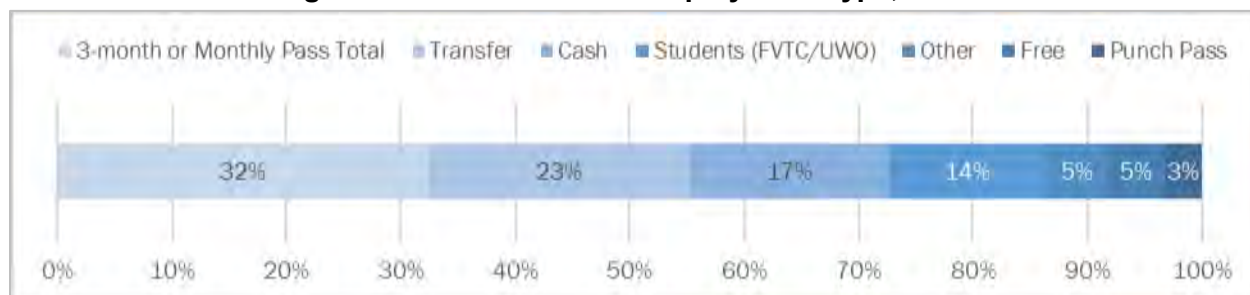


Source: GO Transit, 2018

Ridership by Fare Type

Figure 3-12 summarizes approximate 2017 Route 9 ridership by passenger type. Based on 2017 fare box data, about one-third of Route 9 passenger trips were made by using a three-month or monthly pass; nearly one-quarter were the result of a transfer from another route (Route 6 and Route 7).

Figure 3-12: Route 9 Ridership by Fare Type, 2017*



Source: GO Transit, 2018. *Estimated based on fare box data from April through December 2017

Less than 20 percent of Route 9 trips are paid for using cash. Students from Fox Valley Technical College (FVTC) and students, staff, and faculty from University of Wisconsin-Oshkosh (UWO) ride GO Transit fixed routes for free with a school I.D.; collectively, they made fewer than 15 percent of Route 9 passenger trips. Both FVTC and UWO campuses are accessible via transfer to/from Route 6 at the Walmart time point.

Schedule Design

In addition to direct observations while riding the fixed routes, evaluating route design quantitatively can shed light on route segments that may suffer from frequent lateness or that are difficult to operate reliably from the bus operator's perspective. Running time, recovery time, scheduled average speed, and time point distribution are among the ways in which route design can be evaluated for improvement.

Cycle Time, Running Time, and Recovery Time

Total cycle time – the time required to make one round trip on a fixed route – is measured from Walmart, out, and back to Walmart. Cycle time is comprised of running time (revenue service time) and recovery time (also known as layover time). Currently, all GO Transit fixed routes – including both Route 9 patterns – have cycle times of 30 minutes, with exception of Route 10. Route 9 cycle time, running time, recovery time, and recovery time as a percent of cycle time are shown in **Figure 3-13** by route pattern.

Figure 3-13: Route 9 Scheduled Cycle Time, Running Time, and Recovery Time

Route	Cycle Time	Running Time	Recovery Time	% Recovery Time
Route 9 – Both Patterns	30	28	2	7%

Adequate recovery time is needed to allow drivers to start the subsequent trip on time. Recovery time allows drivers to maintain their schedule if they have been delayed by an unexpected event or time-consuming passenger boarding or alighting. When there are no delay events, recovery time allows time for a driver break. It is typical in the public transit industry for recovery time on a local bus route to be 10 to 15 percent of cycle time. For a 30-minute cycle time, 4 to 5 minutes of recovery time is typical. This varies based on each transit system's driver contract and the characteristics of each route (e.g., circulator, local, commuter, etc.) and its operating environment.

Route 9 has just two minutes of recovery time built into its schedule, equal to seven percent of cycle time (**Figure 3-14**). However, Route 9 buses often arrive to the final scheduled time point (Walmart) several minutes (up to 6) early, resulting in more than the scheduled two minutes of recovery time. Thus, there is no concern about too little time provided for driver breaks at the end of Route 9 trips.

Design Speed and Time Point Distribution Overview

The fixed route schedules for both Route 9 patterns (Outlet and YMCA) by time point are shown in **Figure 3-15**. Also shown are the corresponding designed average speeds between time points. Shaded cells represent route segments that have a relatively high or low scheduled average speed (<12, >20), where buses may be less likely to maintain schedule. Schedules should be designed such that buses operating on fixed routes never depart a scheduled time point early, nor consistently arrive more than a minute or two late at schedule time point.

Figure 3-14: Route 9 Outlet Pattern – Scheduled Average Speed by Time point

Time Point	Departure Time	Running (minutes)	Time	Distance (miles)	Speed (miles per hour)
Leave Walmart	:15	-	-	-	-
Washburn & 20th	:21	6		1.9	19.0
Washburn @ Outlet Mall	:26	5		0.9	10.8
Mercy Medical Center	:34	8		3.3	24.8
Arrive Walmart	:43	9		1.4	9.3
Total	-	28		7.5	16.1

Figure 3-15: Route 9 YMCA Pattern – Scheduled Average Speed by Time Point

Time Point	Departure Time	Running (minutes)	Time	Distance (miles)	Speed (miles per hour)
Leave Walmart	:45	-	-	-	-
Washburn & 20th	:51	6		1.9	19.0
20th @ YMCA	:56	5		1.7	20.4
Mercy Medical Center	:04	8		2.0	15.0
Arrive Walmart	:13	9		1.7	11.3
Total	-	28		7.3	15.6

The total scheduled average speeds of 16.1 and 15.6 miles per hour (mph) are conducive to reliable operations. Design speeds for both Route 9 patterns are high relative to national averages.² However, Route 9 operates on roadways with high posted speeds and little traffic congestion. This, in addition to its low ridership per trip, results in minimal time when the bus is not moving (dwell time).

However, there could be opportunities for redistribution within the allotted running time, resulting in more reliable service. Notably, on the Route 9 Outlet pattern, one or two minutes of running time to the Washburn @ Outlet Mall time point (which has a low average speed of 10.8 mph) could be redistributed to the Mercy Medical Center time point, where the average speed is relatively high (24.8 mph).

Field Observations

Riding Route 9

The consultant team rode several scheduled trips on Route 9 and other west Oshkosh routes on a weekday. Additionally, considerable time was spent driving along the route numerous times throughout the day as a means of assessing development patterns, roadways, and potential route patterns.

The following observations informed the service alternatives found in this report:

- It became clear that on-time performance is not a significant issue for Route 9. Operators were able to follow the posted schedule within one or two minutes at each time point, except for at Walmart, where it consistently arrived about five minutes ahead of the posted time point arrival.
- Despite free-flowing traffic conditions, operators drove very slowly along Oakwood Rd. between Waukau Ave. and 9th Ave.; this was done to maintain schedule adherence and use up extra time (“slack”) in the schedule.
- Many passengers were observed getting on Route 9 at bus stops along Cumberland Trail, Maricopa Dr., and Covington Dr. (the eastern edge of the route service area) and only to get off at Walmart. Given that the route is designed in the shape of a clockwise,

² Nationally, per the National Transit Database, the average speed of bus service was about 12 to 13 mph in 2016.

one-way-loop, these passengers are required to travel over 5.5 miles along the route in the course of about 20 minutes, when this trip could be done in less than 2 miles and 5 minutes if the route operated bi-directionally. This observation highlights the rider inconvenience that often results when fixed routes are designed in the shape of large, one-way loops.

GO Transit operators graciously shared insights on Route 9 performance while on break between schedule trips at the Walmart bus stop. According to operators:

- The Route 9 schedule is well-designed with adequate running and recovery time. Conversely, it is difficult to consistently stay on schedule when operating Route 7, which also served Walmart.
- Trips to the Southwest Industrial Park are greatest in the 7:00 a.m. hour, particularly along Oakwood Rd. However, the average number of passengers alighting in this area has dwindled recently.
- Two route segments with low ridership include: (1) Along 20th Ave. west of Oakwood Rd. (YMCA pattern) and, (2) along Oakwood between 20th Ave and Mercy Medical Center.

Operating Environment

Streets and Sidewalks

The core of Oshkosh has a grid street network with small block sizes and sidewalks and other pedestrian infrastructure. However, in several of the more recently developed areas of Oshkosh and the greater region, blocks are long, streets meander, and the sidewalk network is lackluster or absent.

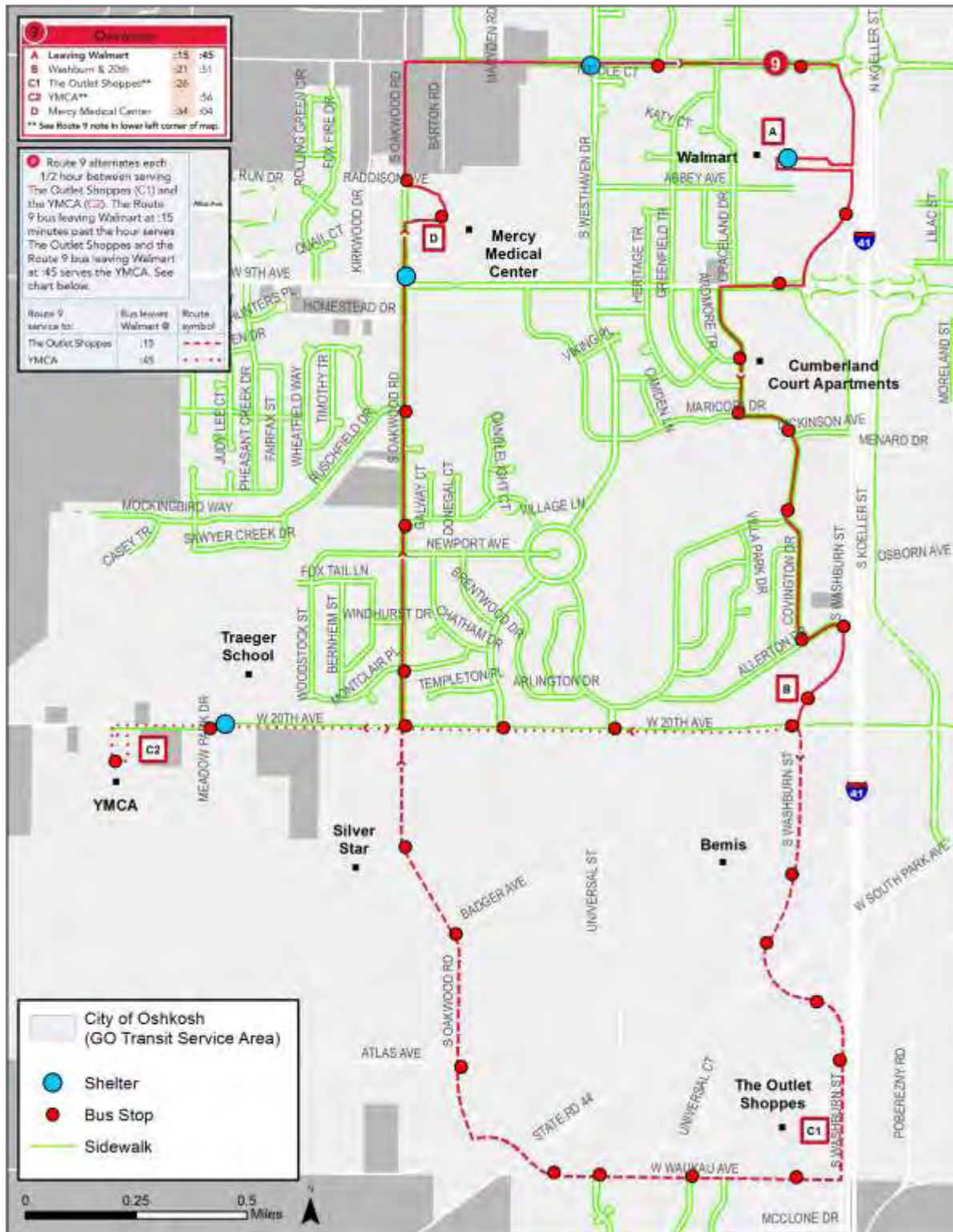
Nearly all fixed route transit passengers walk or roll as part of their complete trip from origin to destination. West of I-41, especially south of 20th Ave., there are large gaps in the sidewalk network that make the last portion of a bus trip difficult (**Figure 3-16**). In many instances sidewalks are present on one side of the street but absent on the other. This hinders, and in some cases limits, GO Transit's ability to serve certain areas and design its fixed routes in a manner consistent with demand. There are no sidewalks in the Southwest Industrial Park, compounding what is an already-difficult operating environment. Moreover, I-41, adjacent the Route 9 service area, acts as a significant barrier for pedestrian travel and transit access.

Bus Stops

There are 285 bus stops in the GO Transit system, 37 of which have a shelter. On Route 9 there are 37 bus stops and 4 shelters (**Figure 3-16**). Most stops along Route 9 have between 1/8- and 1/4 -mile spacing. There may be opportunities to consolidate existing bus stops, as some stops are spaced at less than 1/10 of a mile. Upon evaluation of usage, stops with very minimal spacing should be considered for removal as changes are made to Route 9.

Each bus stop is marked with a distinctive and noticeable bus stop sign that includes an indication of which route or routes serve it. The bus stop inventory is documented in detail via GIS shapefiles.

Figure 3-16: Sidewalks, Bus Stops, and Shelters



OUTREACH SUMMARY

Community engagement and outreach for the Route 9 Alternatives Analysis consisted of focused discussions with stakeholders and GO Transit staff interviews, interaction with riders and public, the TDP Steering Committee, and surveys.

Outreach Activities

In addition to several meetings with the TDP Steering Committee and GO Transit staff, the consultant team discussed the project with key stakeholders in the Route 9 service area, including: Mercy Medical Center, the Outlet Shoppes, Oshkosh Housing Authority, and major employers in the Southwest Industrial Park. Moreover, GO Transit customers at the Walmart transfer point, downtown Transit Center, and those riding Route 9 provided insights into current operations and priorities for service improvements.

Surveys

Online and Onboard Surveys

In conjunction with the greater TDP effort, a survey was developed to gather information on community travel behavior, experience with and perceptions of GO Transit, and preferences regarding potential service and capital investments. An online version of the survey was shared with GO Transit customers, stakeholder groups, and the public at large; about 175 surveys were at least partially completed. Alternatively, a paper version was created and distributed to riders aboard GO Transit buses over the course of several days; about 70 surveys were returned. Travel pattern information, including origins, destinations, and access modes, were included in onboard survey. A complete summary of the onboard and online survey responses can be found in **Appendix A** and **Appendix B**, respectively.

The questions included in the survey were not specific to Route 9 to be of most use to GO Transit and ECWRPC. Respondents taking the onboard version of the survey were asked to indicate which route they were riding, but the results of the survey are largely applicable to the entire GO Transit system. Below are response summaries of a few questions asked as part of the online and onboard surveys. Key takeaways from the online and onboard surveys include:

- Service later in the evening, service earlier in the morning, service to more places, and Sunday service were among the most important factors that would cause respondents to ride the bus more often (**Figure 3-17, Figure 3-18**).
- The disconnect between second- and third-shift work times and existing GO Transit schedules was a common theme among many survey responses. A 4:00 a.m. start time and need for service as late as 10:00 p.m. were mentioned several times.
- More and better maintained bus shelters, improved bus stop signage, and more sidewalks near bus stops were among the most important improvements that would cause respondents to ride the bus more often (**Figure 3-19, Figure 3-20**).
- Respondents in large part agree that GO Transit service is safe, affordable, and reliable; there was less agreement on the service's convenience and on-time performance (**Figure 3-21, Figure 3-22**).

Figure 3-17 through **Figure 3-22** summarize the results of the questions most pertinent to developing Route 9 service alternatives.

Figure 3-17: Online Survey: Rank the factors that would cause you to ride the bus more often, with 1 being the most important and 8 being the least



Figure 3-18: Onboard Survey: Rank the factors that would cause you to ride the bus more often, with 1 being the most important and 8 being the least

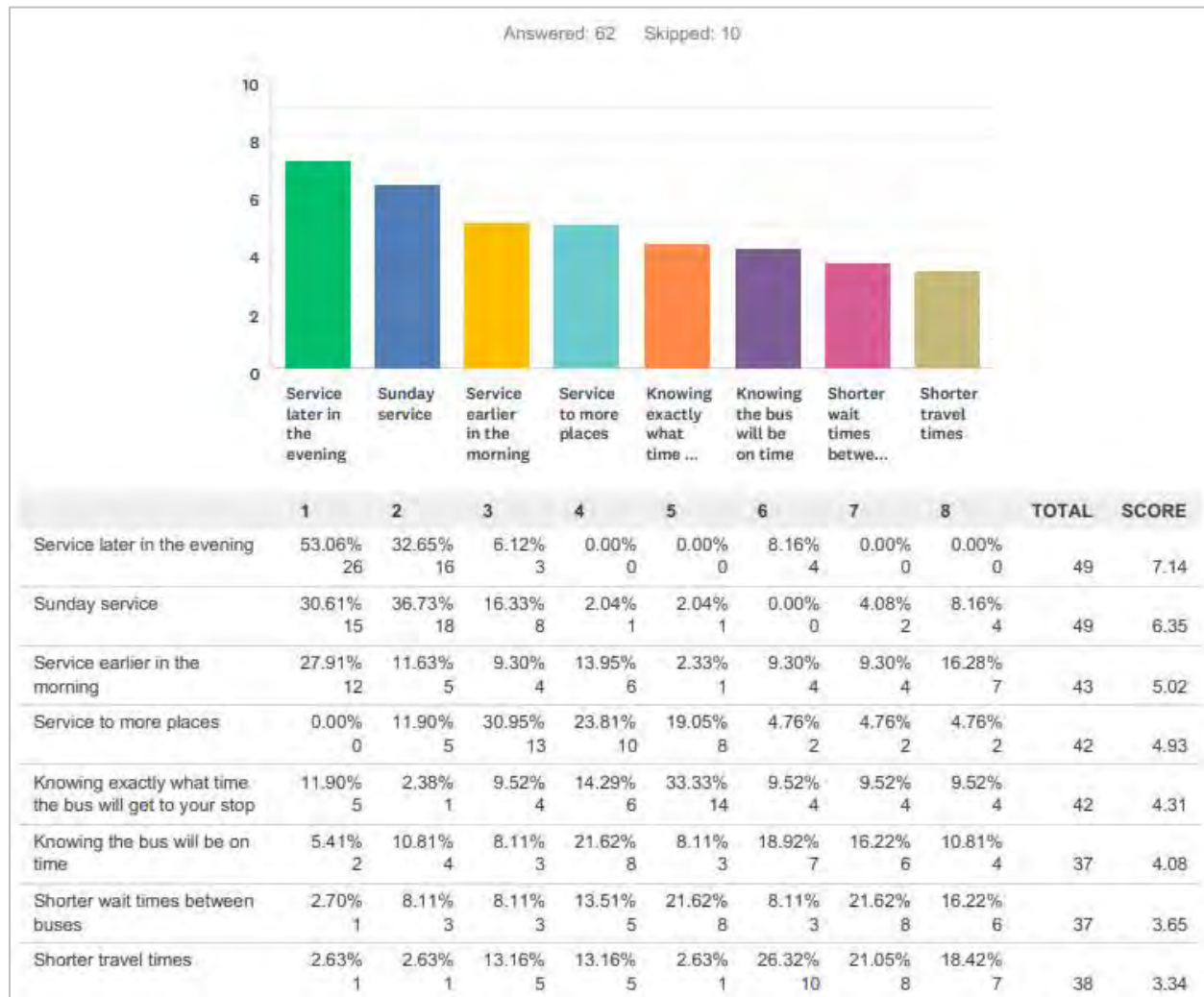


Figure 3-19: Online Survey: Rank which improvements would cause you to ride the bus more often, with 1 being the most important and 9 being the least

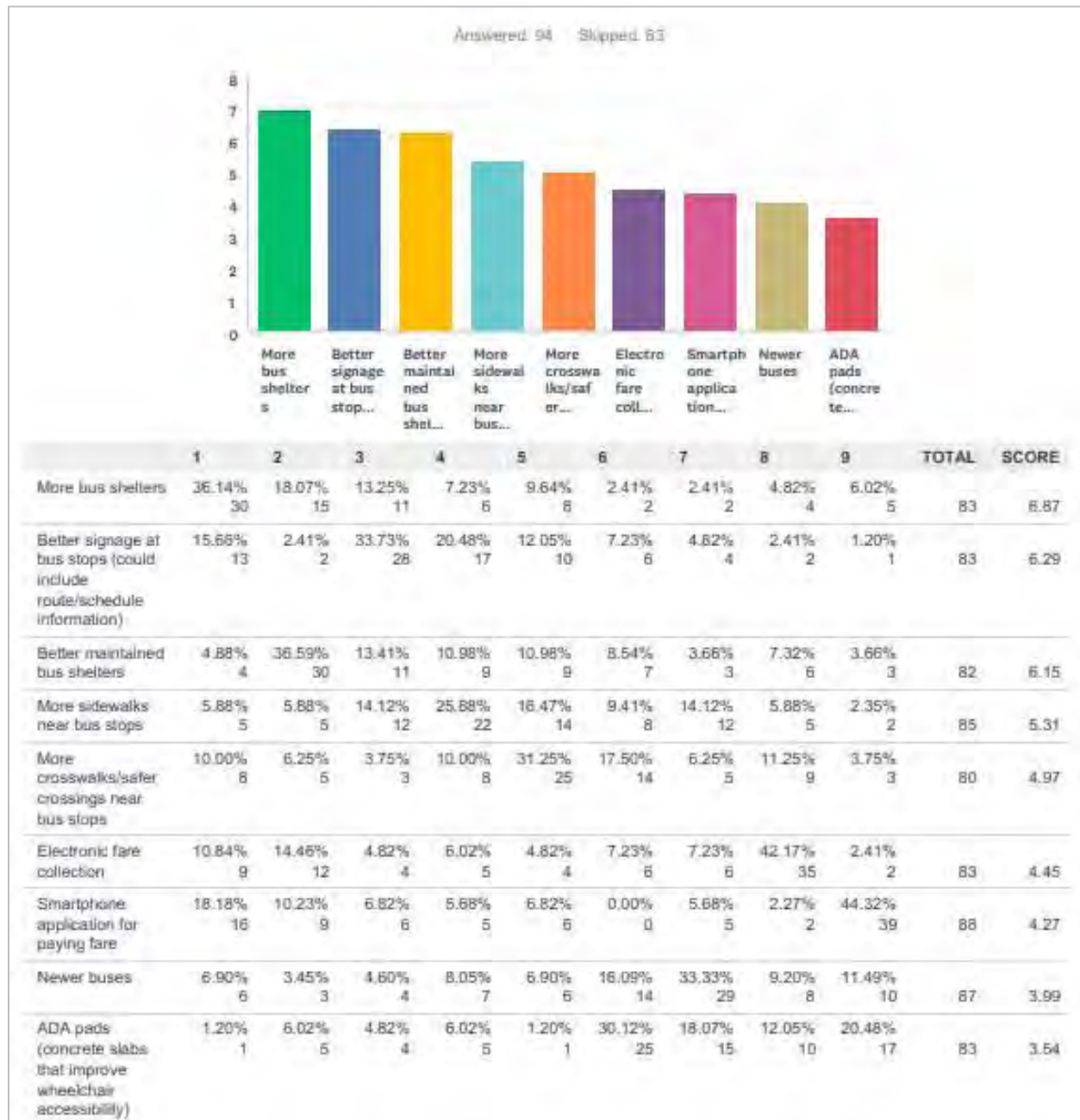


Figure 3-20: Onboard Survey: Rank which improvements would cause you to ride the bus more often, with 1 being the most important and 9 being the least

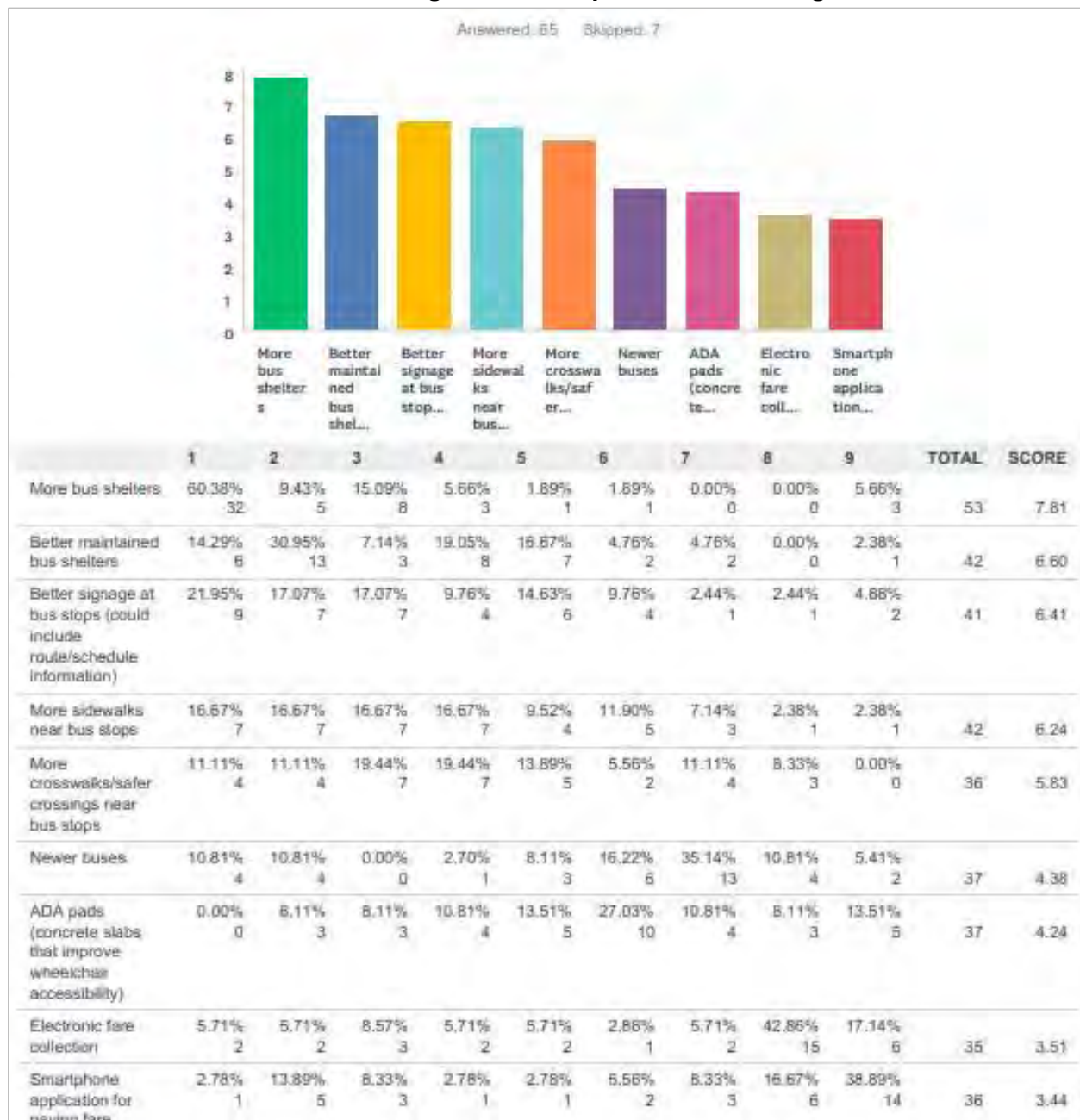


Figure 3-21: Online Survey: Indicate the extent to which you agree or disagree with each of the following in relation to GO Transit

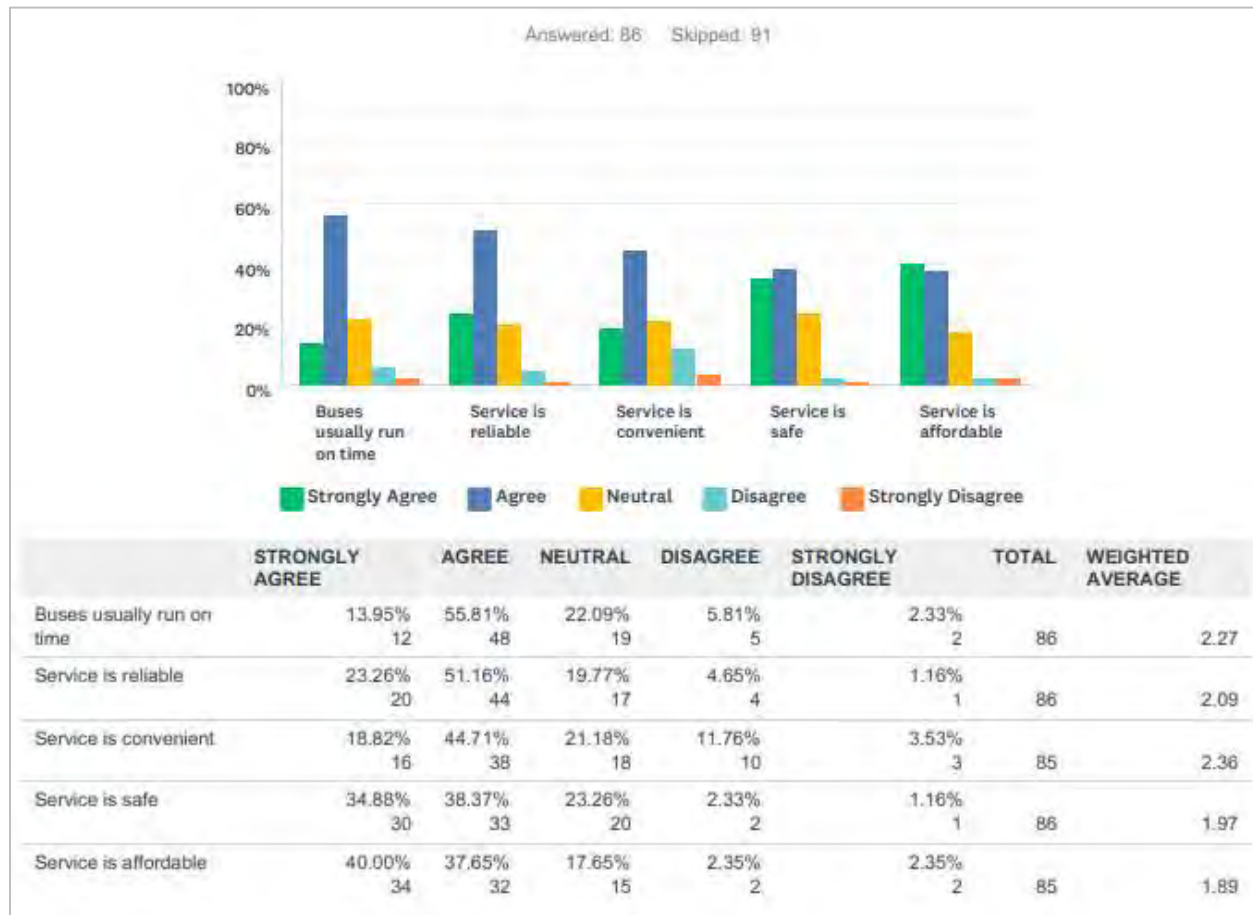
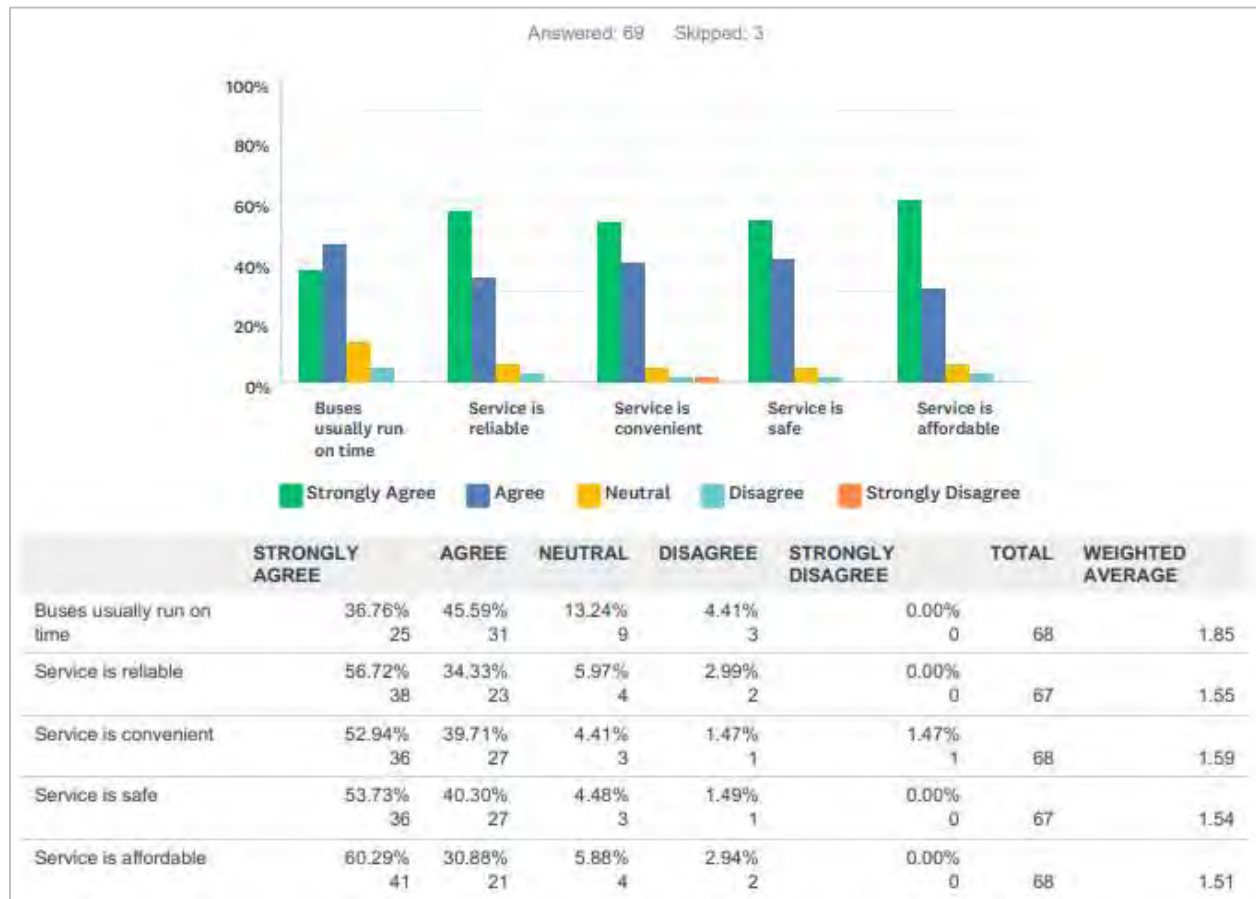


Figure 3-22: Onboard Survey: Indicate the extent to which you agree or disagree with each of the following in relation to GO Transit

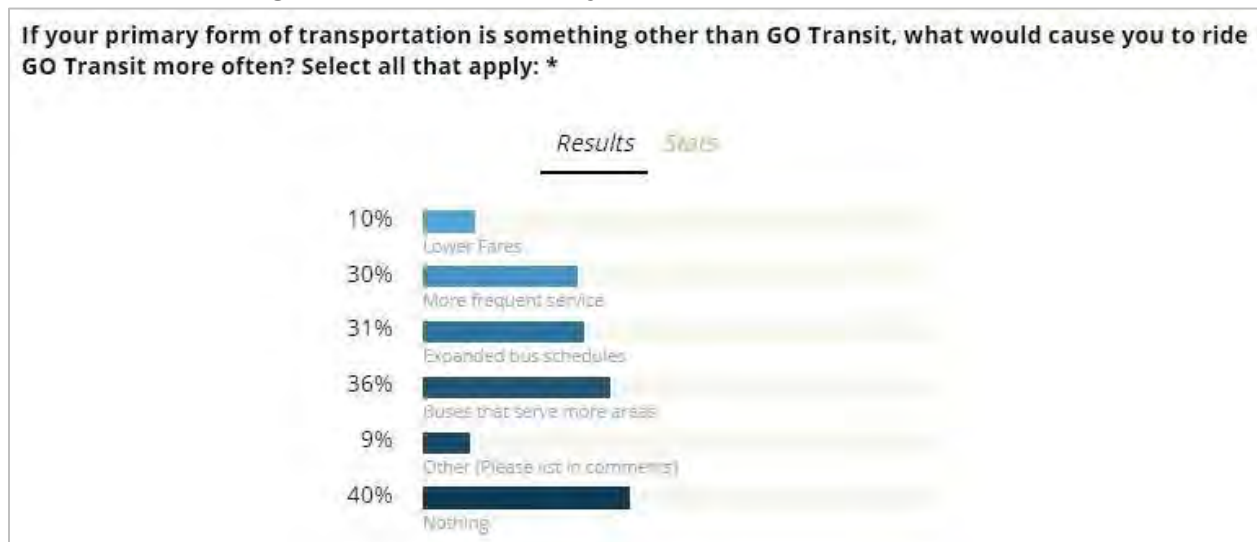


Polco Surveys

The City of Oshkosh regularly uses an online polling platform, Polco, to collect input on ideas, initiative, and issues facing the City. As part of the TDP, the City hosted two short Transportation Surveys on Polco to gather feedback from Oshkosh residents related to perceptions of GO Transit and general travel behavior. A complete listing of all seven questions posted on Polco is listed in **Appendix C**.

Two of the seven questions asked as part of the Polco surveys were especially pertinent to the Route 9 Alternatives Analysis; the questions and subsequent results are shown in **Figure 3-23** and **Figure 3-24**.

Figure 3-23: Polco Survey Question 1 (98 Respondents)



Source: City of Oshkosh, 2018

The most frequently selected improvement that would cause respondents to ride GO Transit more often was “buses that serve more areas”, followed closely by expanded schedules and more frequent service (**Figure 3-23**). Just 44 percent of respondents said GO Transit service met their need for commuting to work or their primary destinations (“excellent” or “well”) [**Figure 3-24**].

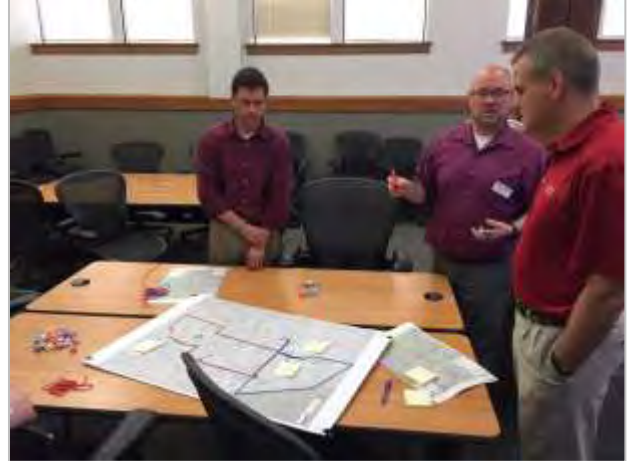
Figure 3-24: Polco Survey Question 2 (126 Respondents)



Source: City of Oshkosh, 2018

Route Planning Workshop

The consultant team met with the TDP Steering Committee in late June 2018 to review Route 9 data and trends; discuss the differences between various transit modes; and share preliminary service concepts for the area currently served by Route 9. With these concepts as inspiration, Steering Committee members were asked to work in small groups to develop their own service concepts to meet the various transportation needs in the Route 9 and surrounding service areas. With markers, notepads, short pieces of string, and push pins, attendees developed several ideas and service concepts. These were gathered by the consultant team and considered in the development of the service alternatives presented in this report.

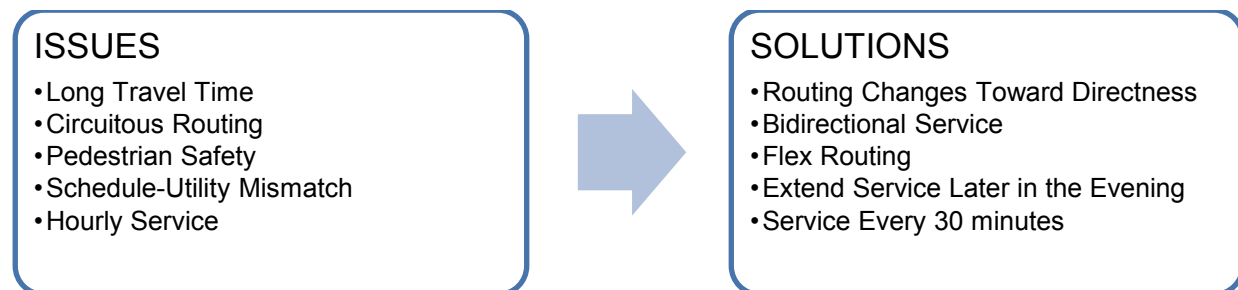


SERVICE ALTERNATIVES

The following are options for service changes to Route 9 under different fiscal realities. Each of the following service alternatives were developed with stakeholder input and project goals, objectives, and priorities in mind. Service alternatives for Route 9 changes are grouped into two service scenarios:

- **Scenario 1: Cost Neutral.** This first scenario assumes approximately the same level of operating expense that is currently attributed to Route 9. In this scenario, the current service is modified to increase efficiency and effectiveness without changes in the number of buses and/or revenue hours operated, thus, not incurring additional costs.
- **Scenario 2: Expansion.** Alternatives under the Expansion scenario consider opportunities for additional transit service within the area currently served by Route 9, in addition to adjacent, underserved areas. Alternatives presented in the Expansion scenario require additional revenue hours and buses operated.

The current configuration of Route 9 has many competing missions: (1) provide all-day local service to people who rely on transit west of I-41; (2) serve community institutions such as the YMCA and Carl Traeger Schools; (3) facilitate employment, volunteer, and customer trips to Mercy Medical Center; (4) provide access to jobs located in the Southwest Industrial Park and Outlet Shoppes; and (5) connect to the rest of the GO Transit fixed-route network. However, Route 9 fails to adequately address any of these missions given the vast geographic area it must cover with a single dedicated vehicle.



There are many solutions that could be applied toward Route 9 to address lagging ridership. However, absent additional resources applied to the service area, there are limited solutions for drastically improving the performance of Route 9. The many missions of the route must be prioritized for the route to succeed without additional funds. Moreover, any significant increases to ridership and enhanced transit service in western Oshkosh will be the result of local actors – whether the City, institutions, the business community, or a combination – contributing funds toward additional service.

The service alternatives presented in this report are specific to Route 9 within the context of the existing GO Transit fixed route network. As such, no significant changes are proposed to other routes.³ Further, the following Route 9 alternatives do not consider additional regional or

³ Except for as outlined in Alternative 2A: proposed service later in the evening for a fixed route connecting to Route 9.

commuter services that could potentially link to Route 9 and the rest of the GO Transit network. The introduction of regional and commuter services, and significant changes to the existing GO Transit fixed route network would provide a different context within which to evaluate Route 9. Such a context would likely change elements of the Route 9 alternatives presented in this report.

Assumptions

The operating expense estimates provided throughout this report were calculated at a high level using observed operations data (i.e., annual operating expenses, revenue hours). Unless noted, the cost estimates in this report do not account for additional capital costs incurred because of the proposed changes. Cost estimates herein should be interpreted as guides for scenario planning.

All operating expense estimates are calculated using a fully-allocated operating expense per hour of revenue service. Operating expenses are assumed to be \$81.00 per revenue hour and presented in 2018 dollars, unless otherwise noted.⁴ This represents a fully-allocated per hour rate, and incremental investments will likely be at a lower cost.

Annual revenue hours were calculated based on estimated daily revenue hours by route/pattern/service multiplied by the corresponding number of annual service days⁵:

- Weekdays: 250 annual service days
- Saturdays: 50 annual service days

Scenario 1: Cost Neutral

The three alternatives presented as part of the Cost Neutral scenario are summarized in **Figure 3-25**. These service alternatives can be implemented with minimal or no additional resources; they represent fine tuning and efficiencies within the existing Route 9 framework.

⁴ Based on 2017 GO Transit bus service cost allocation estimates for Route 9.

⁵ In 2017, there GO Transit provided service on 249 weekdays and 51 Saturdays.

Figure 3-25: Scenario 1: Cost Neutral Alternatives

Alternative	Description	Benefits	Disadvantages	Cost Implications
Alternative 1A: Switch Direction of the Existing Route	<ul style="list-style-type: none"> Operate Route 9 as it currently exists but in the counterclockwise direction: rather than heading south, the bus would go north when departing the Walmart time point at the beginning of the scheduled trip 	<ul style="list-style-type: none"> Increased convenience and utility for residents of multifamily residential development along Cumberland Trail, Maricopa Dr., and north of 9th Ave west of Washburn St.; this includes Cumberland Court Apartments, income-restricted housing owned and operated by Oshkosh Housing Authority. Travel times to Walmart (which allows a timed transfer to downtown via Route 6) for many of these residents would decrease from about 20 minutes to less than 5 minutes. Decreases travel time from Walmart transfer point to Mercy Medical by more than 10 minutes, better facilitating trips to the start of a work shift 	<ul style="list-style-type: none"> No sidewalk access along south side of 20th Ave (YMCA branch) and east side of Washburn St. north of 9th Ave. Increases travel time to those going from Walmart to Bemis and other employers on northeast side of the Industrial Park by approximately 10 minutes; travel time from Walmart to the west side of the Industrial Park increases by about 6 minutes 	<ul style="list-style-type: none"> No change in cost to operate
Alternative 1B: Single Route Pattern with On-demand Service to YMCA and Carl Traeger (Figure 3-26)	<ul style="list-style-type: none"> Eliminate the Route 9 YMCA pattern, operating the existing Route 9 Outlet pattern as the sole pattern once every 30 minutes throughout the service day (Figure 3-26) Service to YMCA and Carl Traeger Elementary and Middle Schools would be provided only upon request 	<ul style="list-style-type: none"> Improved frequency of service to the Southwest Industrial Park and Outlet Shoppes, increasing from one to two trips per hour; frequency improvements provide more convenience and a stronger sense of reliability for work commuters 	<ul style="list-style-type: none"> Diminished convenience for those seeking access to YMCA and Carl Traeger Elementary and Middle Schools; riders would have to request a drop-off from the driver, and pick-up from a GO Transit dispatcher 	<ul style="list-style-type: none"> Increase of approximately 6 daily revenue miles – an increase of about 3 percent – resulting in very minimal cost increase to operate Route 9
Alternative 1C: Extend North to Aurora Medical Center and West Transfer Point (Figure 3-27)	<ul style="list-style-type: none"> Extend service north along Westhaven Dr. to serve Aurora Medical Center and the West Transfer Point before continuing south on Washburn St. and terminating at Walmart (Figure 3-27) Service to Southwest Industrial Park, Outlet Shoppes, YMCA, and Carl Traeger Elementary and Middle Schools would be provided only upon request; service delivery would be the same as it is today – via formal route path – but would need to be requested Operated as a single route pattern in the clockwise direction once every 30 minutes with a running time between 24-30 minutes, depending on the number of requested deviations 	<ul style="list-style-type: none"> Access to Aurora Medical Center, retail and services surrounding the West Transfer Point Transfer opportunity with Route 5, which serves downtown and the UWO campus directly Serves a new market along Westhaven Dr., where there is a relatively dense concentration of multifamily residential housing, representing a promising ridership growth opportunity 	<ul style="list-style-type: none"> On-time performance and reliability may be challenging if too many deviation requests for service to YMCA and Southwest Industrial Park area are made; as designed, the schedule is tight and there is little room for unplanned schedule disruptions Diminished convenience for those seeking access to YMCA, Carl Traeger Elementary and Middle Schools, and Southwest Industrial Park and Outlet Shoppes; riders would have to request a drop-off from the driver, and pick-up from a GO Transit dispatcher 	<ul style="list-style-type: none"> Slight increase in daily revenue miles (depending on the number of requested deviations), potentially resulting in a small cost increase, however minimal

Figure 3-26: Alternative 1B: Single Route Pattern with On-demand Service to YMCA and Carl Traeger



Figure 3-27: Alternative 1C: Extend North to Aurora Medical Center and West Transfer Point



Scenario 2: Expansion

The three alternatives presented as part of the Expansion scenario are summarized in **Figure 3-28**. These service alternatives require additional resources (i.e., operating funding, vehicle operators, vehicles, etc.) to be implemented, and represent more drastic changes to transit service in existing Route 9 service area.

Figure 3-28: Scenario 2: Expansion Alternatives

Alternative	Description	Benefits	Disadvantages	Cost Implications
Alternative 2A: Existing Route 9 with Service Later in the Evening	<ul style="list-style-type: none">▪ Extend the span of service until 10:45 p.m., operating on 60-minute headways after 6:45 p.m., with Route 9 trips departing Walmart at 7:15 p.m., 8:15 p.m., 9:15 p.m., and 10:15 p.m.▪ For this service alternative to have a chance to succeed, it must be done in concert with an equivalent schedule expansion on at least one other fixed route, preferably one that serves downtown Oshkosh (i.e., Route 6); these two routes would be interlined, with the second route ending its last trip at 11:15 p.m.▪ Eliminate the Route 9 YMCA pattern, operating the existing Route 9 Outlet pattern as the sole pattern once every 60 minutes after 6:45 p.m.; service to YMCA and Carl Traeger Elementary and Middle Schools would be provided only upon request (via formal route path but would need to be requested).	<ul style="list-style-type: none">▪ Provides access to and from work in the Southwest Industrial Park and Outlet Shoppes, particularly second shift workers▪ Increases usefulness of GO Transit for existing riders, with the potential to attract new riders	<ul style="list-style-type: none">▪ Diminished convenience for those seeking access to YMCA, Carl Traeger Elementary and Middle Schools	<ul style="list-style-type: none">▪ Combined, Route 9 and the connecting fixed-route service would incur an additional 4.0 daily revenue hours and about 65 daily revenue miles▪ Requires one additional bus operator shift and one dispatcher shift▪ Estimated net annual operating cost: \$97,200
Continued next page				

Alternative	Description	Benefits	Disadvantages	Cost Implications
Alternative 2B: Two Fixed Routes (Figure 3-29)	<ul style="list-style-type: none"> Fixed Route 1: New fixed route that connects Walmart and the Southwest Industrial Park/Outlet Shoppes, with bidirectional service between Walmart and 20th Ave.; service to YMCA and Carl Traeger Elementary and Middle Schools would be provided upon request (Figure 3-29). Fixed Route 2: New fixed route with clockwise loop service to Walmart, Mercy Medical Center, Aurora Medical Center, and Westfield St. 	<ul style="list-style-type: none"> Improved frequency of service to the Southwest Industrial Park and Outlet Shoppes, increasing from one to two trips per hour; frequency improvements provide more convenience and a stronger sense of reliability for work commuters Increased convenience and utility for residents of multifamily residential development along Cumberland Trail, Maricopa Dr., and north of 9th Ave west of Washburn St.; this includes Cumberland Court Apartments, income-restricted housing owned and operated by Oshkosh Housing Authority. Travel times to Walmart (which allows a timed transfer to downtown via Route 6) for many of these residents would decrease from about 20 minutes to less than 5 minutes. Access to Aurora Medical Center, retail and services surrounding the West Transfer Point; transfer opportunity with Route 5, which serves downtown and the UWO campus directly Serves a new market along Westhaven Dr., where there is a relatively dense concentration of multifamily residential housing, representing a promising ridership growth opportunity Decreases travel time from Walmart transfer point to Mercy Medical Center by more than 10 minutes, better facilitating trips to the start of a work shift Improves connection between neighborhoods on either side of I-41 north of Witzel Ave. Introduces southbound service to Westfield Dr. (multifamily residential development, Evergreen Retirement Community, and West High); reduces travel time from Westfield St. and Robin Ave. to Walmart from 46 minutes to around 5 minutes. One-seat ride from Westfield Dr. to Mercy Medical Center in about 15 minutes; currently, this trip is not realistically feasible, as requires a poorly-timed transfer between Routes 7 and 9 and more than an hour of on-vehicle time. 	<ul style="list-style-type: none"> Does not address the most critical issue facing access to jobs in the Southwest Industrial Park: disconnect between shift times and transit service Eliminates service on Oakwood Rd. between 9th Ave. and 20th Ave., requiring customers to walk north or south to one of the new fixed routes Diminished convenience for those seeking access to YMCA and Carl Traeger Elementary and Middle Schools 	<ul style="list-style-type: none"> Adding a second fixed route to the existing Route 9 service area would result in a doubling of daily revenue hours (12.5) and about 185 additional daily revenue miles Requires one additional peak bus in operation, and two additional bus operator shifts Estimated net annual operating cost: \$303,750
Continued next page				

Alternative	Description	Benefits	Disadvantages	Cost Implications
Alternative 2C: Fixed Route + SW Flex Route (Figure 3-30)	<ul style="list-style-type: none"> ▪ Fixed Route: Like that proposed in Alternative 1C <ul style="list-style-type: none"> ○ Extend Route 9 service north along Westhaven Dr. to serve Aurora Medical Center and the West Transfer Point before continuing south on Washburn St. and terminating at Walmart (Figure 3-30) ○ Service to YMCA, and Carl Traeger Elementary and Middle Schools would be provided only upon request; service delivery would be the same as it is today – via formal route path – but would need to be requested ○ Operated as a single route pattern in the counterclockwise direction once every 30 minutes with a running time of about 25 minutes ▪ SW Flex Route (Figure 3-30): <ul style="list-style-type: none"> ○ A hybrid of fixed route and demand response services ○ Operating in a defined zone encompassing the Southwest Industrial Park and Outlet Shoppes during the same hours of the day and week as fixed routes (6:15 p.m. to 6:45 p.m., Monday through Saturday) ○ Start and end at the Target/Pick ‘n Save time point based on a published schedule, operating once every 30 minutes, requiring a single vehicle. ○ Drop-offs requested when boarding by asking driver; pick-ups requested by contacting GO Transit dispatch 	<ul style="list-style-type: none"> ▪ Fixed Route <ul style="list-style-type: none"> ○ Access to Aurora Medical Center, retail and services surrounding the West Transfer Point ○ Transfer opportunity with Route 5, which serves downtown and the UWO campus directly ○ Serves a new market along Westhaven Dr., where there is a relatively dense concentration of multifamily residential housing, representing a promising ridership growth opportunity ▪ SW Flex Route <ul style="list-style-type: none"> ○ Service focused specifically on travel within the Southwest Industrial Park and Outlet Shoppes ○ Increased coverage, reducing walking distances within the Southwest Industrial Park ○ Potential for reduced combined travel times relative to the existing Route 9 service, depending on demand ○ SW Flex Route service would connect to Routes 7, 8, and the proposed Route 9, allowing access to downtown and northwest Oshkosh ○ Opportunity to operate via contracted provider 	<ul style="list-style-type: none"> ▪ Does not address the most critical issue facing access to jobs in the Southwest Industrial Park: disconnect between shift times and transit service ▪ Flex route service product is new to GO Transit and the community, and will require more promotion and outreach than a traditional fixed route ▪ Increased administrative resources required of operator; increased complexity for new riders ▪ Potential long-term commitment to providing demand response transit within the Southwest Industrial Park and Outlet Shoppes; makes transition back to fixed route service more difficult ▪ Loss of one-seat ride from Walmart and north end of existing Route 9 service area to the Southwest Industrial Park and Outlet Shoppes 	<ul style="list-style-type: none"> ▪ Adding a second fixed route to the existing Route 9 service area would result in a doubling of daily revenue hours (12.5) ▪ Requires one additional peak vehicle in operation, and two additional operator shifts ▪ Estimated net annual operating cost varies depending upon vehicle type and operators: <ul style="list-style-type: none"> ○ Operated by GO Transit using large vehicles: up to \$303,750 ○ Operated by a contractor using smaller vehicles: \$150,000⁶

⁶ Assuming \$40.00 per revenue hour. Per 2016 NTD data, GO Transit’s demand response service, which was operated by a contractor, cost \$26.48 per hour. The increased cost per hour used in this analysis accounts for the potential use of larger vehicles and increased service complexity resulting from flex route service, as compared to demand response service.

Figure 3-29: Alternative 2B: Two Fixed Routes

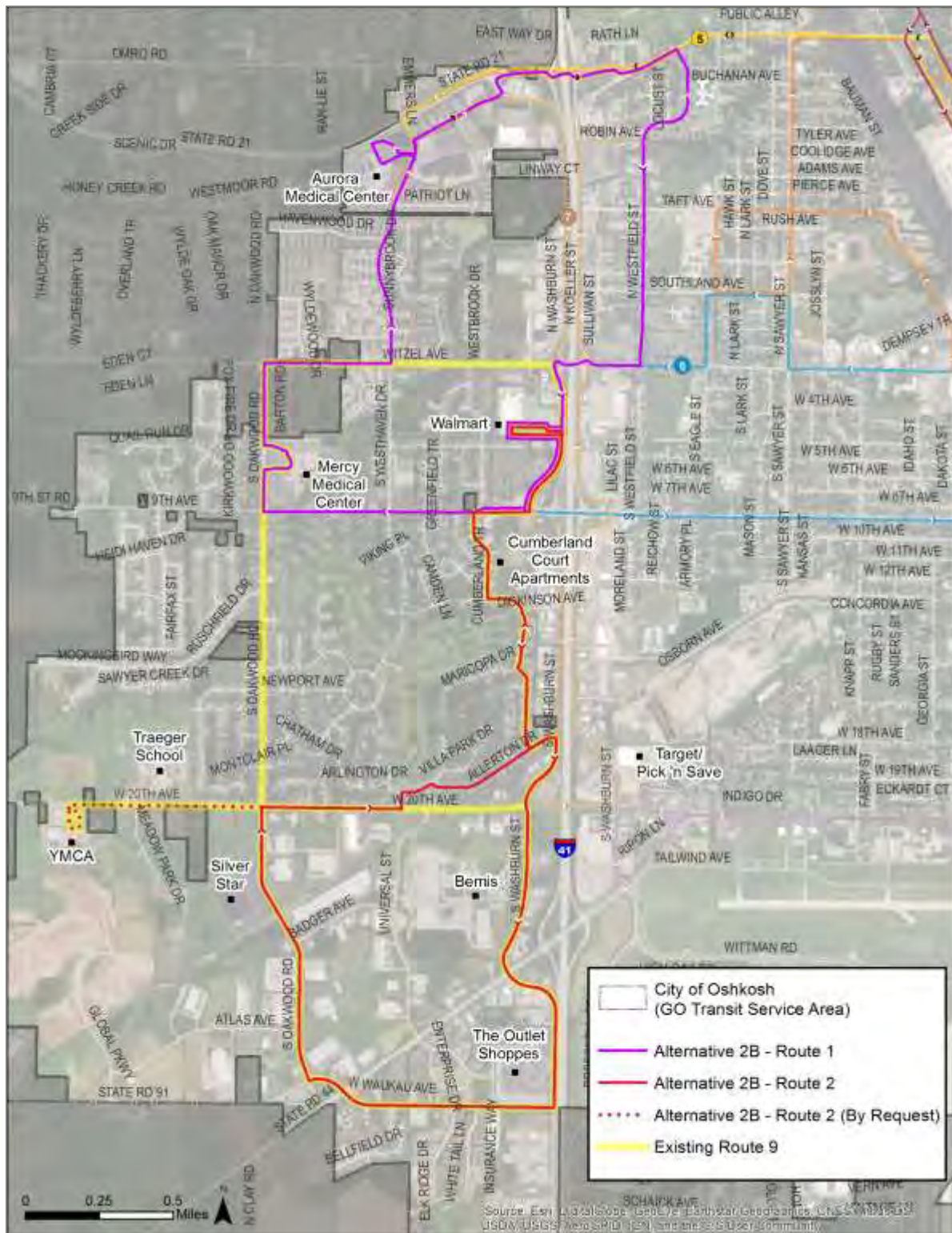
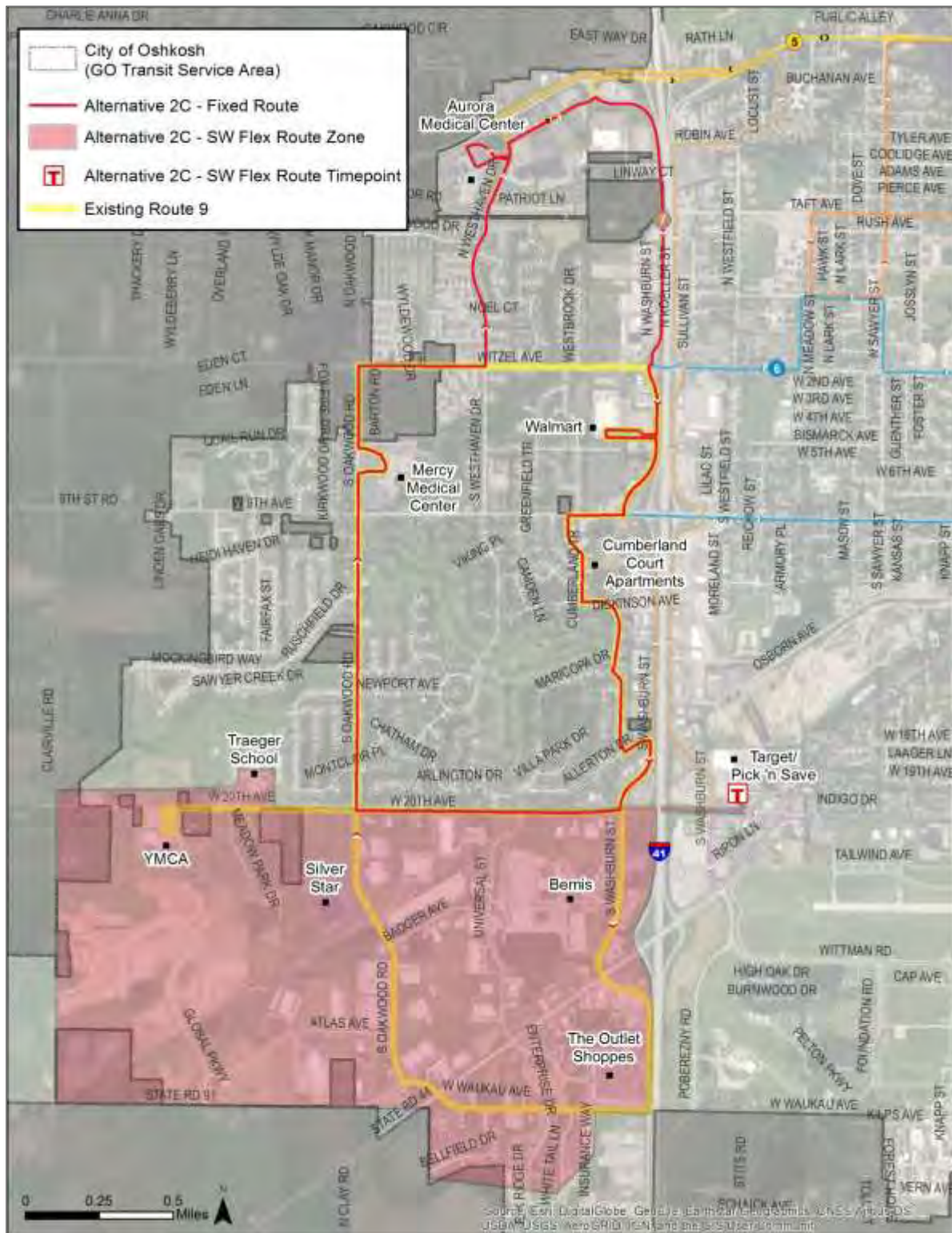


Figure 3-30: Alternative 2C: Fixed Route + SW Flex Route



Summary of Alternatives

The six alternatives presented above are summarized in **Figure 3-31**. Each alternative is evaluated relative to one another in terms of benefits to existing riders, disadvantages to existing riders, ridership potential and cost implications.

Figure 3-31: Summary of Alternatives

Scenario	Alternative	Benefits to Existing Riders	Negative Impact to Existing Riders	Potential to Attract New Ridership	Costs
Cost Neutral	1A: Switch Direction of the Existing Route	Medium	Low	Low	--
	1B: Single Route Pattern with On-demand Service to YMCA and Carl Traeger	Medium	Low to Medium	Low to Medium	--
	1C: Extend North to Aurora Medical Center and West Transfer Point, Serving YMCA and Outlet Loops by Request	Medium to High	Medium	Medium	--
Expansion	2A: Existing Route 9 with Service Later in the Evening	High	--	Medium to High	Low
	2B: Two Fixed Routes	High	Low	High	High
	2C: Fixed Route + SW Flex Route	High	Low to Medium	Medium	Medium to High

Figure 3-32: Summary of Alternatives by Goals

Goal	Alternative					
Provide all-day local service to people who rely on transit west of I-41	+	+	+	+	+	+
Serve community institutions such as the YMCA and Carl Traeger Schools	o	x	x	+	x	o
Facilitate employment, volunteer, and customer trips to Mercy Medical Center	+	o	o	+	o	o
Provide access to jobs located in the Southwest Industrial Park and Outlet Shoppes	o	+	x	+	+	+
Connect to the rest of the GO Transit fixed-route network	o	o	+	o	+	+
Key to Symbols						
						+ Positive Impact
						o Minimal or No Impact
						x Negative Impact

Upon thorough evaluation of the six alternatives relative to estimated impacts and project goals, the TDP Steering Committee selected two Route 9 alternatives for future consideration:

- Alternative 1B (Cost Neutral) - Single Route Pattern with On-demand Service to YMCA and Carl Traeger
- Alternative 2B (Expansion) - Two Fixed Routes

These two alternatives are the most feasible and responsive to stakeholder feedback and project goals. Additional evaluation by GO Transit – including detailed schedule development and bus stop siting – will be required to successfully implement either alternative. Further, Alternative 2B will require additional funding that has yet to be identified. However, these alternatives identified by the TDP Steering Committee provide GO Transit with guidance for potential changes to improve Route 9 performance in either fiscal scenario.

STRATEGIC RECOMMENDATIONS

In addition to the service alternatives presented in this report, GO Transit should work to implement the following recommendations in the near-term as a means of increasing the effectiveness and efficiency of Route 9.

Workforce Transportation

Services that are targeted to connect an emerging workforce to employment sites are opportunities for public-private partnership. There are numerous examples in Wisconsin of employers that provide support and local share of expenses for both capital and operating expenses of transit service. They can also assist with the marketing, promotion, and coordination of service. Partnership strategies to explore include advertising trades, targeted marketing programs, special fares, and in-person “Transit 101” presentations. Additionally, employers can work with agencies outside of GO Transit (workforce development organizations, mobility managers, etc.) to leverage vanpool or volunteer driver programs to link people in these niche markets.

Broader Marketing and Research Strategies

GO Transit should commence efforts that help it better understand its customer base in and around the Route 9 and larger GO Transit service area. A focused approach on reaching specific markets for transit service and better service for those currently using the service will yield the greatest returns. Examples of market research activities include: onboard surveys and interviews of current passengers; dialogue with customers and community members on social media and at various community events; and establishing a transit customer advisory committee made up of passengers and agency representatives to get feedback on service.

Transit-Supportive Development

The success and flexibility of transit service is largely dependent upon its operating environment. GO Transit must continue to work with municipal, county, and state partners to foster a more transit-supportive operating environment. Specifically, closing gaps in the pedestrian facilities network and promoting land use and infrastructure policies that are conducive to effective transit operations will make transit a more viable option in west Oshkosh.

4 | PUBLIC OUTREACH



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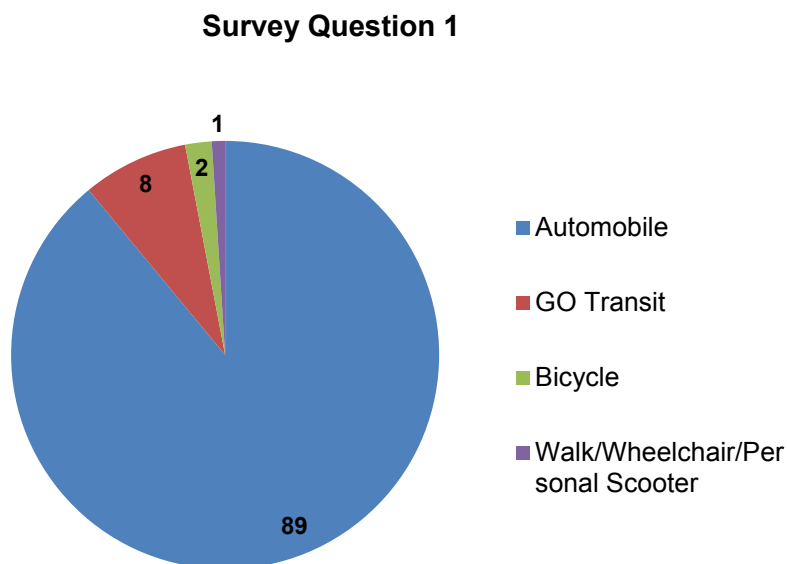
INTRODUCTION

A portion of the public outreach was conducted by SRF Consulting, specifically tied to its contract assistance. SRF developed both a paper and digital survey geared towards riders and non-riders. SRF also conducted on-site interviews and pop-up events throughout the City to engage the public. All surveys templates are included in **Appendix D**.

POLCO RESULTS

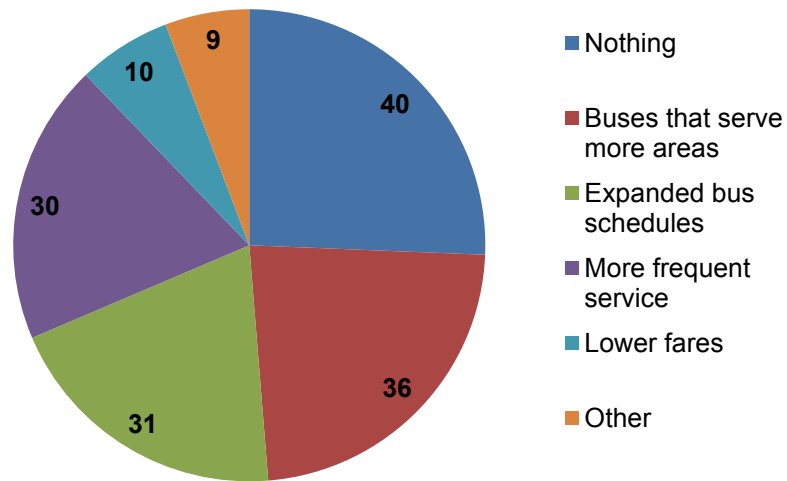
A series of poll questions were distributed to the community at large regarding their opinions of transit and to gather public comments about transit. The survey questions were administered through Polco which is a service the City of Oshkosh uses for soliciting input. A total of **224 responded to the survey questions (98 for Part I and 126 for Part II)**. The questions asked included:

1. What is your primary form of transportation?



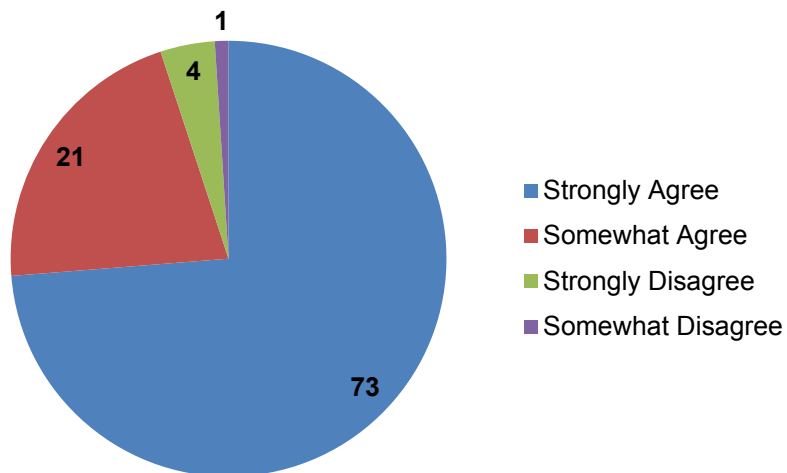
2. If your primary form of transportation is something other than GO Transit, what would cause you to ride GO Transit more often? (select all that apply)

Survey Question 2



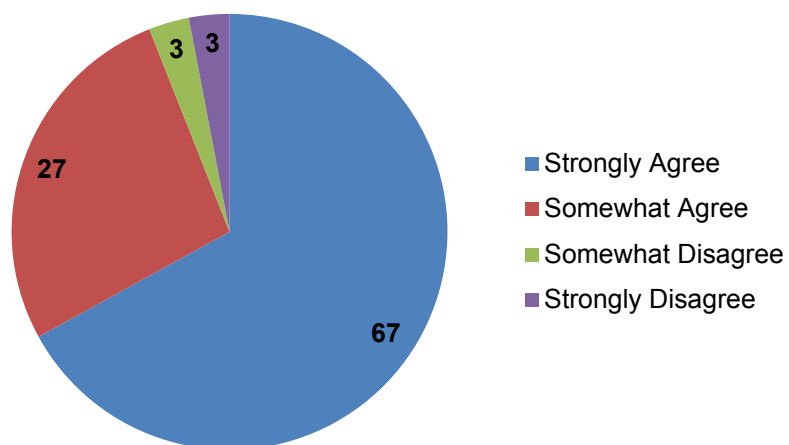
3. GO Transit provides a valuable and necessary transportation service to the community. (rate level of agreement to this statement)

Survey Question 3



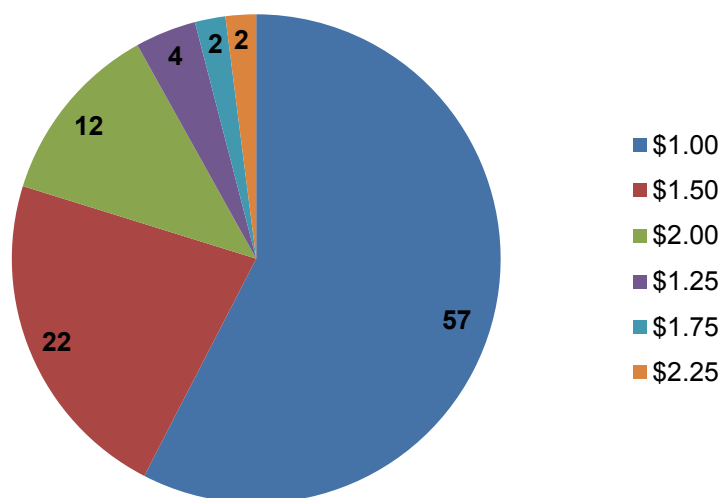
4. GO Transit is important for the local economy. (rate level of agreement to this statement)

Survey Question 4



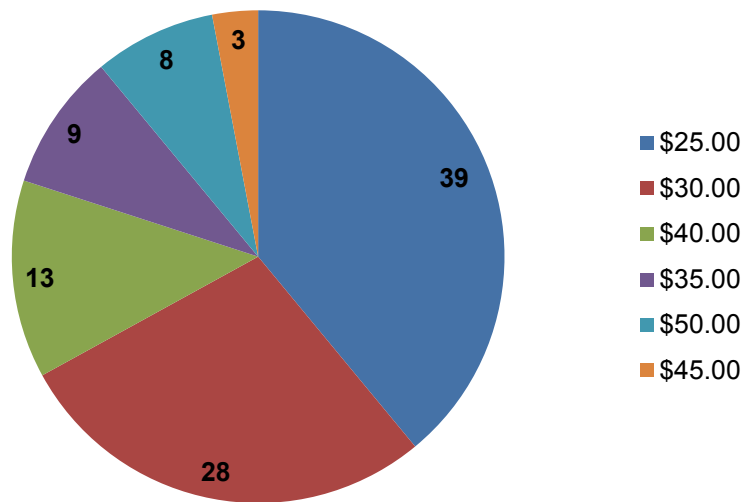
5. What do you think is an appropriate cost for a one-way cash fare to ride GO Transit?

Survey Question 5



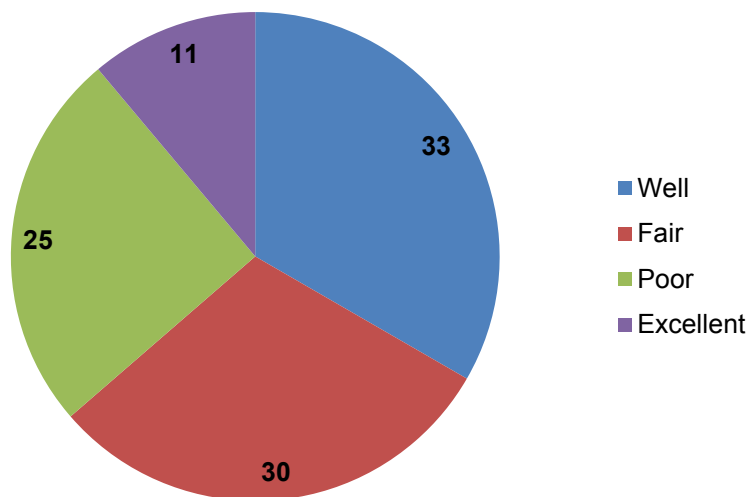
6. What do you think is an appropriate cost for a monthly pass to ride GO Transit?

Survey Question 6



7. How well does GO Transit service meet your needs for commuting to work or your primary destinations?

Survey Question 7



In summary, although the sample size is small and not statistically significant, it does give us an idea what the community thinks about transit. A few take a ways from the surveys include the following:

- If you lost your primary mode of transportation, these are the top three things that would encourage the survey participants to ride GO Transit more:
 - Increased service area
 - Expanded bus schedule
 - More frequent service

Note: the majority of participants said nothing would get them to ride transit.

- 94 out of 99 survey participants either strongly agreed or agree that GO Transit provides a valuable and necessary transportation service to the community.
- 94 out of 100 survey participants either strongly agreed or agree that GO Transit is important for the local economy.
- What's the most appropriate cost for an adult cash fare (top three):
 - \$1.00
 - \$1.50
 - \$2.00

Note: current price is a \$1.00

- What's the most appropriate cost for an adult monthly pass (top three):
 - \$25.00
 - \$30.50
 - \$35.00

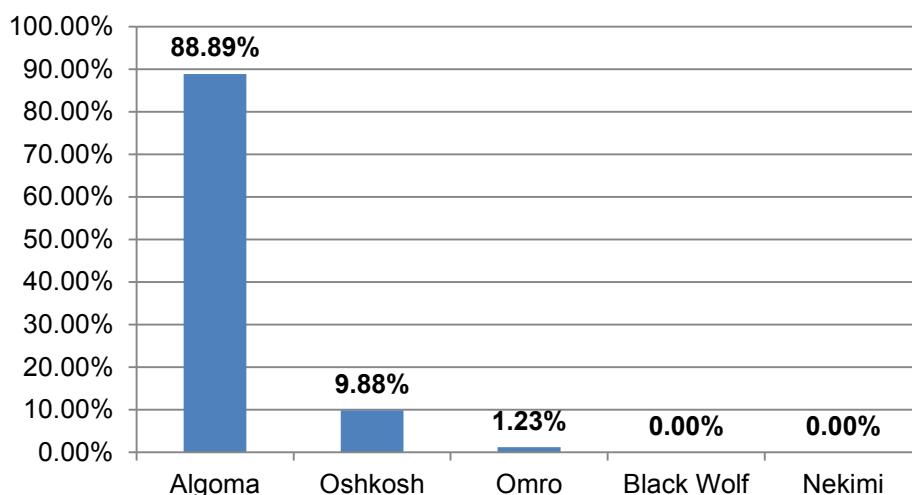
Note: current price is a \$25.00

- 63 out of 99 survey participants feel GO Transit service meet their needs for commuting to work or your primary destinations.

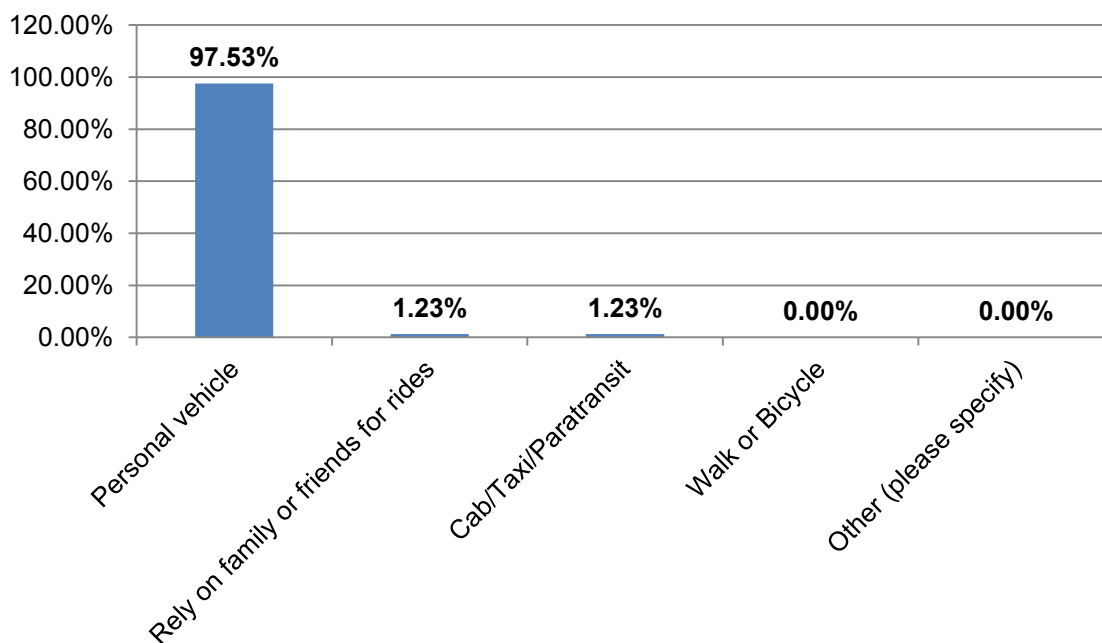
TOWN SURVEY

ECWRPC also gathered input by working with the six surrounding towns (Algoma, Black Wolf, Nekimi, Omro and Oshkosh) to develop a survey geared towards town residents. The main goal of this survey was to gauge the demand for transit beyond the City of Oshkosh limits. Participation was mostly from the Town of Algoma (**72 responses**) with a few from the Towns of Oshkosh (**8**) and Omro (**1**). Respondents on the whole, did not see an urgent need to expand transit beyond the city limits at this time; however many noted they may desire it in the future for either their children or themselves in order to “age in place.”

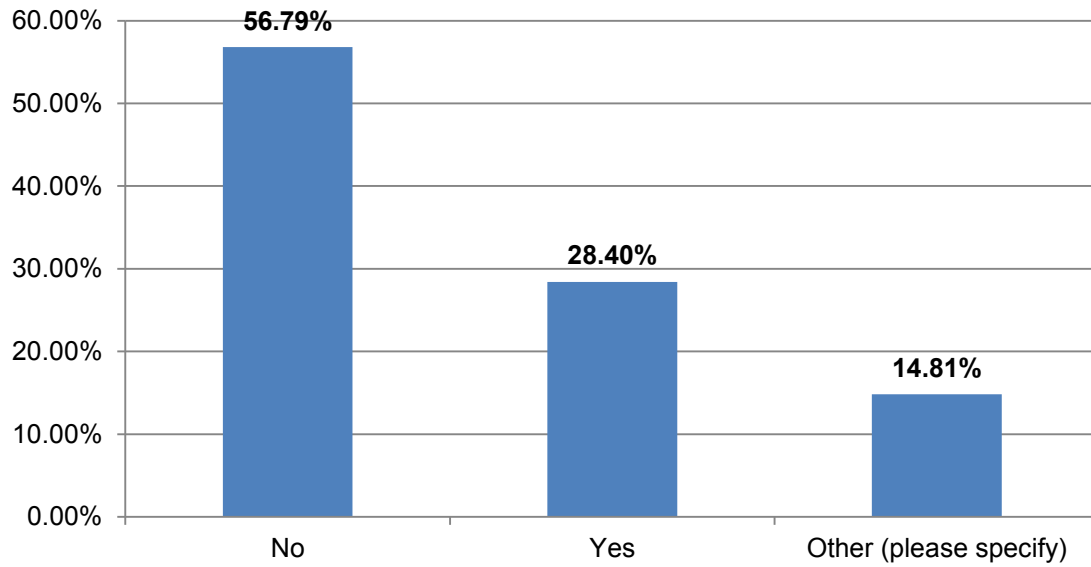
Question 1: What is your Town of Residence?



Question 2: What is your primary mode of transportation?



Question 3: Do you think transportation services need to be offered in your community to meet your needs?



RIDER SURVEY

Overview

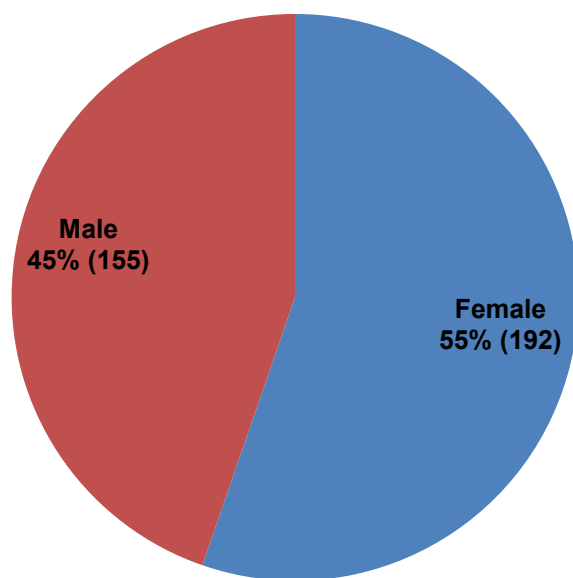
The City of Oshkosh GO Transit user and non-user survey was administered on Tuesday, October 28, 2014. East Central Wisconsin Regional Planning Commission (ECWRPC) staff and a number of area volunteers distributed the user surveys on each of the ten routes in two shifts: 7:30 AM to 9:30 AM and 2:00 PM to 4:00 PM. The AM and PM shift times covered peak AM and PM ridership. In addition to distributing user surveys the team handed out survey cards containing a QR code to the online version of the survey. The online version of the survey contained a non-user survey in addition to the user survey. The user survey contained a total of 27 questions and the non-user survey contained 11 questions. In total there were 351 surveys submitted, of which 52 were submitted online. There was only one non-user survey submitted online. The non-user survey is not included in the following analysis.

Transit User Survey Summary

Total of 350 user surveys

Question 1:

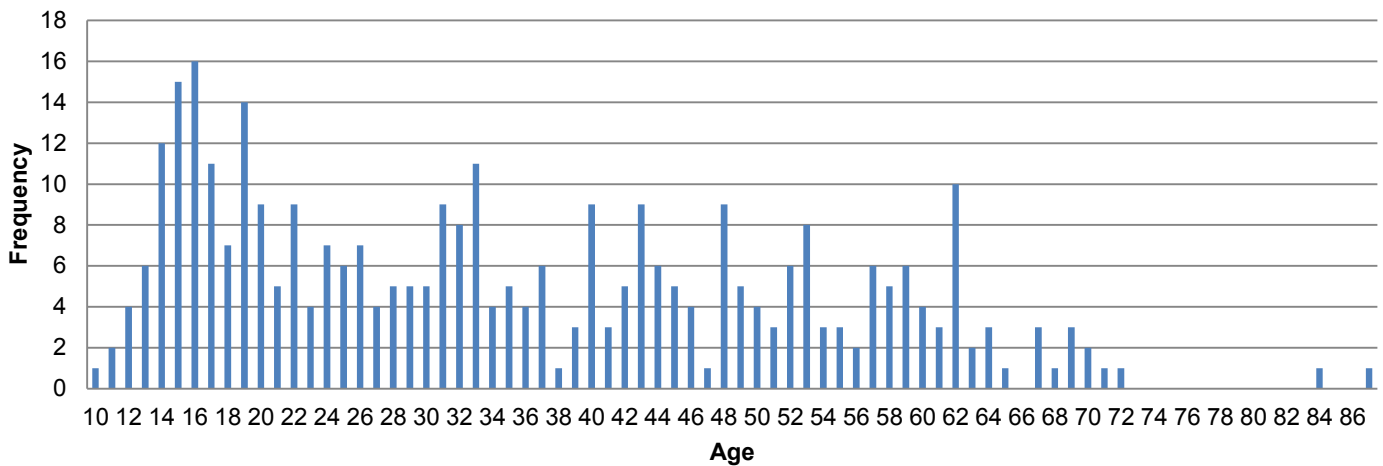
What is your gender?



Question 2:

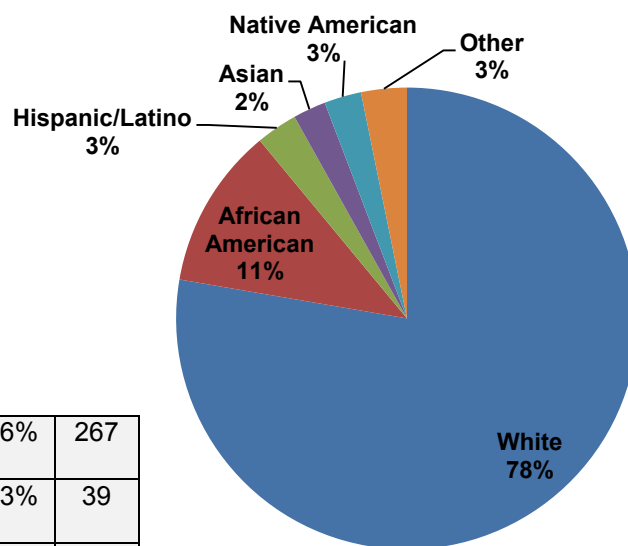
~ The average age is 35.2 years ~

What is your age (in years)?



Question 3:

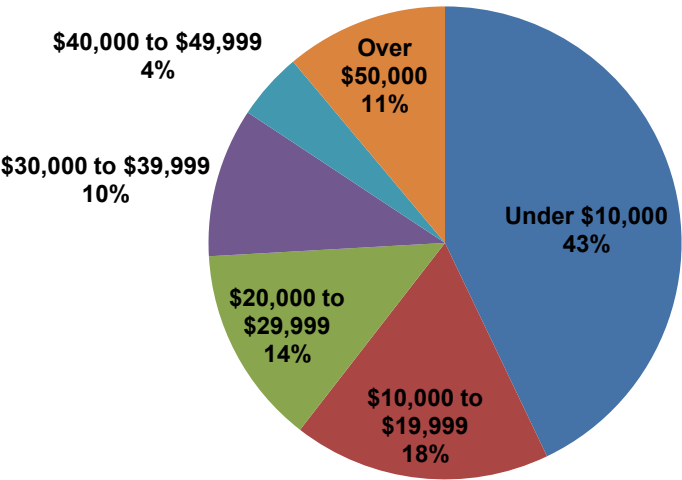
What racial/ethnic group do you consider yourself a member of?



White	77.6%	267
African American	11.3%	39
Hispanic/Latino	2.9%	10
Asian	2.3%	8
Native American	2.6%	9
Other	3.2%	11

Question 4:

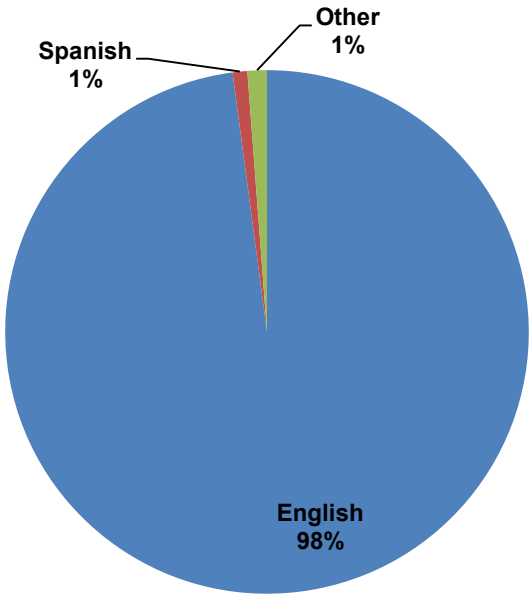
What range below best describes the combined total income for everyone in your household?



Under \$10,000	43.0%	139
\$10,000 to \$19,999	17.6%	57
\$20,000 to \$29,999	13.6%	44
\$30,000 to \$39,999	10.2%	33
\$40,000 to \$49,999	4.6%	15
Over \$50,000	10.8%	35

Question 5:

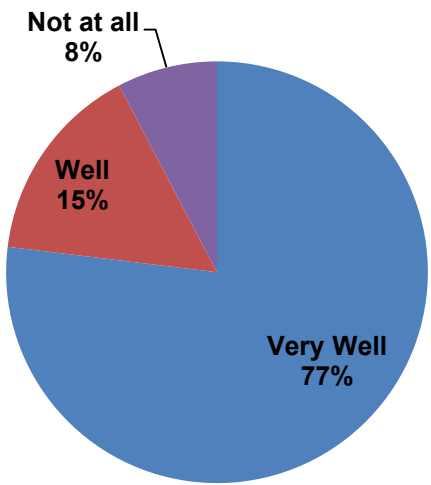
What is your primary spoken language?



~ Other languages spoken:	
Spanish	Serbian
German	French
Hmong	Polish
Ghanaian	Russian
Korean	Creole
Filipino	

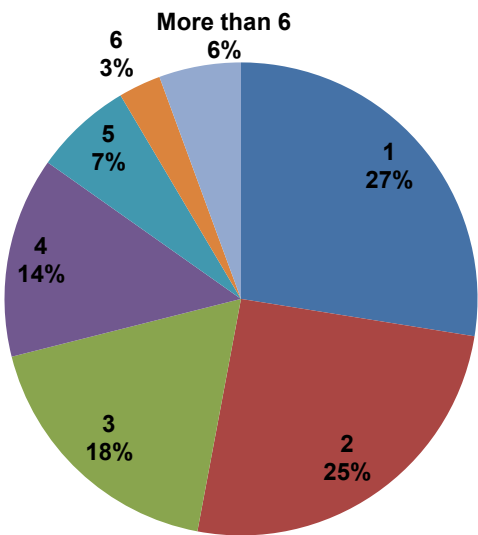
Question 6:

If English is not your primary spoken language, how well do you understand English?



Question 7:

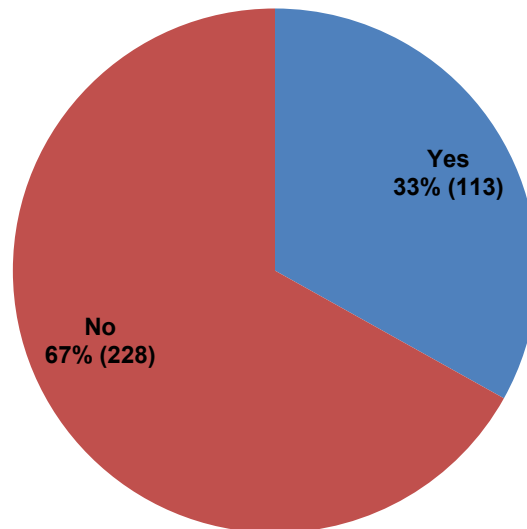
Including you, how many people live in your household?



1	27.5%	94
2	25.4%	87
3	18.1%	62
4	13.7%	47
5	6.7%	23
6	2.9%	10
More than 6	5.6%	19

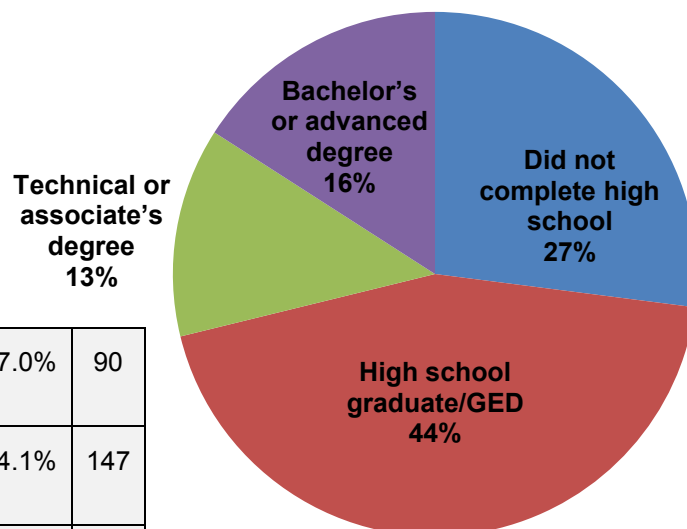
Question 8:

Do you have a valid driver's license?



Question 9:

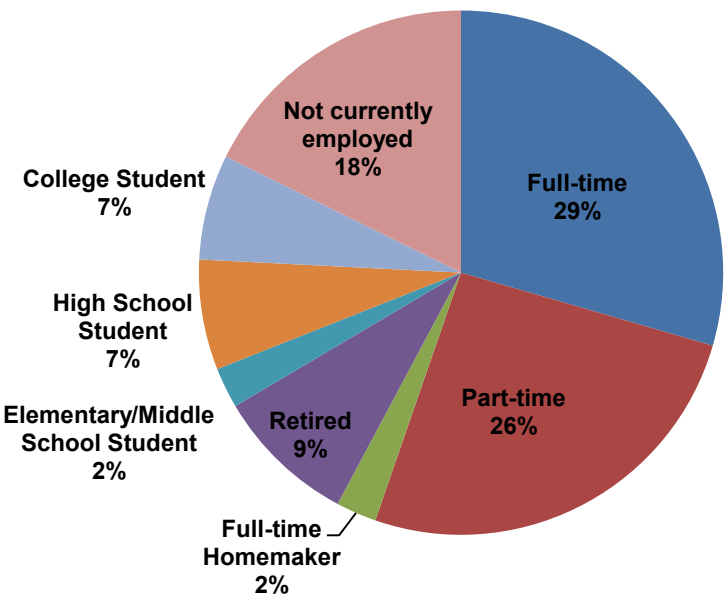
Education (highest level completed):



Did not complete high school	27.0%	90
High school graduate/GED	44.1%	147
Technical or associate's degree	12.9%	43
Bachelor's or advanced degree	15.9%	53

Question 10:

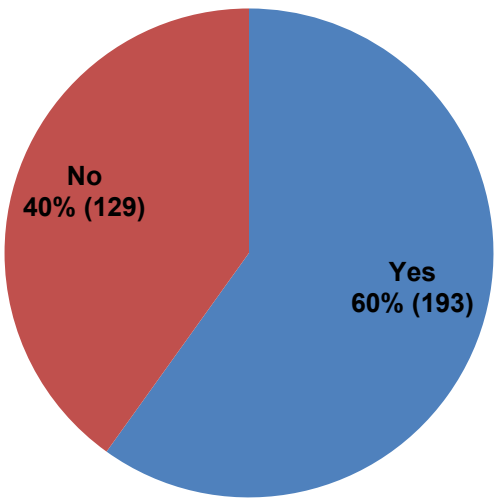
Employment Status:



Full-time	29.5%	95
Part-time	25.8%	83
Full-time Homemaker	2.5%	8
Retired	8.7%	28
Elementary/Middle School Student	2.5%	8
High School Student	6.8%	22
College Student	6.5%	21

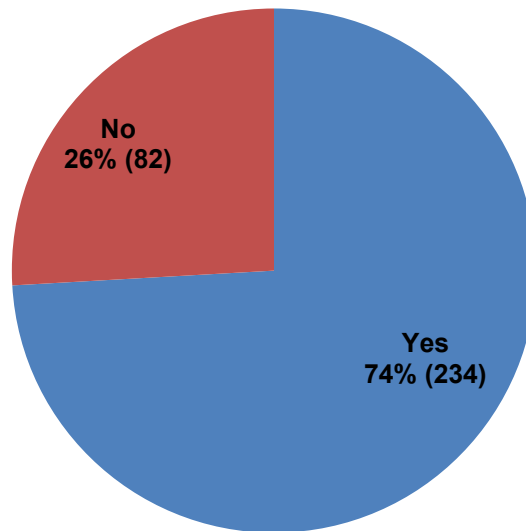
Question 11:

Do you have a smart phone?



Question 12:

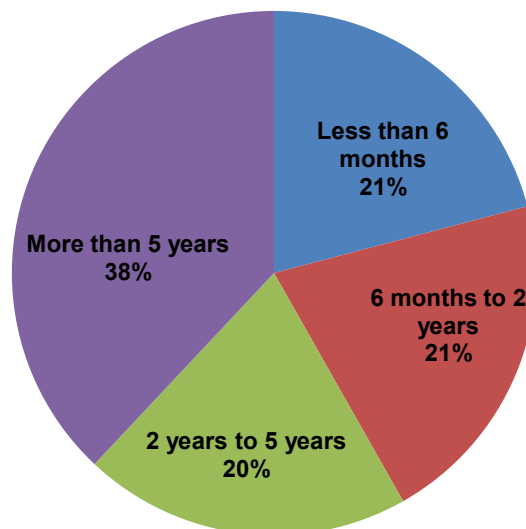
Do you have access to the Internet at home?



Question 13:

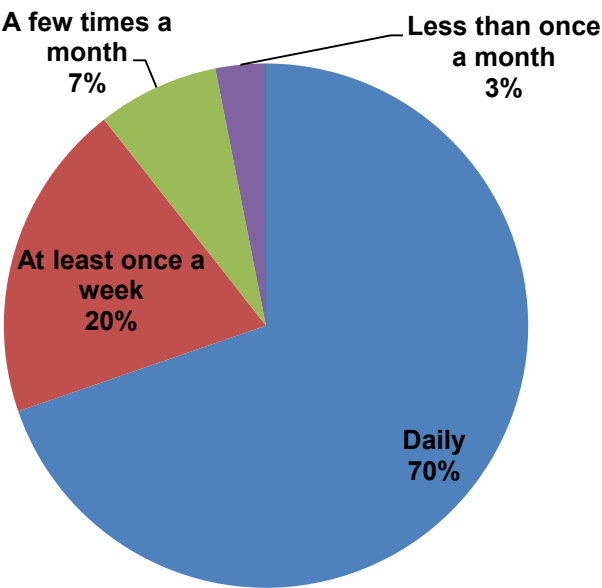
How long have you been a GO Transit rider?

Less than 6 months	20.9%	67
6 months to 2 years	20.9%	67
2 years to 5 years	20.2%	65
More than 5 years	38.0%	122



Question 14:

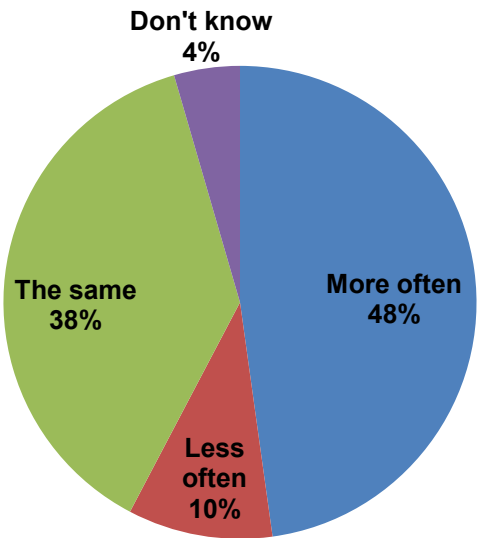
How often do you use GO Transit?



Daily	69.7%	223
At least once a week	19.7%	63
A few times a month	7.5%	24
Less than once a month	3.1%	10

Question 15:

Compared to one year ago, are you using GO Transit:



More often	47.8%	149
Less often	9.9%	31
The same	37.8%	118
Don't know	4.5%	14

Question 16:

If you are using GO Transit more or less often, why?

There were 109 individuals who gave reasons for riding transit more often and 27 individuals who gave reasons for riding transit less often. See the question summary after the complete list of reasons for riding transit more or less often.

Complete list of responses from individuals who gave reasons for riding transit more often:

- I don't drive.
- To get to school
- I have to use it to get to school
- Convenience
- I used to walk to school
- Car doesn't work
- Moved
- Have more places to go
- Transit from jail to festival of lights
- To get to school
- For going to school
- To school
- My ride moved
- Job is on the bus route
- My only means of transportation
- Because my parents have to work and I take the bus so I don't waste their gas.
- My only transportation
- Have no car, bike or friends
- No vehicle
- No car
- I'm using it more because it is a good way of traveling.
- I usually use the bus to get to school, but sometimes I'm able to get a ride to school.
- To get around more
- On the days I'm feeling up to par, I will always use the bus, other days I use the cab
- I use it more because I don't get rides to school; I live on the Northside and my school is on the Southside.
- Live away from campus, no car, wasn't aware it was free for college students
- Sometimes easier with busy schedule/cold weather
- More because it is easier to around to my appointments
- Going to work and taking grandson to school
- More because I can get to stores and spend my allowance
- Convenient
- This is my only way to commute
- Don't drive
- My children and I use the bus while my husband works
- Looking for employment
- Can't afford other
- Everywhere I go
- Save on gas and cab fare
- I now have a daily commitment that requires me to take the bus
- I just got here a year ago to study; I do not have a car yet so riding the bus is really convenient
- Car is on its last leg; drive only when necessary.

- I use it to go to school now as well as my job
- It works with my schedule for school because there is only one vehicle in my family
- No vehicle
- It is my only mode of transportation
- Last year I started later, this year I start right away
- My mom doesn't bring me to school anymore
- To get around town
- School
- It is a very efficient way of getting around.
- More often, I realize the negative impact that cars have on the environment
- Dad got new job and can't give me rides
- My mother has to work early shifts at work.
- Work schedule; daylight driving restrictions due to my eyesight.
- More because I work
- The bus is my main transportation.
- I take it to and from school, during the summer I don't use it
- Work and school
- It is free for students and I live farther away.
- Get to work
- Don't drive very well, teenager driving
- Live farther away from work; different schedule.
- I live on different side of town
- Have no car
- Only way to work
- It helps me to be more independent
- Work
- I'm starting over.
- I didn't use it a year ago.
- I use the bus to get my son to school because the school bus does not run by our home.
- Get to work and get around
- No longer have a vehicle
- More because I'm back in school
- Car broke down; now only one vehicle in the family
- Lack of car
- Don't have a reliable vehicle and can't afford one.
- Lots of places to go.
- Going out doing errands
- Better aware of bus routes and schedule
- Doctors' appointments
- Car broke
- Work on other side of town; bus takes me right to the door.
- No license
- My husband now works in Greenville.
- Have 2 jobs
- More, because I use the bus to travel back and forth from work to save gas.
- Suspended license
- Because I don't have a car.
- Attending UWO and go the YMCA on 20th.
- New to the Oshkosh area
- No car

- School
- For school
- To and from college
- To get to college
- Lost car
- Job
- Don't have a running vehicle
- Lost my license (DUI)
- I live an hour away from someone I love so when we get together, we take the buses to our destinations.
- See my wife
- Go to work
- When going to work
- I don't have a car & have no intention of getting one!
- College commute
- I just moved to Oshkosh in June of 2014.
- Vehicle broken
- My car died and the bus system seemed the way to go until I can get a car
- I use it to get home after school.
- Just moved to the area
- We only have one car and my dad is at work; he can't take me.
- For doctor's appointments, shopping, or just getting out of the house
- I have to get to school

Complete list of responses from individuals who gave reasons for riding transit less often:

- Hard to decide which way is closer
- Times the bus runs
- Work hours prevent me from using service later in the evening for errands.
- Had a car or was catching a ride
- I don't have as many hours to complete at an Oshkosh public school.
- Don't have a dollar to spend everyday
- I was in college so I had so ride that took me
- Walking more to save money
- Less, often because I have a car now.
- Relocation
- Living closer to work/different work schedules
- Less because they don't run long
- Get rides sometimes
- My mom has a car, but on days she works I ride the bus.
- I was taking the bus to school.
- Have a car most of the time.
- I take the Neenah to Oshkosh route 10. Times and stops have changed which make it harder for me to be able to take advantage of this route.
- The pickup times and drop off location have changed making it very difficult for me to take advantage of this great service.
- I've had issues with the buses showing up on time. I've also had an instance of waiting at the bus stop (at 7:30 am at a posted stop) and having the bus drive right past me even though I'm by a sign that says I'm at a bus STOP.
- The Times and length of rides
- I use it less because what is the point of using it when you don't stop at every corner, by the time I walk the two blocks to the stop and then walk another two blocks from the drop off. What is the point!

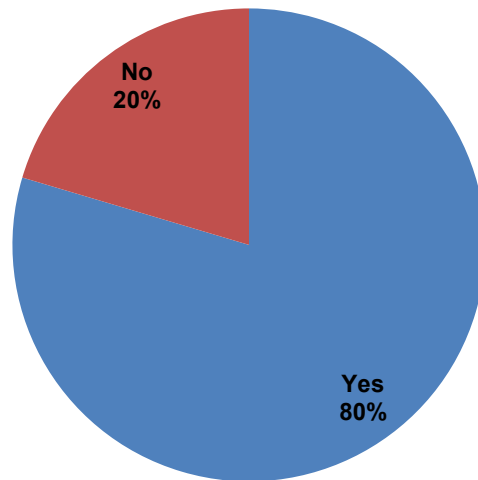
- Recently bought a vehicle and will only be using Go Transit when car not available
- Friends give me rides now

Summary of the reasons for riding transit more or less often:

More often	Frequency	Less Often	Frequency
No Other Means of Transportation	31	Time/schedule	11
School/University	26	Other	6
Other	18	Family/Friends	4
Work	16	Have Vehicle	3
Convenience	9		
Environmental Reasons	4		
Don't Drive	2		
Save Money	2		
Medical	2		
Shopping/Errands	2		

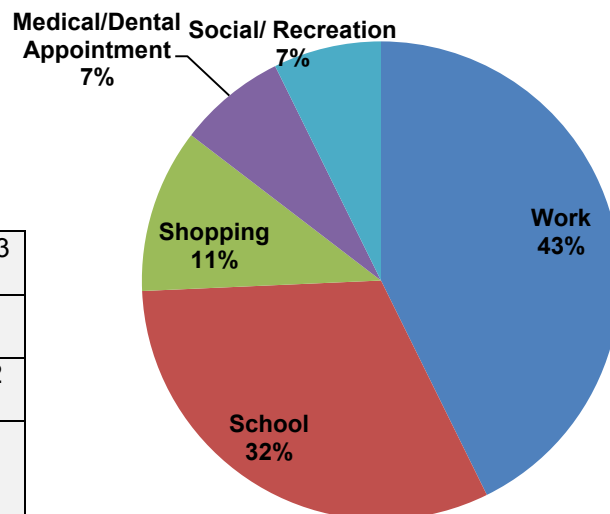
Question 17:

Have you recommended using GO Transit to others?



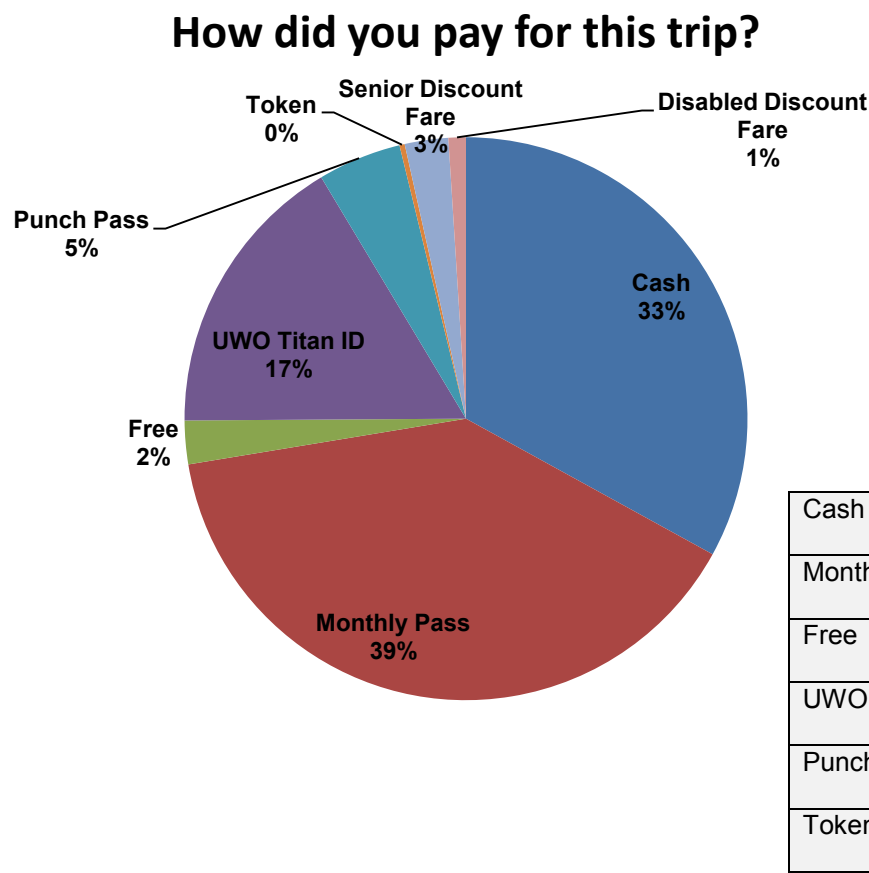
Question 18:

What is the main purpose of your trip today?



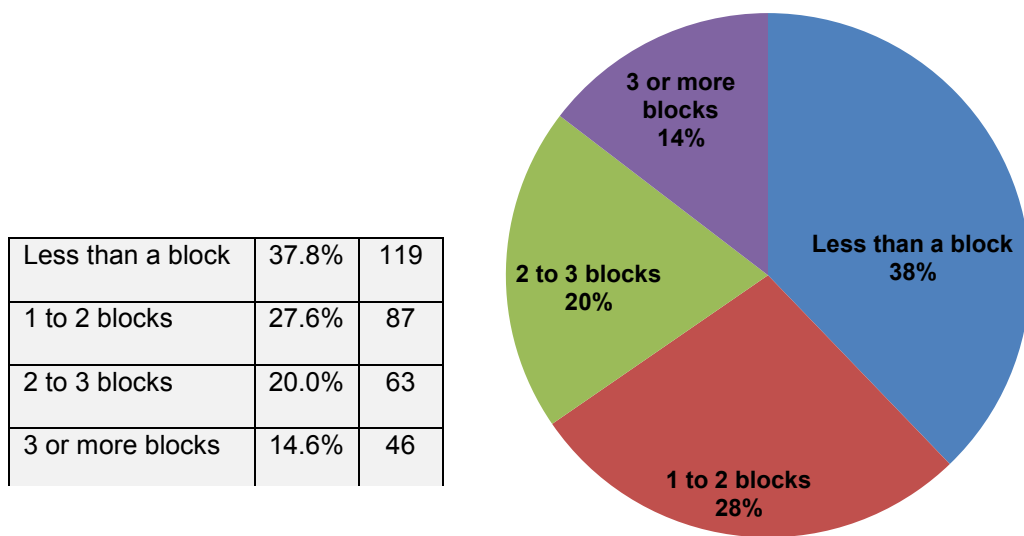
Work	42.7%	123
School	31.6%	91
Shopping	11.1%	32
Medical/Dental Appointment	7.3%	21
Social/Recreation	7.3%	21
Other	23	23

Question 19:



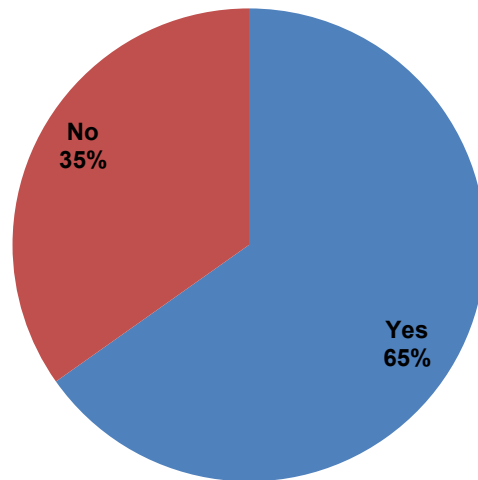
Question 20:

How far did you walk to your bus stop today?



Question 21:

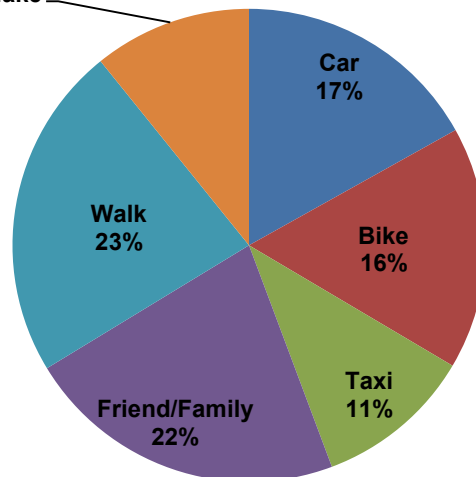
Do you have to transfer to a different bus as part of this trip?



Question 22:

If bus service was not available, how would you make this trip?

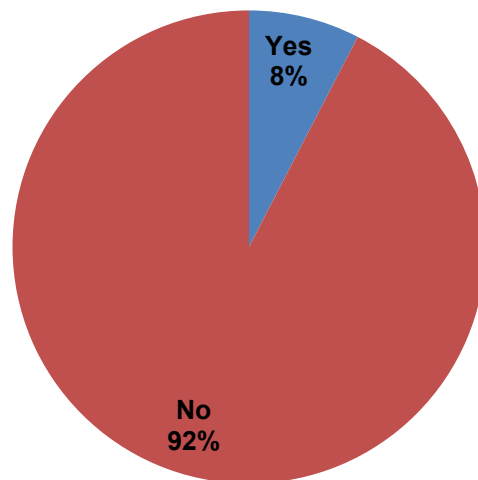
I would not make this trip
11%



Car	16.9%	53
Bike	16.6%	52
Taxi	10.8%	34
Friend/Family	22.0%	69
Walk	22.9%	72
I would not make this trip	10.8%	34

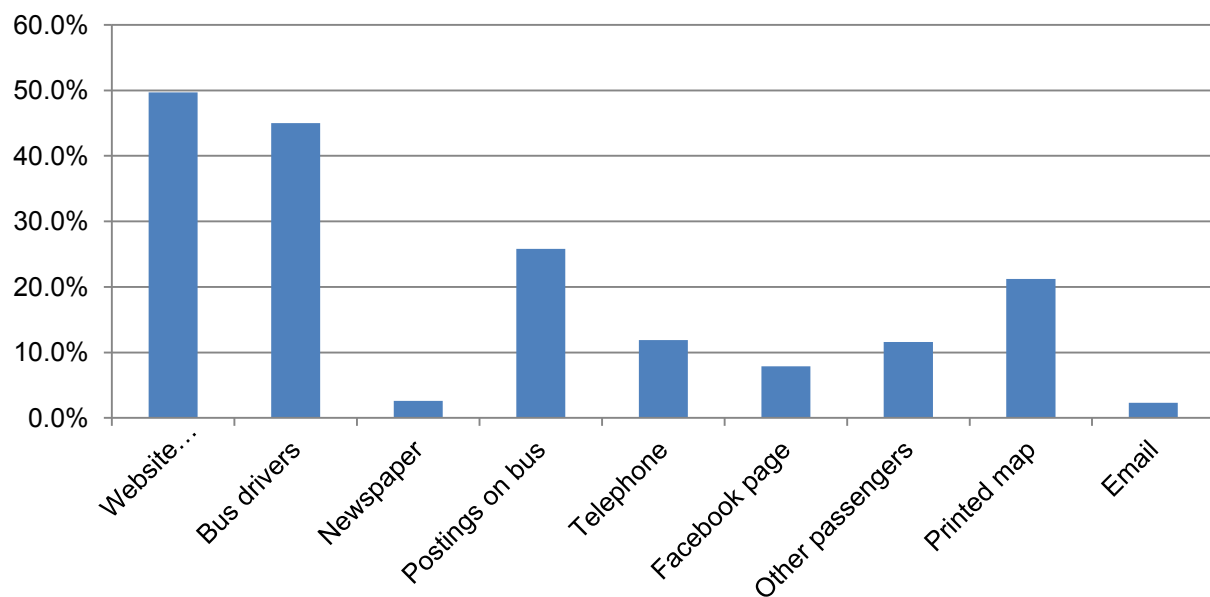
Question 23:

Did you use the bike rack on the bus for this trip today?



Question 24:

What are your top 2 choices to get information on GO Transit?



Question 25:

What can we do to improve the bus service? Add service to (location or name of business):

- Drop off and pick up at festival
- School Ave
- Thrift stores
- Keep it all the same
- Fond du Lac
- Doty Street
- Serves me well as is
- Industrial park south
- Definitely medical on Koeller Street
- Grove Street
- Biolife
- 18th Ave and Knapp at Jacob Shapiro School
- Fond du Lac
- Oshkosh North Side High School
- North high school another bus after school
- Sawyer
- Down Westhaven by G.C. and apartments
- Witzel Ave to downtown
- Down by hospital
- Kamp Street
- Heid Music
- Two times per hour up 20th
- Jacob Shapiro School
- Winnebago County Park
- County Road A and Y
- #10 to UWO
- Omro and Winneconne
- Omro and Winneconne
- Route 10 to UWO
- Route 10 right to UWO Campus
- Sawyer Street
- Fond du Lac
- Drive into lots by Festival/Menards, Shopko, Stein's etc., Target/Pick N Save
- EAA Museum or Military Veterans museum
- Make a couple changes to route number 10
- Jacob Shapiro

Add a bus stop at (location or name of business):

- 17th and Oregon
- School Ave
- Bemis
- Hubbard Street
- Down further on Ceape Ave
- Subway on 24th Avenue
- 21st Street
- Bus Shelters
- Van Dyne
- Black Wolf
- Walkway to river front
- Inside Shopko parking lot
- Merrill middle school
- 17th and Oregon
- US Navy Recruiter (1123 Emmers Lane)
- Tripper stop (no longer exists)
- Green Valley Road and Highway 76
- 6th and Idaho
- Witzel/Oakwood
- Kamp Street
- 9th and Westhaven
- Cimarron Court
- Andy and Ed's
- Oshkosh Community Blood Center
- Frontage Road (Shopko area)
- Father Carr's Place
- Washington
- Corner of Doty St.
- Omro and Winneconne
- Omro and Winneconne
- 9th and Lincoln for Route 10
- Doemel Street. there used to be one there
- Hubbard Street and 20th
- Linwood & Minerva

Other improvement:

- More bus shelters
- Come more often than every 30 minutes
- Free for students
- Night time hours
- Run the bus longer
- Longer service during the holidays
- Longer transfer
- Working on Sunday
- Please inform the drivers not to use air conditioners when it is chilly outside. It is like riding in a freezer
- Put pickup times on signs
- Run later
- Add seating at all stops
- Control high school children

- Open later
- Some drivers are so rude and unprofessional
- Music/radio
- Stay running longer than 6 pm
- Add bus stop to all doctor's offices; it is hard for people who can't walk well
- No improvement, the bus is perfect
- Times of pick up at stop
- Later hours
- Sunday hours added
- Nights/evenings; monitor drivers for unnecessary activity that causes delays
- Shelters
- Service later in the evening; post signs @ stops a day in advance if route will change due to construction/event
- Run bus 5 am
- Not having to transfer two times or more
- More frequent stops and later hours
- Less transferring at Walmart and such
- Being timely-hard to predict when it arrives in the morning
- More buses 15 minutes
- Text messages to phone to see if you missed or are minutes ahead of the bus at a stop
- A bus every 15 to 20 minutes
- Shelter at Sawyer and Southland
- Later hours until 8:00 pm
- Have bus run later, until 11 pm or something
- Why does it take so long
- Some routes still take too long; some stops are still too far from site
- Just bring the tripper back!
- More shelters and benches
- Better coordination of service with buses from Neenah to Oshkosh
- Make buses go later in the evening
- Bus driver leaves early
- Have more places to sell passes
- Later service please
- More seats
- Run later
- Extended bus hours
- More shelter stops
- Extended bus times
- One bus per route; no transfers
- Benches at more stops
- Sunday service and run later at night
- Go to 20th YMCA more often
- Have the bus run on Sundays
- Longer hours and better connections to Neenah/Appleton
- Run longer
- Need more shelters
- Sunday service after 6:45 pm
- Expand service hours till night
- Run later
- Longer daily services

- Bus benches at stops
- Night service until 10 pm
- Run later
- Bus drivers, also all day Saturday service
- Run later at night
- Later running buses
- Earlier and later services
- More trips to Neenah
- I hope you can move the 6:30 am trip to Neenah to 7 am so I can get to work earlier
- Sync Route 10 with Valley Transit buses
- Sunday bus service and later trips
- Add a bus pass for Route 10 between Neenah and Oshkosh
- Go back to the old routes
- The routes are weird. They need to be streamlined. I have to walk to odd little streets to catch the bus.
- It would be nice if there was service on Sundays or later at night
- Bus shelter at North High transfer point
- Would like to see route 10 returned to 60 minute route to better align with Valley Transit routes.
- Change the pickup times back to what they were last year
- Actually stop to pick up passengers
- Make a change to route number 10 so you can leave Neenah between 9 a.m. and 12:30 p.m.
- More benches at stops, run till 8 pm
- Pick up on every block! That is what is making everyone so darn upset.
- Longer hours in afternoon and on Sundays
- More seats
- Wait longer at stops
- More buses
- Get here faster
- All good right now

Question 26:

What do you like best about GO Transit?

- The independence it gives people with disabilities and elderly
- All the bus drivers are so nice.
- It is easy to use.
- Drivers are great. Customer service. Friendly and helpful. Buses are clean
- The drivers are friendly and sociable
- Always there when needed
- Easy access and fair price
- It takes me where I need to go
- Nice bus drivers
- They go everywhere you need to go
- Short commute
- Being able to have transportation
- It's easy
- It is quick
- Convenience
- The nice drivers
- Cheap easy way to get where I am going
- Gets me to where I am going
- It is convenient and helpful to me.
- Bus drivers are fun
- It's fast and easy.
- Personable/Helpful drivers
- Courteous drivers
- Gets me where I am going
- Convenience
- The bus drivers are so nice and real helpful
- It is simple, quick way to move around the city.
- Outlet mall and Biolife
- I call the new buses "dreamliners" because they give the smoothest, quietest ride. The interior design is better too.
- Timeliness
- That it runs every day I need it except Sundays
- They arrive on time
- A ride to school
- Everything
- Easy to use
- Subsidized fares
- Extra time on transit
- I like that the system is reliable
- That I don't have to worry about the car. I can walk to the bus stop because it's exercise. I wish we had a bus stop on Doty Street
- It goes to most of the places I need to go
- Most of the bus drivers are very helpful
- Service
- Reliable service
- Shelter is warm in winter
- The seats are comfortable

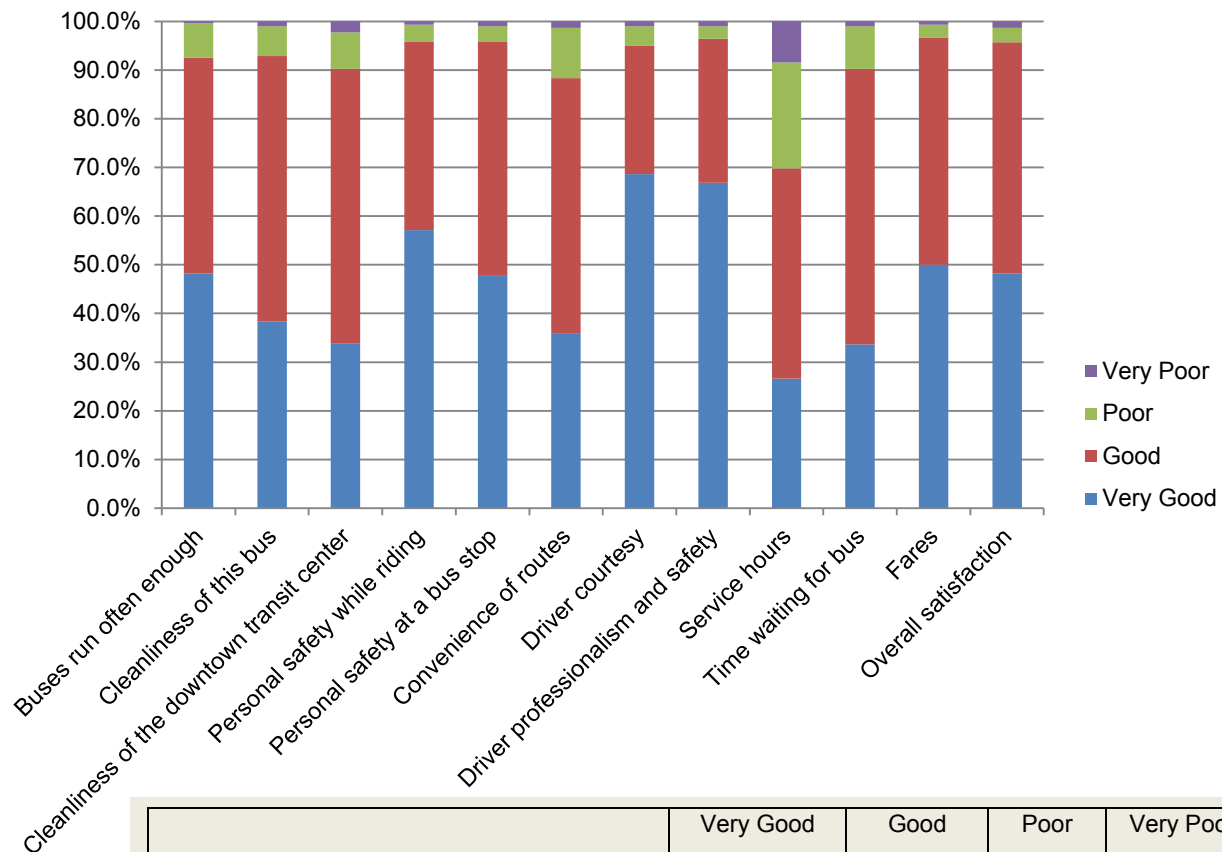
- Close bus
- Riding and friendliness
- Transportation friendly drivers
- It gets me where I need to go
- Drivers are really nice
- Drivers are very helpful and nice
- Bus drivers are nice
- The people on the bus
- All drivers are nice and helpful
- Every half an hour
- No to long of a wait
- The bus drivers; great crew
- They drive safe
- I just find it nice and for me. I can get where I need to be.
- That I can get to places without hassle.
- Every 30 minutes
- It big
- I like how it gets you where you want to go.
- Bus drivers remember my name
- That it goes all over town and the bus drivers are nice.
- They are pretty much on time, also most of the drivers are courteous and polite, but there are a few....
- It's warm in here when it's really cold outside.
- The bus drivers are usually friendly.
- The many stops around town
- Free rides for students from tuition
- Free
- Getting around independently
- The drivers and people
- It gets me all over the fox valley
- Everything
- Very fast sometimes they wait if you are funning and they know you are trying to get on the bus
- Reliability, safety, friendliness of drivers, very helpful if riders need information or are unfamiliar
- That it go to the high school
- It gets me to where I am going
- I ask the driver where I need to go and I always receive good answers.
- The bus stop is near my door step
- It's easy to use
- Drivers are friendly
- Convenience
- Drivers are friendly, helpful, professional (especially Roland and Brent)
- It helps me to get to and from where I need to go
- Convenience in getting to work and saving greenhouse gases
- Energy saves
- Price
- Reliable and friendly drivers
- Nice ride, cheap prices
- Drivers friendly
- It comes on time
- Cheap
- Quick, easy

- The bus stops right in front of where I live
- Free with titan ID
- Free for UWO staff
- I can choose the time I want to get to school, and it is nice
- Drivers
- It is easy to use and the bus drivers are nice
- Friendly
- That a bus comes every half hour
- It is convenient
- They are fast to ride
- The ride
- I like how friendly all of the bus drivers are, especially Brent
- That it goes to local schools and stores.
- It gets me where I need to go
- Quick and reliable
- Speed
- Easy way to get around
- The drivers are superb; kind and helpful to all.
- It takes you places, and while it's slow, it's faster than walking
- I can be alone and listen to music
- It's a good way to get around.
- Most places are accessible
- Get me places
- Drivers are so kind, polite, and kneel in the bus to get in and get off.
- Their fast open schedules, as well as their amazingly friendly drivers!
- They are on time
- Bus driver can drive me places for a dollar or a bus pass
- Convenient to go to work and close to home
- Easy and gives me rides
- Gets me to where I'm going for a cheap price.
- They get me where I need to go very easily. Most of the drivers are really friendly.
- Drivers are always very social and friendly
- The bus drivers; they're all so kind!
- It's only \$1.00 a ride.
- Bus drivers
- Nice bus drivers
- Run the buses an extra hour or two
- Cheap and easy to get places
- The bus goes where I need it to go.
- It goes all around the city, you can get almost anywhere.
- It's easy and cheap
- Convenient and fast
- Simple, fast, easy
- Get me where I got to go
- Always on time
- It's free!
- Convenient and friendly
- The drivers are friendly.
- Not having to drive, convenience of stops
- It is convenient and takes me to school.

- The cost and friendly drivers.
- Convenient
- Friendly, good people
- Convenience
- The hours of transport, always there for a person, very good
- Safety and convenience
- All the routes
- It's somewhat fast
- Friendly people, great bus drivers
- The people
- It is not a complicated system. I have ridden on larger city systems (Phoenix and Springfield)
- Friendly drivers
- Ease of use
- Nice drivers
- Always on time.
- It's a nice way to get around.
- Handy
- Convenience
- Convenience and cost; it's nice to go anywhere in town for 1 dollar.
- Very nice ride and it can get me where I need to go.
- Always on time, the buses wait for transit passengers
- Price is cheap
- The drivers
- The bus drivers are friendly and understanding.
- It gets me to where I need to go!
- The ride to wherever the bus takes me.
- Can get to places without walking.
- Convenience
- It's free for students
- Friendly drivers
- I don't have to drive and worry about gas or parking.
- Free ride for UWO student; every 30 minute ride
- Fast, safe, friendly drivers
- The bike racks and easy access
- Don't have to drive myself
- Drivers are nice!!
- Bike rack
- Friendliness of the drivers to each other and to the passengers.
- Safety
- Convenient
- Prices, friendly staff
- Most of the drivers are nice.
- Quick
- The friendliness of drivers
- The drivers are respectful.
- Convenience
- Availability
- Takes you where you need to go.
- cheap
- Nice People

- It's free to UWO students and readily available.
- Reasonable price, friendly drivers
- It gets me where I need to go.
- Bus drivers are nice
- The bus drivers are really friendly
- Convenience
- Gets me there faster
- Cool time riding it
- Close to home and work
- Affordable
- On time
- Straight forward, relatively easy to understand
- Being able to get to destination
- Drivers #10 Doug and Randy are the best; Brent and Patty on the #5 are the best
- Courtesy of drivers
- Reliable and convenient
- Not driving
- Your customer service is excellent, really. Can't say enough good things about your drivers.
- Friendly drivers
- Gets me as close as possible to my destination.
- Friendly service
- Free with Titan Card
- Bus drivers are respectable.
- Takes you where you need to go.
- Goes almost anywhere
- The times of routes are easy to remember.
- Friendly drivers
- The bus drivers are very friendly.
- Cool drivers
- Yes I like the new routes better than old one so that old one takes too long and never been on time last time when it been changed.
- The #10 line from Neenah to Oshkosh. It is a vital link between Oshkosh and the Fox Cities, and it appears to be growing in popularity.
- The bus Drivers
- Bus drivers have been super friendly and helpful! I appreciate that!
- It gives me more independence.
- Most drivers are very helpful and friendly.
- I love riding route 7 -- I live on that route, so I don't have to go all the way downtown to transfer to another bus to get from my house to most of the places I shop at.
- It makes it easy to be green. Also saves money on gas and wear and tear on my car.
- Drivers are friendly, usually on time - and with a little planning you can get anywhere in the city
- Cost savings in gas, not needing a parking pass at work, less stressful ride into work.
- The atmosphere
- Bus drivers are Oshkosh's best ambassador and informational person
- Convenience
- The price
- My favorite drivers. Our family loves patty, frank, that young guy, and the one driver that with the soft voice.
- Convenience
- They are reliable

Please tell us how you would rate GO Transit service.

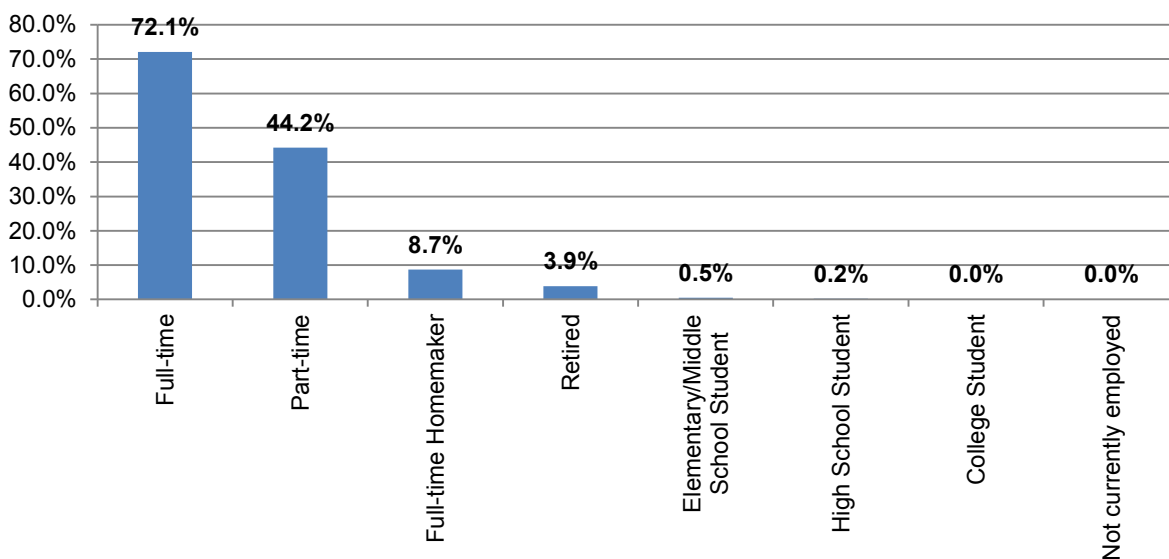


	Very Good	Good	Poor	Very Poor
Buses run often enough	48.2%	44.3%	7.1%	0.3%
Cleanliness of this bus	38.4%	54.5%	6.1%	1.0%
Cleanliness of the downtown transit center	33.8%	56.5%	7.5%	2.3%
Personal safety while riding	57.1%	38.6%	3.6%	0.6%
Personal safety at a bus stop	47.7%	48.1%	3.2%	1.0%
Convenience of routes	35.8%	52.6%	10.3%	1.3%
Driver courtesy	68.6%	26.4%	4.0%	1.0%
Driver professionalism and safety	66.9%	29.5%	2.6%	1.0%
Service hours	26.6%	43.2%	21.8%	8.4%
Time waiting for bus	33.7%	56.6%	8.7%	1.0%
Fares	50.0%	46.7%	2.6%	0.7%
Overall satisfaction	48.2%	47.5%	3.0%	1.3%

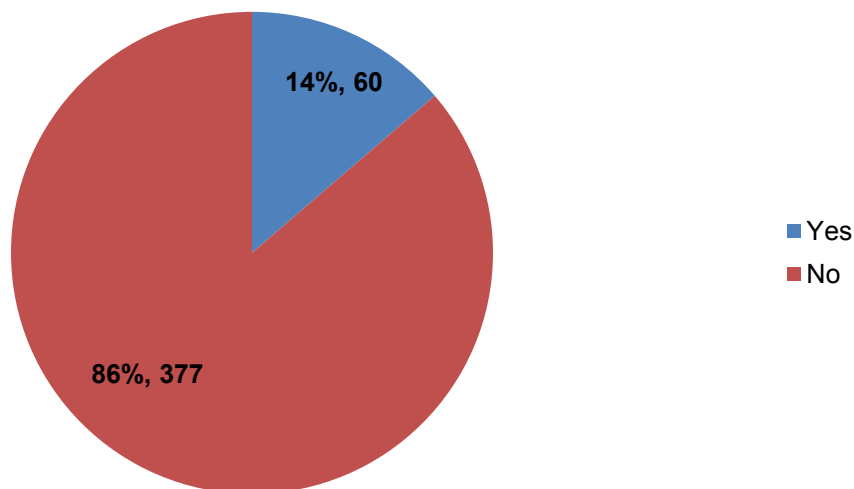
UWO SURVEY

ECWRPC worked with UWO¹ faculty and students to administer surveys on behalf of GO Transit. This survey was geared towards UWO students, faculty and staff and their use of public transit. This survey had questions for riders and non-riders of GO Transit and was administered between the dates of **October 11 and October 28, 2016 to 450 individuals**. The survey had 28 questions. Highlights of the survey are included below.

Employment Status:

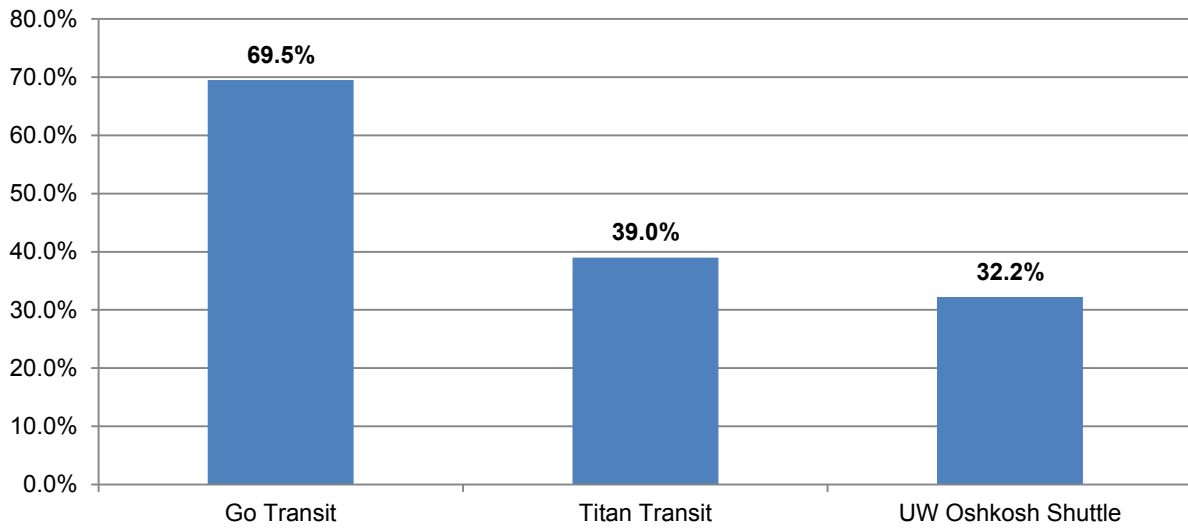


Do you ride transit?

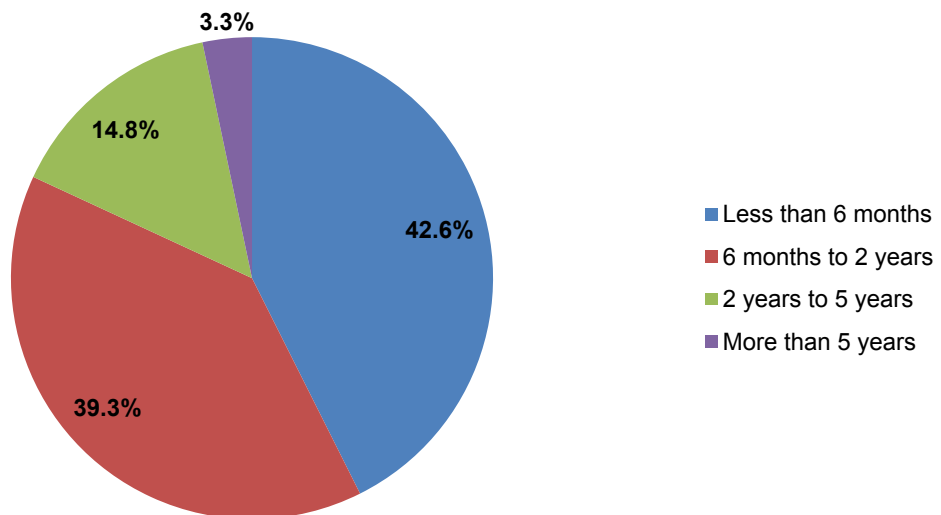


¹ UW-Oshkosh, Urban Planning 250; Professor Miller, students: Ciara Baier, Danielle Bald, Kristin Keenan, Monica Miller, Rachael Place.

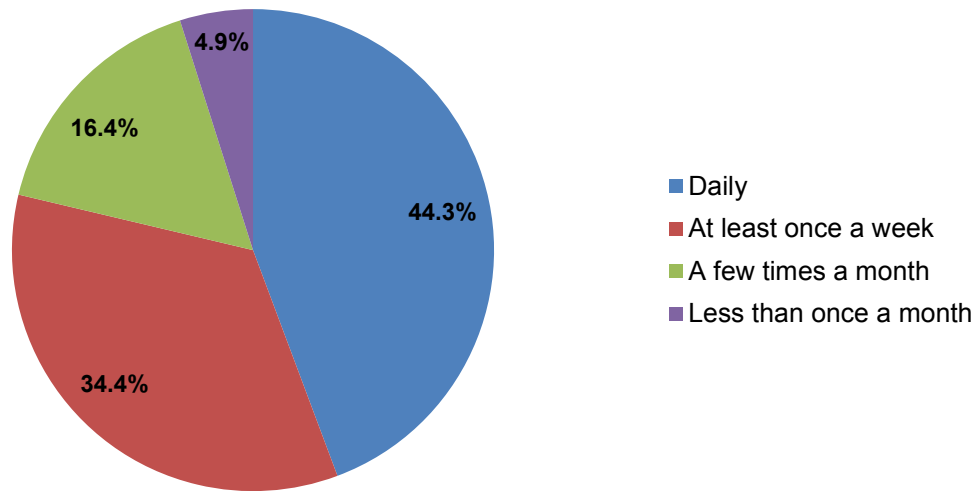
Which transit services do you use? (check all that apply)



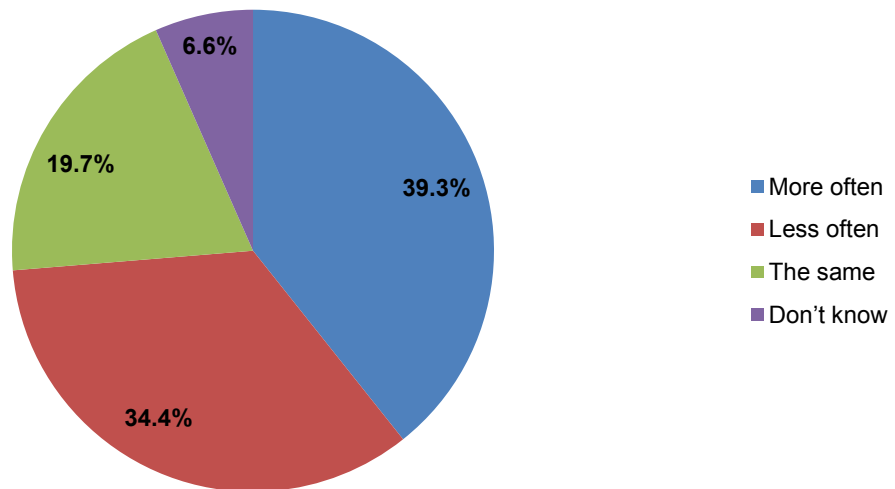
How long have you been a transit rider?



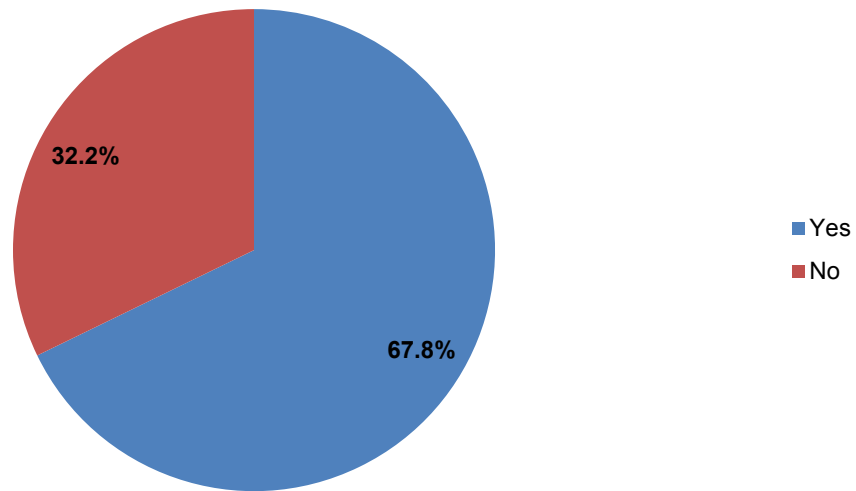
How often do you use transit?



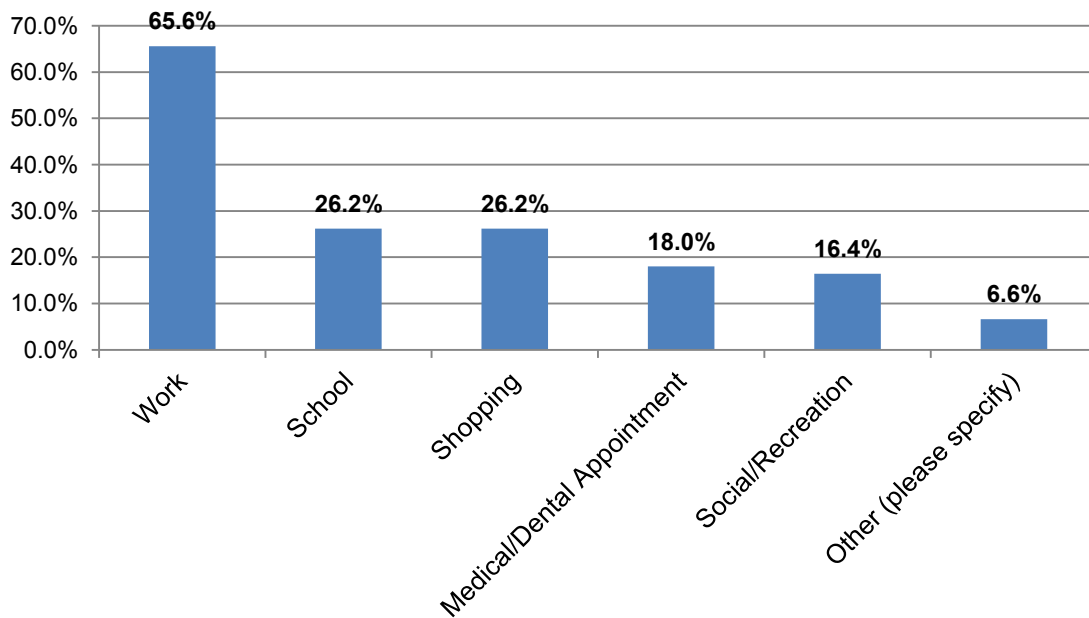
Compared to one year ago, I am using transit:



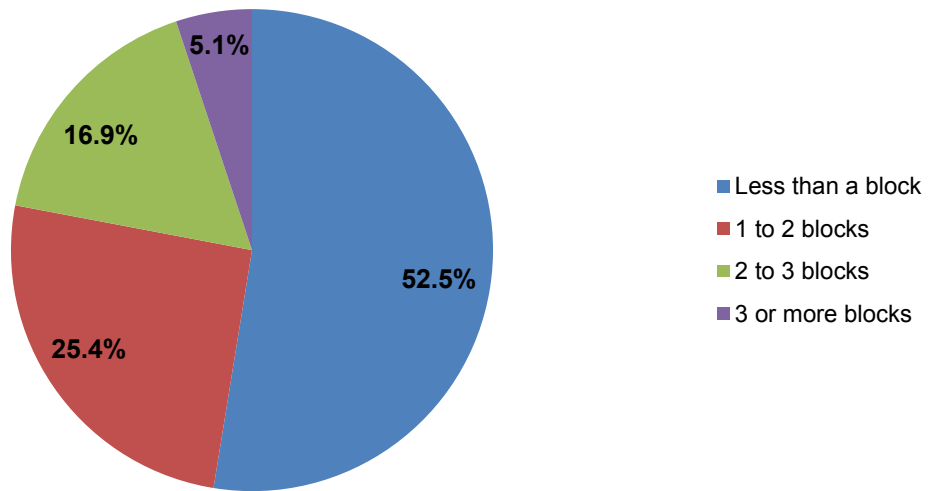
Have you recommended using transit to others?



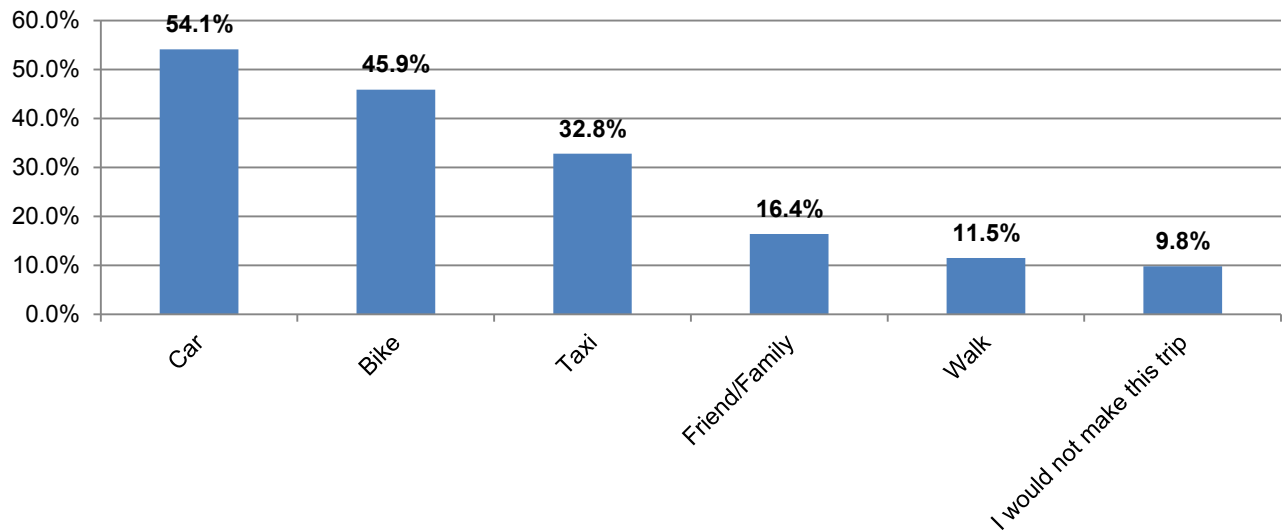
What is your main purpose for using transit?



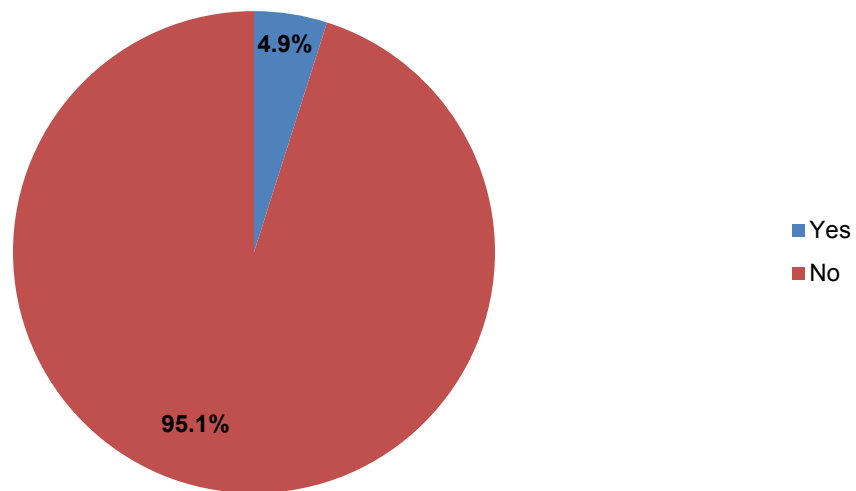
How far would you walk to get to a bus stop?



If bus service was not available, how would you get around?



Have you used the bike rack on the bus before?



What can transit do to improve the bus service?

Number	Response Date	Response Text
1	Oct 31, 2016 10:46 PM	nicer buses
2	Oct 31, 2016 10:38 PM	you can make it quick for students! it takes forever to get somewhere
3	Oct 31, 2016 10:35 PM	more buses during the hour
4	Oct 31, 2016 10:33 PM	clean
5	Oct 31, 2016 10:31 PM	come more frequently
6	Oct 31, 2016 6:30 PM	smell
7	Oct 31, 2016 6:28 PM	more stops at more places
8	Oct 31, 2016 6:09 PM	more advertising on times
9	Oct 31, 2016 6:00 PM	make it less confusing
10	Oct 31, 2016 5:57 PM	n/a

What can transit do to improve the bus service?

Number	Response Date	Response Text
11	PM Oct 31, 2016 5:55	customer service, bus drive could be nicer
12	PM Oct 31, 2016 5:53	less round abouts
13	PM Oct 31, 2016 5:51	there are too many random stops
14	AM Oct 31, 2016 3:36	more accurate pick up times and drop offs (the bus left my stop 4 min early today 10/14)
15	AM Oct 31, 2016 3:31	nothing that I know of
16	AM Oct 31, 2016 3:04	drivers could be more positive
17	AM Oct 31, 2016 2:42	I don't know
18	AM Oct 31, 2016 2:39	Run on weekends, or later at night
19	AM Oct 30, 2016 3:04	make it faster, less confusing
20	PM Oct 29, 2016 6:45	More information
21	PM Oct 29, 2016 6:39	Faster times
22	PM Oct 29, 2016 6:37	Have more stops
23	PM Oct 29, 2016 6:35	nothing
24	PM Oct 28, 2016 4:23	advertise more
25	PM Oct 28, 2016 4:21	Update online page to be more user friendly
26	PM Oct 28, 2016 3:59	longer hours
27	PM Oct 28, 2016 3:57	offer it more places
28	PM Oct 28, 2016 1:54	None

What can transit do to improve the bus service?

Number	Response Date	Response Text
29	AM Oct 28, 2016 1:46	Be more punctual when it is time to arrive and leave downtown station
30	AM Oct 28, 2016 1:31	I don't know
31	AM Oct 28, 2016 1:21	I don't use it unless it's there when I need it. I won't wait more than 3 or 4 minutes
32	AM Oct 28, 2016 1:00	Make riding it easier, less confusing times
33	AM Oct 28, 2016 12:57	Cleaner
34	AM Oct 28, 2016 12:52	Info more available
35	AM Oct 28, 2016 12:47	Make more stops
36	AM Oct 28, 2016 12:35	More hours
37	AM Oct 28, 2016 12:20	Nothing, better routes from campus
38	AM Oct 28, 2016 12:13	Get the scary people under control
39	AM Oct 27, 2016 12:03	Make info more available
40	PM Oct 27, 2016 11:52	Less smelly people
41	PM Oct 27, 2016 11:37	Less smelly people
42	PM Oct 27, 2016 9:45	have longer hours. they close super early and I barely get to use it because I need to go after they have closed which is super frustrating
43	PM Oct 27, 2016 9:29	be clearer about schedules and times. It is confusing to see when the buses are done for the day and the locations of the pickup/drop off points. I have ridden other public transit in other cities that are much more clear and easy to use.
44	PM Oct 27, 2016 6:45	be available on weekends
45	PM Oct 27, 2016 3:47	come at time they say and not 5 minutes earlier
46	PM Oct 27, 2016 3:36	give more info

What can transit do to improve the bus service?

Number	Response Date	Response Text
47	PM Oct 27, 2016 3:31	maybe they should run later because I know people who could use them later
48	PM Oct 27, 2016 3:29	open on Sunday
49	PM Oct 27, 2016 3:07	let people know more about it
50	PM Oct 27, 2016 3:03	have more stops to different locations
51	PM Oct 27, 2016 2:59	limited Sunday service
52	PM Oct 27, 2016 2:43	more stops
53	PM Oct 27, 2016 2:14	have more buses on one route

What do you like best about transit?

Number	Response Date	Response Text
1	Oct 31, 2016 10:56 PM	they are never late and all the drivers are nice
2	Oct 31, 2016 10:46 PM	way for people without a car to get around
3	Oct 31, 2016 10:38 PM	well it takes you to places
4	Oct 31, 2016 10:35 PM	free
5	Oct 31, 2016 10:33 PM	the routes
6	Oct 31, 2016 10:31 PM	the drivers are super friendly
7	Oct 31, 2016 6:30 PM	free
8	Oct 31, 2016 6:28 PM	easier than driving self, cleaner for environment by car pooling
9	Oct 31, 2016 6:14 PM	free for uwo students
10	Oct 31, 2016 6:09 PM	the driver is nice/friendly
11	Oct 31, 2016 6:00 PM	free
12	Oct 31, 2016 5:57 PM	it's easy to figure out the routes
13	Oct 31, 2016 5:55 PM	it's easy to use
14	Oct 31, 2016 5:53 PM	convenient
15	Oct 31, 2016 5:51 PM	the bus drivers are nice
16	Oct 31, 2016 3:31 AM	free and convenient
17	Oct 31, 2016 3:04 AM	convenience
18	Oct 31, 2016 2:42 AM	Nothing
19	Oct 31, 2016 2:39 AM	Simple
20	Oct 30, 2016 6:17 PM	It makes it easy to get places
21	Oct 30, 2016 3:04 PM	saves money
22	Oct 29, 2016 6:45 PM	Easy
23	Oct 29, 2016 6:39 PM	Nothing
24	Oct 29, 2016 6:37 PM	It's on time most of the time
25	Oct 29, 2016 6:35 PM	Gets me where I need to go
26	Oct 28, 2016 4:23 PM	its reliable

What do you like best about transit?

Number	Response Date	Response Text
27	Oct 28, 2016 3:59 PM	free
28	Oct 28, 2016 3:57 PM	convenient, shuttles sometimes to football games
29	Oct 28, 2016 1:54 AM	Comes through campus
30	Oct 28, 2016 1:46 AM	Nothing
31	Oct 28, 2016 1:31 AM	It's convenient
32	Oct 28, 2016 1:21 AM	Quick ride across campus
33	Oct 28, 2016 1:00 AM	The accessibility and price
34	Oct 28, 2016 12:57 AM	I can get around
35	Oct 28, 2016 12:52 AM	Convenient
36	Oct 28, 2016 12:47 AM	Ability to get places around the city
37	Oct 28, 2016 12:35 AM	Many stops
38	Oct 28, 2016 12:20 AM	Convenience
39	Oct 28, 2016 12:13 AM	I can get around
40	Oct 28, 2016 12:03 AM	Accessibility
41	Oct 27, 2016 11:52 PM	Quiet
42	Oct 27, 2016 11:37 PM	Cheap
43	Oct 27, 2016 9:45 PM	Drivers are friendly
44	Oct 27, 2016 9:29 PM	the bus drivers are always friendly
45	Oct 27, 2016 6:45 PM	my larking lot is across campus so it makes it really easy to use
46	Oct 27, 2016 6:07 PM	No gas or maintenance
47	Oct 27, 2016 3:47 PM	most drivers are nice
48	Oct 27, 2016 3:44 PM	free for uw students
49	Oct 27, 2016 3:36 PM	I do not waste gas because I have no money
50	Oct 27, 2016 3:31 PM	that it can get me from point a to point b
51	Oct 27, 2016 3:29 PM	how it is always on time
52	Oct 27, 2016 3:07 PM	save money
53	Oct 27, 2016 3:03 PM	it is reliable

What do you like best about transit?

Number	Response Date	Response Text
54	Oct 27, 2016 2:43 PM	cheap
55	Oct 27, 2016 2:14 PM	saves money

PRESS COVERAGE

The Oshkosh Herald ran an article on the TDP process addressing future funding needs as well as mentioning the discussion of a fare increase. The article appeared in the September 26, 2018 Oshkosh Herald. The full article can be accessed below in the footnotes. The articles can be found in **Appendix D**.

RECOMMENDATIONS INPUT

ECWRPC gathered additional public input on the key recommendations of the plan, including asking the public to comment on the fare increase, the 3-month/monthly passes purchasing policies and the bus transfer policy. Comments were collected in September and October of this year. Included below is a summary of the input.

Social Media/Facebook Insights

ECWRPC posted survey questions on its Facebook page for two weeks. Each day highlighted a specific question of the survey to draw interest as well as directing readers to the full survey. Over this time period, ECWRPC was able to reach about **2,800 unique individuals between its own and Winnebago County Health Department's social media pages**. The table below highlights this information:

Date	Time	Total People Reached (The number of people who saw our content)	Total Post Likes	Total Post Shares	Total Post Clicks (People who click to read more of the post)	Total Post Link Clicks (People who clicked on the survey links)
10/2/2018	9:36 AM	184	3	2	52	24
10/3/2018	6:30 PM	1,462	4	2	43	8
10/4/2018	7:00 PM	53	0	0	1	0
10/5/2018	7:00 PM	63	0	0	0	0
10/6/2018	8:00 AM	44	0	0	1	1
10/7/2018	7:00 PM	173	0	3	15	2
10/8/2018	10:55 AM	34	2	1	22	8
10/8/2018	6:30 PM	30	0	0	0	0
10/9/2018	7:00 AM	205	1	2	19	1
10/9/2018	7:30 PM	123	0	2	11	3
10/10/2018	7:00 PM	107	0	1	3	0
10/11/2018	7:00 PM	34	0	0	0	0

10/12/2018	6:00 PM	120	0	2	5	0
10/13/2018	5:00 PM	53	0	0	0	0
10/14/2018	6:00 PM	43	0	0	0	0
10/15/2018	7:00 PM	42	0	0	0	0
10/16/2018	7:00 PM	31	0	0	0	0
Total:		2,801	10	15	172	47

Surveys (paper and online versions)

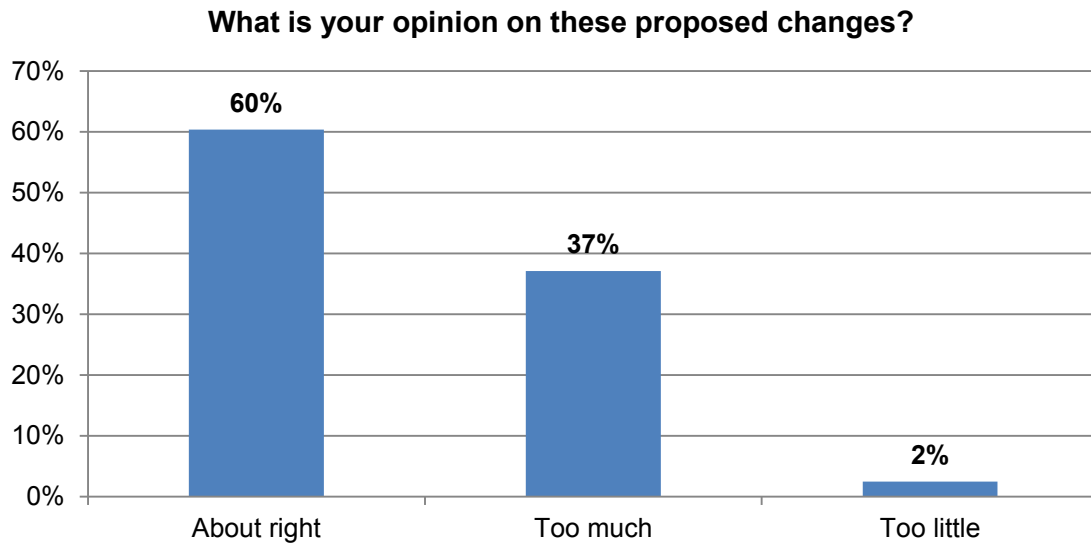
ECWRPC created a three question survey to collect public comments/feedback on the primary recommendations which will impact transit riders in the near future. It was distributed widely in paper and electronic versions. **A total of 209 individuals responded.** Paper surveys were distributed throughout the community and at a variety of public events including:

- **Oshkosh / Winnebago County Housing Authority (Oshkosh residences; over 300 paper surveys were placed in residents mailboxes)**
 - Court Tower
 - Marion Manor
 - Raulf Place
- **Oshkosh Senior Center (100 paper surveys distributed)**
- **GO Transit buses (survey boxes were on board the buses, system-wide)**
- **Oshkosh Senior Expo, October 2, 2018**
- **Oshkosh Farmer's Market, October 6, 2018**
- **Oshkosh Herald (article documenting this process)²**

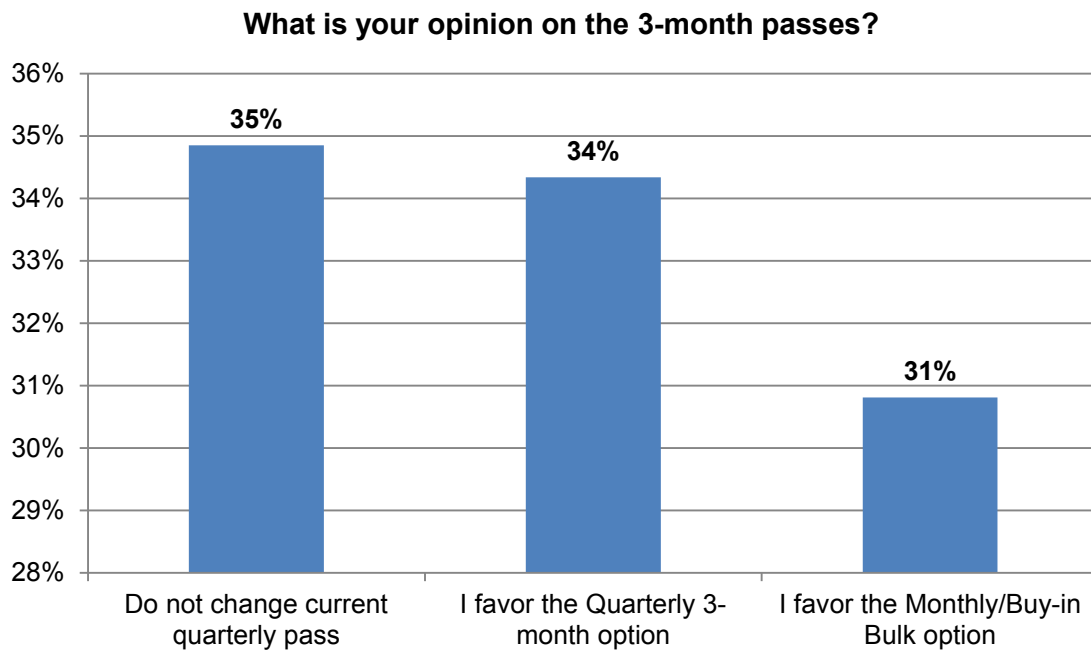
The results of this survey are included here **(209 total responses)**:

² <https://oshkoshherald.com/wp-content/uploads/2018/10/October-24-2018-Oshkosh-Herald.pdf> .

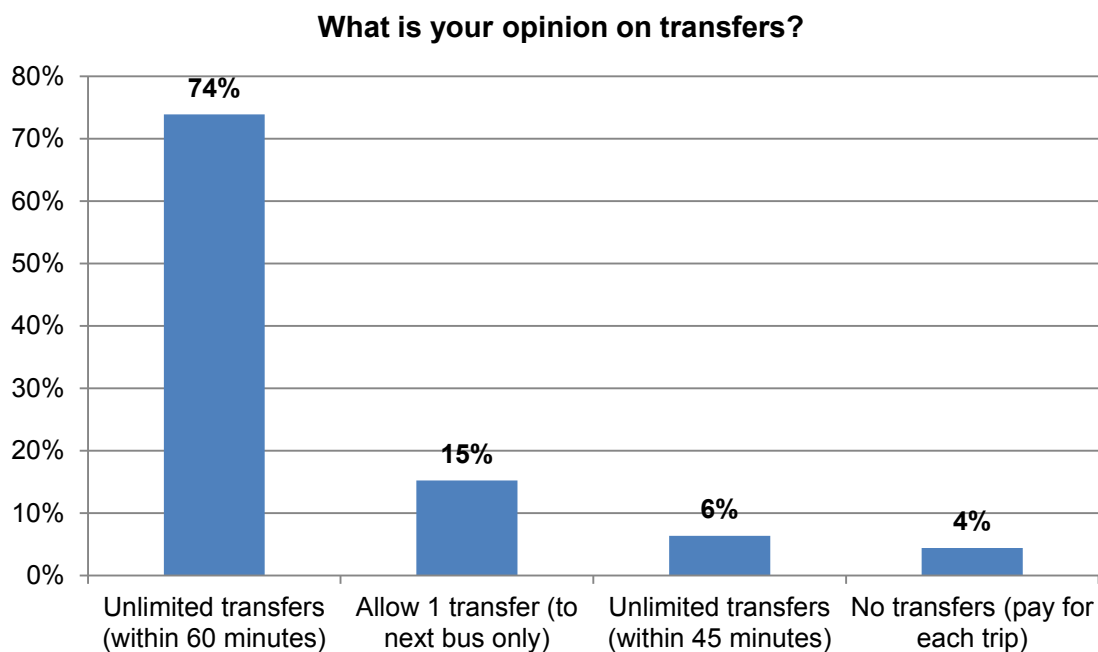
Fares (Increase from \$1.00 to \$1.50):



Changes to the 3-month pass/monthly pass:



Changes to the bus transfer policy:



Additional Comments:

Date	Response
Oct 19 2018	The bus is a necessity for me. I do not like the increase idea, but I would be forced into paying
Oct 19 2018	Families who buy passes for students to get to school will have a hard time paying with increase
Oct 19 2018	This is the single transportation option for many individuals especially difficult on fixed/limited incomes. Minimum wage has not increased- transportation is already a barrier
Oct 19 2018	I'm in favor of having "After hours" bus routes for those who work or need to get to/from work after 6pm and before 6am. Overnight routes to industrial parks and/or main streets through town. \$1.50 fare when then be ACCEPTABLE
Oct 18 2018	Would there be a reason to consider selling an annual pass with a larger discount? I'm not a bus rider; I don't know the answer to this.
Oct 18 2018	(Wrote N/A for C) I get monthly pass from caregiver. I am happy with all the rest.
Oct 17 2018	Understand not all can afford a car or what is a large amount of money at once. Shelters should keep wind off people.
Oct 17 2018	Teach your drivers how to correctly nip a transfer ticket. Some don't know or don't give a shit. (lazy or can't tell time)
Oct 17 2018	I wish all would stay the same as it has been
Oct 17 2018	I think my bus fare is about right. However, I do not think that we need new buses at all.
Oct 17 2018	they should keep it the same
Oct 17 2018	I use the #9 bus to get to 20th Street Y. Will really miss the bus no longer going there.
Oct 17 2018	Love the 3-month pass

Date	Response
Oct 17 2018	Thank you for the new buses! I would like to see more bus service on evenings, Sundays and holidays.
Oct 17 2018	Please place a bus shelter at Taft and Koeller. It would greatly help me and others with not being able to stand long. Thank you!
Oct 17 2018	Please keep it at 60 minutes.
Oct 17 2018	I really like most of the drivers. Most of the women drivers are not customer friendly!
Oct 17 2018	I think the routes are terrible, it seems you just go on outside circle for your riders; and the Walmart stop is just terrible.
Oct 17 2018	Can't buy in advance
Oct 17 2018	The Bus could run later like in Appleton.
Oct 16 2018	I do not like the routes because they make no sense.
Oct 16 2018	Remember most of us have not had a big boost in our income on disability for a long time. A 25%-50% fare raise is not good for us.
Oct 16 2018	What about senior citizens.
Oct 16 2018	Prefer to purchase monthly passes based on budgeting for my current situation. Don't buy anything in bulk or advance. Not that privileged.
Oct 16 2018	Thanks much for the 7 new buses! Those noisy howling white ones are on their last legs. ** **I wish there were buses available evenings, Sundays and holidays.
Oct 16 2018	What about senior discount?
Oct 16 2018	With the quarterly (4 times a year) 3 month bus pass, don't need any transfers! Should make all buses front seating, for disabled; rollators, and mobility scooters, ONLY!!! And all driver, to put the ramp down for mobility items!
Oct 16 2018	I hope senior fares will remain half of the regular adult fares.
Oct 16 2018	it's very good thing to on and get passes and far
Oct 16 2018	How will changes affect seniors?
Oct 16 2018	I like the punch cards- for 20 punches
Oct 16 2018	-People who like month to month on SSA would have a problem with this (referring to 3 month quarterly option) -Honestly, Oshkosh is at the lowest rates compared with other cities- so some increase seems reasonable as long as don't need to buy for a whole quarter at once.
Oct 16 2018	I do not use the Oshkosh GO Transit. I have my own vehicle and transportation, so any feedback I would have would be useless.
Oct 16 2018	Want the bus go into Walmart again.
Oct 16 2018	I don't like it when the buses have to stay on the
Oct 16 2018	Seniors 75 cents?
Oct 16 2018	Seniors are 75 cents then?
Oct 16 2018	-Does that mean 75 cents for seniors that would be fair!
Oct 16 2018	-I don't understand the question on the three month pass.
Oct 16 2018	-The decision to purchase a monthly or three month pass is based upon available cash on hand.
Oct 15 2018	-Lower 3 month pass and expand hours -Appleton runs longer at night
Oct 15 2018	The transfers should be set for 45 minutes; that way there would be enough time for

Date	Response
	passengers to get to their buses.
Oct 15 2018	How do you deal with exact change?
Oct 15 2018	Buses need to come closer and make more stops; drivers are rude and disrespectful; stop everywhere to pick up people
Oct 15 2018	Drivers shouldn't let their personal opinions of passengers affect their behavior.
Oct 15 2018	Some drivers are rude; more stops everywhere; more routes; more than one bus on the route; Main St needs two buses
Oct 15 2018	My daughter and I take the bus 6 days a week and up to 5 times a day (sometimes more) All of the drivers are very respectful towards my daughter and me. They are very helpful and informative if I have a question about a route. Used to stop on every corner; if moving stops, it would help the elderly and people with lots of groceries and with small kids Thank you very much for having GO Transit! Your bus service helps us out a lot and I would rather ride the bus than drive because I believe it's safer for the environment and convenient (times and where the stops are)
Oct 15 2018	Too confusing to figure out how much time is left on transfer. People try to use them longer than they should. Takes too much time to look at every transfer ticket.
Oct 15 2018	Either one transfer or no transfers
Oct 15 2018	Patty on Routes 5 and 7 was super helpful!
Oct 15 2018	Have more of a discount when buying 3 month or 3 one month passes; transfers should be good for a 1/2 day.
Oct 15 2018	First time rider, but the financial philosophy is stupid.
Oct 15 2018	More routes in reverse order of existing ones
Oct 15 2018	I use 3 buses to go to work, 6 buses round trip. 3 x \$1.50 = \$4.50 (one way)
Oct 14 2018	-Myself and my daughter love to take the bus A LOT. We take it 5 times a day (up to; maybe more) and 6 days a week! ALL of the drivers are VERY polite and VERY helpful! Thank you!
Oct 14 2018	-Please expand hours later at night so 2nd shift workers have transportation
Oct 14 2018	-Later routes (certain routes) till 9pm? -How does UWO late bus work- does it exist?
Oct 14 2018	-Families cannot afford \$1 currently, \$1.50 is too much. Our families are often dealing with crisis/poverty- the 15th is too soon. OASD would benefit from a free pass with ID.
Oct 14 2018	-Can't call ahead for transfers (June, July) -You may or may not make your connections -Goal (Mercy/Aurora, shopping, at distance looking) -Brian, Bre H, Mike are great bus drivers
Oct 14 2018	-Does not like Walmart stop-dangerous -Service is good- reliable
Oct 14 2018	-Route 9 is hard to Navigate -Walmart stop is OK

Date	Response
Oct 14 2018	-Walmart stop is very dangerous as an employee and customer
Oct 14 2018	<p>-\$35 for monthly pass- WRONG!</p> <p>-Fare increase is "about right" except for monthly and 3 month and one three month pass at a time for \$25-30</p> <p>-For monthly and 3 month discounts- why are poor people being penalized</p> <p>-Teach Jane how to properly drive a bus so your drive a bus her ride feels like jerk, jerk, jerk as she takes her foot on and off continually</p>
Oct 14 2018	-3 month pass should be \$70
Oct 14 2018	-The police have requested an increase in funding as a part of the new city budget. That 3% increase should instead go to public transit.
Oct 14 2018	<p>-1.5 hours would be ideal for transfer time</p> <p>-Drivers not stopping when pulling line</p> <p>-Drivers need to listen for buzzer to stop</p> <p>-Will not lower ramp for cart</p> <p>-No front seats left for??? kids on them and won't move</p> <p>-Will senior rates go up</p>
Oct 14 2018	-We need longer hours...go until 9pm!
Oct 14 2018	-Longer hour
Oct 14 2018	-Good
Oct 14 2018	<p>-Adults fare and monthly pass is about right but the 3 month pass should be more like \$70-75</p> <p>-Don't like where they moved the Walmart stop maybe a separate ramp it's a long walk</p>
Oct 14 2018	<p>-Mark W. Ruck</p> <p>216-3315</p> <p>-Para transit doctor submitted request 3 times and haven't heard anything.</p>
Oct 14 2018	<p>-Would be willing to pay extra on taxes for services</p> <p>-What about day passes</p>
Oct 11 2018	Since the bus system routes are limited to only covering one section of Oshkosh, the only way to get to the east side to the west side, like to a doctor's appointment, a transfer downtown is necessary. To charge two fares for a one way ride does not seem right or fair.
Oct 11 2018	I like the idea of the "buy-in" 3 month pass, but I think it gets complicated for riders who struggle to adapt to changes. I don't like the idea of a fare increase with it just being for the purposes of "maintaining current services". I think families and anyone would benefit from extended bus hours - allow parents and kids to get to and from school activities. What about discounted rates? What will these look like - I reviewed Appleton's and assume you would consider something similar for Seniors/Disabled/Youth. They also offer much longer hours than Oshkosh. Would the fare hike impact Route 10 as this was not stated. What about the day pass option offered in Appleton and Fond du Lac? Would this be possible in Oshkosh?
Oct 11 2018	Maybe the bus advertising can be brought in house to help offset rider costs and increase Go

Date	Response
	Transits revenue, just like Metro out of Madison.
Oct 11 2018	The bus stops on frontage road by ShopKo and Walmart are not safe.
Oct 10 2018	Students needing transportation to school should ride for free. It's sad how many kids can't get to school because they can't afford \$25 a month. It's a daily question at schools if we have bus passes for kids. We can't afford to buy them for students either. There has to be a way to make this work. Other cities do it. Why wouldn't you want students to learn the bus system? You would be gaining future business from them.
Oct 10 2018	Look at your bus routes more carefully....
Oct 08 2018	If the fares increase? I may be forced into not riding the bus anymore. May have to ride bike instead or find other ways to get around? My income doesn't fit with the proposal increase. Keep it where it is. I can't afford the 3 month passes where they're at (\$60.) now. The increase would cause major damage to my ridership. You're going to lose a lot of riders. Low-income people aren't rich!! The City needs to know we all aren't rich like they are!! 😊
Oct 08 2018	Please continue to work with the Oshkosh School District in offering free rides to students when they present their school ID with a picture in order for kids to get to school and school activities.
Oct 08 2018	We need a real time app showing where the buses are. Some designated bus stops have poor or no lighting and passengers get missed, even if they are waving up and down, especially on the frontage road and far Westside roads.
Oct 08 2018	Please expand hours to earlier in the morning
Oct 04 2018	Sanitize the seats regularly. I often see the people put their feet on the seats, which is unacceptable.
Oct 04 2018	If increasing prices I would really like to see at least a limited bus service on Sundays.
Oct 04 2018	Bring back Sunday service. Even it is just routes to high-volume places like Walmart or the grocery stores. I would even like this if they only ran until noon.
Oct 03 2018	Wonderful changes. Please make sure you work in a way to get Oshkosh area school district students to be able to ride the bust for free. So many of them have to ride the bus to school and it is a financial burden.
Oct 03 2018	Need longer Saturday service and need to run buses on Sunday as well.
Oct 02 2018	The price increase could hurt ridership. I can barely afford it right now and the increase would definitely make me not able to ride anymore.
Oct 02 2018	I would like to see the hour extended on both ends. I wish that I could take the bus to work, but it stops running before I am done.
	Would 24 hour service be feasible with a \$2 fare? More option could mean more riders.
Oct 02 2018	A lot of our customers depend on the bus. I understand the need for updates to the system. I know you will do what you can to keep costs to a minimum.
Oct 02 2018	The 3 month bus pass are a very good idea... I think you should keep them in the system...
Oct 02 2018	Make it affordable and easy for those who need it.
Oct 02 2018	I think 90 dollars is a little high however I think if you make longer passes you need improve the quality of the passes
Oct 02 2018	Please consider extending the hours for those working later (2nd or 3rd shifts), teens with jobs going into the evening, etc. With our community short on workers for restaurants and other local businesses, we need to step up and provide ways for those who would like to apply and work those jobs with ways to get to them.
Oct 02 2018	I would like to see changes to the hours of operation. I often need a ride after 7PM, and the fact that it simply doesn't run on Sundays is an injustice to those who don't have their own car. Life doesn't pause on Sunday and wait for Monday.

Date	Response
Oct 02 2018	would NOT like to have to get a bus pass every month; would prefer a four month pass; even with the price increase
Oct 02 2018	Should be a fare of \$2.00 a trip with a study of extended service past 6pm

5 | RECOMMENDATIONS



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FUTURE TRANSIT CENTER SITE PLAN	21

GO TRANSIT RECOMMENDATIONS

Recommendations were developed from input from the steering committee, the public, and from GO Transit's Transit Advisory Board (as part of the City of Oshkosh). A brief summary of the recommendations include the following:



FUNDING: FARES

The steering committee discussed and by majority vote recommended increasing the adult cash fare from \$1.00 to \$1.50 and the monthly pass from \$25.00 to \$35.00; and to increase the 3-month pass from \$60.00 to \$90.00. This increase is reasonable compared to other transit agencies of similar sizes and important for long-term sustainability of GO Transit. See **Figures 5-1 and 5-2** for the fare history and proposed changes.

1

ACTION: Increase fares

2

ACTIVITIES:

- Increase adult cash fare from \$1.00 to \$1.50
- Increase monthly pass from \$25 to \$35
- Increase 3 month pass from \$60 from \$90

3

OUTCOMES:

- Increased funding
- Service stability
- Increased leverage for state & federal funds

Figure 5-1: GO TRANSIT FARE CHANGES

	JAN	JUL	JAN	JAN	JUL	JAN	JAN	APR	JAN	PROPOSED
TYPE	2004	2005	2006	2007	2008	2009	2013	2015	2018	Jan-19
CASH FARE	\$0.50	.	.	.	\$0.75	\$1.00	.	.	.	\$1.50
CHILDREN (UNDER 6)	FREE	FREE	FREE	FREE	FREE	FREE	.	.	.	.
SENIOR	\$0.25	.	.	.	.	\$0.50	.	.	.	\$0.75
DISABLED	\$0.25	.	.	.	.	\$0.50	.	.	.	\$0.75
TOKENS, 20 for	\$15.00	.	.	.	\$20.00	\$25.00	.	.	.	\$35.00
PUNCH PASS	\$10.00	.	.	.	\$15.00	\$20.00	.	.	.	\$30.00
REDUCED PUNCH PASS							\$10.00	.	.	\$15.00
MONTHLY PASS	\$12.50	\$15.00	\$18.00	\$20.00	.	\$25.00	.	.	.	\$35.00
3-MONTH PASS	\$37.50	\$45.00	\$50.00	.	.	\$60.00	.	.	.	\$90.00
							\$1.50			
EAA	.	\$3.00 RD	\$4.00 RD	.	\$5.00 RD	.	\$1.50 TKT	.	\$3.00 RD	\$5.00 RD
EAA PASS	\$15.00	\$21.00	\$25.00	\$20.00	.	.	.	.	.	\$30.00
INCENTIVE							\$13,806.72		17-\$10,676	Eliminated
UWO REV CONTRACT	\$32,500	\$30,000	\$35,000	\$35,000	\$35,000	\$55,000	\$55,000		\$65,000	Eliminated
FVTC REV CONTRACT								\$17,500	\$29,000	\$29,000

Figure 5-2: PARATRANSIT FARE CHANGES

GO Plus												
			1994	1996	1999	2002			2009	2012	2017	Proposed
TYPE	1992	1993	1996	1998	2001	2006	4/1/2007	7/14/2008	2011	2016	2018	2019
										\$1.50		
Cabulance - Bus hours	\$1.00	\$1.00	\$1.00	\$1.00	.	.	.	\$1.50	\$1.50	6/1/14 \$2.00	.	\$3.00
						06 Free Attendant	Free Attend	Free Attend	Free Attend			
Cabulance - After hours							\$4.00	\$4.00	\$5.00	\$5.00	.	\$6.00
	Z1 - \$1.80	Z1-3								\$1.50		
ADA D-A-R - Bus hours	Z2 - \$2.30	\$1.00	\$1.00	\$1.00	.	.	.	\$1.50	\$1.50	6/1/14 \$2.00	.	\$3.00
	Z3 - \$2.80	Z4 - \$250										
ADA D-A-R - After hours	Z4 - \$2.50			\$3.25	.	.	\$4.00	\$4.00	\$5.00	.	.	\$6.00
	Z4 - \$4.10									\$2.50		
Senior D-A-R - Bus hours							\$1.75	\$1.75	\$2.50	6/1/14 \$3.50	.	\$4.50
Senior D-A-R - After hours							\$4.00	\$4.00	\$5.00	.	.	\$6.00
ACCESS TO JOBS					\$2.00	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	.	\$4.00
ATJ - After hours					\$2.00	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	.	\$4.00
			Town - \$2.00		2001	10 max/mo						
RURAL			\$3.00	\$3.00	\$4.00	\$4.00	\$5.00	\$5.00	\$6.00	\$6.00	.	\$7.00
Yellow										12-10.50		
										14-11.50		
ADA Van Agency Tickets										15-12.50	.	\$15.00
Green/Brown-elim 2012										12-6.50		
D-A-R Agency Tickets										14-7.50		\$8.50
Red										12-17.25		
Rural Agency Tickets										14-18.25	.	\$22.50

INTELLIGENT TECHNOLOGY SYSTEMS

Increasing the quality of service for GO Transit's customers is paramount to maintain and expand ridership into the future. As additional transportation options become more mainstream (ride hailing services such as Uber, Lyft, etc.), GO Transit must also adapt. Service upgrades (in technology) are one way GO Transit can maintain and increase its marketability as a quality community transportation provider.



1

ACTION:

Increase the quality in transit service through increase technology

2

ACTIVITIES:

- Automatic stop announcement system
- New radio communications
- "Real time" bus location software
- Text messaging system & electronic fare system

3

OUTCOMES:

- Additional passenger options
- Increased connectivity
- Increased service quality
- Improved passenger experience

ROUTE IMPROVEMENTS: ROUTE 10 DEVIATION

Connecting Route 10 to Winnebago County Park and Sunnyview Expo Center was identified as an area of need. A Route 10 deviation was proposed as a potential solution connecting passengers to the Soda Creek Road area which also connects into a trail that connects to Winnebago County Park and Sunnyview Expo Center.

1

ACTION:

Test the feasibility of the Route 10 deviation to connect passengers to Winnebago County Park and Sunnyview Expo Center

2

ACTIVITIES:

- Route 10 deviation timing analysis
- Route and map changes if feasible

3

OUTCOMES:

- Additional passenger options
- Increased connectivity

REGIONAL COORDINATION: COMMUTER SERVICE FEASIBILITY STUDY

Participate on the future planning committee for the regional commuter service set to start in July/August 2018 and continue into 2019. This study will look at the possible demand for adding regional commuter transportation from Green Bay to Fond du Lac and connecting with major employers and transit agencies along the Interstate Highway 41 corridor.



1

ACTION:

Participate in the 2018-19 Commuter Service Feasibility Study

2

ACTIVITIES:

- Actively participate in the study
- Support regional connectivity

3

OUTCOMES:

- Regional connected transportation system
- Increased partnerships
- Increased economic growth

REGIONAL COORDINATION: WINNEBAGO COUNTY RURAL TRANSPORTATION INITIATIVE & FEONIX MOBILITY RISING PILOT

Continue to coordinate and be involved with the Winnebago County Rural Transportation Initiative and Feonix Mobility Rising Pilot Project. Project partners include Make the Ride Happen-Lutheran Social Services (Mobility Manager) and Feonix Mobility Rising Now (Mobility as a Service) Provider.

1

ACTION:

Continue to coordinate & participate in the the Winnebago County Rural Transportation Initiative and Feonix Mobility Rising pilot project.

2

ACTIVITIES:

- Align services & identify gaps
- Cross-promote new transit option to users

3

OUTCOMES:

- Regional connected transportation system
- Increased partnerships & coordinated services
- Increased economic growth
- Increased access to jobs, education & health-care services

REGIONAL COORDINATION: VALLEY TRANSIT

After the 2020 Census, there is a strong possibility that the Appleton and Oshkosh urbanized areas will combine. At the federal/state level, transportation and transit funds which have been allocated to each individual urbanized area could be combined into a larger transportation management area. From a funding level, GO Transit and Appleton (Valley Transit) will have to work together to allocate the federal/state funding for their transportation needs.



1

ACTION:
Continue to coordinate with Valley Transit

2

ACTIVITIES:

- Meet on a regular basis to stay connected
- Continue discussions on the implications of the possibility of a urbanized area merger
- Align services & identify gaps

3

OUTCOMES:

- Regional connected transportation system
- Improved partnerships & coordinated services
- Increased economic growth
- Increased access to jobs, education & health-care services

REGIONAL COORDINATION: GO TRANSIT ROUTE 10

GO Transit's route 10 connects the City of Oshkosh and the Fox Cities and is funded through a joint effort between the City of Oshkosh and Winnebago County. This is an express route that operates Monday thru Saturday and takes about an hour and fifteen minutes one-way. There is a real opportunity to partner with Valley Transit to add additional buses and increase frequency.

1

ACTION: **Implement Route 10 Improvements**

2

ACTIVITIES:

- Partner with Valley Transit to identify opportunities to improve Route 10 frequency & connectivity
- Align recommendations/actions with Valley Transit TDP

3

OUTCOMES:

- Regional connected transportation system
- Improved partnerships & coordination
- Improved economic growth
- Increased access to jobs, education & healthcare services

POLICY: SCHOOL BUSING

Continue discussions with the Oshkosh Area School District (OASD) to be a funding partner with GO Transit. Identify gaps in the current bus service area and pinpoint solutions to increase student accessibility with transit.



1

ACTION:

Coordinate with the Oshkosh Area School District (OASD) to improve student access to busing & schools

2

ACTIVITIES:

- Evaluate areas identified in the gap analysis for validity and potential solutions
- Engage with OASD administration, staff & students to determine solutions that meet students' needs

3

OUTCOMES:

- Connected transportation system
- Increased partnerships
- Improved access to education
- Reduced stigma & stress among students with transportation access issues

POLICY: FUNDING & RTA

Advocate for long term funding policy changes which are important for transit systems. Policy changes could involve advocacy for regional transit authority (RTA) enabling legislation at the state level.



1

ACTION:

Continue to support and advocate for transit friendly legislation and policies

2

ACTIVITIES:

- Work with local and state officials to support Regional Transit Authority (RTA)
- Integrate TDP with City of Oshkosh Comprehensive Plan

3

OUTCOMES:

- Additional funding for transit
- Maintained/additional routes & services
- Increased partnerships & collaboration

POLICY: PURCHASING 3 MONTH PASSES

At any time there are four valid passes (a monthly pass and 3 overlapping 3-month passes), making it difficult for the bus drivers to efficiently validate these passes as riders enter. To simplify the process GO Transit looked at two alternative options: buying month passes in bulk or buying quarterly 3 month passes.



1

ACTION:

Eliminate the 3 month bus pass and replace with the option to buy in bulk. A rider can receive a \$15 dollar discount if they buy three monthly bus passes at once.

2

ACTIVITIES:

- Eliminate 3 month bus pass
- Implement buying in bulk option

3

OUTCOMES:

- Reduces confusion by the operator
- Simplifies monthly bus pass purchase options

POLICY: PRE PLANNING/APPLICATION PARTICIPATION

Coordinate internally with the Planning, Engineering and Public works departments to plan for road reconstruction projects with transit in mind or when new development projects occur to design with GO Transit.

1

ACTION:

Coordinate internally with the Planning, Engineering and Public Works departments to ensure transit is included in the pre planning/application process.

2

ACTIVITIES:

- Reach out to internal departments to ensure transit is included in pre planning activities.
- Participate on planning & zoning committees to represent public transit's interests.

3

OUTCOMES:

- Increase coordination
- Efficient management of public funding
- Proactive decision making on transit

MARKETING

Increase the transit marketing, outreach and education components of GO Transit by developing a dedicated transit marketing plan. If funds allow, increase the ability to conduct marketing duties by hiring a dedicated transit marketing position to develop and implement the marketing plan. Encourage transit use to capture new riders. Possibly work with local universities/colleges and high schools on hiring interns who have a focus on marketing/communications/business, etc. who could help with additional outreach while gaining experience. Long term, consider budgeting and hiring a full time marketing staff position.



1

ACTION:

Develop a transit marketing plan and materials

2

ACTIVITIES:

- Increase transit advertising
- Create an “adopt a bus shelter” program
- Internships with area colleges/universities
- On-going surveys for riders
- Hire marketing staff/intern

3

OUTCOMES:

- Increased awareness of services
- Increased ridership
- Additional revenue

ADVERTISEMENT

Continue to improve advertising partnerships on the buses (inside and outside). Look to budget for additional funds to increase transit marketing opportunities and create awareness that businesses and non-profits are able to advertise on buses. Actively seek out new advertising clients on a routine basis to supplement transit revenues.



1

ACTION:
Increase transit advertisement opportunities



2

ACTIVITIES:
- Increase advertising partnerships
- Advertise inside & outside bus



3

OUTCOMES:
- Increased revenue
- Enhanced partnerships

SENSE OF COMMUNITY

Engage current steering committee members and additional local partners to become transit ambassadors for GO Transit. This could simply involve contacting local entities to share transit brochures and maps and to have them encourage transit use as an additional transportation option. Also there is potential to actively engage the business community to encourage transit ridership. Additional business opportunities could involve corporate sponsorship of bus shelters with an “adopt-a-shelter” type program. This is also an opportunity for local volunteerism by companies/employees to take ownership of their adopted shelters.



1

ACTION:

Create a sense of community through place making

2

ACTIVITIES:

- Create a bus ambassador program
- Increase business engagement
- Develop an “adopt-a-bus shelter” program

3

OUTCOMES:

- Increased community pride
- Increased ridership
- Increased support for transit
- Transit champions

GO TRANSIT: ROUTE 9

Consider implementing alternatives for Route 9 to improve efficiencies and ridership on this historically underperforming route. The steering committee worked with a consultant to develop a series of cost neutral and cost negative (additional funding would be required) alternative designs. The following preferred cost neutral and cost negative options were recommended by the steering committee:

Cost Neutral Alternative

This alternative calls for the elimination of the Route 9 YMCA pattern, operating the existing Route 9 Outlet pattern as the sole pattern once every 30 minutes throughout the service day. Service to YMCA and Carl Traeger Elementary and Middle Schools would be provided only upon request.

Benefits include improved frequency of service to the Southwest Industrial Park and Outlet Shoppes, increasing from one to two trips per hour; frequency improvements provide more convenience and a stronger sense of reliability for work commuters. Disadvantages include diminished convenience for those seeking access to YMCA and Carl Traeger Elementary and Middle Schools; riders would have to request a drop-off from the driver, and pick-up from a GO Transit dispatcher.

Cost implications would be minimal (increase of approximately 6 daily revenue miles – an increase of about 3 percent – resulting in very minimal cost increase to operate Route 9. Please refer to **Figure 5-3**.

Cost Negative Alternative

This alternative could only be implemented if additional funds are budgeted. It calls for the current route to be split into two separate routes. Fixed Route 1: New fixed route that connects Walmart and the Southwest Industrial Park/Outlet Shoppes, with bidirectional service between Walmart and 20th Ave.; service to YMCA and Carl Traeger Elementary and Middle Schools would be provided upon request; Fixed Route 2: New fixed route with clockwise loop service to Walmart, Mercy Medical Center, Aurora Medical Center, and Westfield St.

Benefits include improved frequency of service to the Southwest Industrial Park and Outlet Shoppes, increasing from one to two trips per hour; frequency improvements provide more convenience and a stronger sense of reliability for work commuters. As well as increased convenience and utility for residents of multifamily residential development along Cumberland Trail, Maricopa Dr., and north of 9th Ave west of Washburn St.; this includes Cumberland Court Apartments, income-restricted housing owned and operated by Oshkosh Housing Authority. Travel times to Walmart (which allows a timed transfer to downtown via Route 6) for many of these residents would decrease from about 20 minutes to less than 5 minutes. Disadvantages include: not address the most critical issue facing access to jobs in the Southwest Industrial Park: disconnect between shift times and transit service; eliminates service on Oakwood Rd. between 9th Ave. and 20th Ave., requiring customers to walk north or south to one of the new fixed routes; and diminished convenience for those seeking access to YMCA and Carl Traeger Elementary and Middle Schools.

Cost Implications involve adding a second fixed route to the existing Route 9 service area would result in a doubling of daily revenue hours (12.5) and about 185 additional daily revenue miles; requiring one additional peak bus in operation, and two additional bus operator shifts; with an estimated net annual operating cost: \$303,750. Please refer to **Figure 5-4**.

Figure 5-3 (Alternative 1B: Single Route Pattern with On-Demand Service to YMCA and Carl Traeger)

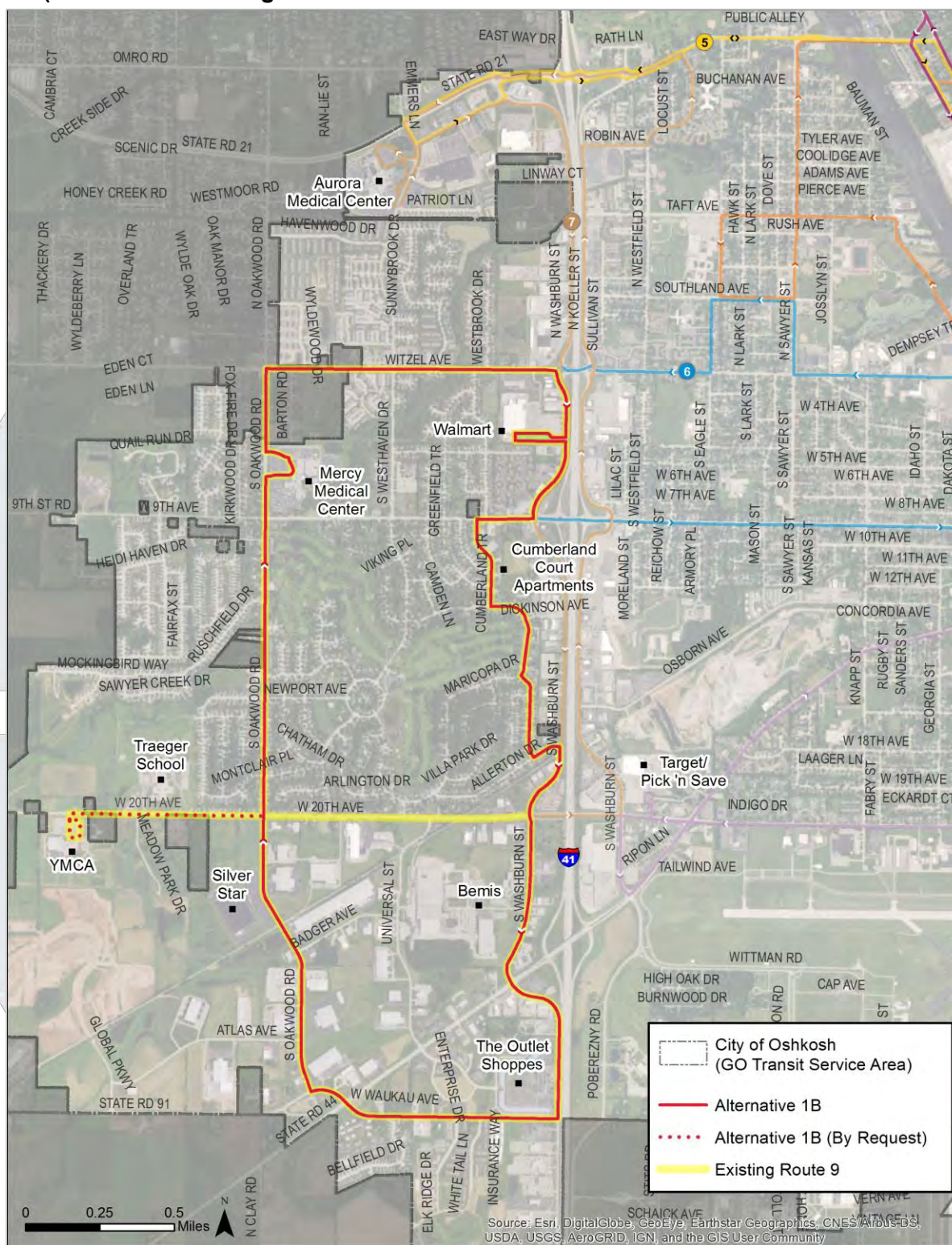
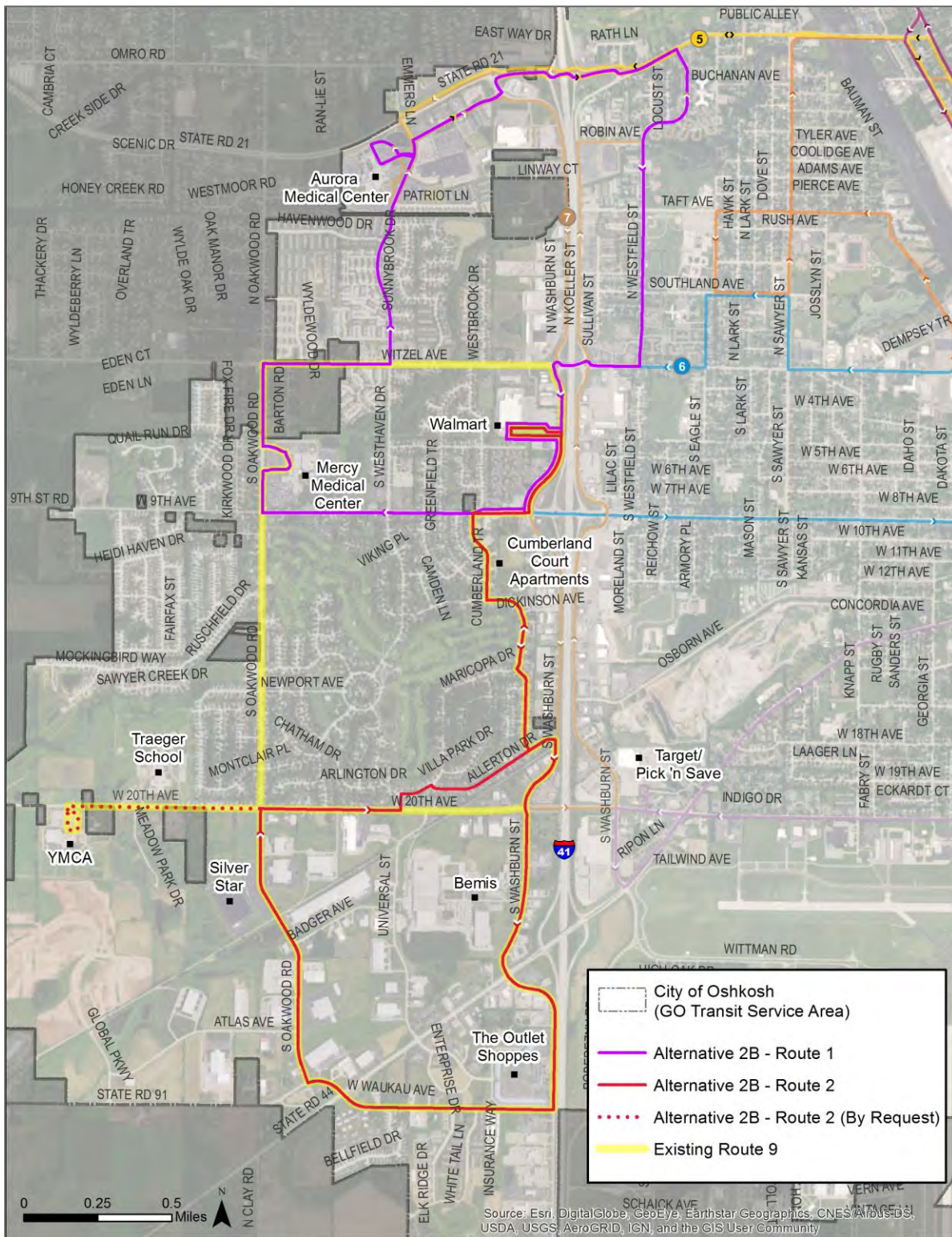


Figure 5-4 (Alternative 2B: Two Fixed Routes)



FUTURE TRANSIT CENTER SITE PLAN

Investigate applying for a Wisconsin Department of Transportation (Section 5304 Planning Grant) to develop scenarios/alternatives for a future redesign of the downtown transit center. Future site ideas could include a ticket center, public restrooms, making the entire space a mixed use facility (commercial/office space on the first level and integrate with residential space on additional levels). Private-public partnerships will be important for this development idea.



1

ACTION:
Develop future transit center site plan

2

ACTIVITIES:

- Apply for state 5304 planning grant
- Develop future site plan study
- Seek input from the City & Public
- Incorporate “sense of place”

3

OUTCOMES:

- Future site plan document
- Strategy for moving forward
- Readiness for potential grants

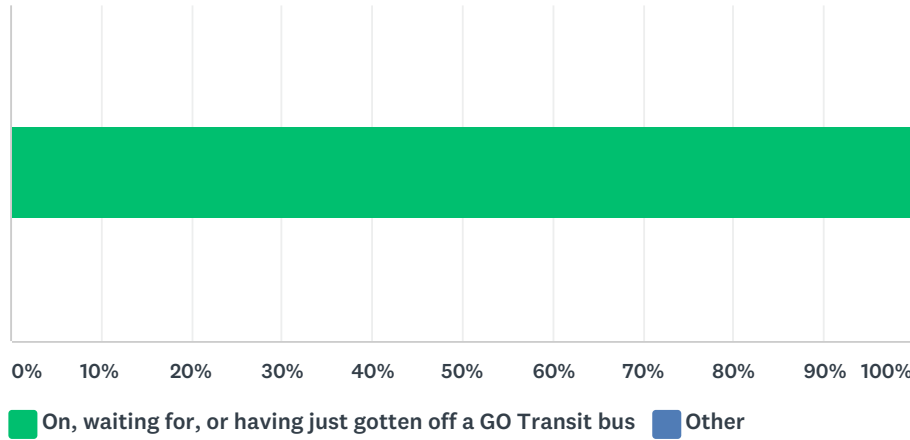
Appendices

Appendix A: Onboard Survey Summary

In conjunction with the greater TDP effort, a survey was developed to gather information on community travel behavior, experience with and perceptions of GO Transit, and preferences regarding potential service and capital investments. A paper version was created and distributed to riders aboard GO Transit buses over the course of several days; about 70 surveys were returned.

Q1 Where are you taking this survey from?

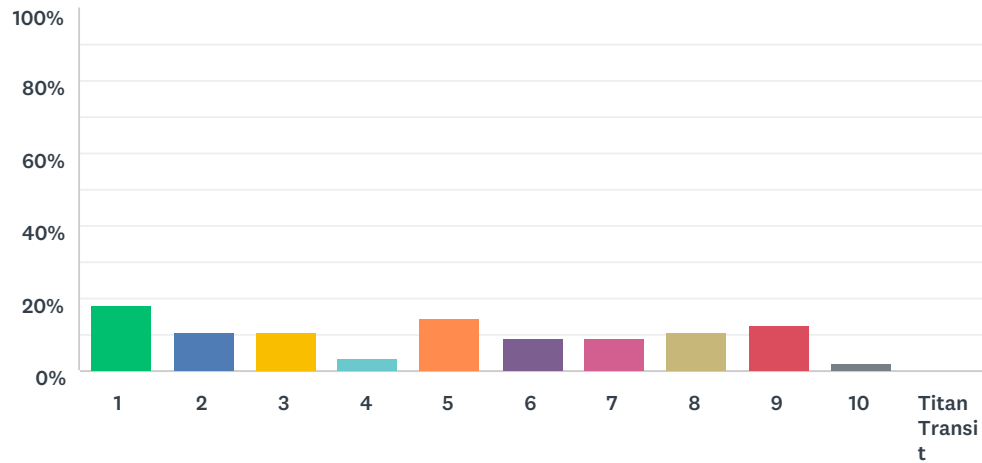
Answered: 72 Skipped: 0



ANSWER CHOICES	RESPONSES	
On, waiting for, or having just gotten off a GO Transit bus	100.00%	72
Other	0.00%	0
TOTAL		72

Q2 Which bus route are you riding?

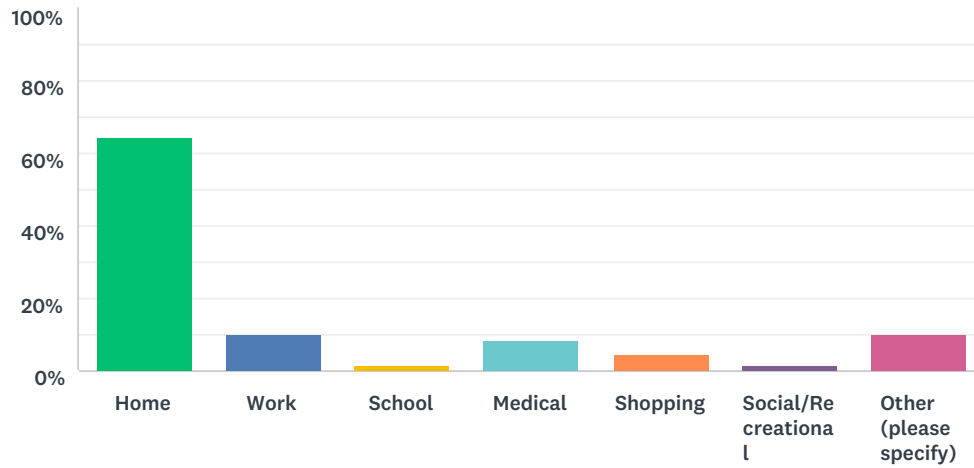
Answered: 56 Skipped: 16



ANSWER CHOICES	RESPONSES	
1	17.86%	10
2	10.71%	6
3	10.71%	6
4	3.57%	2
5	14.29%	8
6	8.93%	5
7	8.93%	5
8	10.71%	6
9	12.50%	7
10	1.79%	1
Titan Transit	0.00%	0
TOTAL		56

Q3 Where did you come from when you started this trip?

Answered: 70 Skipped: 2



ANSWER CHOICES	RESPONSES	
Home	64.29%	45
Work	10.00%	7
School	1.43%	1
Medical	8.57%	6
Shopping	4.29%	3
Social/Recreational	1.43%	1
Other (please specify)	10.00%	7
TOTAL		70

#	OTHER (PLEASE SPECIFY)	DATE
1	Library	6/20/2018 5:34 PM
2	not specified	6/20/2018 5:08 PM
3	not specified	6/20/2018 4:49 PM
4	not specified	6/20/2018 4:31 PM
5	not specified	6/20/2018 1:42 PM
6	not specified	6/20/2018 12:45 PM
7	several options selected	6/20/2018 12:33 PM

Q4 List the start location of this trip (nearest intersection or place name)

Answered: 68 Skipped: 4

ANSWER CHOICES	RESPONSES
Intersection Street 1	67.65% 46
Intersection Street 2	60.29% 41
Place Name	32.35% 22

#	INTERSECTION STREET 1	DATE
1	Downtown	6/20/2018 5:34 PM
2	Allerton	6/20/2018 5:29 PM
3	Bowen	6/20/2018 5:26 PM
4	18th	6/20/2018 5:22 PM
5	Jackson	6/20/2018 5:20 PM
6	Court	6/20/2018 5:17 PM
7	Murdock	6/20/2018 5:14 PM
8	Ceape	6/20/2018 4:59 PM
9	New York	6/20/2018 4:57 PM
10	Mallard	6/20/2018 4:47 PM
11	Main St	6/20/2018 4:44 PM
12	Main	6/20/2018 4:31 PM
13	Taft	6/20/2018 4:23 PM
14	Westtown	6/20/2018 4:19 PM
15	Nebraska	6/20/2018 4:03 PM
16	Robin Ave	6/20/2018 3:56 PM
17	Rosalia	6/20/2018 3:51 PM
18	Murdock	6/20/2018 3:48 PM
19	Arizona	6/20/2018 3:44 PM
20	Otter	6/20/2018 3:34 PM
21	South Park	6/20/2018 3:18 PM
22	Mallard	6/20/2018 3:15 PM
23	Parkway	6/20/2018 3:02 PM
24	9th	6/20/2018 2:59 PM
25	Mallard	6/20/2018 2:51 PM
26	Court	6/20/2018 2:48 PM
27	Main St	6/20/2018 2:41 PM
28	Ashland	6/20/2018 2:38 PM
29	Hazel	6/20/2018 2:36 PM
30	Church	6/20/2018 2:29 PM

City of Oshkosh Transit Development Plan

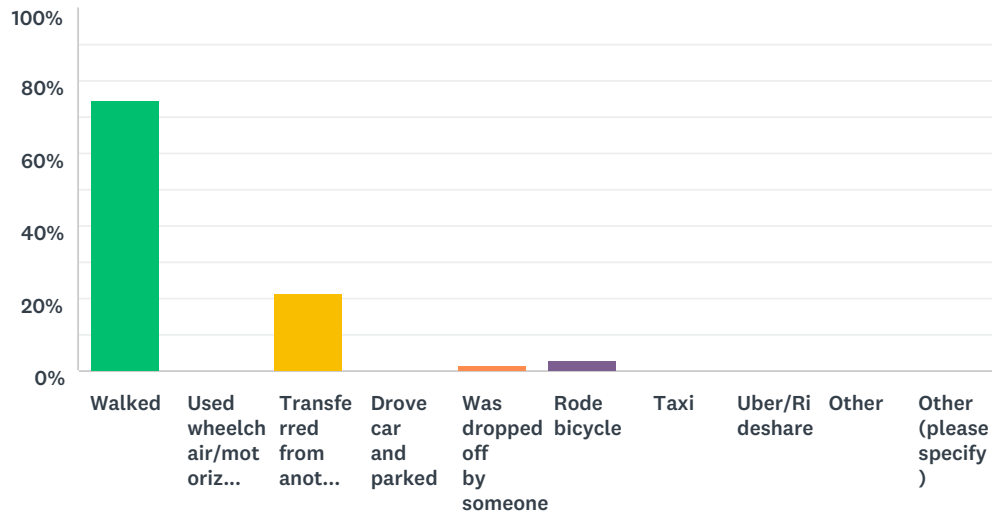
31	Church	6/20/2018 2:17 PM
32	Merritt Ave	6/20/2018 2:01 PM
33	Knapp	6/20/2018 1:55 PM
34	Grove St	6/20/2018 1:52 PM
35	Nebraska	6/20/2018 1:49 PM
36	New York	6/20/2018 1:44 PM
37	Wisconsin	6/20/2018 1:42 PM
38	Bowen	6/20/2018 1:32 PM
39	Oakwood	6/20/2018 1:24 PM
40	South Park	6/20/2018 1:20 PM
41	Algoma	6/20/2018 1:17 PM
42	Oakwood	6/20/2018 1:14 PM
43	New York	6/20/2018 1:11 PM
44	Oshkosh Ave	6/20/2018 1:06 PM
45	Roundabout	6/20/2018 12:41 PM
46	Oshkosh Ave	6/20/2018 12:28 PM
#	INTERSECTION STREET 2	DATE
1	Walmart	6/20/2018 5:34 PM
2	Walmart	6/20/2018 5:29 PM
3	South Park	6/20/2018 5:22 PM
4	Smith	6/20/2018 5:20 PM
5	Otter	6/20/2018 5:17 PM
6	Sheridan	6/20/2018 5:14 PM
7	Rosalia	6/20/2018 4:59 PM
8	Evans	6/20/2018 4:47 PM
9	Irving	6/20/2018 4:44 PM
10	Church	6/20/2018 4:31 PM
11	Koehler	6/20/2018 4:23 PM
12	16th	6/20/2018 4:03 PM
13	Oshkosh Ave	6/20/2018 3:56 PM
14	Wahoo	6/20/2018 3:51 PM
15	Wisconsin	6/20/2018 3:48 PM
16	29th	6/20/2018 3:44 PM
17	Bowen	6/20/2018 3:34 PM
18	18th	6/20/2018 3:18 PM
19	Evans	6/20/2018 3:15 PM
20	Bowen	6/20/2018 3:02 PM
21	Iowa	6/20/2018 2:59 PM
22	Evans	6/20/2018 2:51 PM
23	Otter	6/20/2018 2:48 PM
24	Merritt Ave	6/20/2018 2:41 PM

City of Oshkosh Transit Development Plan

25	Murdock	6/20/2018 2:38 PM
26	Siewart	6/20/2018 2:36 PM
27	Division	6/20/2018 2:29 PM
28	Division	6/20/2018 2:17 PM
29	Monroe St	6/20/2018 2:01 PM
30	20th St	6/20/2018 1:55 PM
31	Murdock	6/20/2018 1:52 PM
32	Oregon	6/20/2018 1:49 PM
33	Main St	6/20/2018 1:44 PM
34	Pearl	6/20/2018 1:42 PM
35	Lincoln	6/20/2018 1:32 PM
36	Ruschfield	6/20/2018 1:24 PM
37	Nebraska	6/20/2018 1:20 PM
38	Clints	6/20/2018 1:14 PM
39	Garfield	6/20/2018 1:11 PM
40	Westfield	6/20/2018 1:06 PM
41	Westhaven CU5	6/20/2018 12:28 PM
#	PLACE NAME	DATE
1	Dairy Queen	6/20/2018 5:12 PM
2	Terminal	6/20/2018 5:08 PM
3	Westtown Transfer	6/20/2018 5:02 PM
4	Walmart	6/20/2018 4:36 PM
5	Transit Center	6/20/2018 4:00 PM
6	Walmart	6/20/2018 3:37 PM
7	Mercy Medical	6/20/2018 3:26 PM
8	Mercy Medical	6/20/2018 3:24 PM
9	Walmart	6/20/2018 3:20 PM
10	Mercy Medical	6/20/2018 3:06 PM
11	Rosalia	6/20/2018 2:57 PM
12	ONHS	6/20/2018 2:54 PM
13	Belville Chiro	6/20/2018 1:39 PM
14	Murdock	6/20/2018 1:36 PM
15	911 Greenwood	6/20/2018 1:30 PM
16	Aurora Medical Center	6/20/2018 1:03 PM
17	Transit Center	6/20/2018 12:59 PM
18	Motel 6	6/20/2018 12:45 PM
19	Transit Center	6/20/2018 12:38 PM
20	Walmart	6/20/2018 12:33 PM
21	Transit Center	6/20/2018 12:19 PM
22	Bob Gas Station	6/20/2018 12:15 PM

Q5 How did you get to this bus?

Answered: 70 Skipped: 2



ANSWER CHOICES	RESPONSES	
Walked	74.29%	52
Used wheelchair/motorized cart	0.00%	0
Transferred from another bus route	21.43%	15
Drove car and parked	0.00%	0
Was dropped off by someone	1.43%	1
Rode bicycle	2.86%	2
Taxi	0.00%	0
Uber/Rideshare	0.00%	0
Other	0.00%	0
Other (please specify)	0.00%	0
TOTAL		70

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q6 Are there places where it's difficult or unsafe to get around by walking or taking transit? If yes, where?

Answered: 70 Skipped: 2

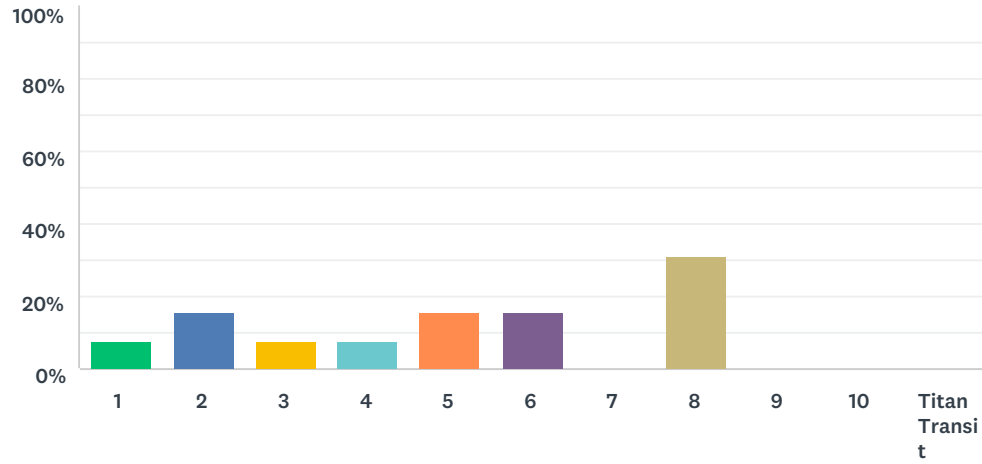
#	RESPONSES	DATE
1	No	6/20/2018 5:34 PM
2	No	6/20/2018 5:29 PM
3	No	6/20/2018 5:26 PM
4	No	6/20/2018 5:22 PM
5	Yes. Some people are smart mouthed.	6/20/2018 5:20 PM
6	Walmart, Park	6/20/2018 5:17 PM
7	No	6/20/2018 5:14 PM
8	Yes, Oakwood & Atlas stop	6/20/2018 5:12 PM
9	Yes - Algoma & Fernan	6/20/2018 5:08 PM
10	Yes, Walgreens on Westowne	6/20/2018 5:02 PM
11	No	6/20/2018 4:59 PM
12	No	6/20/2018 4:57 PM
13	No.	6/20/2018 4:49 PM
14	Yes, in front of Super 8 to get to Laundry Express; no sidewalks.	6/20/2018 4:47 PM
15	yes - at any roundabout	6/20/2018 4:44 PM
16	No.	6/20/2018 4:36 PM
17	No.	6/20/2018 4:31 PM
18	No	6/20/2018 4:23 PM
19	Yes - not sure where but there's a bus stop on no sidewalk near the highway	6/20/2018 4:19 PM
20	No.	6/20/2018 4:03 PM
21	No.	6/20/2018 4:00 PM
22	No.	6/20/2018 3:56 PM
23	No.	6/20/2018 3:51 PM
24	No.	6/20/2018 3:48 PM
25	No.	6/20/2018 3:44 PM
26	Yes, the DMV	6/20/2018 3:37 PM
27	No.	6/20/2018 3:34 PM
28	No.	6/20/2018 3:24 PM
29	No.	6/20/2018 3:20 PM
30	Yes. National Bank - no place to sit while waiting for a bus.	6/20/2018 3:18 PM
31	No.	6/20/2018 3:15 PM
32	Yes, on route 4.	6/20/2018 3:11 PM
33	No.	6/20/2018 3:09 PM
34	Yes. The route 2 stop on Scott & Jackson crossing Jackson -- there should be a crosswalk.	6/20/2018 3:06 PM

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35	No.	6/20/2018 3:02 PM
36	No.	6/20/2018 2:59 PM
37	No.	6/20/2018 2:57 PM
38	No.	6/20/2018 2:54 PM
39	Yes, by Aurora Hospital	6/20/2018 2:51 PM
40	No.	6/20/2018 2:48 PM
41	No.	6/20/2018 2:45 PM
42	No.	6/20/2018 2:41 PM
43	No.	6/20/2018 2:38 PM
44	No.	6/20/2018 2:36 PM
45	Walmart parking lot	6/20/2018 2:29 PM
46	Yes - Walmart stop should be moved back to where it was	6/20/2018 2:17 PM
47	No.	6/20/2018 2:01 PM
48	Yes, Old Omro Road	6/20/2018 1:55 PM
49	No.	6/20/2018 1:49 PM
50	No.	6/20/2018 1:44 PM
51	Yes, DMV	6/20/2018 1:42 PM
52	Yes, uneven ground.	6/20/2018 1:39 PM
53	No.	6/20/2018 1:36 PM
54	No.	6/20/2018 1:32 PM
55	No.	6/20/2018 1:30 PM
56	Yes, Department of Transportation	6/20/2018 1:24 PM
57	No	6/20/2018 1:20 PM
58	Yes.	6/20/2018 1:17 PM
59	Yes, Oakwood Rd	6/20/2018 1:14 PM
60	No	6/20/2018 1:11 PM
61	Yes, Walmart another bench needed; library has the lousiest connection; roundabout #5 to Aurora dangerous.	6/20/2018 1:06 PM
62	No	6/20/2018 1:03 PM
63	No	6/20/2018 12:59 PM
64	Yes, across Omro Road	6/20/2018 12:45 PM
65	Yes, to dentist on Old Omro Road	6/20/2018 12:41 PM
66	No	6/20/2018 12:38 PM
67	walking or transit	6/20/2018 12:33 PM
68	No	6/20/2018 12:28 PM
69	No	6/20/2018 12:19 PM
70	No	6/20/2018 12:15 PM

Q7 Which bus route did you transfer from?

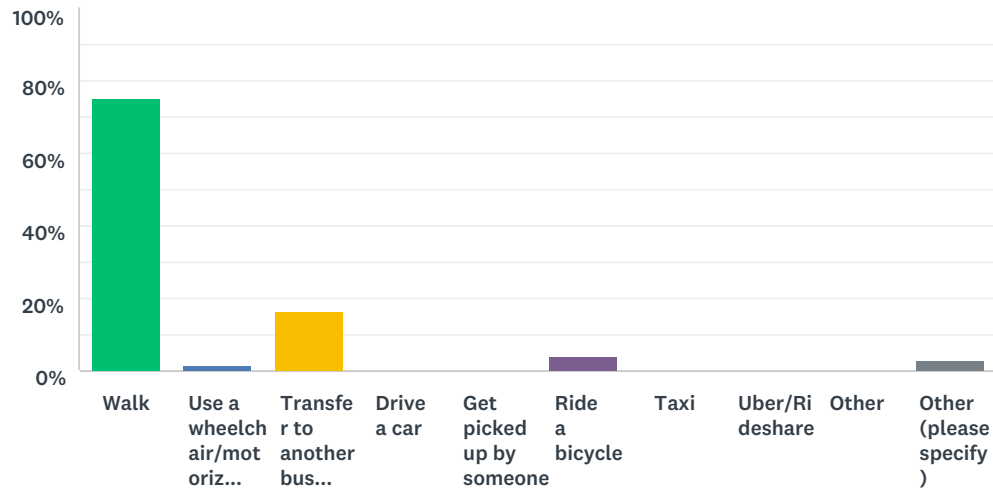
Answered: 13 Skipped: 59



ANSWER CHOICES	RESPONSES	
1	7.69%	1
2	15.38%	2
3	7.69%	1
4	7.69%	1
5	15.38%	2
6	15.38%	2
7	0.00%	0
8	30.77%	4
9	0.00%	0
10	0.00%	0
Titan Transit	0.00%	0
TOTAL		13

Q8 After leaving this bus, how will you get to your destination?

Answered: 72 Skipped: 0

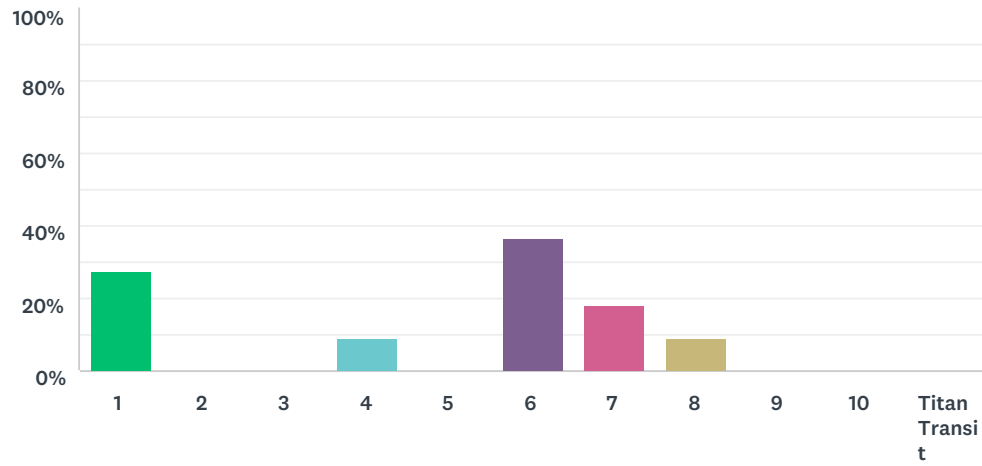


ANSWER CHOICES	RESPONSES	
Walk	75.00%	54
Use a wheelchair/motorized cart	1.39%	1
Transfer to another bus route	16.67%	12
Drive a car	0.00%	0
Get picked up by someone	0.00%	0
Ride a bicycle	4.17%	3
Taxi	0.00%	0
Uber/Rideshare	0.00%	0
Other	0.00%	0
Other (please specify)	2.78%	2
TOTAL		72

#	OTHER (PLEASE SPECIFY)	DATE
1	transit	6/20/2018 2:46 PM
2	ride if no buses	6/20/2018 12:33 PM

Q9 Which bus route will you transfer to?

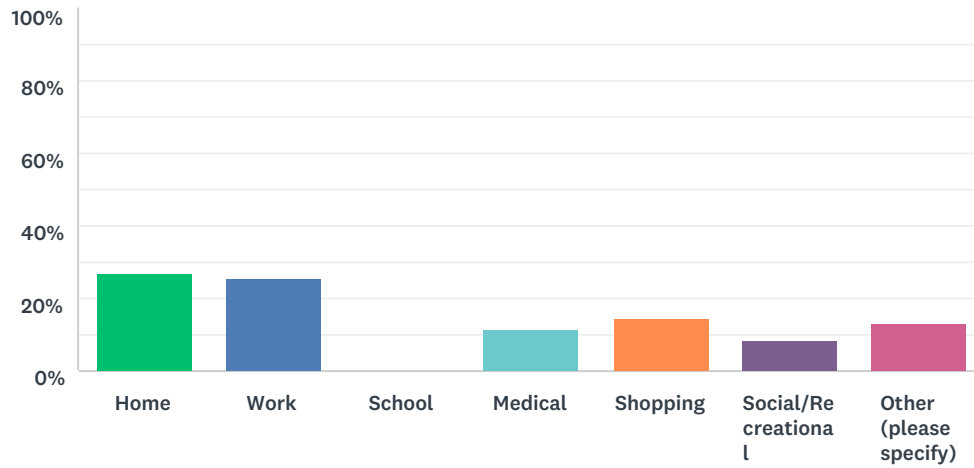
Answered: 11 Skipped: 61



ANSWER CHOICES	RESPONSES	
1	27.27%	3
2	0.00%	0
3	0.00%	0
4	9.09%	1
5	0.00%	0
6	36.36%	4
7	18.18%	2
8	9.09%	1
9	0.00%	0
10	0.00%	0
Titan Transit	0.00%	0
TOTAL		11

Q10 What type of place are you going to?

Answered: 70 Skipped: 2



ANSWER CHOICES	RESPONSES	
Home	27.14%	19
Work	25.71%	18
School	0.00%	0
Medical	11.43%	8
Shopping	14.29%	10
Social/Recreational	8.57%	6
Other (please specify)	12.86%	9
TOTAL		70

#	OTHER (PLEASE SPECIFY)	DATE
1	not specified	6/20/2018 5:09 PM
2	selected both "home" and "medical"	6/20/2018 3:57 PM
3	not specified	6/20/2018 3:09 PM
4	not specified	6/20/2018 2:42 PM
5	several selected	6/20/2018 2:29 PM
6	not specified	6/20/2018 1:33 PM
7	not specified	6/20/2018 1:11 PM
8	not specified	6/20/2018 12:38 PM
9	not specified	6/20/2018 12:34 PM

Q11 List the end location of this trip (nearest intersection or place name)

Answered: 61 Skipped: 11

ANSWER CHOICES	RESPONSES	
Intersection Street 1	52.46%	32
Intersection Street 2	40.98%	25
Place Name (optional)	50.82%	31

#	INTERSECTION STREET 1	DATE
1	Walmart	6/20/2018 5:34 PM
2	Pearl St	6/20/2018 5:29 PM
3	Westtown	6/20/2018 5:26 PM
4	Jackson	6/20/2018 5:20 PM
5	20th	6/20/2018 5:14 PM
6	Oakwood	6/20/2018 5:12 PM
7	Van Buren	6/20/2018 5:09 PM
8	Ohio	6/20/2018 5:02 PM
9	Bowen	6/20/2018 4:59 PM
10	Murdock	6/20/2018 4:44 PM
11	Western	6/20/2018 4:36 PM
12	Taft	6/20/2018 4:24 PM
13	Nebraska	6/20/2018 4:05 PM
14	Oshkosh Ave	6/20/2018 3:57 PM
15	20th	6/20/2018 3:34 PM
16	Oshkosh Ave	6/20/2018 3:25 PM
17	Jackson	6/20/2018 3:18 PM
18	Mallard	6/20/2018 3:15 PM
19	Lincoln	6/20/2018 3:06 PM
20	Witzel	6/20/2018 3:03 PM
21	South Park	6/20/2018 2:42 PM
22	Westtown Ave	6/20/2018 2:39 PM
23	Church	6/20/2018 2:29 PM
24	Main	6/20/2018 2:17 PM
25	Oshkosh Ave	6/20/2018 1:49 PM
26	Congress	6/20/2018 1:42 PM
27	Wisconsin	6/20/2018 1:40 PM
28	Greenwood	6/20/2018 1:37 PM
29	Skoeller St	6/20/2018 1:26 PM
30	Algoma	6/20/2018 12:38 PM

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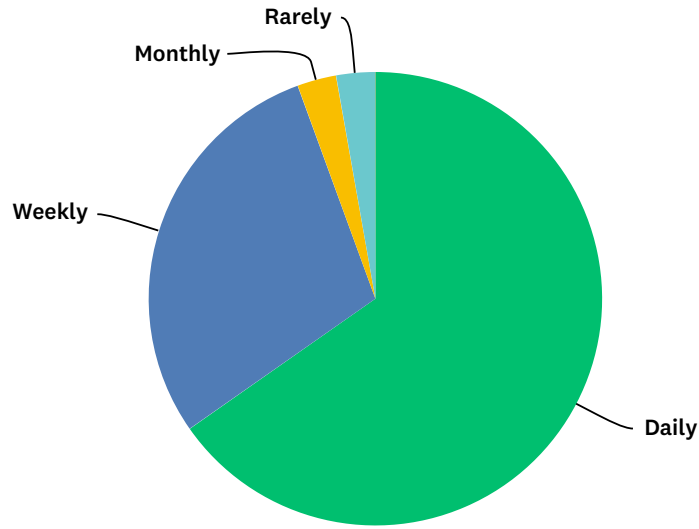
31	Oshkosh Ave	6/20/2018 12:29 PM
32	Taft Ave	6/20/2018 12:20 PM
#	INTERSECTION STREET 2	DATE
1	Smith	6/20/2018 5:20 PM
2	Atlas	6/20/2018 5:12 PM
3	Sawyer	6/20/2018 5:09 PM
4	5th	6/20/2018 5:02 PM
5	Melvin	6/20/2018 4:59 PM
6	Walnut	6/20/2018 4:44 PM
7	W. Bent	6/20/2018 4:36 PM
8	Koeller St	6/20/2018 4:24 PM
9	16th	6/20/2018 4:05 PM
10	Robin Ave	6/20/2018 3:57 PM
11	Oakwood	6/20/2018 3:34 PM
12	Sawyer	6/20/2018 3:25 PM
13	Murdock	6/20/2018 3:18 PM
14	Evans	6/20/2018 3:15 PM
15	Main	6/20/2018 3:06 PM
16	Koeller St	6/20/2018 3:03 PM
17	Ohio	6/20/2018 2:42 PM
18	Westhaven	6/20/2018 2:39 PM
19	Division	6/20/2018 2:29 PM
20	Koeller St	6/20/2018 1:49 PM
21	Summit	6/20/2018 1:42 PM
22	New York	6/20/2018 1:40 PM
23	Osborn Ave	6/20/2018 1:26 PM
24	Jackson	6/20/2018 12:38 PM
25	Koeller St	6/20/2018 12:20 PM
#	PLACE NAME (OPTIONAL)	DATE
1	Walmart	6/20/2018 5:22 PM
2	Target	6/20/2018 5:17 PM
3	Subway	6/20/2018 5:14 PM
4	Walmart	6/20/2018 4:57 PM
5	Menominee Park	6/20/2018 4:47 PM
6	Ascencion Medical	6/20/2018 4:00 PM
7	Mercy Hospital	6/20/2018 3:52 PM
8	YMCA 20th Ave	6/20/2018 3:48 PM
9	Walmart	6/20/2018 3:44 PM
10	Walmart	6/20/2018 3:27 PM
11	Home	6/20/2018 3:20 PM
12	Walmart	6/20/2018 3:00 PM

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13	Main St.	6/20/2018 2:54 PM
14	Aurora	6/20/2018 2:51 PM
15	Target	6/20/2018 2:48 PM
16	Festival Foods	6/20/2018 2:39 PM
17	St. Vincent	6/20/2018 2:36 PM
18	Walmart	6/20/2018 2:02 PM
19	Transit Center	6/20/2018 1:56 PM
20	Goodwill 20th	6/20/2018 1:53 PM
21	Walmart	6/20/2018 1:45 PM
22	St. Vincent	6/20/2018 1:33 PM
23	Lakeside Packaging Plus	6/20/2018 1:30 PM
24	Albee Hall	6/20/2018 1:21 PM
25	Downtown	6/20/2018 1:18 PM
26	Franklin School	6/20/2018 1:11 PM
27	Library	6/20/2018 1:07 PM
28	Mercy Hospital	6/20/2018 12:59 PM
29	Library/YMCA	6/20/2018 12:46 PM
30	Mercy Hospital	6/20/2018 12:34 PM
31	Lakeside Packaging Plus	6/20/2018 12:15 PM

Q12 How often do you ride GO Transit?

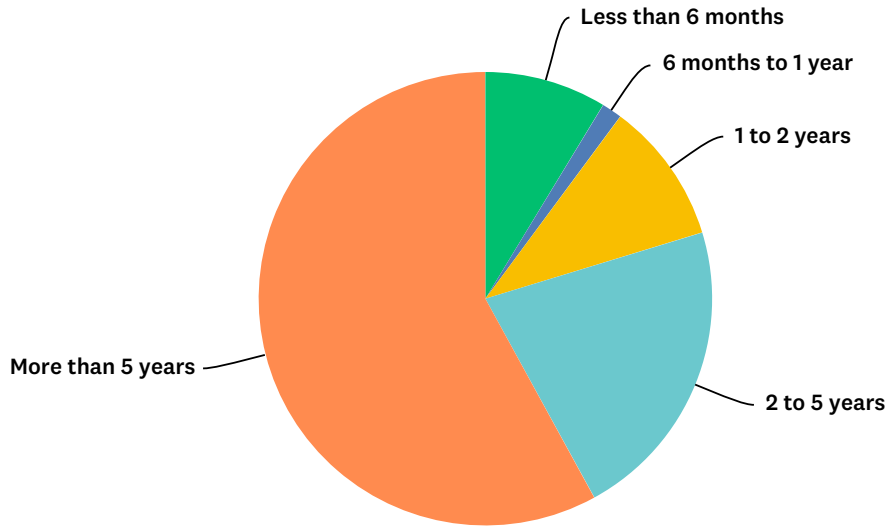
Answered: 72 Skipped: 0



ANSWER CHOICES	RESPONSES	
Daily	65.28%	47
Weekly	29.17%	21
Monthly	2.78%	2
Rarely	2.78%	2
I have never used GO Transit	0.00%	0
TOTAL		72

Q13 How long have you been a GO Transit rider?

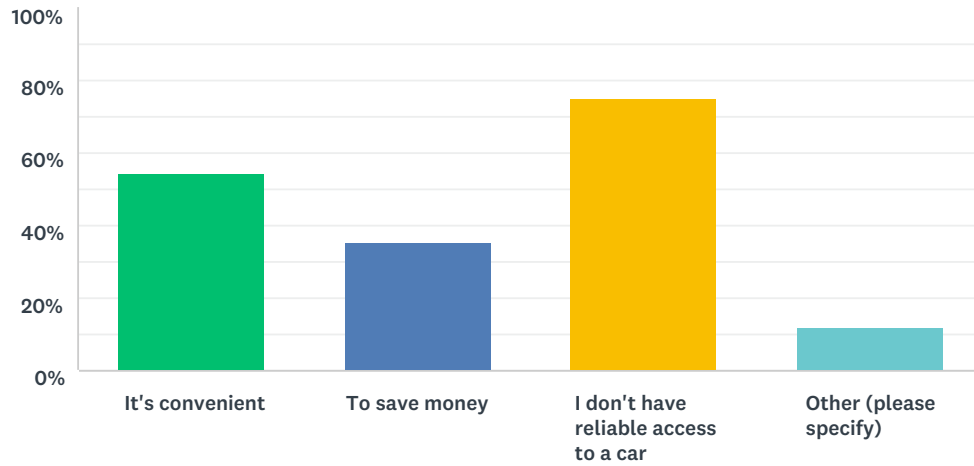
Answered: 69 Skipped: 3



ANSWER CHOICES	RESPONSES	
Less than 6 months	8.70%	6
6 months to 1 year	1.45%	1
1 to 2 years	10.14%	7
2 to 5 years	21.74%	15
More than 5 years	57.97%	40
TOTAL		69

Q14 What are the primary reasons you ride GO Transit? Select all that apply.

Answered: 68 Skipped: 4

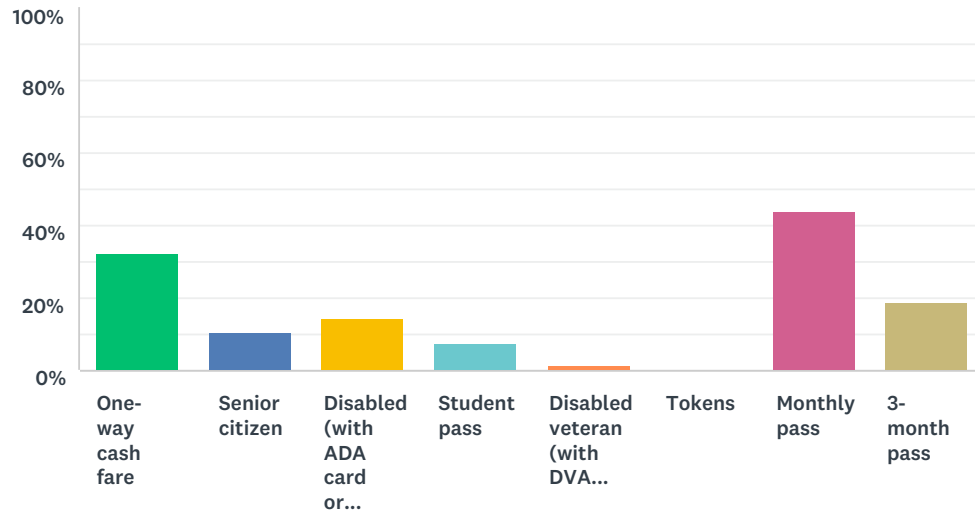


ANSWER CHOICES	RESPONSES	
It's convenient	54.41%	37
To save money	35.29%	24
I don't have reliable access to a car	75.00%	51
Other (please specify)	11.76%	8
Total Respondents: 68		

#	OTHER (PLEASE SPECIFY)	DATE
1	environmental	6/20/2018 5:00 PM
2	Safe & reliable	6/20/2018 4:25 PM
3	Safe, comfortable, the drivers are always nice and pleasant to me and my daughter	6/20/2018 2:03 PM
4	ADA	6/20/2018 1:40 PM
5	not specified	6/20/2018 1:27 PM
6	not specified	6/20/2018 1:18 PM
7	to save expending energy by riding the air ... buses	6/20/2018 1:07 PM
8	not specified	6/20/2018 12:35 PM

Q15 What type of fare do you typically buy/use when you ride GO Transit?

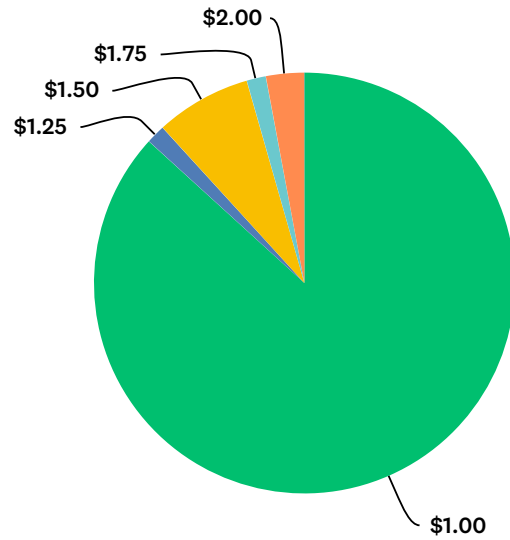
Answered: 68 Skipped: 4



ANSWER CHOICES	RESPONSES	
One-way cash fare	32.35%	22
Senior citizen	10.29%	7
Disabled (with ADA card or Medicare card)	14.71%	10
Student pass	7.35%	5
Disabled veteran (with DVA Service Connected ID)	1.47%	1
Tokens	0.00%	0
Monthly pass	44.12%	30
3-month pass	19.12%	13
Total Respondents: 68		

Q16 What do you think is an appropriate cost for a ONE-WAY CASH FARE to ride GO Transit?

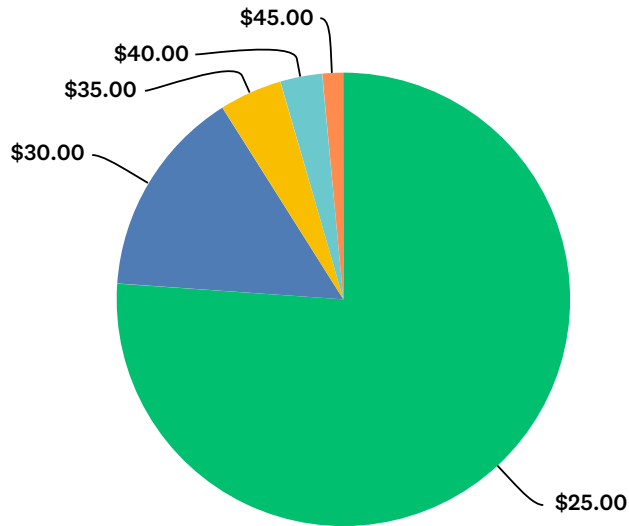
Answered: 68 Skipped: 4



ANSWER CHOICES	RESPONSES	
\$1.00	86.76%	59
\$1.25	1.47%	1
\$1.50	7.35%	5
\$1.75	1.47%	1
\$2.00	2.94%	2
\$2.25	0.00%	0
TOTAL		68

Q17 What do you think is an appropriate cost for a MONTHLY PASS to ride GO Transit?

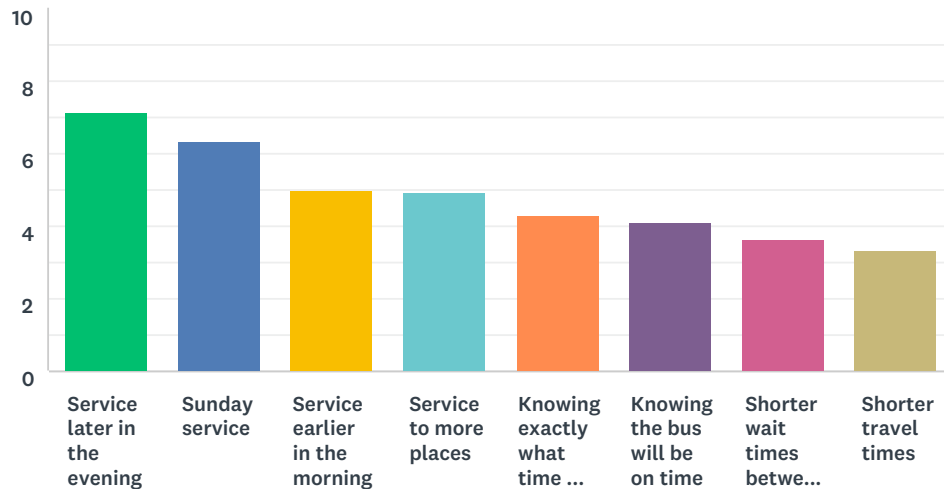
Answered: 67 Skipped: 5



ANSWER CHOICES	RESPONSES	
\$25.00	76.12%	51
\$30.00	14.93%	10
\$35.00	4.48%	3
\$40.00	2.99%	2
\$45.00	1.49%	1
\$50.00	0.00%	0
TOTAL		67

Q18 Of the options listed below, please rank the factors that would cause you to ride the bus more often, with 1 being the most important and 8 the least.

Answered: 62 Skipped: 10



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Service later in the evening	53.06% 26	32.65% 16	6.12% 3	0.00% 0	0.00% 0	8.16% 4	0.00% 0	0.00% 0	49	7.14
Sunday service	30.61% 15	36.73% 18	16.33% 8	2.04% 1	2.04% 1	0.00% 0	4.08% 2	8.16% 4	49	6.35
Service earlier in the morning	27.91% 12	11.63% 5	9.30% 4	13.95% 6	2.33% 1	9.30% 4	9.30% 4	16.28% 7	43	5.02
Service to more places	0.00% 0	11.90% 5	30.95% 13	23.81% 10	19.05% 8	4.76% 2	4.76% 2	4.76% 2	42	4.93
Knowing exactly what time the bus will get to your stop	11.90% 5	2.38% 1	9.52% 4	14.29% 6	33.33% 14	9.52% 4	9.52% 4	9.52% 4	42	4.31
Knowing the bus will be on time	5.41% 2	10.81% 4	8.11% 3	21.62% 8	8.11% 3	18.92% 7	16.22% 6	10.81% 4	37	4.08
Shorter wait times between buses	2.70% 1	8.11% 3	8.11% 3	13.51% 5	21.62% 8	8.11% 3	21.62% 8	16.22% 6	37	3.65
Shorter travel times	2.63% 1	2.63% 1	13.16% 5	13.16% 5	2.63% 1	26.32% 10	21.05% 8	18.42% 7	38	3.34

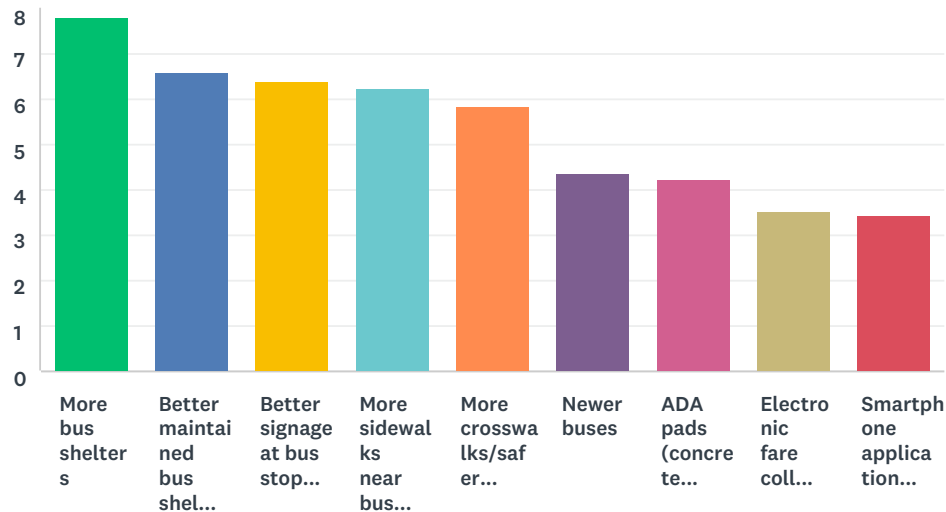
BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
Service earlier in the morning	1.00	8.00	4.00	3.98	2.63
Service later in the evening	1.00	6.00	1.00	1.86	1.37
Sunday service	1.00	8.00	2.00	2.65	2.07
Shorter wait times between buses	1.00	8.00	5.00	5.35	1.98

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Shorter travel times	1.00	8.00	6.00	5.66	1.91
Service to more places	2.00	8.00	4.00	4.07	1.53
Knowing the bus will be on time	1.00	8.00	5.00	4.92	2.05
Knowing exactly what time the bus will get to your stop	1.00	8.00	5.00	4.69	1.97

Q19 Of the options listed below, please rank which improvements would cause you to ride the bus more often, with 1 being the most important and 9 being the least.

Answered: 65 Skipped: 7



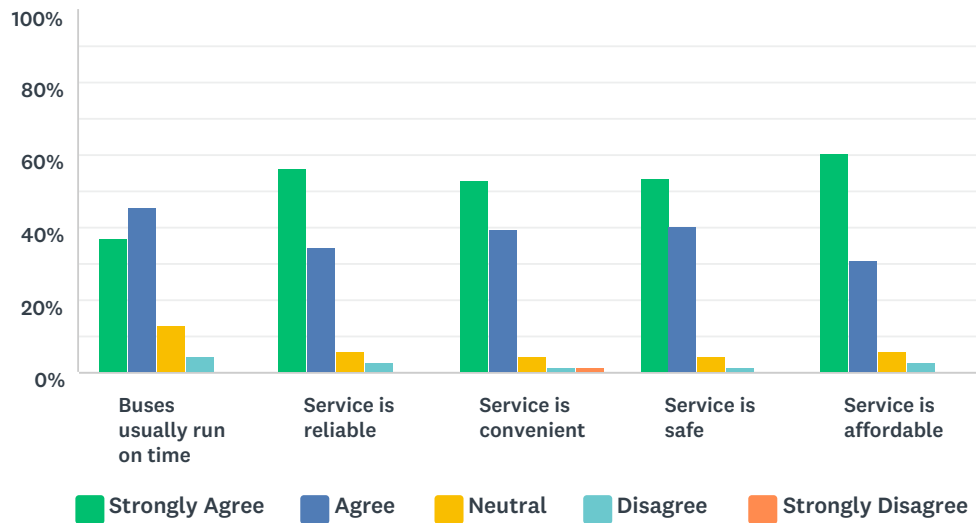
	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
More bus shelters	60.38% 32	9.43% 5	15.09% 8	5.66% 3	1.89% 1	1.89% 1	0.00% 0	0.00% 0	5.66% 3	53	7.81
Better maintained bus shelters	14.29% 6	30.95% 13	7.14% 3	19.05% 8	16.67% 7	4.76% 2	4.76% 2	0.00% 0	2.38% 1	42	6.60
Better signage at bus stops (could include route/schedule information)	21.95% 9	17.07% 7	17.07% 7	9.76% 4	14.63% 6	9.76% 4	2.44% 1	2.44% 1	4.88% 2	41	6.41
More sidewalks near bus stops	16.67% 7	16.67% 7	16.67% 7	16.67% 7	9.52% 4	11.90% 5	7.14% 3	2.38% 1	2.38% 1	42	6.24
More crosswalks/safer crossings near bus stops	11.11% 4	11.11% 4	19.44% 7	19.44% 7	13.89% 5	5.56% 2	11.11% 4	8.33% 3	0.00% 0	36	5.83
Newer buses	10.81% 4	10.81% 4	0.00% 0	2.70% 1	8.11% 3	16.22% 6	35.14% 13	10.81% 4	5.41% 2	37	4.38
ADA pads (concrete slabs that improve wheelchair accessibility)	0.00% 0	8.11% 3	8.11% 3	10.81% 4	13.51% 5	27.03% 10	10.81% 4	8.11% 3	13.51% 5	37	4.24
Electronic fare collection	5.71% 2	5.71% 2	8.57% 3	5.71% 2	5.71% 2	2.86% 1	5.71% 2	42.86% 15	17.14% 6	35	3.51
Smartphone application for paying fare	2.78% 1	13.89% 5	8.33% 3	2.78% 1	2.78% 1	5.56% 2	8.33% 3	16.67% 6	38.89% 14	36	3.44

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BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
More bus shelters	1.00	9.00	1.00	2.19	2.05
Better maintained bus shelters	1.00	9.00	3.00	3.40	1.90
Better signage at bus stops (could include route/schedule information)	1.00	9.00	3.00	3.59	2.24
More sidewalks near bus stops	1.00	9.00	3.50	3.76	2.11
More crosswalks/safer crossings near bus stops	1.00	8.00	4.00	4.17	2.07
ADA pads (concrete slabs that improve wheelchair accessibility)	2.00	9.00	6.00	5.76	2.05
Newer buses	1.00	9.00	7.00	5.62	2.40
Electronic fare collection	1.00	9.00	8.00	6.49	2.55
Smartphone application for paying fare	1.00	9.00	8.00	6.56	2.78

Q20 Indicate the extent to which you agree or disagree with each of the following in relation to GO Transit:

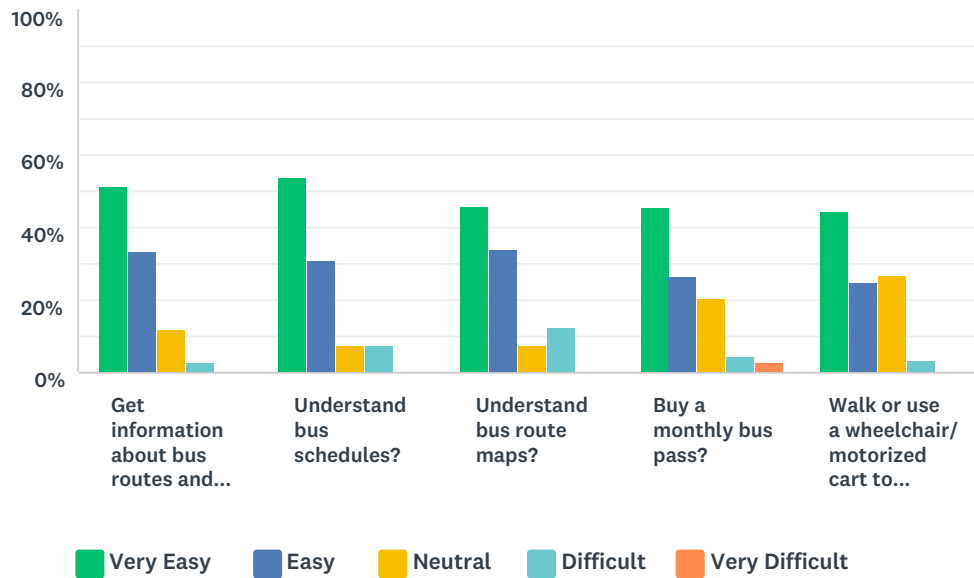
Answered: 69 Skipped: 3



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Buses usually run on time	36.76% 25	45.59% 31	13.24% 9	4.41% 3	0.00% 0	68	1.85
Service is reliable	56.72% 38	34.33% 23	5.97% 4	2.99% 2	0.00% 0	67	1.55
Service is convenient	52.94% 36	39.71% 27	4.41% 3	1.47% 1	1.47% 1	68	1.59
Service is safe	53.73% 36	40.30% 27	4.48% 3	1.49% 1	0.00% 0	67	1.54
Service is affordable	60.29% 41	30.88% 21	5.88% 4	2.94% 2	0.00% 0	68	1.51

Q21 How easy or difficult is it to do each of the following in relation to GO Transit:

Answered: 68 Skipped: 4



	VERY EASY	EASY	NEUTRAL	DIFFICULT	VERY DIFFICULT	TOTAL	WEIGHTED AVERAGE
Get information about bus routes and pick-up times?	51.52% 34	33.33% 22	12.12% 8	3.03% 2	0.00% 0	66	1.67
Understand bus schedules?	53.85% 35	30.77% 20	7.69% 5	7.69% 5	0.00% 0	65	1.69
Understand bus route maps?	46.15% 30	33.85% 22	7.69% 5	12.31% 8	0.00% 0	65	1.86
Buy a monthly bus pass?	45.31% 29	26.56% 17	20.31% 13	4.69% 3	3.13% 2	64	1.94
Walk or use a wheelchair/ motorized cart to access a bus stop?	44.64% 25	25.00% 14	26.79% 15	3.57% 2	0.00% 0	56	1.89

Q22 What is the nearest intersection to your work? If you don't work, what is the intersection closest to your primary destination besides your home? (nearest intersection or place name)

Answered: 64 Skipped: 8

ANSWER CHOICES	RESPONSES
Intersection Street 1	57.81% 37
Intersection Street 2	46.88% 30
Place Name (optional)	48.44% 31

#	INTERSECTION STREET 1	DATE
1	Franklin	6/20/2018 5:32 PM
2	Westtown	6/20/2018 5:28 PM
3	Jackson	6/20/2018 5:21 PM
4	Court	6/20/2018 5:18 PM
5	20th	6/20/2018 5:16 PM
6	Oakwood	6/20/2018 5:13 PM
7	Algoma	6/20/2018 5:10 PM
8	Washington	6/20/2018 4:48 PM
9	Western	6/20/2018 4:39 PM
10	Jackson	6/20/2018 4:35 PM
11	20th	6/20/2018 4:28 PM
12	Atlas	6/20/2018 4:07 PM
13	Wisconsin	6/20/2018 4:01 PM
14	Robin Ave	6/20/2018 3:59 PM
15	Rosalia	6/20/2018 3:53 PM
16	Arizona	6/20/2018 3:46 PM
17	20th	6/20/2018 3:36 PM
18	Evans	6/20/2018 3:22 PM
19	South Park	6/20/2018 3:19 PM
20	South Park	6/20/2018 3:04 PM
21	Minnesota	6/20/2018 3:01 PM
22	Rosalia	6/20/2018 2:58 PM
23	South Park	6/20/2018 2:43 PM
24	Westhaven	6/20/2018 2:40 PM
25	Main St	6/20/2018 2:34 PM
26	Main St	6/20/2018 2:18 PM
27	Knapp St	6/20/2018 2:00 PM
28	20th St	6/20/2018 1:54 PM

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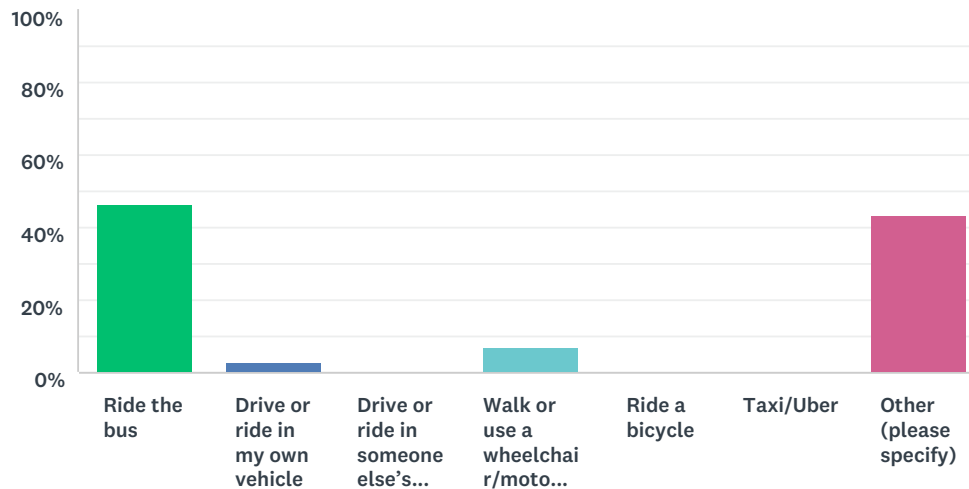
29	Oshkosh Ave	6/20/2018 1:51 PM
30	Murdock	6/20/2018 1:38 PM
31	Skoeller St	6/20/2018 1:28 PM
32	Algoma	6/20/2018 1:19 PM
33	Main St	6/20/2018 1:16 PM
34	Walmart/Library	6/20/2018 12:49 PM
35	Washburn	6/20/2018 12:44 PM
36	Court	6/20/2018 12:40 PM
37	Main St	6/20/2018 12:37 PM
#	INTERSECTION STREET 2	DATE
1	Otter	6/20/2018 5:18 PM
2	South Park	6/20/2018 5:16 PM
3	Atlas	6/20/2018 5:13 PM
4	Fernan	6/20/2018 5:10 PM
5	Court	6/20/2018 4:48 PM
6	W. Bent	6/20/2018 4:39 PM
7	Koehler	6/20/2018 4:28 PM
8	Oakwood	6/20/2018 4:07 PM
9	Linwood	6/20/2018 4:01 PM
10	Oshkosh Ave	6/20/2018 3:59 PM
11	Wagoo	6/20/2018 3:53 PM
12	20th	6/20/2018 3:46 PM
13	Oakwood	6/20/2018 3:36 PM
14	18th	6/20/2018 3:19 PM
15	28th	6/20/2018 3:04 PM
16	9th	6/20/2018 3:01 PM
17	Otter	6/20/2018 2:58 PM
18	Ohio	6/20/2018 2:43 PM
19	Westtown	6/20/2018 2:40 PM
20	Parkway	6/20/2018 2:34 PM
21	Church St	6/20/2018 2:18 PM
22	20th St	6/20/2018 2:00 PM
23	South Park	6/20/2018 1:54 PM
24	Osborn Ave	6/20/2018 1:28 PM
25	Museum	6/20/2018 1:19 PM
26	Waptby	6/20/2018 1:16 PM
27	Main & Lincoln	6/20/2018 12:49 PM
28	9th	6/20/2018 12:44 PM
29	Washington	6/20/2018 12:40 PM
30	Church St	6/20/2018 12:37 PM
#	PLACE NAME (OPTIONAL)	DATE

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1	Walmart	6/20/2018 5:36 PM
2	Hotel by 20th	6/20/2018 5:25 PM
3	Taco Bell	6/20/2018 5:21 PM
4	Westowne Transfer Point	6/20/2018 5:04 PM
5	Webster Stanley Elementary School	6/20/2018 5:01 PM
6	9th Ave	6/20/2018 4:58 PM
7	Pick 'n Save	6/20/2018 4:56 PM
8	Walmart	6/20/2018 4:46 PM
9	Dairy Queen	6/20/2018 4:20 PM
10	Albee Hall	6/20/2018 3:50 PM
11	Maricopa #9	6/20/2018 3:39 PM
12	Mercy Hospital	6/20/2018 3:31 PM
13	Mercy Hospital	6/20/2018 3:26 PM
14	Jackson St.	6/20/2018 3:16 PM
15	OSC	6/20/2018 3:10 PM
16	Salvation Army	6/20/2018 3:08 PM
17	Hilton	6/20/2018 3:04 PM
18	Main St	6/20/2018 2:56 PM
19	Walmart	6/20/2018 2:53 PM
20	Library	6/20/2018 2:49 PM
21	Festival Foods	6/20/2018 2:40 PM
22	OptiVision	6/20/2018 2:04 PM
23	Robins	6/20/2018 1:51 PM
24	Walmart	6/20/2018 1:47 PM
25	Festival Foods	6/20/2018 1:35 PM
26	Albee Hall	6/20/2018 1:22 PM
27	Franklin School	6/20/2018 1:13 PM
28	Library	6/20/2018 1:09 PM
29	Aurora Medical Center	6/20/2018 1:05 PM
30	Dockside Tavern	6/20/2018 1:00 PM
31	Transit Center	6/20/2018 12:25 PM

Q23 If you work away from home, how do you typically commute to work? If you don't work, how do you typically travel to your primary destination?

Answered: 69 Skipped: 3



ANSWER CHOICES	RESPONSES	
Ride the bus	46.38%	32
Drive or ride in my own vehicle	2.90%	2
Drive or ride in someone else's vehicle	0.00%	0
Walk or use a wheelchair/motorized cart	7.25%	5
Ride a bicycle	0.00%	0
Taxi/Uber	0.00%	0
Other (please specify)	43.48%	30
TOTAL		69

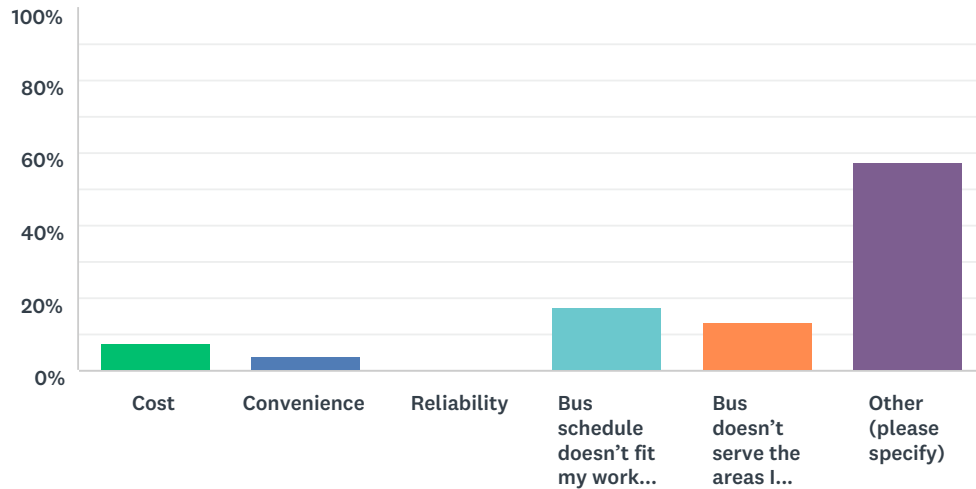
#	OTHER (PLEASE SPECIFY)	DATE
1	Ride the bus, walk or use mobility device, taxi/uber	6/20/2018 5:36 PM
2	Ride the bus or a bicycle	6/20/2018 5:32 PM
3	Ride the bus, drive or ride in someone else's vehicle, walk or use a mobility device, ride a bicycle	6/20/2018 5:25 PM
4	Ride the bus, walk or use mobility device, taxi/uber	6/20/2018 5:18 PM
5	Ride the bus, drive or ride in someone else's vehicle	6/20/2018 5:16 PM
6	Ride a bicycle/other (not specified)	6/20/2018 5:10 PM
7	Ride the bus, drive or ride in my own vehicle, walk	6/20/2018 5:01 PM
8	Ride the bus/walk or use mobility device	6/20/2018 4:39 PM
9	Ride the bus or a bicycle	6/20/2018 4:35 PM
10	Ride the bus, drive or ride in my own vehicle	6/20/2018 3:46 PM
11	Ride the bus, walk or use a mobility device	6/20/2018 3:39 PM
12	Ride the bus/taxi/uber	6/20/2018 3:36 PM

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13	Ride the bus/taxi/uber	6/20/2018 3:19 PM
14	Ride the bus, walk or use mobility device, taxi/uber, other	6/20/2018 3:16 PM
15	Drive or ride in my own vehicle or someone else's, walk or use a mobility device, or ride a bicycle	6/20/2018 3:13 PM
16	Ride the bus/taxi/uber	6/20/2018 3:04 PM
17	Ride the bus, drive or ride in someone else's vehicle, walk or use a mobility device	6/20/2018 2:58 PM
18	Ride the bus, drive or ride in someone else's vehicle	6/20/2018 2:56 PM
19	Ride the bus or a bicycle	6/20/2018 2:53 PM
20	Ride the bus, drive or ride in someone else's vehicle	6/20/2018 2:47 PM
21	Ride the bus/walk or use mobility device	6/20/2018 2:34 PM
22	not specified	6/20/2018 2:18 PM
23	Ride the bus, drive or ride in someone else's vehicle	6/20/2018 1:54 PM
24	Ride the bus, drive or ride in someone else's vehicle, ride a bicycle	6/20/2018 1:51 PM
25	Ride the bus/taxi/uber	6/20/2018 1:47 PM
26	Ride the bus, drive or ride in someone else's vehicle, walk or use a mobility device	6/20/2018 1:38 PM
27	not specified	6/20/2018 1:19 PM
28	Ride the bus, drive or ride in someone else's vehicle, ride a bicycle	6/20/2018 1:16 PM
29	Ride the bus/taxi/uber	6/20/2018 12:44 PM
30	Ride w/siblings or friend, or ride the bus	6/20/2018 12:31 PM

Q24 If you commute to work/another primary destination using something other than GO Transit, why do you do so?

Answered: 52 Skipped: 20



ANSWER CHOICES

ANSWER CHOICES	RESPONSES	
Cost	7.69%	4
Convenience	3.85%	2
Reliability	0.00%	0
Bus schedule doesn't fit my work schedule	17.31%	9
Bus doesn't serve the areas I need to go	13.46%	7
Other (please specify)	57.69%	30
TOTAL		52

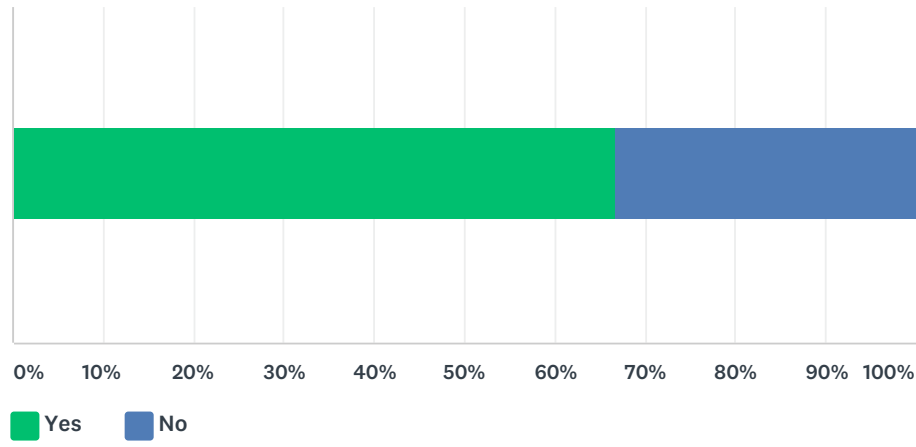
#	OTHER (PLEASE SPECIFY)	DATE
1	Bus schedule doesn't fit my schedule/doesn't serve the areas I need to go	6/20/2018 5:36 PM
2	Cost + convenience	6/20/2018 5:32 PM
3	Convenience, bus doesn't serve the areas I need to go	6/20/2018 5:19 PM
4	Bus doesn't serve the areas I need to go; the day (Sunday) or the time	6/20/2018 5:16 PM
5	Cost, convenience, reliability, bus schedule doesn't fit my schedule, bus doesn't serve the areas I need to go	6/20/2018 5:13 PM
6	Convenience, bus doesn't fit my schedule	6/20/2018 5:10 PM
7	Convenience, bus doesn't fit my schedule/serve the areas I need to go	6/20/2018 5:05 PM
8	not specified	6/20/2018 4:35 PM
9	Convenience, bus doesn't serve the areas I need to go	6/20/2018 4:02 PM
10	Convenience, bus doesn't fit my schedule	6/20/2018 3:36 PM
11	Convenience, bus doesn't fit my schedule	6/20/2018 3:33 PM
12	Bus schedule doesn't fit my schedule/doesn't serve the areas I need to go	6/20/2018 3:26 PM
13	Bus schedule doesn't fit my schedule/doesn't serve the areas I need to go	6/20/2018 3:05 PM

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14	not specified	6/20/2018 3:01 PM
15	Convenience, reliability	6/20/2018 2:56 PM
16	Bus schedule doesn't fit my schedule/doesn't serve the areas I need to go	6/20/2018 2:35 PM
17	not specified	6/20/2018 2:18 PM
18	not specified	6/20/2018 2:05 PM
19	Cost, convenience, reliability	6/20/2018 1:51 PM
20	Convenience, bus doesn't serve the areas I need to go	6/20/2018 1:47 PM
21	Convenience, reliability	6/20/2018 1:39 PM
22	not specified	6/20/2018 1:35 PM
23	Bingo. It's off the route that's why I use the cab.	6/20/2018 1:31 PM
24	Cost, convenience, reliability	6/20/2018 1:28 PM
25	Convenience, bus doesn't serve the areas I need to go	6/20/2018 1:23 PM
26	not specified	6/20/2018 1:19 PM
27	Cost, bus doesn't fit my schedule, bus doesn't serve the areas I need to go, other	6/20/2018 1:16 PM
28	Convenience, bus doesn't serve where I need to go (South Park & Main), biking on nice days	6/20/2018 1:13 PM
29	Cost, convenience, bus doesn't serve the areas I need to go	6/20/2018 12:44 PM
30	Cost, convenience, reliability, depends on options	6/20/2018 12:31 PM

Q25 Does GO Transit service meet your needs for commuting to work/your primary destination?

Answered: 63 Skipped: 9



ANSWER CHOICES

Yes

No

TOTAL

RESPONSES

66.67%

33.33%

42

21

63

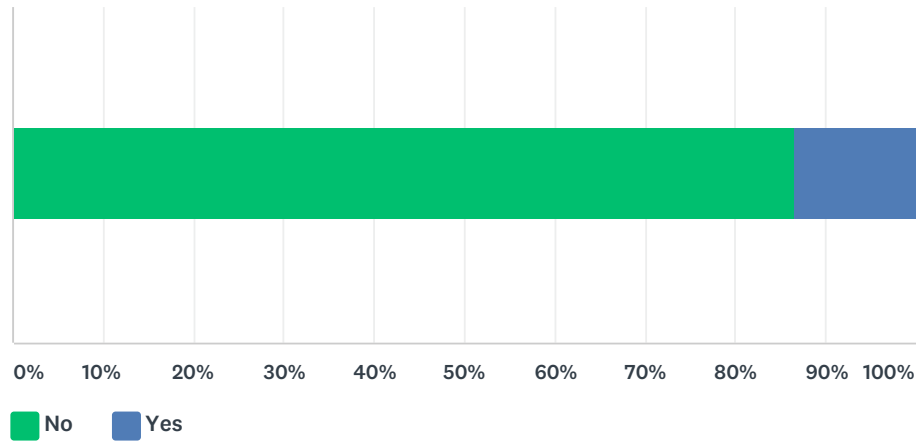
Q26 How could GO Transit service be improved to meet your needs for commuting to work/your primary destination?

Answered: 16 Skipped: 56

#	RESPONSES	DATE
1	Get closer to Walmart	6/20/2018 5:19 PM
2	I work @ 5 am & don't get close	6/20/2018 5:11 PM
3	running later and on Sundays	6/20/2018 5:05 PM
4	need service into late evening	6/20/2018 4:29 PM
5	Bus doesn't run on Sundays and I work on Sundays so it's hard to get to work.	6/20/2018 4:22 PM
6	Nighttime service	6/20/2018 3:53 PM
7	Buses should run later on weekdays at least until 9:30 pm	6/20/2018 3:50 PM
8	Stops too early.	6/20/2018 3:47 PM
9	earlier & later	6/20/2018 3:36 PM
10	I think the buses should run longer -- til 10.	6/20/2018 3:22 PM
11	Needs to run on Sundays	6/20/2018 3:05 PM
12	move the Walmart stop back	6/20/2018 2:18 PM
13	Service until 10 pm	6/20/2018 1:47 PM
14	Later service hours	6/20/2018 1:29 PM
15	#5 on the inbound a closer stop to the Art Center	6/20/2018 1:09 PM
16	I start at 5 pm end at 10 or 11 pm	6/20/2018 1:01 PM

Q27 Have you ever quit or lost a job because it was hard for you to get to work?

Answered: 67 Skipped: 5



ANSWER CHOICES

No
Yes
TOTAL

RESPONSES

86.57%	58
13.43%	9
	67

Q28 Please describe how transportation issues contributed to you quitting/losing your job.

Answered: 7 Skipped: 65

#	RESPONSES	DATE
1	Get a shelter (big) and decent stop at Walmart	6/20/2018 4:43 PM
2	cab service too costly outside of current service hours	6/20/2018 4:29 PM
3	Because the buses didn't run early enough.	6/20/2018 3:22 PM
4	Just too hard to get home at night.	6/20/2018 2:35 PM
5	Bus schedule	6/20/2018 1:48 PM
6	Cut off time	6/20/2018 1:05 PM
7	Too hard to bike or walk way out to a factory job at 4 am. No buses during 4 am or after 6 pm.	6/20/2018 1:01 PM

Q29 How else could GO Transit service and public transportation in and around Oshkosh be improved? Please include any additional comments.

Answered: 48 Skipped: 24

#	RESPONSES	DATE
1	GPS live locations for each bus on a phone app	6/20/2018 5:36 PM
2	A big inside building with a shelter and bathrooms to wait for the bus	6/20/2018 5:26 PM
3	Later hours on 5, 7, 8, 9. Give drivers a raise :)	6/20/2018 5:19 PM
4	Run on Sundays & extend time earlier and later	6/20/2018 5:16 PM
5	Time schedule on signs & more bus stops for elderly/handicapped	6/20/2018 5:11 PM
6	Some of the drivers aren't very friendly.	6/20/2018 5:05 PM
7	Clean the bus more & post what time the bus comes	6/20/2018 4:58 PM
8	To have low income families to ride buses for free at least to get or make sure their kids get to school like they're supposed to.	6/20/2018 4:49 PM
9	We really need service until 10 pm!	6/20/2018 4:46 PM
10	possible later schedule	6/20/2018 4:35 PM
11	Provide shelters/benches at bus stops. Also extend hours to earlier in the mornings and late evenings.	6/20/2018 4:29 PM
12	Most of the drivers are nice but a few are kind of mean and also maybe run on Sundays	6/20/2018 4:22 PM
13	GO Transit is very reliable; my issues would be no late evening service, no bus shelter at Jackson & Linwood, and perhaps service on Sundays.	6/20/2018 4:02 PM
14	Bus schedule on Sunday at least until noon - 3 pm would be ideal.	6/20/2018 3:50 PM
15	Run bus longer. Closer to business. Shopping at Walmart. Take in more area.	6/20/2018 3:47 PM
16	More stroller accommodation	6/20/2018 3:40 PM
17	evenings	6/20/2018 3:36 PM
18	You could have more bus shelters for the winter time or for rain	6/20/2018 3:24 PM
19	Newer buses, better & friendlier drivers, electronic bus fare	6/20/2018 3:14 PM
20	Lots of people need transportation on Sundays	6/20/2018 3:05 PM
21	Keep it the way it is.	6/20/2018 3:01 PM
22	Friendly bus drivers - most are; a few like "why am I doing this today"	6/20/2018 2:59 PM
23	I don't have any other comments, you guys do great!	6/20/2018 2:56 PM
24	Have crosswalk by Aurora on both bus go into Aurora	6/20/2018 2:53 PM
25	GO Transit weekday is very good, would like even short Sunday service for churchgoing.	6/20/2018 2:50 PM
26	Add more areas to the bus routes	6/20/2018 2:44 PM
27	Happy with service now	6/20/2018 2:40 PM
28	Bus going to Old Omro Road.	6/20/2018 2:38 PM
29	Walmart - I'm disabled and since the stop moved it's hard to get across the parking lot	6/20/2018 2:19 PM
30	Nothing. I like the routes and all of the drivers. They all treat us both with respect.	6/20/2018 2:05 PM
31	Public restroom needed at downtown bus station!	6/20/2018 2:00 PM
32	Add Sunday hours	6/20/2018 1:55 PM

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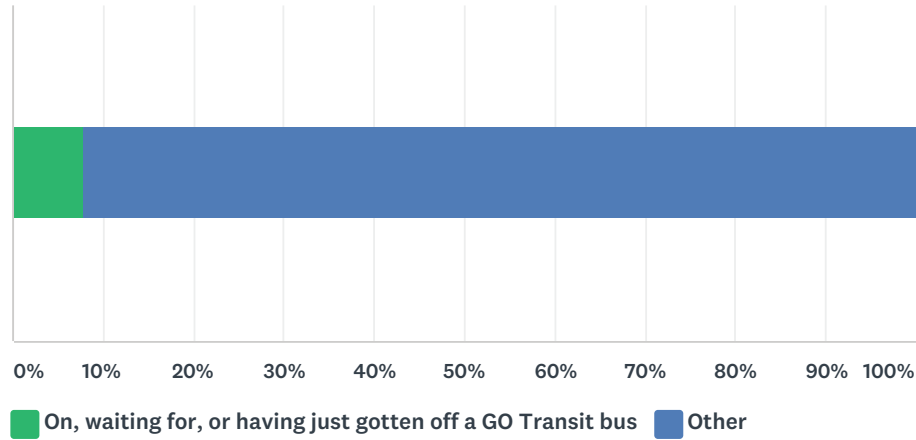
33	Music? Love talk radio	6/20/2018 1:51 PM
34	More destinations; better shocks; an app for smartphone that a child could use; some bus drivers are terrible drivers and give me whiplash	6/20/2018 1:48 PM
35	Offer & encourage use of face masks for people with contagious respiratory illness, such as a cold, just as hospitals do	6/20/2018 1:44 PM
36	Discount passes for Medicare/disability	6/20/2018 1:41 PM
37	Being able to make buses wider and also more cost efficient for low income people and better bus areas or stops	6/20/2018 1:36 PM
38	We all can use a porta potty for the rider, that way we will not have to use other places' restrooms.	6/20/2018 1:32 PM
39	Having the bus run a little later would be much appreciated. I know the days can get long for drivers, but even one more run to 7:15 would be helpful.	6/20/2018 1:23 PM
40	Nice bus drivers	6/20/2018 1:16 PM
41	I feel if hours could expand to at least 9 pm and not 6:30 pm it would give people more time to do things after work, like their grocery shopping and other events.	6/20/2018 1:14 PM
42	A regional bus pass really ought to be considered for the Oshkosh, Neenah, Appleton VA (hook up?) and others out there. It's great but with a regional card, wow.	6/20/2018 1:10 PM
43	Run more, start at 3 am and run til 12 am; run on Sundays	6/20/2018 1:02 PM
44	Don't be ahead of stops. Wait for a person who's almost up to the bus. Pick people up and let them off closer to their stops. Please it's hard walking with a cane.	6/20/2018 12:50 PM
45	More bus service hrs. On Sunday	6/20/2018 12:45 PM
46	Could work improved in future not 2018	6/20/2018 12:38 PM
47	I well satisfied	6/20/2018 12:32 PM
48	Have more places to buy bus passes. Have service later in the evening/on Sundays. Route 10 - better connectivity to Valley Transit. Would like to eliminate Route 10 service to jail; I'm sure there are other options to provide service to this area.	6/20/2018 12:26 PM

Appendix B: Online Survey Summary

In conjunction with the greater TDP effort, a survey was developed to gather information on community travel behavior, experience with and perceptions of GO Transit, and preferences regarding potential service and capital investments. An online version of the survey was shared with GO Transit customers, stakeholder groups, and the public at large; about 175 surveys were at least partially completed. Responses to the online survey questions are shown below.

Q1 Where are you taking this survey from?

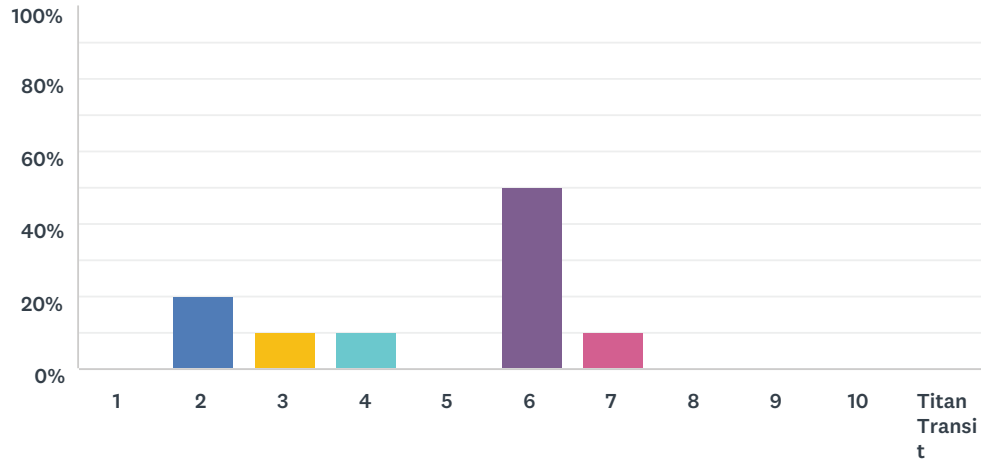
Answered: 177 Skipped: 0



ANSWER CHOICES	RESPONSES	
On, waiting for, or having just gotten off a GO Transit bus	7.91%	14
Other	92.09%	163
TOTAL		177

Q2 Which bus route are you riding?

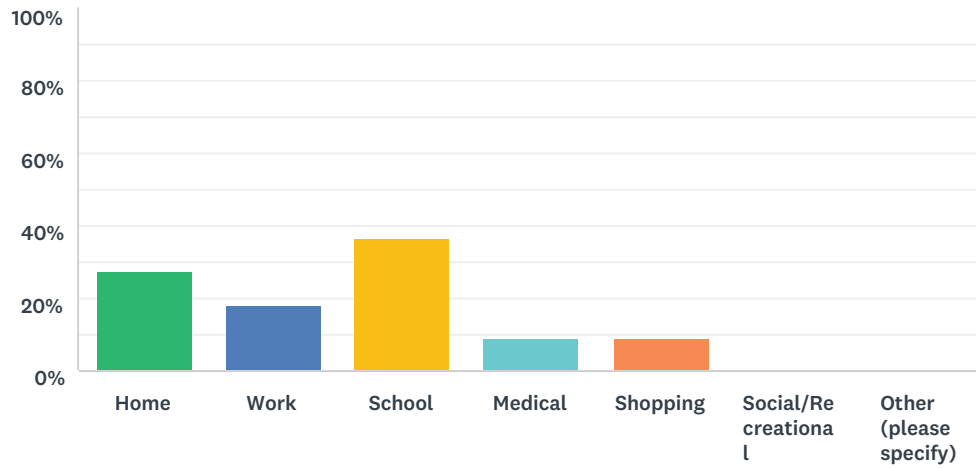
Answered: 10 Skipped: 167



ANSWER CHOICES	RESPONSES	
1	0.00%	0
2	20.00%	2
3	10.00%	1
4	10.00%	1
5	0.00%	0
6	50.00%	5
7	10.00%	1
8	0.00%	0
9	0.00%	0
10	0.00%	0
Titan Transit	0.00%	0
TOTAL		10

Q3 Where did you come from when you started this trip?

Answered: 11 Skipped: 166



ANSWER CHOICES		RESPONSES	
Home		27.27%	3
Work		18.18%	2
School		36.36%	4
Medical		9.09%	1
Shopping		9.09%	1
Social/Recreational		0.00%	0
Other (please specify)		0.00%	0
TOTAL			11

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 List the start location of this trip (nearest intersection or place name)

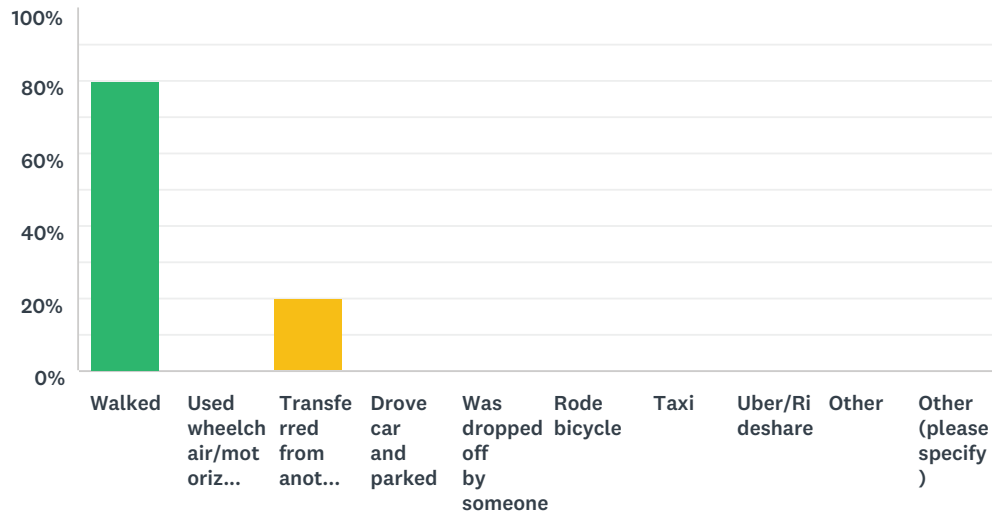
Answered: 0 Skipped: 177

ANSWER CHOICES	RESPONSES
Intersection Street 1	0.00% 0
Intersection Street 2	0.00% 0
Place Name	0.00% 0

#	INTERSECTION STREET 1	DATE
	There are no responses.	
#	INTERSECTION STREET 2	DATE
	There are no responses.	
#	PLACE NAME	DATE
	There are no responses.	

Q5 How did you get to this bus?

Answered: 10 Skipped: 167



ANSWER CHOICES	RESPONSES	
Walked	80.00%	8
Used wheelchair/motorized cart	0.00%	0
Transferred from another bus route	20.00%	2
Drove car and parked	0.00%	0
Was dropped off by someone	0.00%	0
Rode bicycle	0.00%	0
Taxi	0.00%	0
Uber/Rideshare	0.00%	0
Other	0.00%	0
Other (please specify)	0.00%	0
TOTAL		10

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

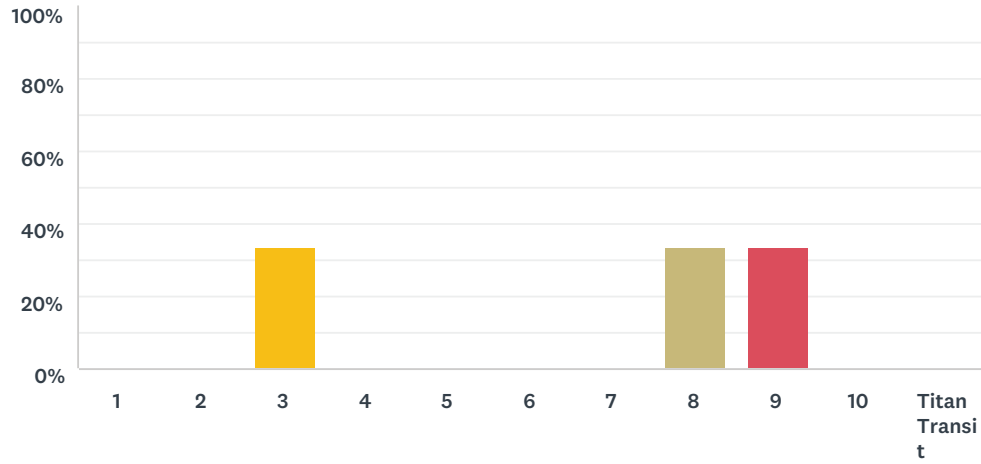
Q6 Are there places where it's difficult or unsafe to get around by walking or taking transit? If yes, where?

Answered: 9 Skipped: 168

#	RESPONSES	DATE
1	No.	6/5/2018 6:46 PM
2	No	6/5/2018 4:02 PM
3	No	6/5/2018 3:34 PM
4	No	5/16/2018 1:06 PM
5	Not normally, but with construction on Oregon...yes	5/12/2018 3:20 PM
6	NO	5/10/2018 12:24 PM
7	None I've encountered	5/10/2018 6:02 AM
8	No	5/9/2018 5:06 PM
9	Medical if living on No. Main: 3 routes, 1 transfer, 1 hr. 10 minutes. Being disabled but able to walk with walker isn't conducive. The big problem is no longer a bus traveling south on No. Main.	5/9/2018 4:56 PM

Q7 Which bus route did you transfer from?

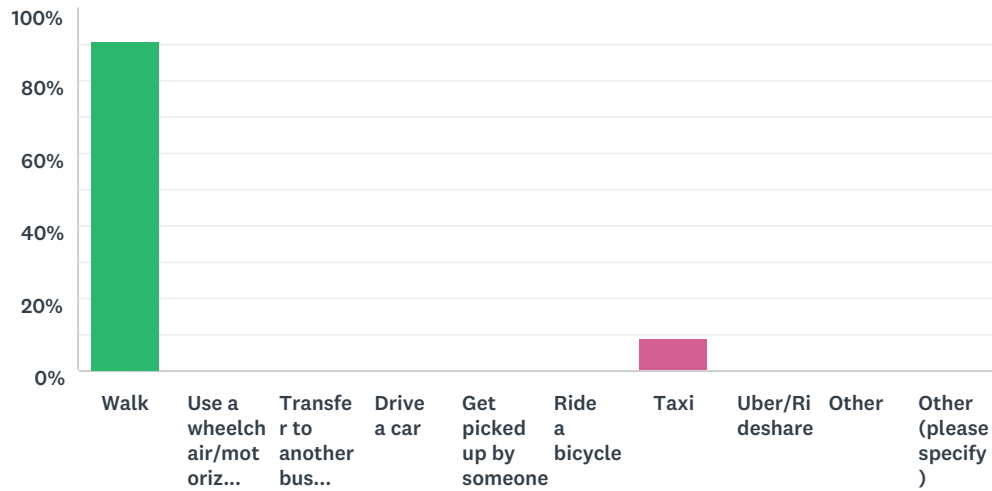
Answered: 3 Skipped: 174



ANSWER CHOICES	RESPONSES	
1	0.00%	0
2	0.00%	0
3	33.33%	1
4	0.00%	0
5	0.00%	0
6	0.00%	0
7	0.00%	0
8	33.33%	1
9	33.33%	1
10	0.00%	0
Titan Transit	0.00%	0
TOTAL		3

Q8 After leaving this bus, how will you get to your destination?

Answered: 11 Skipped: 166



ANSWER CHOICES	RESPONSES	
Walk	90.91%	10
Use a wheelchair/motorized cart	0.00%	0
Transfer to another bus route	0.00%	0
Drive a car	0.00%	0
Get picked up by someone	0.00%	0
Ride a bicycle	0.00%	0
Taxi	9.09%	1
Uber/Rideshare	0.00%	0
Other	0.00%	0
Other (please specify)	0.00%	0
TOTAL		11

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q9 Which bus route will you transfer to?

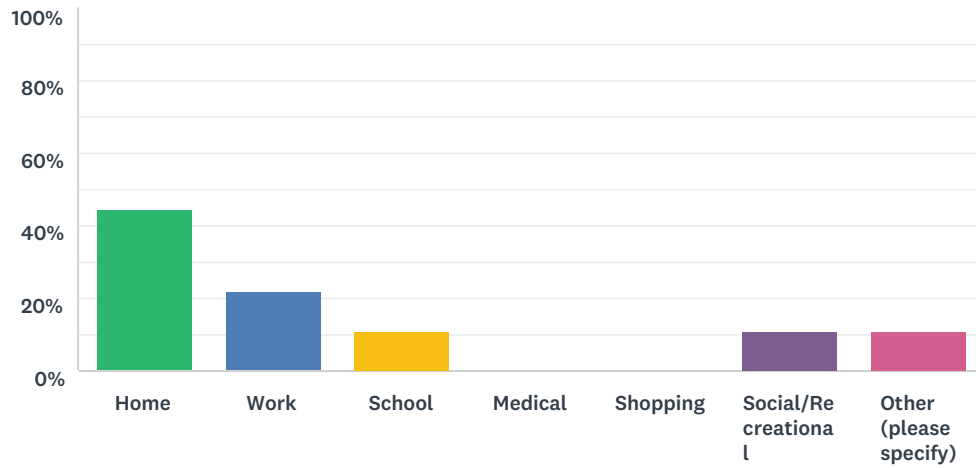
Answered: 0 Skipped: 177

 No matching responses.

ANSWER CHOICES	RESPONSES
1	0.00% 0
2	0.00% 0
3	0.00% 0
4	0.00% 0
5	0.00% 0
6	0.00% 0
7	0.00% 0
8	0.00% 0
9	0.00% 0
10	0.00% 0
Titan Transit	0.00% 0
TOTAL	0

Q10 What type of place are you going to?

Answered: 9 Skipped: 168



ANSWER CHOICES	RESPONSES	
Home	44.44%	4
Work	22.22%	2
School	11.11%	1
Medical	0.00%	0
Shopping	0.00%	0
Social/Recreational	11.11%	1
Other (please specify)	11.11%	1
TOTAL		9

#	OTHER (PLEASE SPECIFY)	DATE
1	Friends	5/10/2018 12:26 PM

Q11 List the end location of this trip (nearest intersection or place name)

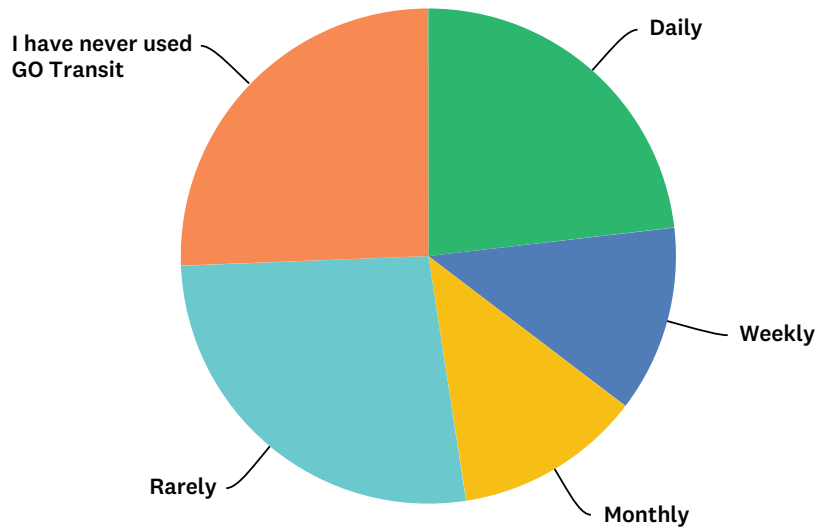
Answered: 8 Skipped: 169

ANSWER CHOICES	RESPONSES
Intersection Street 1	100.00% 8
Intersection Street 2	62.50% 5
Place Name (optional)	12.50% 1

#	INTERSECTION STREET 1	DATE
1	Ohio	6/5/2018 6:48 PM
2	South Park Avenue	6/5/2018 4:03 PM
3	Bowen	6/5/2018 3:43 PM
4	Eagle street	6/5/2018 3:35 PM
5	Church and High	5/16/2018 1:07 PM
6	Main st	5/12/2018 3:21 PM
7	Shopping Walmart	5/10/2018 12:26 PM
8	Walmart	5/9/2018 5:06 PM
#	INTERSECTION STREET 2	DATE
1	9th	6/5/2018 6:48 PM
2	20th Street	6/5/2018 4:03 PM
3	Melvin	6/5/2018 3:43 PM
4	Michigan and 9th	5/10/2018 12:26 PM
5	Taft	5/9/2018 5:06 PM
#	PLACE NAME (OPTIONAL)	DATE
1	Friends	5/10/2018 12:26 PM

Q12 How often do you ride GO Transit?

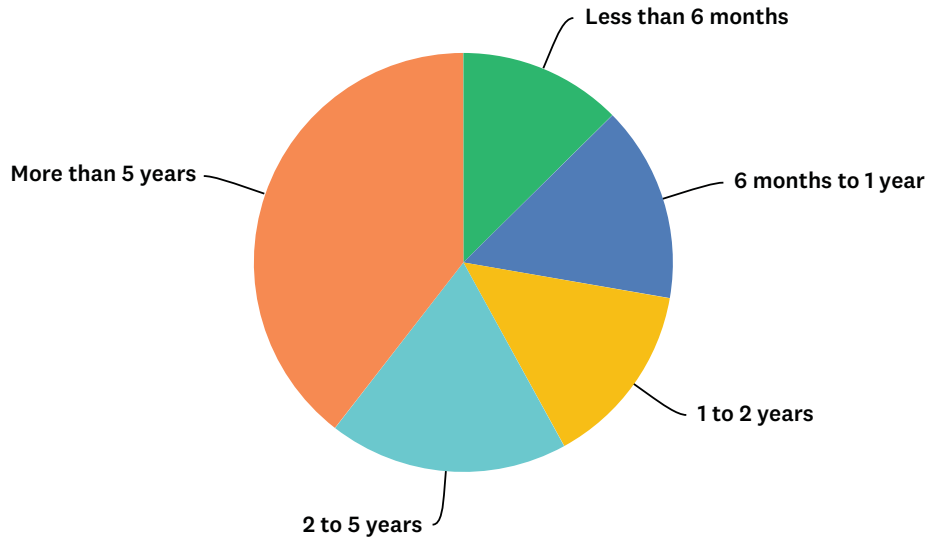
Answered: 164 Skipped: 13



ANSWER CHOICES	RESPONSES	
Daily	23.17%	38
Weekly	12.20%	20
Monthly	12.20%	20
Rarely	26.83%	44
I have never used GO Transit	25.61%	42
TOTAL		164

Q13 How long have you been a GO Transit rider?

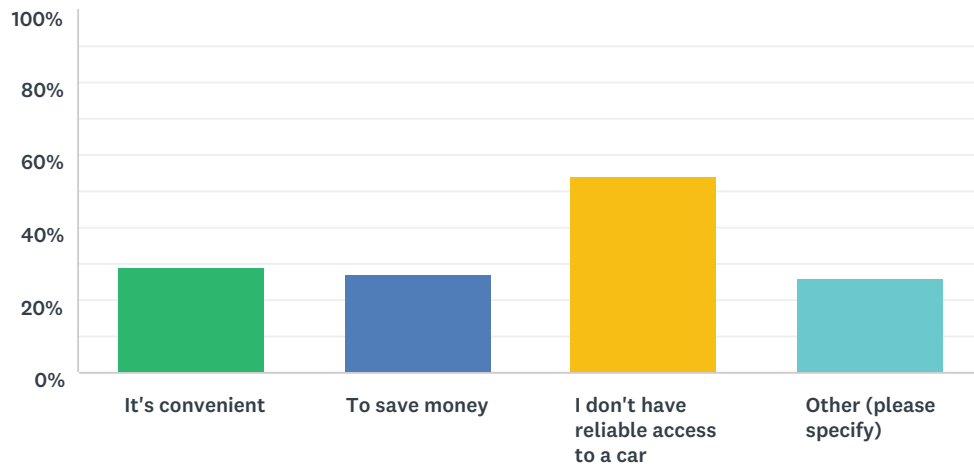
Answered: 119 Skipped: 58



ANSWER CHOICES	RESPONSES	
Less than 6 months	12.61%	15
6 months to 1 year	15.13%	18
1 to 2 years	14.29%	17
2 to 5 years	18.49%	22
More than 5 years	39.50%	47
TOTAL		119

Q14 What are the primary reasons you ride GO Transit? Select all that apply.

Answered: 111 Skipped: 66



ANSWER CHOICES	RESPONSES
It's convenient	28.83% 32
To save money	27.03% 30
I don't have reliable access to a car	54.05% 60
Other (please specify)	26.13% 29
Total Respondents: 111	

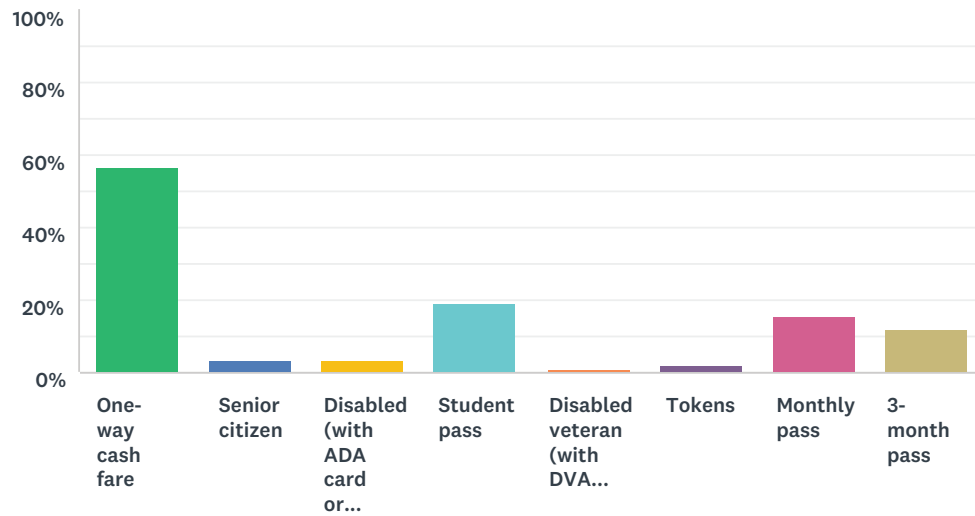
#	OTHER (PLEASE SPECIFY)	DATE
1	When the weather is bad or if I am pressed for time, I use Go Transit buses instead of walking	7/12/2018 12:32 PM
2	Free busing for alumni.	6/27/2018 10:42 AM
3	I believe in public transportation	6/8/2018 8:07 PM
4	To access EAA every year	6/7/2018 3:52 PM
5	used to use it for school	6/7/2018 11:25 AM
6	Field trips	6/7/2018 5:53 AM
7	I only have to use it if I have no other way to get to and from school.	6/6/2018 8:30 PM
8	I don't always have a ride to and from school	6/6/2018 11:45 AM
9	To get to school	6/6/2018 11:03 AM
10	I can't drive yet, and I need a way home from school.	6/5/2018 10:48 PM
11	Parents are working so I have to get to school this way	6/5/2018 3:14 PM
12	Only way to school most of the time.	6/5/2018 3:02 PM
13	Safe and reliable.	5/21/2018 8:58 PM
14	My teenage daughter rides it.	5/11/2018 7:43 AM
15	Sometimes just need a ride	5/10/2018 1:01 PM
16	One car family, sometimes need to get places w/o it	5/10/2018 12:48 PM

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17	medical appointments	5/10/2018 11:10 AM
18	I enjoy a change from driving	5/10/2018 9:23 AM
19	Part of an assignment or project	5/10/2018 6:22 AM
20	With such limited hours the only time I use it is when my truck breaks.	5/10/2018 4:12 AM
21	It's cool	5/9/2018 10:42 PM
22	can't drive	5/9/2018 10:32 PM
23	I don't drive a vehicle	5/9/2018 8:48 PM
24	I don't drive	5/9/2018 8:42 PM
25	Legally blind unable to Dr. Also a great way to get from Neenah, Oshkosh and back	5/9/2018 5:53 PM
26	Haven't used for a very long time	5/9/2018 5:41 PM
27	I take the city bus to work	5/9/2018 5:19 PM
28	I don't drive, disabled.	5/9/2018 4:31 PM
29	not a driver	5/9/2018 3:59 PM

Q15 What type of fare do you typically buy/use when you ride GO Transit?

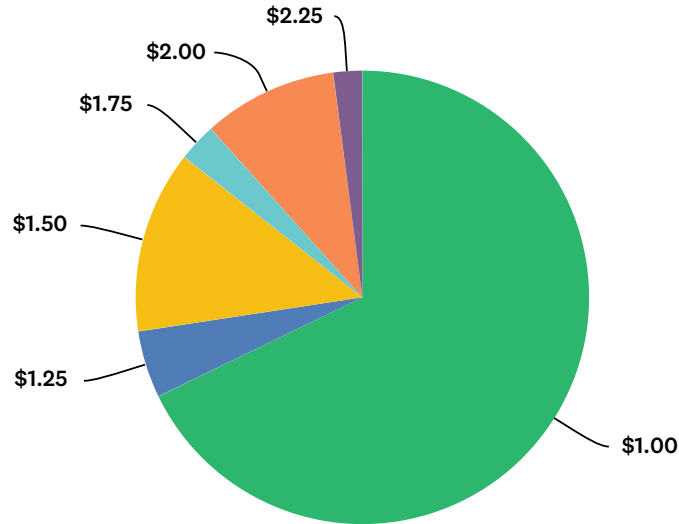
Answered: 110 Skipped: 67



ANSWER CHOICES	RESPONSES	
One-way cash fare	56.36%	62
Senior citizen	3.64%	4
Disabled (with ADA card or Medicare card)	3.64%	4
Student pass	19.09%	21
Disabled veteran (with DVA Service Connected ID)	0.91%	1
Tokens	1.82%	2
Monthly pass	15.45%	17
3-month pass	11.82%	13
Total Respondents: 110		

Q16 What do you think is an appropriate cost for a ONE-WAY CASH FARE to ride GO Transit?

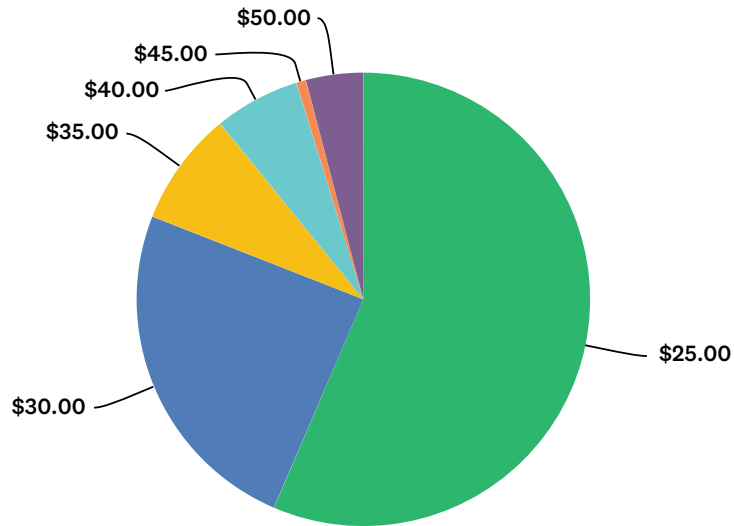
Answered: 146 Skipped: 31



ANSWER CHOICES	RESPONSES	
\$1.00	67.81%	99
\$1.25	4.79%	7
\$1.50	13.01%	19
\$1.75	2.74%	4
\$2.00	9.59%	14
\$2.25	2.05%	3
TOTAL		146

Q17 What do you think is an appropriate cost for a MONTHLY PASS to ride GO Transit?

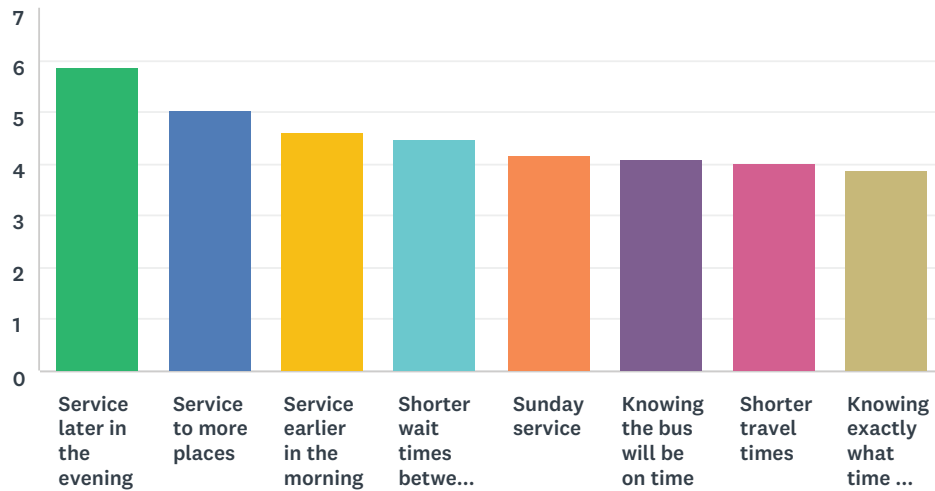
Answered: 147 Skipped: 30



ANSWER CHOICES	RESPONSES	
\$25.00	56.46%	83
\$30.00	24.49%	36
\$35.00	8.16%	12
\$40.00	6.12%	9
\$45.00	0.68%	1
\$50.00	4.08%	6
TOTAL		147

Q18 Of the options listed below, please rank the factors that would cause you to ride the bus more often, with 1 being the most important and 8 the least.

Answered: 114 Skipped: 63



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Service later in the evening	32.67% 33	20.79% 21	9.90% 10	7.92% 8	8.91% 9	7.92% 8	9.90% 10	1.98% 2	101	5.87
Service to more places	15.69% 16	12.75% 13	10.78% 11	18.63% 19	14.71% 15	20.59% 21	3.92% 4	2.94% 3	102	5.04
Service earlier in the morning	13.73% 14	18.63% 19	8.82% 9	11.76% 12	13.73% 14	5.88% 6	10.78% 11	16.67% 17	102	4.63
Shorter wait times between buses	7.00% 7	7.00% 7	18.00% 18	19.00% 19	17.00% 17	14.00% 14	12.00% 12	6.00% 6	100	4.48
Sunday service	11.43% 12	8.57% 9	19.05% 20	10.48% 11	5.71% 6	9.52% 10	10.48% 11	24.76% 26	105	4.15
Knowing the bus will be on time	5.83% 6	16.50% 17	9.71% 10	7.77% 8	11.65% 12	13.59% 14	26.21% 27	8.74% 9	103	4.08
Shorter travel times	8.91% 9	5.94% 6	9.90% 10	10.89% 11	22.77% 23	14.85% 15	13.86% 14	12.87% 13	101	4.03
Knowing exactly what time the bus will get to your stop	9.35% 10	9.35% 10	12.15% 13	14.02% 15	6.54% 7	10.28% 11	11.21% 12	27.10% 29	107	3.90

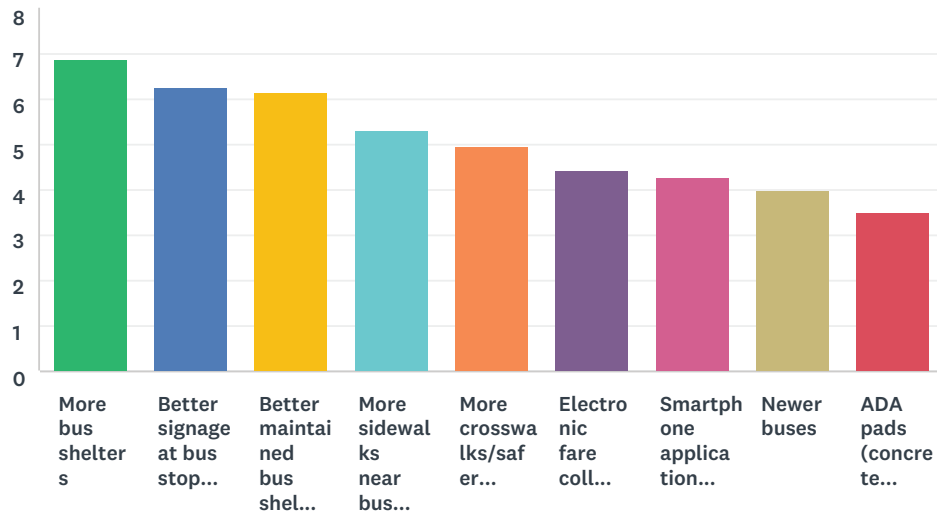
BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
Service earlier in the morning	1.00	8.00	4.00	4.37	2.44
Service later in the evening	1.00	8.00	2.00	3.13	2.17
Sunday service	1.00	8.00	5.00	4.85	2.49
Shorter wait times between buses	1.00	8.00	4.00	4.52	1.89

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Shorter travel times	1.00	8.00	5.00	4.97	2.08
Service to more places	1.00	8.00	4.00	3.96	1.95
Knowing the bus will be on time	1.00	8.00	5.00	4.92	2.20
Knowing exactly what time the bus will get to your stop	1.00	8.00	5.00	5.10	2.44

Q19 Of the options listed below, please rank which improvements would cause you to ride the bus more often, with 1 being the most important and 9 being the least.

Answered: 94 Skipped: 83



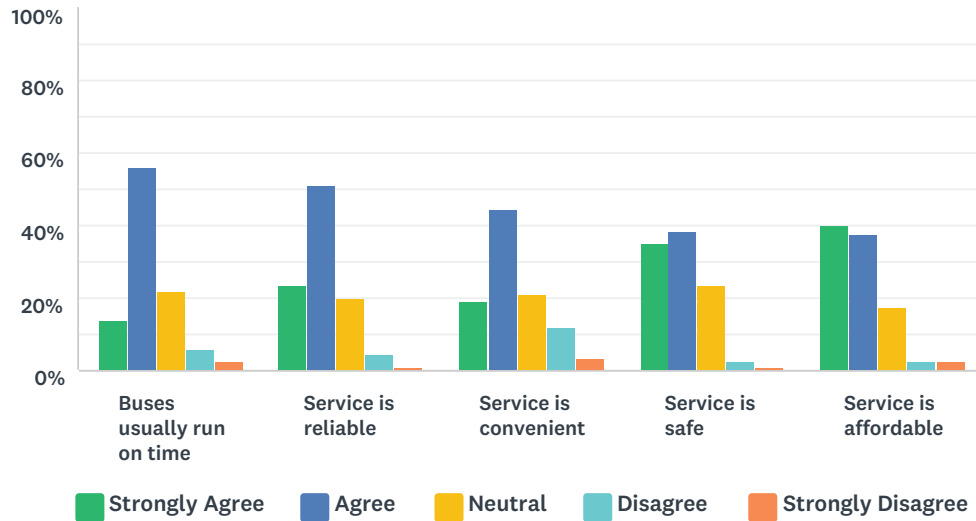
	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
More bus shelters	36.14% 30	18.07% 15	13.25% 11	7.23% 6	9.64% 8	2.41% 2	2.41% 2	4.82% 4	6.02% 5	83	6.87
Better signage at bus stops (could include route/schedule information)	15.66% 13	2.41% 2	33.73% 28	20.48% 17	12.05% 10	7.23% 6	4.82% 4	2.41% 2	1.20% 1	83	6.29
Better maintained bus shelters	4.88% 4	36.59% 30	13.41% 11	10.98% 9	10.98% 9	8.54% 7	3.66% 3	7.32% 6	3.66% 3	82	6.15
More sidewalks near bus stops	5.88% 5	5.88% 5	14.12% 12	25.88% 22	16.47% 14	9.41% 8	14.12% 12	5.88% 5	2.35% 2	85	5.31
More crosswalks/safer crossings near bus stops	10.00% 8	6.25% 5	3.75% 3	10.00% 8	31.25% 25	17.50% 14	6.25% 5	11.25% 9	3.75% 3	80	4.97
Electronic fare collection	10.84% 9	14.46% 12	4.82% 4	6.02% 5	4.82% 4	7.23% 6	7.23% 6	42.17% 35	2.41% 2	83	4.45
Smartphone application for paying fare	18.18% 16	10.23% 9	6.82% 6	5.68% 5	6.82% 6	0.00% 0	5.68% 5	2.27% 2	44.32% 39	88	4.27
Newer buses	6.90% 6	3.45% 3	4.60% 4	8.05% 7	6.90% 6	16.09% 14	33.33% 29	9.20% 8	11.49% 10	87	3.99
ADA pads (concrete slabs that improve wheelchair accessibility)	1.20% 1	6.02% 5	4.82% 4	6.02% 5	1.20% 1	30.12% 25	18.07% 15	12.05% 10	20.48% 17	83	3.54

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BASIC STATISTICS					
	MINIMUM	MAXIMUM	MEDIAN	MEAN	STANDARD DEVIATION
More bus shelters	1.00	9.00	2.00	3.13	2.46
Better maintained bus shelters	1.00	9.00	3.00	3.85	2.21
Better signage at bus stops (could include route/schedule information)	1.00	9.00	3.00	3.71	1.81
More sidewalks near bus stops	1.00	9.00	4.00	4.69	1.94
More crosswalks/safer crossings near bus stops	1.00	9.00	5.00	5.03	2.11
ADA pads (concrete slabs that improve wheelchair accessibility)	1.00	9.00	7.00	6.46	2.06
Newer buses	1.00	9.00	7.00	6.01	2.19
Electronic fare collection	1.00	9.00	7.00	5.55	2.74
Smartphone application for paying fare	1.00	9.00	7.00	5.73	3.34

Q20 Indicate the extent to which you agree or disagree with each of the following in relation to GO Transit:

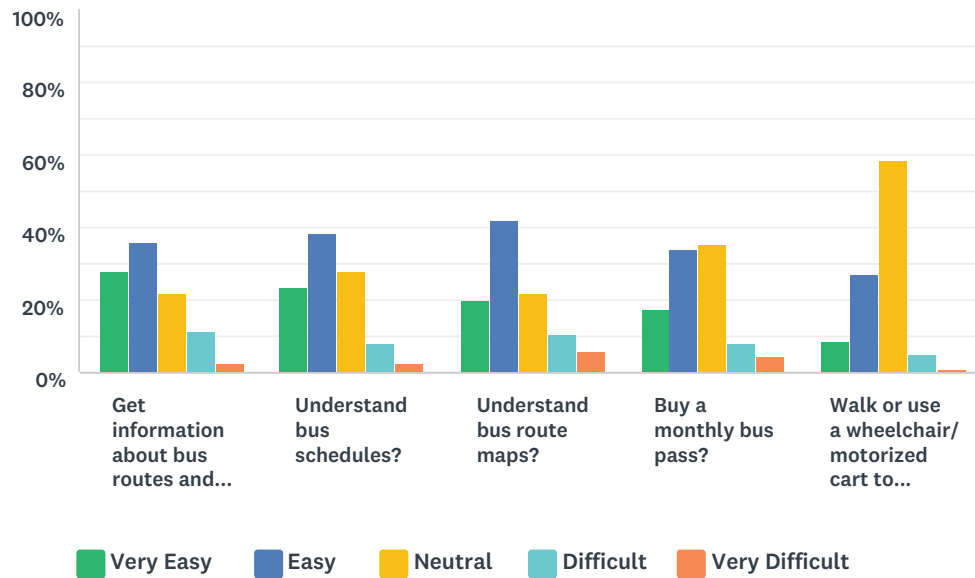
Answered: 86 Skipped: 91



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Buses usually run on time	13.95% 12	55.81% 48	22.09% 19	5.81% 5	2.33% 2	86	2.27
Service is reliable	23.26% 20	51.16% 44	19.77% 17	4.65% 4	1.16% 1	86	2.09
Service is convenient	18.82% 16	44.71% 38	21.18% 18	11.76% 10	3.53% 3	85	2.36
Service is safe	34.88% 30	38.37% 33	23.26% 20	2.33% 2	1.16% 1	86	1.97
Service is affordable	40.00% 34	37.65% 32	17.65% 15	2.35% 2	2.35% 2	85	1.89

Q21 How easy or difficult is it to do each of the following in relation to GO Transit:

Answered: 86 Skipped: 91



	VERY EASY	EASY	NEUTRAL	DIFFICULT	VERY DIFFICULT	TOTAL	WEIGHTED AVERAGE
Get information about bus routes and pick-up times?	27.91% 24	36.05% 31	22.09% 19	11.63% 10	2.33% 2	86	2.24
Understand bus schedules?	23.26% 20	38.37% 33	27.91% 24	8.14% 7	2.33% 2	86	2.28
Understand bus route maps?	19.77% 17	41.86% 36	22.09% 19	10.47% 9	5.81% 5	86	2.41
Buy a monthly bus pass?	17.65% 15	34.12% 29	35.29% 30	8.24% 7	4.71% 4	85	2.48
Walk or use a wheelchair/ motorized cart to access a bus stop?	8.54% 7	26.83% 22	58.54% 48	4.88% 4	1.22% 1	82	2.63

Q22 What is the nearest intersection to your work? If you don't work, what is the intersection closest to your primary destination besides your home? (nearest intersection or place name)

Answered: 68 Skipped: 109

ANSWER CHOICES	RESPONSES
Intersection Street 1	88.24% 60
Intersection Street 2	72.06% 49
Place Name (optional)	44.12% 30

#	INTERSECTION STREET 1	DATE
1	N sawyer st	8/6/2018 2:39 AM
2	southland	7/15/2018 5:45 PM
3	Harrison Avenue	7/12/2018 12:39 PM
4	12th	6/27/2018 10:48 AM
5	Smith Ave.	6/11/2018 12:55 PM
6	Washington	6/8/2018 8:12 PM
7	washington	6/8/2018 12:11 PM
8	9th Street	6/8/2018 11:40 AM
9	High Ave	6/8/2018 11:34 AM
10	Dairy Queen on taft	6/8/2018 8:56 AM
11	20th ave	6/7/2018 8:48 AM
12	Southland	6/6/2018 4:27 PM
13	southpark/20th	6/6/2018 11:06 AM
14	9th ave	6/6/2018 8:39 AM
15	Eagle St.	6/5/2018 11:36 PM
16	Summerset Way	6/5/2018 10:57 PM
17	Westhaven	6/5/2018 9:41 PM
18	Southland, and Eagal	6/5/2018 3:19 PM
19	n eagle street	6/5/2018 3:12 PM
20	By festival near the gas station.	6/5/2018 3:08 PM
21	Algoma	5/23/2018 5:00 PM
22	Transfer station downtown	5/22/2018 8:01 AM
23	20th	5/21/2018 9:05 PM
24	Main and Custer	5/16/2018 1:16 PM
25	Algoma	5/12/2018 3:27 PM
26	Cty Hwy Y	5/11/2018 8:14 AM
27	Snell Road	5/11/2018 7:48 AM
28	Jackson and funeral	5/10/2018 7:20 PM

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29	New York Ave.	5/10/2018 4:27 PM
30	Knapp St	5/10/2018 1:04 PM
31	Bowen	5/10/2018 12:51 PM
32	20th and Arizona	5/10/2018 12:35 PM
33	church ave	5/10/2018 11:15 AM
34	Witzel	5/10/2018 9:50 AM
35	witzel	5/10/2018 9:28 AM
36	Jackson	5/10/2018 8:54 AM
37	1st st	5/10/2018 8:50 AM
38	parkway	5/10/2018 7:39 AM
39	Jackson	5/10/2018 6:11 AM
40	Walmart	5/10/2018 4:17 AM
41	Elmwood	5/9/2018 10:47 PM
42	Walmart	5/9/2018 10:36 PM
43	court st	5/9/2018 9:23 PM
44	Oshkosh Ave	5/9/2018 9:06 PM
45	Downtown Transit Center	5/9/2018 8:54 PM
46	Washburn	5/9/2018 8:51 PM
47	Westhaven/Westowne	5/9/2018 8:22 PM
48	Koehler	5/9/2018 7:03 PM
49	E. Melvin	5/9/2018 6:54 PM
50	Ninth	5/9/2018 6:53 PM
51	Main	5/9/2018 6:11 PM
52	855 NWesthaven Blvd	5/9/2018 6:00 PM
53	20th Street	5/9/2018 5:42 PM
54	Murdoch and Jackson	5/9/2018 5:40 PM
55	Waukau	5/9/2018 5:29 PM
56	Gruenwald Ave	5/9/2018 5:23 PM
57	Aurora	5/9/2018 5:12 PM
58	Koeller	5/9/2018 4:35 PM
59	jackson	5/9/2018 4:03 PM
60	Witzel and Knapp	5/2/2018 8:33 AM
#	INTERSECTION STREET 2	DATE
1	Southland ave	8/6/2018 2:39 AM
2	eagle	7/15/2018 5:45 PM
3	County Road A/ Bowen Street	7/12/2018 12:39 PM
4	Southpark	6/27/2018 10:48 AM
5	State	6/8/2018 8:12 PM
6	broad	6/8/2018 12:11 PM
7	Washburn Ave	6/8/2018 11:40 AM
8	Rockwell St	6/8/2018 11:34 AM

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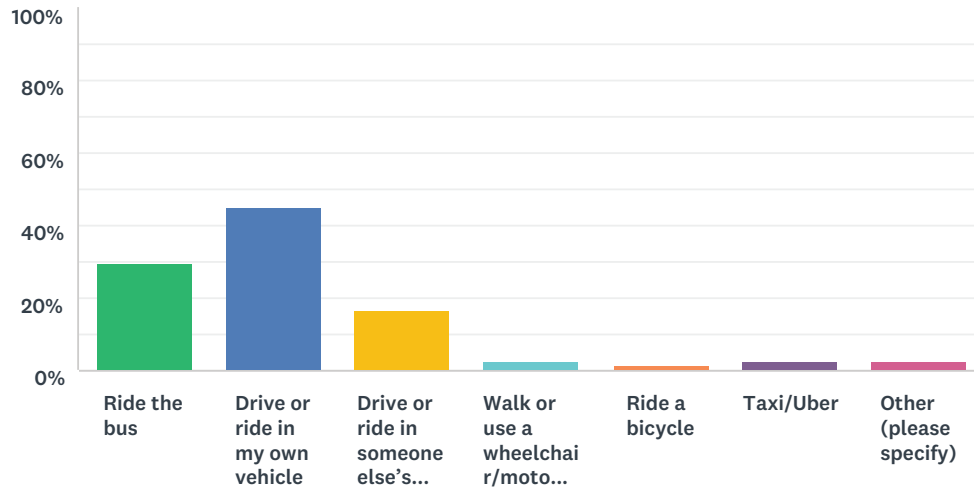
9	A&W on 9th	6/8/2018 8:56 AM
10	Oakwood rd	6/7/2018 8:48 AM
11	Eagle	6/6/2018 4:27 PM
12	20th/ kohler	6/6/2018 11:06 AM
13	E Snell Rd	6/5/2018 10:57 PM
14	Westowne	6/5/2018 9:41 PM
15	Eagal, and Porter	6/5/2018 3:19 PM
16	Main Street on New York	6/5/2018 3:08 PM
17	Washburn and 9th	5/23/2018 5:00 PM
18	Main St and Custer	5/22/2018 8:01 AM
19	Koehler	5/21/2018 9:05 PM
20	Mallard and evens	5/16/2018 1:16 PM
21	St Hwy 76	5/11/2018 8:14 AM
22	Hey 76	5/11/2018 7:48 AM
23	Main funeral	5/10/2018 7:20 PM
24	Main Street	5/10/2018 4:27 PM
25	5th St	5/10/2018 1:04 PM
26	Doctors Court	5/10/2018 12:51 PM
27	Jackson st	5/10/2018 11:15 AM
28	Koeller	5/10/2018 9:50 AM
29	Oakwood	5/10/2018 9:28 AM
30	Church	5/10/2018 8:54 AM
31	Macy st	5/10/2018 8:50 AM
32	monroe	5/10/2018 7:39 AM
33	High	5/10/2018 6:11 AM
34	Walmart	5/10/2018 4:17 AM
35	Vine	5/9/2018 10:47 PM
36	Shopko	5/9/2018 10:36 PM
37	ceape	5/9/2018 9:23 PM
38	Westfield Ave	5/9/2018 9:06 PM
39	Downtown Transit Center	5/9/2018 8:54 PM
40	South Park	5/9/2018 8:51 PM
41	20th/Koeller	5/9/2018 8:22 PM
42	Eastman	5/9/2018 6:54 PM
43	Nebraska	5/9/2018 6:53 PM
44	Merritt	5/9/2018 6:11 PM
45	South Park	5/9/2018 5:42 PM
46	Washburn	5/9/2018 5:29 PM
47	Jackson St	5/9/2018 5:23 PM
48	20th St.	5/9/2018 4:35 PM
49	smith	5/9/2018 4:03 PM

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#	PLACE NAME (OPTIONAL)	DATE
1	Oshkosh West High School	8/6/2018 2:39 AM
2	West highschool	6/10/2018 5:19 PM
3	Oshkosh Public Library	6/8/2018 8:12 PM
4	UWO	6/8/2018 11:34 AM
5	NONE '	6/8/2018 8:56 AM
6	Walmart	6/7/2018 11:33 AM
7	Oshkosh West High School	6/6/2018 8:35 PM
8	West High School	6/6/2018 4:27 PM
9	PicknSave	6/6/2018 11:06 AM
10	Taco Bell	6/5/2018 8:14 PM
11	West High School	6/5/2018 7:52 PM
12	West High School	6/5/2018 6:58 PM
13	John Tetzlaff	6/5/2018 3:19 PM
14	UW-Oshkosh	5/23/2018 5:00 PM
15	Pick n Save	5/21/2018 9:05 PM
16	Albee hall	5/12/2018 3:27 PM
17	Winebago County Sheriff's Dept.	5/11/2018 8:14 AM
18	Lakeside Package and plus	5/10/2018 7:20 PM
19	Merrill Middle School	5/10/2018 4:27 PM
20	Bethel nursing home	5/10/2018 1:19 PM
21	Home	5/10/2018 12:35 PM
22	Town of Algoma, Town Hall	5/10/2018 9:28 AM
23	Walmart	5/10/2018 4:17 AM
24	Aurora	5/9/2018 10:06 PM
25	court tower	5/9/2018 9:23 PM
26	Jackson/Murdock	5/9/2018 8:22 PM
27	Goodwill	5/9/2018 5:42 PM
28	Hawthorn	5/9/2018 5:29 PM
29	McDonalds	5/9/2018 5:23 PM
30	Planet Fitness	5/9/2018 4:35 PM

Q23 If you work away from home, how do you typically commute to work? If you don't work, how do you typically travel to your primary destination?

Answered: 78 Skipped: 99

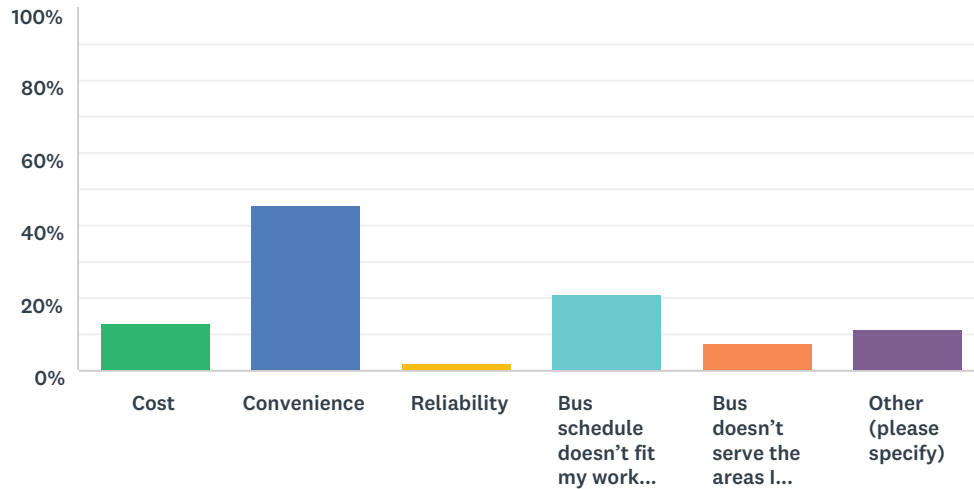


ANSWER CHOICES	RESPONSES	
Ride the bus	29.49%	23
Drive or ride in my own vehicle	44.87%	35
Drive or ride in someone else's vehicle	16.67%	13
Walk or use a wheelchair/motorized cart	2.56%	2
Ride a bicycle	1.28%	1
Taxi/Uber	2.56%	2
Other (please specify)	2.56%	2
TOTAL		78

#	OTHER (PLEASE SPECIFY)	DATE
1	Have students in household	6/11/2018 12:55 PM
2	Bus 3x/week in winter, bicycle up to 3x/week in summer, remainder is by car	6/8/2018 11:34 AM

Q24 If you commute to work/another primary destination using something other than GO Transit, why do you do so?

Answered: 53 Skipped: 124

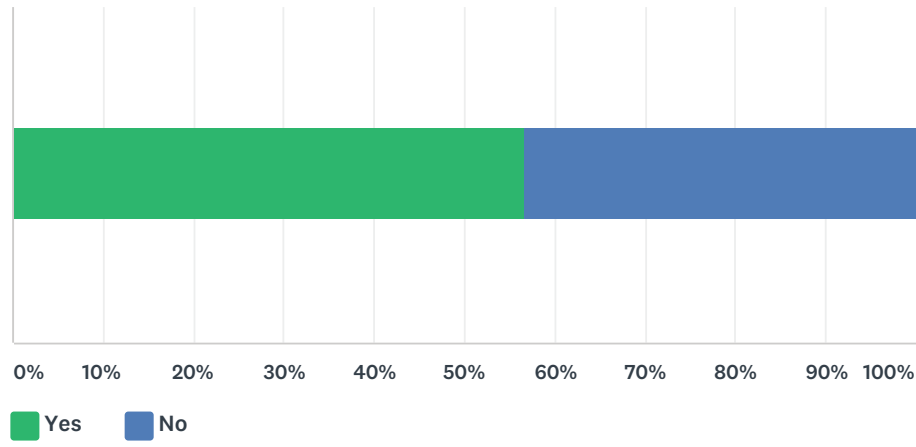


ANSWER CHOICES	RESPONSES
Cost	13.21% 7
Convenience	45.28% 24
Reliability	1.89% 1
Bus schedule doesn't fit my work schedule	20.75% 11
Bus doesn't serve the areas I need to go	7.55% 4
Other (please specify)	11.32% 6
TOTAL	53

#	OTHER (PLEASE SPECIFY)	DATE
1	I use GO Transit	6/27/2018 10:48 AM
2	own my own vehicle	6/8/2018 12:11 PM
3	All of the above	5/10/2018 9:51 AM
4	my mobility	5/9/2018 9:23 PM
5	The "new" bus route changed a 10 minute ride to shopko to 40 minutes. Busses do not stop in front of businesses.	5/9/2018 6:55 PM
6	Do not feel safe crossing on Koeller by Target	5/9/2018 4:35 PM

Q25 Does GO Transit service meet your needs for commuting to work/your primary destination?

Answered: 53 Skipped: 124



ANSWER CHOICES	RESPONSES	
Yes	56.60%	30
No	43.40%	23
TOTAL		53

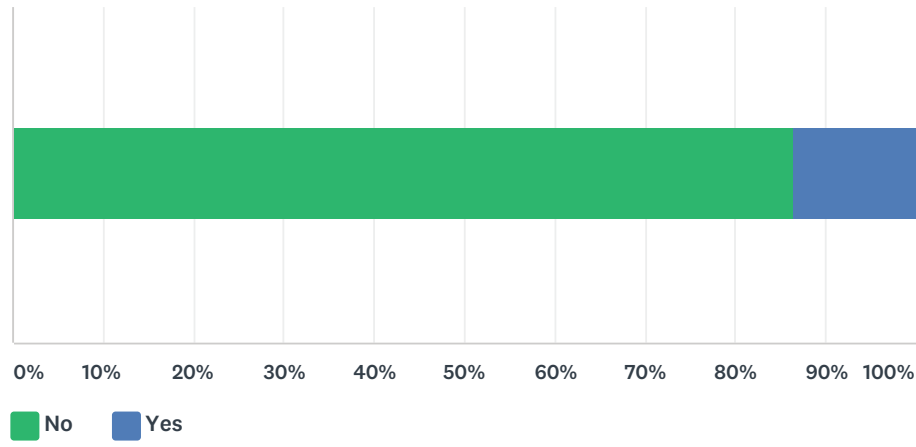
Q26 How could GO Transit service be improved to meet your needs for commuting to work/your primary destination?

Answered: 23 Skipped: 154

#	RESPONSES	DATE
1	Lower rates	6/11/2018 12:55 PM
2	expanded routes. omro rd loop in Town of Algoma	6/8/2018 12:12 PM
3	24-hour service	6/8/2018 11:41 AM
4	Expanded routes.	6/7/2018 8:48 AM
5	Make the busses arrive on time for once.	6/6/2018 11:07 AM
6	The times could be different	6/6/2018 8:39 AM
7	Students should be able to ride the bus for free.	6/5/2018 4:36 PM
8	More hours run until 1 am	5/16/2018 1:17 PM
9	more service options to the far north side of Oshkosh	5/11/2018 8:15 AM
10	Service to far north side, North Park Estates area. My daughter, who doesn't drive, could use it to get to a job.	5/11/2018 7:49 AM
11	Lower cost, but on the other hand, I can't imagine it being even less.	5/10/2018 12:51 PM
12	Reliability is a big deficit. Busses don't run on time so I can't rely on the bus that's supposed to drop me off 15 minutes before my shift to actually get me there on time.	5/10/2018 9:52 AM
13	GoTransit is listening to its community. This is very appreciated. Additional routes and services long term could be considered to continue the successful transit system.	5/10/2018 9:30 AM
14	In general it needs to go to more workplaces on more shifts.	5/10/2018 8:51 AM
15	Longer hours and buses on Sundays. Switching back to letting people off along streets when it's dark instead of just at designated stops...not all bus stops are the safest, well lit, or in busy traffic locations when compared to people's homes etc. Mainly though longer hours...the bus is useless to me and my co-workers as our shifts start/end at 11pm at night and our shopping happens after this time. I pay taxes for a service useless to me. I would love to also see faster routes to main stopping points as an express route/s as a 10 minute drive oftentimes becomes a 40 minute bus ride. I lived in Madison,WI for years. Their public transit is far superior.	5/10/2018 4:24 AM
16	Bus routs running both directions	5/9/2018 10:48 PM
17	Run later in the day	5/9/2018 10:07 PM
18	Stops in front of businesses.	5/9/2018 6:57 PM
19	Operate later and Sunday.	5/9/2018 6:56 PM
20	Earlier start and later end of services.	5/9/2018 6:01 PM
21	I live out on county road A. I dont expect buses ever to come out this far	5/9/2018 5:31 PM
22	Earlier bus times & running later	5/9/2018 5:12 PM
23	Route changes. If I want to get to Hobby Lobby from Sawyer and Southland, I need to ride to Walmart/transfer/ride all the way around to Hobby Lobby, then walk across the busy parking lot. Going home, the closest I can get to home is Dairy Queen, unless I go to Festival/transfer and go all the way downtown to get back to Sawyer and Southland. Takes an hour.	5/9/2018 4:39 PM

Q27 Have you ever quit or lost a job because it was hard for you to get to work?

Answered: 73 Skipped: 104



ANSWER CHOICES	RESPONSES	
No	86.30%	63
Yes	13.70%	10
TOTAL		73

Q28 Please describe how transportation issues contributed to you quitting/losing your job.

Answered: 8 Skipped: 169

#	RESPONSES	DATE
1	The walk from the closest bus stop was too far, twice a day, and took about 30 minutes to walk each way. Also the weather was an issue many times.	5/21/2018 9:07 PM
2	Buses don't run late enough forcing me to walk when short on money	5/16/2018 1:18 PM
3	Transportation is key for those with disabilities to maintain employment.	5/11/2018 7:50 AM
4	I look for a job on the bus route	5/10/2018 12:37 PM
5	The bus service to the Southwest Industrial Park didn't start early enough to get me to a first shift or run late enough to get me home from second shift or either direction for third shift so I couldn't take a job I was offered.	5/10/2018 10:01 AM
6	work at planeview truckstop-3rd shift, transportation became difficult, so i had to quit	5/9/2018 9:25 PM
7	I didnt have a car. My hours were 3-10. No buses going home	5/9/2018 5:33 PM
8	Working at 4 am, 5 am & 6 am	5/9/2018 5:13 PM

Q29 How else could GO Transit service and public transportation in and around Oshkosh be improved? Please include any additional comments.

Answered: 44 Skipped: 133

#	RESPONSES	DATE
1	N/A	8/6/2018 2:40 AM
2	i think the bus stops sholud have the times they come on them again.	7/15/2018 5:47 PM
3	If Go Transit can make sure that the buses used for the first run of the day are free of mechanical issues, I would be more comfortable using them to get to work. On January 2, 2018, the #4 bus that I needed to get me from the #1 route to the stop closest to work had an issue with its hydraulic pressure and had to be replaced. The replacement bus took 30 minutes to arrive, and I was 30 minutes late to work that day. thankfully, I had a cell phone and called work to let my boss know that I would be late.	7/12/2018 12:46 PM
4	Construction on Oregon is no fun. I get off on a different bus stop on the way home because I live on 15th and the closest stop is Tamaras if I don't want to wait until Southpark stop. You guys can't do anything about it, but I want to vent somewhere haha.	6/27/2018 10:49 AM
5	6PM is an early end time.	6/11/2018 12:56 PM
6	late night routes	6/8/2018 12:12 PM
7	Expand service to key points outside the city limits.	6/7/2018 8:49 AM
8	It could extend its routes farther out into the country parts of town where there are more factories and such that people, if taking the bus would have to walk two mile just to get there off the bus	6/6/2018 8:37 PM
9	Easy to buy go transit passes	6/6/2018 8:40 AM
10	NA	6/6/2018 7:42 AM
11	I feel like more frequent rounds would be good and wider routes. I hate that it takes me over half an hour to get to the library or school. Although it's convenient for times when I have no other choice, if I have a faster option that didn't make me go in circles off take that option. Then again this is a bus not a taxi so that makes a big difference.	6/5/2018 11:39 PM
12	Add a bus stop on Summerset Way and E Snell Rd. There is a neighborhood there, and adding a stop would convince more people to ride the bus from that neighborhood.	6/5/2018 10:59 PM
13	BY maybe having buses that will get you to your destination a lot faster.	6/5/2018 8:15 PM
14	During the winter some bus stops, and the sidewalks near them, go unshovled	6/5/2018 3:21 PM
15	To have easier access to passes. Because it's expensive when you have three siblings needing to get to work and school on time.	6/5/2018 3:09 PM
16	App showing current (GPS based) location of busses. Later busses and Sunday service (maybe modified bus routes). Most of your bus drivers are excellent, esp Brent, Patti S. Brent always makes the ride enjoyable with his music choices and wit.	5/23/2018 5:03 PM
17	I feel it is a very great service for my needs. Thank you. Your drivers and office staff are always helpful and friendly! :)	5/22/2018 8:06 AM
18	Operate later in the evenings and on sundays. Also provide service in the industrial areas of Oshkosh. These suggestions would allow one to be more gainfully employed and self-sufficient.	5/21/2018 9:10 PM
19	When there is school runs have the high schoolers ride own bus it is to hard for me to stand on the bus I almost fell a few times I ride to get to work 2nd shift	5/16/2018 1:21 PM
20	Quite simply... evening service	5/12/2018 3:28 PM
21	Again, please extend your route on the far North side. There are people in my neighborhood who I know would utilize the bus but don't want it can't walk along Hwy 76 to get to the stop by the Elks Club. My daughter, who doesn't drive yet due to disability would use it to get to her job.	5/11/2018 7:53 AM

City of Oshkosh Transit Development Plan

22	I think everything is going good	5/10/2018 7:23 PM
23	Sunday service would be huge. Service into the later evenings would be great. More frequent service would be great.	5/10/2018 4:28 PM
24	More Outreach	5/10/2018 1:30 PM
25	I like the route's better. A blind lady at our church walks from Bismarck & Guenther Streets to the 9th & Knapp pickup. that's far. used to stop right on 5th & Guenther streets	5/10/2018 1:07 PM
26	Benches by bus stops. Interactive routing online (select start and end points, told when and were to get buses). Later hours.	5/10/2018 12:52 PM
27	Put in card reader on each bus . Slide bus pass like Valley Transit	5/10/2018 12:40 PM
28	More service in evenings	5/10/2018 11:16 AM
29	Trips take too long, drop off points are inconvenient, service is unreliable. Redesign the whole system and center users in that process. Stop hiring consultants.	5/10/2018 10:03 AM
30	improved bus stops	5/10/2018 8:55 AM
31	na	5/10/2018 7:39 AM
32	Express routes. Determine the most frequent destinations and have a bus for that route so service is faster. Again, extend service hours and add Sundays. So many of my coworkers get fewer hours at work because there aren't any Sunday buses. Yes, I know about the taxi program for to\from work when the buses are not running....but how is one to get to full time status when they can't work Sundays or have open availability to get bumped up in hours in the first place. Its gone if you have one full time job and then stop driving...its useless if you have two or one partime job because that's all you can find then lose it or don't get it because you have to take the bus.	5/10/2018 4:31 AM
33	An additional west transit center	5/9/2018 10:49 PM
34	I wish the drivers would take more command over the high school kids; it is hard for older folks to get a seat after the school pickup. There may be a seat available; but the kid has taken it up with their backpack; or they don't want to sit next to each other. They are even taking up the "disabled" and "senior" section in the front; and the driver's won't ask them to give up their seat for a "Senior"	5/9/2018 10:42 PM
35	Later service would be extremely helpful in most of my bus needs	5/9/2018 9:07 PM
36	Continue adding shelters or benches to more stops. Have service later in the evening (even if it's only an hour or two) and on Sundays.	5/9/2018 8:58 PM
37	Improved accessibility to bus stops in winter. Areas need to be shoveled continually during snowstorm. Not so many transfers. Bus changing numbers is confusing.	5/9/2018 7:01 PM
38	None	5/9/2018 6:57 PM
39	Better bus stop signage.	5/9/2018 6:26 PM
40	More routes to Neenah.	5/9/2018 6:03 PM
41	extend the hours in the evening like Valley Transit. There are many people that ride the city bus that can't work past a certain time due to that fact.	5/9/2018 5:24 PM
42	Longer & earlier bus times. Go out to outlet mall every half hour rather than every hour. Travel by more places	5/9/2018 5:15 PM
43	More routes or shorter routes that don't make the drivers speed to keep their schedules.	5/9/2018 4:41 PM
44	Sidewalks in the southwest industrial park/outlet mall area	5/2/2018 8:34 AM

Appendix C: Polco Survey Summary

The following is a summary of responses collected by the City of Oshkosh on Polco, a polling platform it uses to gather input from and communicate with its residents. As part of the TDP, the City hosted two short Transportation Surveys on Polco to gather feedback from Oshkosh residents related to perceptions of GO Transit and general travel behavior. Both surveys were open for approximately one week, back to back, at the end of May 2018.

Those completing the survey were provided with the following background information:

“GO Transit is updating the Transit Development Plan. This five- to ten-year planning document is used to guide the transit system. As part of the planning process, public input is being sought. The results of this survey are one method of input that will be incorporated into the plan.”

Figure 27 through Figure 33 display complete questions and a summary of responses for each of the seven questions asked as part of the Polco surveys.

Figure 27. Polco Survey Part 1, Question 1 (98 Respondents)

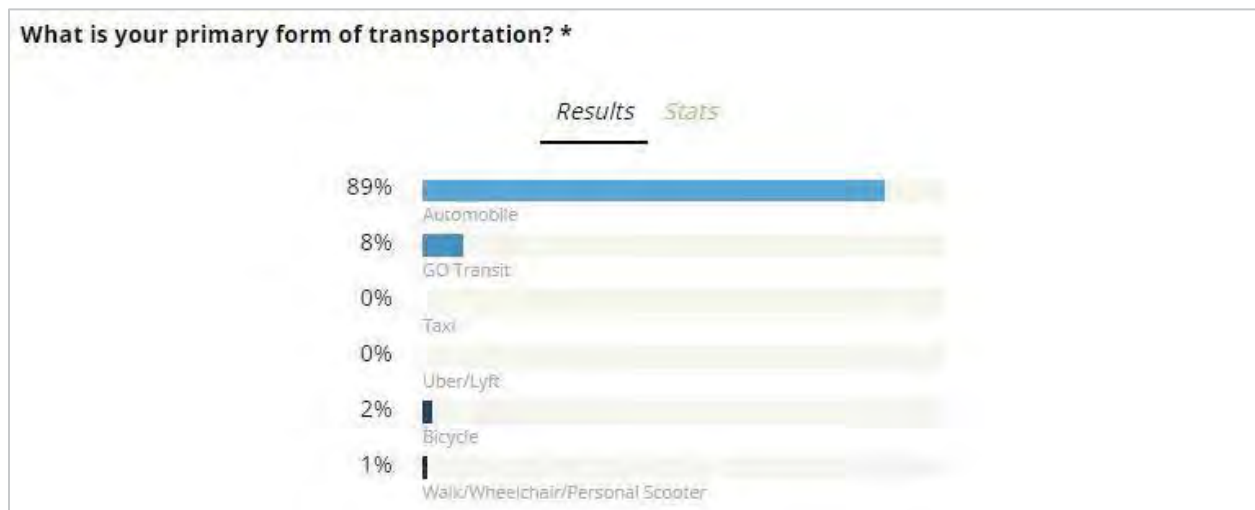


Figure 28. Polco Survey Part 1, Question 2 (98 Respondents)

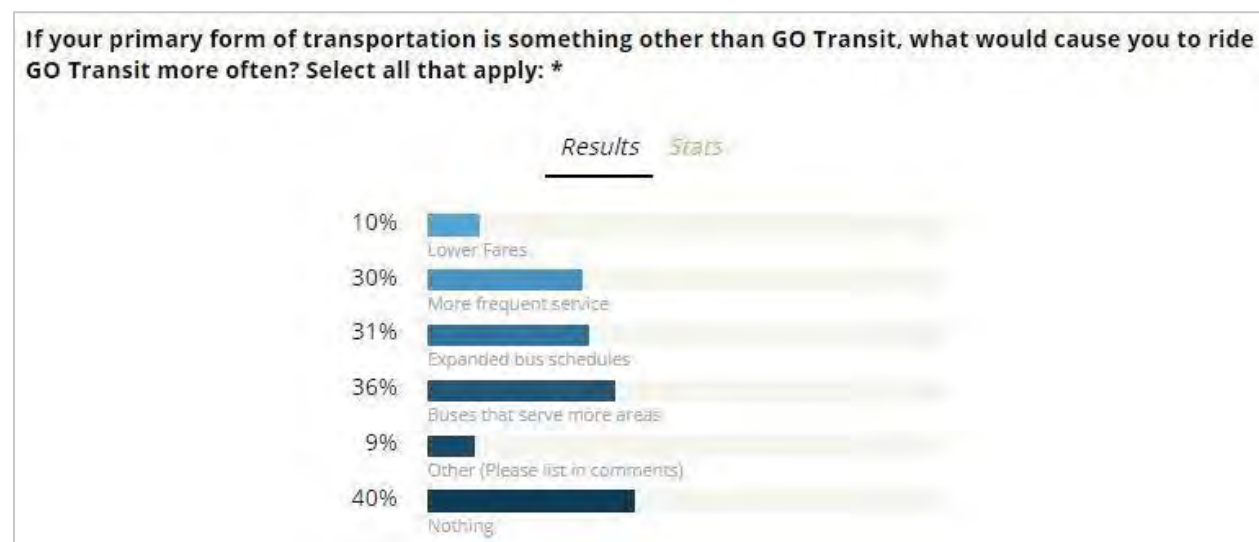


Figure 29. Polco Survey Part 1, Question 3 (98 Respondents)



Figure 30. Polco Survey Part 1, Question 4 (98 Respondents)



Figure 31. Polco Survey Part 2, Question 1 (126 Respondents)

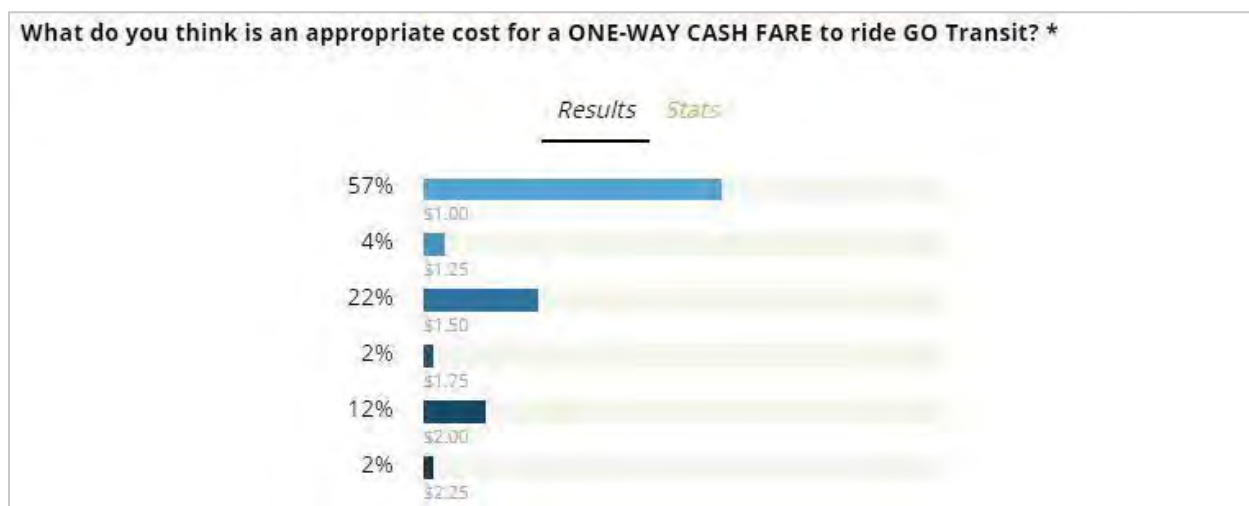


Figure 32. Polco Survey Part 2, Question 2 (126 Respondents)



Figure 33. Polco Survey Part 2, Question 3 (126 Respondents)



Appendix D: Public Outreach

27. Please circle how you would rate GO Transit service.

	Very Good	Good	Poor	Very Poor
a. Buses run often enough	1	2	3	4
b. Cleanliness of this bus	1	2	3	4
c. Cleanliness of the downtown transit center	1	2	3	4
c. Personal safety while riding	1	2	3	4
d. Personal safety at a bus stop	1	2	3	4
e. Convenience of routes	1	2	3	4
f. Driver courtesy	1	2	3	4
g. Driver professionalism and safety	1	2	3	4
h. Service hours	1	2	3	4
i. Time waiting for bus	1	2	3	4
j. Fares	1	2	3	4
k. Overall satisfaction	1	2	3	4

Thank you for completing the survey and providing your input!

If you would like chance to win a free monthly pass or other prize, please provide your info below. Only one entry per person. The winner will be contacted by phone or email.

Name: _____

Phone or Email: _____

GO Transit would like to know about you and how you use the bus. If you have already completed this survey on another trip, please do not complete another one.

ABOUT YOURSELF

1. What is your gender?
☐ Male ☐ Female
2. What is your age?
_____ (years)
3. What racial/ethnic group do you consider yourself a member of?
☐ White ☐ African American ☐ Hispanic/Latino ☐ Asian ☐ Native American ☐ Other
4. What range below best describes the combined total income for everyone in your household?
☐ Under \$10,000 ☐ \$10,000 to \$19,999 ☐ \$20,000 to \$29,999
☐ \$30,000 to \$39,999 ☐ \$40,000 to \$49,999 ☐ Over \$50,000
- 5a. What is your primary *spoken* language?
☐ English (*skip ahead to #6*) ☐ Spanish ☐ Other _____
- 5b. If English is not your primary spoken language, how well do you understand English?
☐ Very well ☐ Well ☐ Not well ☐ Not at all
6. Including you, how many people live in your household?
☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ More than 6
7. Do you have a valid driver’s license?
☐ Yes ☐ No
8. Education (highest level completed):
☐ Did not complete high school
☐ High school graduate/GED
☐ Technical or associate’s degree
☐ Bachelor’s or advanced degree

9. **Employment Status** (check only one):
- ☐ Full-time
- ☐ Part-time
- ☐ Full-time Homemaker
- ☐ Retired
- ☐ Elementary/Middle School Student
- ☐ High School Student
- ☐ College Student
- ☐ Not currently employed

10. **Do you have a smart phone?**
- ☐ Yes
- ☐ No

11. **Do you have access to the internet at home?**
- ☐ Yes
- ☐ No

ABOUT YOUR BUS RIDE

12. **How long have you been a GO Transit rider?**
- ☐ Less than 6 months
- ☐ 6 months to 2 years
- ☐ 2 years to 5 years
- ☐ More than 5 years

13. **How often do you use GO Transit?**
- ☐ Daily
- ☐ At least once a week
- ☐ A few times a month
- ☐ Less than once a month

14. **Compared to one year ago, are you using GO Transit:**
- ☐ More often
- ☐ Less often
- ☐ The same
- ☐ Don’t know

15. **If you are using GO Transit more or less often, why?**
-
-

16. **Have you recommended using GO Transit to others?**
- ☐ Yes
- ☐ No

17. **What is the main purpose of your trip today?**
- ☐ Work
- ☐ School
- ☐ Shopping
- ☐ Medical/Dental Appointment
- ☐ Social/Recreation
- ☐ Other

18. **How did you pay for this trip?**
- ☐ Cash
- ☐ Monthly Pass
- ☐ Free
- ☐ UWO Titan ID
- ☐ Punch Pass
- ☐ Token
- ☐ Senior Discount Fare
- ☐ Disabled Discount Fare

19. **How far did you walk to your bus stop today?**
- ☐ Less than a block
- ☐ 1 to 2 blocks
- ☐ 2 to 3 blocks
- ☐ 3 or more blocks

20. **Do you have to transfer to a different bus as part of this trip?**
- ☐ Yes
- ☐ No

21. **If bus service was not available, how would you make this trip?**
- ☐ Car
- ☐ Bike
- ☐ Taxi
- ☐ Friend/Family
- ☐ Walk
- ☐ I would not make this trip

22. **Did you use the bike rack on the bus for this trip today?**
- ☐ Yes
- ☐ No

23. **What are your top 2 choices to get information on GO Transit? (check 2)**
- ☐ Website (www.rideGOtransit.com)
- ☐ Bus drivers
- ☐ Newspaper
- ☐ Postings on bus
- ☐ Telephone
- ☐ Facebook page
- ☐ Other passengers
- ☐ Printed map
- ☐ Email

24. **What can we do to improve the bus service?**
- ☐ Add service to: (location or name of business)
- ☐ Add a bus stop at: (location or name of business)
- ☐ Other improvement:

25. **What do you like best about GO Transit?**
-
-

26. **Additional Comments:**
-
-

Oshkosh Transit Survey

1. What is your age? _____ (years)
2. Do you have a valid driver's license? ☐ Yes ☐ No
3. Employment Status:
☐ Full-time ☐ Part-time ☐ Full-time Homemaker ☐ Retired
☐ Elementary/Middle School Student ☐ High School Student ☐ College Student
☐ Not currently employed
4. Do you have a smart phone? ☐ Yes ☐ No
5. Do you ride transit? ☐ Yes ☐ No

If yes to the previous question, please proceed to question 6, if no proceed to question 19.

6. Which transit services do you use? (circle all that apply)

Go Transit Titan Transit UW Oshkosh Shuttle

7. How long have you been a transit rider?
☐ Less than 6 months ☐ 6 months to 2 years ☐ 2 years to 5 years
☐ More than 5 years
8. How often do you use transit?
☐ Daily ☐ At least once a week ☐ A few times a month ☐ Less than once a month
9. Compared to one year ago, are you using transit:
☐ More often ☐ Less often ☐ The same ☐ Don't know
10. If you are using transit more or less often, why?

11. Have you recommended using transit to others?

☐ Yes ☐ No

12. What is the main purpose for using transit?

☐ Work ☐ School ☐ Shopping ☐ Medical/Dental Appointment
☐ Social/Recreation ☐ Other _____

13. How far would you walk to get to a bus stop?

☐ Less than a block ☐ 1 to 2 blocks ☐ 2 to 3 blocks ☐ 3 or more blocks

14. If bus service was not available, how would you get around?

☐ Car ☐ Bike ☐ Taxi
☐ Friend/Family ☐ Walk ☐ I would not make this trip

15. Have you used the bike rack on the bus before? ☐ Yes ☐ No

16. What are your top 2 choices to get information on transit?

17. What can transit do to improve the bus service?

18. What do you like best about transit?

Non User

19. Does transit provide a valuable and necessary transportation service to the community.

☐ Yes ☐ No

20. Is transit important for the local economy.

☐ Yes ☐ No

21. Transit is only for those who cannot afford a car.

☐ True ☐ False

22. What method of transportation do you use most often for traveling around the City of Oshkosh?

23. How do you typically travel to school/work each day?

Use my own car	Rely on friends or family	Carpool	Walk
Bus service	Bicycle	Taxi	

24. How many miles do you travel to school/work one-way? _____miles

25. How many minutes does it usually take for you to get to school/work? _____minutes

26. Do you have difficulty finding reliable transportation to school/work?

☐ Yes ☐ No

27. What prevents you from using transit to school/work? Why use a car over transit?

28. What would encourage you to use public transit for your commute?

Just 5 minutes of your time – We’d like to hear from you

Background: City of Oshkosh (GO Transit) is updating its 5-year strategic plan for its bus system. As part of this effort, staff would like to know if there is potential demand for bus service/routes beyond the City of Oshkosh. Your input is greatly appreciated and all responses are confidential. Please take a few minutes to provide your valuable input. This survey is available on-line at: <https://goo.gl/1krTzh> or by scanning this QR code with your smartphone:



It is also available by filling out this paper version below. Thank you for your time!
Please return survey by March 31, 2018. Completed surveys can be returned to:

**400 Ahnaip St, Suite 100
Menasha, WI 54952
Attention: Kolin Erickson**

- | | |
|--|--|
| <p>1. What is your Town of residence?</p> <ul style="list-style-type: none"> a. Algoma b. Black Wolf c. Nekimi d. Omro e. Oshkosh | <ul style="list-style-type: none"> a. Yes b. No c. Other: _____ |
| <p>2. What is your primary mode of transportation?</p> <ul style="list-style-type: none"> a. Personal vehicle b. Walk or Bicycle c. Rely on family or friends for rides d. Cab or Paratransit e. Other: _____ | <p>4. Do you have unmet transportation needs? Please briefly describe where you need to go, but have no reliable transportation:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> |
| <p>3. Do you think transportation services need to be offered in your community to meet your needs?</p> | <p>5. Please provide any additional comments:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> |

INSIDE



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serves Walmart area
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on south side detailed
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Results from football,
other school contests
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Bus service funding needs aired

Fare increase to \$1.50 among proposals being advanced

By Tom Ekvall
HERALD CONTRIBUTOR

Bus fares in 2019 may likely be going up for Oshkosh riders based on recommendations of an advisory committee at its Sept. 20 meeting.

The Transit Development Plan Steering Committee, which includes a broad range of public, private and nonprofit entities

in the area, recommended a fare of \$1.50 as the regular fare, as compared with the present \$1. This would be the first price increase in nine years and would keep Oshkosh as one of the lowest fares in the state.

The East Central Wisconsin Regional Planning Commission is preparing a Transit Development Plan for the city pending approval by the Common Council at a later date. Nick Musson, associate transportation planner, said he is inter-

ested in hearing from residents about the price increase and several other topics under consideration.

Musson said the community values GO Transit's services and in order to sustain the existing level of service, additional funding is needed.

"The continued decline in federal and state funding is putting pressure on the city and GO Transit to maintain current

SEE **Bus service** ON PAGE 4



PHOTO BY MICHAEL COONEY

Fall harvest sales

Mike Slater sells his farm produce at last Saturday's Oshkosh Farmers Market downtown. Slater was selling pretty much everything for \$1.50 a pound. The downtown market runs through Oct. 27.

College student thrives with 4-H experiences

By Linda Dums
HERALD CONTRIBUTOR

Stephany Beck of Oshkosh didn't grow up on a farm but she never felt that was necessary to be a member of the Winnebago County 4-H.

"4-H is for everyone," said Beck, 18, a student at Saint Mary's University in Winona, Minn. "It's not all about farming. There are many different aspects."

Over the 12 years she served in 4-H, Beck had opportunities to try different hobbies, show her skills and talents at the Winnebago County Fair, and travel around the United States as a representative for the organization.

"I liked the aspect of making 4-H your own and learning your strengths," she said. "I learned my hobbies from 4-H."

Beck, who was a member of the Plain V-U 4-H Club, exhibited in arts and crafts, food and, in high school, a miniature horse she borrowed from a friend. Her

resume of leadership roles and travel opportunities is extensive, including many at county, state and national levels. In 2017, she had the opportunity through 4-H to see the presidential inauguration in Washington, D.C. She ended her 4-H career by serving as the 2018 Fairest of the Fair for Winnebago County.

"I liked to be involved in speaking and community service," she said, noting that leadership opportunities opened many doors. "4-H has sculpted me into the person I am today. I feel very prepared for life."

Jody Bezio, Winnebago County 4-H program coordinator, said the organization seeks to help young people develop in any area of interest -- art, foods, robotics, livestock, agriculture -- while developing leadership, responsibility and life skills.

"We have over 120 projects that we offer through 4-H," she said. "More than half of those are not really agriculture or farm based."



SUBMITTED PHOTO

Stephany Beck is shown with her display booth at the Winnebago County Fair as part of her 4-H project.

Bezio said there are 18 clubs in Winnebago County and 504 members.

"Currently we don't have a lot of clubs that meet geographically in the city in Winnebago County," she said, noting it is looking for adult leaders in Oshkosh as

SEE **4-H programs** ON PAGE 4

Singers team with bands for U.S. tour

By Dan Roherty
OSHKOSH HERALD

Grammy-nominated and Dove Award-winning artist Matthew West is preparing for a national concert tour with fellow songwriter and friend Jeremy Camp that has an early stop in Oshkosh on Oct. 12.

While the combined tour with Camp and the Menominee Nation Arena show will be a first for West, this area has been a welcome stop over the years.

"I've been to Wisconsin many times," West said in a recent phone interview. "I'm from Chicago, so I've had to really



SEE **Concert tour** ON PAGE 6

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We recently joined Wisconsin Community Papers (WCP), a state association of free publications, which provides us an independent circulation audit conducted



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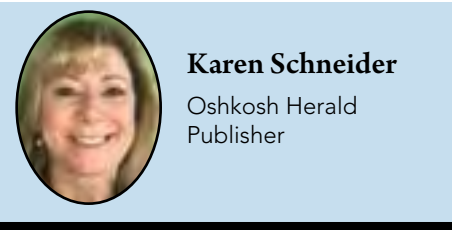
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www.oshkoshherald.com.



by the CVC. The audit took place in July with surveys covering January to June — our first six months in publication. Audits are typically for a year period and conducted every three years.

Based on the results of the audit we learned that 74.6 percent of people in Oshkosh read or page through the Oshkosh Herald regularly. That's above the national average of 72.8 percent. Not only that, 65.4 percent have purchased products and services from ads in the Herald. This is powerful data for a new publication.

The CVC audit found that the Herald had an average mail distribution of 26,309 during the January-through-June period. With average net circulation at 27,295 during that period, mail distribu-

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tion is verified through mail statements and additional publisher support documents.

Besides gender, age, income and education statistics from readers, the audit report also collected detailed purchase plans for products and services over the next 12 months that are used by media buyers in determining their markets for reaching customers.

I refer to the Oshkosh Herald as the Field of Dreams: If we build it, they will come. They being you, our readers. We now have verified numbers to share with advertisers. Ads are important, but ads come after the customers. If our readers can't wait for the next issue to be delivered, advertisers will want to be a part of that.

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Community news briefs

Stormwater monitoring assistance asked by city

The U.S. Geological Survey is in the midst of a water quality study in the city to monitor stormwater runoff during the fall months.

Sampling equipment boxes were installed at Wheatfield Way and Ruschfield Drive for the Leaf Collection Field Study. Similar sampling in Madison recently indicated a large percentage of the phosphorus reaching area lakes annually occurs during the fall.

This study will attempt to quantify how much phosphorus the city of Oshkosh prevents from reaching the Fox River and Lake Winnebago with its leaf collection program.

City participation in the study will help the state Department of Natural Resources refine the models it uses to show compliance with water quality regulations.

City officials said that improving the models will help save money in the long run by reducing the amount of stormwater management necessary to achieve compliance.

The city's Department of Public Works is looking for volunteers to record and report on field conditions during the six- to eight-week season. More information is available from the Engineering Division at 920-236-5065.

Former Sodexo employee faces prison for thefts

A former University of Wisconsin-Oshkosh Sodexo employee faces up to 10 years in prison if convicted of illegally cashing checks from 2010 to 2015, The Advance-Titan student newspaper reported. A plea hearing on the case is set for Thursday.

Karen Anderson cashed 159 checks made payable to Sodexo Services totaling \$308,709, according to court documents. Sodexo has held the food service contract with UW-Oshkosh since 2001.

Anderson told police she would go to U.S. Bank on Main Street to cash the checks by saying the deposit-only checks had to go to two different places. University police were notified by Sodexo security about the missing money after Anderson's replacement discovered the irregularities. Anderson was employed by Sodexo for 13 years until she terminated in early 2016.

Anderson told police the money was used for family expenses. On Sept. 17, several character letters were entered into the court record.

Police mark retirement, promotion and hirings

The Oshkosh Police Department celebrated the retirement of officer Jim Scovronski, who served the department and community for 39 years. Scovronski served as an active member of the Honor Guard, Crash Team, Mobile Field Force and as a specialist. In 2009 and 2014 he was awarded department commendation medals.

The department also held a promotional and badge pinning recognition ceremony earlier this month to mark the promotion of Sgt. Mike Hotter and the hiring of new police officers Dani Jo Burns, Chi Thao, Xavier Mayne and Parker De Los Santos.

Chamber Singers set new season

Darkness Into Light, featuring an eclectic selection of music from Monteverdi to Brahms to Whitacre, will open the Oshkosh Chamber Singers' 2018-2019 season at 7:30 p.m. Oct. 20 at First Congregational Church.

A Festival of Nine Lessons and Carols, an Oshkosh tradition for more than 25 years, will be presented at 4 and 7:30 p.m. Dec. 15. This celebration of biblical readings and related musical selections will be presented in the historic Trinity Episcopal Church. Accompanied by pipe organ and brass ensemble, the Chamber Singers join with members of the community in song and scripture readings celebrating the Advent and Christmas story. Guest organist will be Jared Stellmacher.

The spring concert will feature Handel's "Messiah" on Palm Sunday, April 14. The concert will begin at 3 p.m. at Most Blessed Sacrament Parish, St. Mary site in partnership with the Oshkosh Symphony Orchestra. This will be the first time since 1990 that "Messiah" will be performed in its entirety in Oshkosh.

Herb Berendsen is the conductor of the Chamber Singers and Marianne Chaudoir is the accompanist. Tickets are available for individual concerts or in a season ticket package. Additional information is at www.OshkoshChamberSingers.org or 920-312-8290.

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Back in the Day

Oshkosh history by the Winnebago County Historical & Archaeological Society

Sept. 15, 1870

Oshkosh Yacht Club organized:
The Oshkosh Yacht Club was organized with Col. John Hancock as commodore. The club flag or burgee was adopted at the annual meeting in 1871. The first annual regatta was held in October 1870. A comfortable club house was erected at the mouth of the Fox River and in 1903 was moved to North Park and is used for storage. The club has improved the two lagoons in North Park for a harbor of safety, and only a short distance from Washington street, on the lake shore, have erected a commodious and beautiful club house. (Today, this "clubhouse" is known as The Waters). "This will make Oshkosh the grand Mecca for all yachtsmen, with facilities for the fullest enjoyment of the sport unexcelled anywhere in the United States."

Source: "Oshkosh: The Industrial Centre of the Fox River Valley of Wisconsin"

Grand, arena announce ticket offer

The Grand Oshkosh and Menominee Nation Arena are encouraging audience support at both entertainment venues by offering a ticket promotion for singer Peter Cetera in concert Oct. 6.

A purchase of two or more tickets to an event on The Grand schedule will gain two complimentary tickets to Cetera's performance at the arena. Joseph Ferlo, director of The Grand, and Greg Pierce, president of Fox Valley Pro Basketball at the arena, announced the promotion to boost early sales for Grand events while offering that audience a chance to be introduced to the arena concert experience.

"We want to encourage people to experience the first-class concert production that we have at the arena, and what better audience to invite than the people who

are already supporting arts and entertainment at The Grand?" Pierce said.

Ferlo added, "This is a great opportunity for our patrons, whether they are supporting The Grand's season, the Oshkosh Community Players, Hysterical Productions or the Oshkosh Symphony Orchestra. No matter what purchase they are making, they get the opportunity to see a classic rock legend like Peter Cetera as a bonus and a thank you."

Cetera, a solo artist since 1986, was lead singer and bass player for Chicago.

Upcoming Grand shows include PUSH Theatre's "Dracula" on Oct. 4-5, The Hunts on Oct. 19, and opening shows for the Oshkosh Community Players' "The Curious Savage" this weekend and Hysterical Productions' "Antigone" in October.

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City workshop defines road work funding needs

By Tom Ekvall
HERALD CONTRIBUTOR

City Finance Director Trena Larson told members of the Common Council at a budget workshop session that the city needs to increase by \$1 million its plans for seeking general obligation debts to pay for road construction in 2019 and 2020.

Larson said the city should borrow \$12.4 million next year to finance improvements based on a favorable economic condition strategy that the community is experiencing. Her comments were made during a presentation on the general obligation debt management plan as part of the city's budget process. She said the city relies on debt to fund its capital improvement program, using the mechanism to cash-flow a project. The present target is to issue \$11.4 million per year.

The general obligation debt includes bonds issued for 20 years and notes for 10 years. The debt is backed by tax dollars to ensure repayment and has the lowest interest rate of all municipal debt. Other sources of funds include special assessments, tax increment financing projects, grants and user fees.

City Manager Mark Rohloff said the city is working to reduce its percentage of debt limit used, noting that the present amount is at 64.4 percent, as compared with 68.82 percent the previous year. He said the city's present goal is to reduce the debt limit to less than 50 percent by 2027. In 2014, the debt limit percentage was at

78.55 percent.

Rohloff said the city is paying down its debt earlier than anticipated, which saves the city money in interest costs.

Rohloff and Larson noted the costs for street reconstruction is going up and that additional funds may be necessary to finance the improvements. A major factor is the steel tariffs being imposed, Larson said.

She explained that proposed projects are evaluated as to whether they represent "gotta do," "need to do" or "should do" items.

"Gotta do" projects represent items that either face imminent failure or are in critical need of replacement, meet contractual deadlines or previously established long-term commitments, or affect public and employee health, safety and security. The "need to do" projects are near the end of their useful life or need to be replaced to avoid future log jams.

Commenting on the city's favorable economic projections, Larson said the debt repayment factors in a 0.41 percent increase equalized value involving property assessments. Larson also added that if favorable economic conditions change, the council can reevaluate its target of reducing the debt to 50 percent by 2027. Capital improvement projects can also be moved to subsequent years or removed from the list.

The budget workshop is featured on the city's website at www.ci.oshkosh.wi.us.

Neighborhood groups lauded for efforts

By Tom Ekvall
HERALD CONTRIBUTOR

Oshkosh Mayor Steve Cummings praised the work of local neighborhood associations in upgrading the quality of city neighborhoods at the monthly meeting of the Oshkosh Healthy Neighborhood Alliance on Sept. 18.

"We are seeing physical changes being made and that's cool," Cummings said. He said property values are going up and that one "slum" landlord is getting out of the business of renting homes in the city.

Cummings talked about the work of the Stevens Park Neighborhood Association and how residents in that area have a wel-

4-H programs

FROM PAGE 1

well as Neenah and Menasha.

Club members range from kindergarten through 12th grade. Adults can also serve and share their skills with 4-H members. Bezio said the organization wants to dispel the myth that 4-H is just for those in rural areas.

"I think they should get involved because it helps them develop a sense of who they are as people," said Bezio. "They can figure out their interests, learn to express opinions about things and share that with other people. It helps them really explore the world around them and get an opportunity that they may not be getting in school programs and other opportunities."

Amy Domke of Oshkosh agreed, which is why she started her club 4-H Friends 4-H Club in Oshkosh. She wanted her children and others in Oshkosh to enjoy the benefits of 4-H.

"It's more than farming," said Domke, who came from a 4-H family that lived on a dairy farm. "It gives them a lot of self-confidence and leadership. It gives them an opportunity to explore more that's out there."

Domke shares her knowledge about dairy cattle with her club members. Her parents still operate the dairy farm and lend out cows to be shown at fair by Domke's club and other Winnebago County clubs.

"With dairy cattle, it gives kids so much responsibility," she said, noting skills like how to feed the animals, care for them and lead the animal, which they put to use while showing at the Winnebago County Fair. "They get a lot of enjoyment out of it."

Beck said she learned a lot from 4-H that put her ahead of many of her peers. She gained self-confidence, the ability to talk and willingness to help others through community service, which has helped her "ultimately be the best person I can be."



A newly situated Go Transit bus stop serves the Walmart area in Oshkosh.

New bus stop serves Walmart area

The new transfer point for shoppers using the Walmart Shopping Center is "working well," city Transportation Director Jim Collins recently told members of the Transit Advisory Board.

The transit system had to change locations because of remodeling plans by Walmart. The new location is along Washburn Avenue in front of the store with a bus shelter and carriage walks installed.

Collins said the new stop does mean shoppers have to walk farther, but so far have been supportive of the recent change.

During the Sept. 19 meeting board member Mike Norton raised questions as to how long a bus must wait before leaving on its scheduled route at transfer points. Norton said he had received complaints

Bus service

FROM PAGE 1

services with limited funding," Musson said. "A fare increase is recommended to keep existing services residents value, such as Saturday service, and to provide GO Transit with the ability to plan for future capital improvements, such as buses, shelters and new technology."

Another topic for public input is transfer options — no transfer, one transfer, a 45-minute window to use the transfer or leave it at 60 minutes. Transfers allow a change of buses without paying another fare.

Input also will be sought on whether the current three-month pass should be quarterly versus getting a discount in buying monthly passes in bulk.

Musson said residents also will be asked about Route 9, which serves the area west of Interstate 41 and home to major employers, retail destinations, medical centers and community amenities. Riders must often use the transfer to access their destinations. In 2016 and 2017, Route 9 had the lowest ridership of GO Transit's fixed routes.

He said the study is focusing on two options to improve service based on recommendations from the steering committee and Oshkosh Transit Advisory Board. The first would eliminate the YMCA and Traeger School stops unless someone specifically requests it and keep the schedule to 30 minutes. The route would serve the Outlet Mall and industrial park areas.

The second option, if funds were available, would be to expand services through a second route with one handling Walmart, Mercy and Aurora medical centers, and Westfield Street, while the sec-

ond fixed route would connect Walmart and the Southwest Industrial Park/Outlet Shoppes with bidirectional service between Walmart and 20th Avenue.

The route would result in a loss of service to Oakwood Street between 9th and 20th avenues and on-demand service for the YMCA and Traeger School. Those areas to the south (Outlet Shoppes, Southwest Industrial Park, YMCA) are served on a 60-minute basis while those areas north of 20th Avenue are served every 30 minutes.

Musson plans to collect resident input until Oct. 17 to present final recommendations to the Steering Committee. He will meet with community groups, set up "pop-up" meetings, survey bus ridership and obtain direct input by email from those wishing to respond to four topics: fares, transfers, quarterly passes and Route 9 suggestions.

Suggestions can be submitted on the four topics, or other input on bus ridership, to Musson at nmusson@ecwrpc.org.

The steering committee will meet Oct. 18 to make final recommendations for the Transit Development Plan, which will then be submitted to the Transit Advisory Board for consideration, and eventually to the Common Council.

The committee is recommending that monthly fares increase from \$25 to \$35 and quarterly fares from \$60 to \$90.

Transportation Director Jim Collins said the city receives a lower percentage of funds each year from federal and state sources, with each community receiving the same percentage. "It goes down by at least 0.5 percent each year," he said.

He agreed that fare increases are needed for the bus system to continue quality service, adding that there are no new resources. The city plans to acquire additional vehicles in 2019.

Pedal pub gears toward south side

By Tom Ekvall
HERALD CONTRIBUTOR

Plans for beer bike activity in the city were unveiled at a meeting of the Downtown Oshkosh Business Improvement District Board on Sept. 18, but the opportunity to consume alcohol while pedaling the quadricycle will be focused on the Sawdust District of the city and adjoining neighborhoods.

Cary Fisher, who plans to operate the pedal pub, said he is not contemplating adding the downtown area to his schedule. But he said he would consider starting a party boat tour that could frequent downtown establishments several years from now.

The Common Council was expected to act this week on the ordinance allowing pedal pubs in the city.

Fisher said he plans to offer tours starting in May that can be booked as early as January, but the city must give approval to the routes. Trips would be limited from 10 a.m. to 10:30 p.m., according to the proposed ordinance.

"The Sawdust District is our main focus," Fisher said. He will be the designated

Zoo project improvements detailed

The elk exhibit at the Menominee Park Zoo has been improved with the work of Eagle Scout Jacob Cutts. The exhibit, which opened in 2007 and houses a herd of five, now has pods of native plants, shrubs and grasses thanks to Cutts and his crew of scout volunteers.

Cutts's project began in May and he worked with assistant parks director Chad Dallman to plan and implement the project. He also met with the Oshkosh Zoological Society to obtain feedback. His

driver on the quadricycle with a bartender on board to serve participants.

"People want it," Fisher said, and he is planning for 300 rides next summer and intends to run the activity through November.

Fisher said after the meeting that the rides would probably be three to four hours and should be popular for group events, weddings and bachelor parties, birthdays, college groups and 21st birthdays.

Participants can bring their own beer, up to 32 ounces, or buy it on the pedal pub. It would make stops at various bars along the way.

Fisher became interested in the idea because of his love for cycling and beer. The operation would be a franchisee of Pedal-Pub LLC, which has similar operations in Milwaukee and Madison.

In other action, the board heard a presentation by Candeo Creative on the redesign of the group's website, downtown-oshkosh.com. Representatives from the design firm said the new site will be mobile friendly and enable viewers to quickly access information about the downtown area.

Beer, wine event supports cancer fight

An Oshkosh native who started a cancer care fundraiser in Virginia five years ago has brought the effort to Wisconsin with the family-friendly event coming to West End Pizza in Oshkosh on Sept. 30.

Kegs and Corks for Kids Cancer was founded by Oshkosh native Sarah (Werner) Kaczor, a pediatric hematology and oncology nurse. She gives medication to children that is often toxic, not always curative, and often causes secondary cancers and life-long side effects. She wanted to do something more for these young patients and got involved in helping fund research for better medications and treatment.

She took two things in her life that she enjoyed—visiting wineries and breweries and taking care of kids with cancer — to form Kegs and Corks for Kids Cancer in

Alexandria, Va., in 2013. What started as a gathering of about 50 people grew into a sold-out event with more than 250 attending last year. All proceeds went to Kate's Cause (www.katescause.com).

Kaczor took care of 4-year-old Kate for two years. Kate spent four months in remission, then relapsed and died 15 hours later. Kate's Cause was founded by her parents, Lindsay and Mike, who have made it their mission to find better treatments.

The fundraiser is from 11 a.m. to 3 p.m. and offers beer and wine tastings, pizza and raffle prizes. Tickets are \$50 (children get in free) and available at Eventbrite.com or from Lois Werner at 426-1604. While tickets will be available at the door, it is encouraged to buy them by Sept. 28 to help gauge attendance.

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Source of Data – 2018 CVC Publication Audit Report*

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Concert tour

FROM PAGE 1

work hard to gain the forgiveness and love and acceptance of Wisconsin people, but they seemed to have embraced me regardless of my birthplace.

“I’m always excited when I get to come to Wisconsin and sing for a bunch of Packers fans.”

A Lifest regular for the last several years at Sunnyview Expo Center, West and his band headlined the Christian music festival in 2016, saying he “had an absolute blast” that included wearing a cheesehead on stage.

He said this new tour with Camp required some extra coordination to get the right mix of cities to accommodate both groups’ schedules and locations.

“We decided on certain regions that we wanted to play, and some cities we haven’t played in a little while,” West said. “With two artists on a tour it can be a challenge to get the schedules together.”

West and Camp will have their own bands playing separate sets along with the two performing songs together.

“We both have our full bands ready to hit the road that we tour with individually,” West said. “I love my band and couldn’t do the kind of concerts that I envisioned without my band.”

The Answer/All In tour takes its name from Camp’s current studio album “The Answer” and West’s 2017 project, “All In.” The tour will make stops in 20 markets before wrapping up Nov. 18 in Wichita, Kan.

“This has been one of those things I’ve been wanting to do for a long time,” Camp said during early promotion of the tour. “We’ve been good friends. I love his heart. And I knew that this would be an awesome time.”



PHOTO FROM SOUTHSIDE ENTERTAINMENT
Jeremy Camp (left) and Matthew West have teamed up for a national concert tour that has an early date Oct. 12 at the Menominee Nation Arena.

Camp has sold 4.5 million albums while winning five GMA Dove Awards and being nominated for a Grammy, three American Music Awards and four ASCAP Songwriter of the Year awards.

West is a four-time Grammy nominee, multiple-ASCAP Christian Music Songwriter/Artist of the Year winner and Dove Award recipient, and was awarded an American Music Award, a Billboard Music Award and named Billboard’s Hot Christian Songwriter of the Year. He also received a Primetime Emmy nomination for original music and lyrics for the film “The Heart of Christmas.”

West is also the author of five books, has started a management company and is passionate about providing hope and healing through the nonprofit ministry Popwe, which he created with his father, Pastor Joe West.

With the diversity of interests and projects, West said “it’s a strategy of head above water” that he keeps balanced with his family at the center.

“That’s the big thing, making sure that I’m not so focused on career stuff or music stuff too much that I lose sight of what really matters,” he said. “A lot of my songs really talk about that.”

His wife and two daughters have joined him on tour over the years while the children were homeschooled and now in regular school in Nashville, where he has lived for past 15 years.

“Nashville is just awesome, such a great community for musicians of all different kinds, all different kinds of music — country music, Christian music — I’ve really found it to be a very inspiring place to live,” West said.

“I’ve never really thought of my music as just Christian music anyways. It’s one of the things I love about living in Nashville; the goal is to write great songs, give people hope through music. We believe music has that power.”

West premiered a new video Sept. 12 on Billboard from his “All In” single “Something Greater,” where his personal revelations on life and family are the focus. He said he hopes that spiritual message comes through in his concerts.

“It’s a positive message that I think the world could use right now,” he said.

Ticket and concert details are available at www.TheAnswerAllInTour.com or on ticketstaronline.com.

Business notes

Law partners **Brian L. Mares** and **Douglas K. Marone** have established a new firm, **Mares & Marone LLP** Attorneys at Law in Oshkosh. The two were most recently partners in Steinhilber Swanson LLP Attorneys at Law. The new firm is a reorganization of Steinhilber Swanson to focus on practice groups that will simplify administrative issues. Mares is a criminal defense, family law and personal injury attorney. Marone has a broad-based practice in estate planning, business law, civil litigation, real estate and construction law, personal injury and bankruptcy law. The new firm will continue to be located with Steinhilber Swanson at 107 Church Ave.

Brinkley’s Boutique, a women’s clothing store on North Main Street, celebrates its second anniversary in October with a new “B Kind” jewelry line of necklaces and magnetic bracelets. Proceeds from sales will go to the Williams Syndrome Association, which aids people and families impacted by the rare birth condition, including the store’s namesake, owner Barb Nelson’s granddaughter. Nelson said that in their first year at least \$1000 was donated to the association in Brinkley’s name.

Oshkosh Corp. recently announced that **Joseph “Jay” Kimmitt**, executive vice president of government operations, is retiring Dec. 31 while **Thomas P. Hawkins** has joined the company as senior vice president for government relations. Hawkins has 29 years in government service, most recently as national security adviser with the office of Senate Republican Leader Mitch McConnell.

The **Greater Oshkosh Economic Development Corp.** has added two new members to its board of directors. Joining the board are **Vickie Cartwright**, new superintendent of the Oshkosh Area School District, and **Darren Lett**, president of industrial contractor CR Meyer since 2011.

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DARKNESS INTO LIGHT

Saturday, October 20
7:30 pm
First Congregational Church
137 Algoma Blvd., Oshkosh

Advance tickets available at
Heid Music-Oshkosh and Gardina’s
or by calling 920-312-8290

For information visit us at www.OshkoshChamberSingers.org

OSHKOSH CHAMBER SINGERS
Herb Berendsen
Conductor

Choral works on the themes of darkness and light, despair and hope, frailty and strength, the sun and the moon will create exciting contrasts to touch your memories and emotions.

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Prices in this ad good Wednesday, Sept. 26 thru Tuesday, Oct. 2, 2018 www.shopthepig.com

HALF PRICE or LESS SALE

Extra Large Carving Pumpkins \$1.99 (LIMIT 1 Additional \$2.99)

Cookin' Good or Tyson All Natural Premium Whole Chickens 64¢ lb. (LIMIT 4) **Split Chicken Breasts 69¢ lb.** (LIMIT 4)

Patrick Cudahy Bacon \$2.99 lb. (LIMIT 2) **Smithfield Boneless Pork Sirloin Roast \$1.49 lb.** (LIMIT 2)

Boneless New York Strip Steak \$6.74 lb. (LIMIT 2) **Patrick Cudahy Ham \$2.99 lb.** (LIMIT 2)

Food Club Canned Vegetables 39¢ (LIMIT 6) **Crystal Farms Chunk or Shredded Cheese \$1.49** (LIMIT 6)

Creamette Pasta 69¢ (LIMIT 6) **Food Club Beans or Tomatoes 49¢** (LIMIT 6)

Classics Soup 99¢ (LIMIT 3) **Nabisco Chips Ahoy! \$1.99** (LIMIT 1) **J. Skinner Danish \$1.99** (LIMIT 1)

Poppables, Kettle or Potato Chips \$1.69 (LIMIT 1) **Village Hearth Premium White Bread 99¢** (LIMIT 1) **McCain Onion Rings or Potatoes \$1.69** (LIMIT 1)

Dole Pineapple or Orange Juice Blends \$2.49 (WITH CARD)

Eggo Pancakes or Waffles 2/\$4 (WITH CARD)

Parkay 1-lb. Pkay Spread \$1.59 (WITH CARD) **Kraft Grated Parmesan Cheese \$3.49** (WITH CARD)

Kraft American Singles \$2.99 (WITH CARD) **Silk Coconut, Cashew, Almond or Soymilk \$2.69** (WITH CARD)

Food Club Yogurt \$1.99 (WITH CARD) **Sargento Balanced Breaks \$2.99** (WITH CARD)

Pure Blends or Country Crock Spreads \$3.49 (WITH CARD) **Bertolli Entrees \$6.99** (WITH CARD)

Pillsbury Grands! Biscuits \$1.49 (WITH CARD) **Banquet Brown'N Serve Sausage \$1.29** (WITH CARD)

Dean's Cottage Cheese \$2.29 (WITH CARD) **Sargento Cheese Sticks or String Cheese \$3.99** (WITH CARD)

Food Club Sliced Cheese \$1.99 (WITH CARD) **Food Club Premium Ice Cream \$2.99** (WITH CARD)

Sweet Habit Low Fat Ice Cream \$4.99 (WITH CARD) **Food Club Frozen Whipped Topping \$1.99** (WITH CARD) **Dean's Fudge, Cream, or Ice Cream Bars \$2.99** (WITH CARD) **Hot Pockets Sandwiches \$4.99** (WITH CARD)

Concerned About Tax Law Changes?

Free seminar to look at what has been changed in your taxes and how you will be affected.

Held at Becketts

Complimentary beverage and tapas will be served

November 13 • 6 p.m.

Call or email me today to reserve your spot-space is limited!

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Tossing old electronics is toxic to the environment.

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*Responsible recycling means some items may require a recycling fee. Please call or visit website for details.

Check Online for Pricing and a List of Recyclable Items.
Located at 36 E 10th Ave, Oshkosh (M-F, 7am-4 pm)

Sadoff.com | SadoffRecycle.com

Washington State Honeycrisp Apples \$1.99 lb.	9 to 11-oz. Fresh Express Italian or American Salad Blends 2/\$5	California Large Green or Scarlet Royal Red Seedless Grapes \$1.99 lb.	Sweet California Cantaloupe \$1.49 ea.
Sweet Gala Apples \$1.49 lb.	One Gallon Riveridge Apple Cider \$3.99	California Baby Iceberg Lettuce 99¢ ea.	
Braeburn or Fuji Apples \$1.49 lb.	Sweet Prima Gattie Peaches \$1.49 lb.	Hass Avocados 99¢ ea.	Bolthouse Farms Baby-Cut Carrots \$1.49
Ready to Eat! California Peaches or Plums \$2.99 lb.	2-1/2 lb. Bag Mandarin Clementines \$4.49	Extra Large Roma Tomatoes \$1.49 lb.	California Cauliflower \$1.29 lb.
6-oz. Blackberries \$2.99	Fresh Limes 29¢ ea.	Extra Large Red Bell Peppers \$1.99 lb.	California Broccoli Crowns \$1.69 lb.
Bartlett Pears \$1.49 lb.	Sweet Seedless Jumbo Navel Oranges 69¢ ea.	California Red or Green Leaf Lettuce \$1.49 lb.	8-oz. Pennsylvania Dutchman Whole Baby Portabella Mushrooms \$1.99
6-oz. Pom Wonderful Pomegranate Juice 2/\$3	16-oz. Jaffa Pico de Gallo \$3.99	16-oz. Jaffa Guacamole \$5.99	2-1/2 lb. Bolthouse Farms Fresh Carrots \$1.59

Farm Fresh Locally Grown Specials

Wisconsin Cortland or Jonamac Apples 3-1/2 lb. Bag \$3.49	Wisconsin McIntosh Apples 3-1/2 lb. Bag \$1.29	Wisconsin Acorn, Buttercup, Butternut, Carnival, Delicata, or Spaghetti Squash 69¢ lb.	Wisconsin Green Cabbage 49¢ lb.
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Organic 1-lb. Package Organic Baby Carrots \$1.99	8-oz. Organic Whole White Mushrooms \$2.99	12-oz. Crisco Organic Coconut Oil \$4.79
4-Packs (2-oz. ea.) Full Circle Organic Applesauce \$2.99	12-oz. Full Circle Organic Broth \$1.79	12-oz. Full Circle Organic Balsamic Vinegar \$2.99

12" Collectible SUPER PIG MR. PIG \$9.99	12-oz. Kellogg's Cereal \$2.99	8-Count Package Kellogg's Pop-Tarts \$1.99
18-oz. Cheerios, 18-oz. Lucky Charms or Cinnamon Toast Crunch, 18-oz. Honey Nut Cheerios, 18-oz. Golden Grahams, or 20-oz. Bear's Brand Butter Puffs General Mills Cereal 3/\$9.99	11 to 12-oz. or 12-Count Dunkin' Donuts Coffee or Folgers K-Cups \$5.99	

Floral and Plant Specials	Oak & Spice Bouquet \$10.99	Sunny Dreams Bouquet \$7.99	4" Fall Bouquet Mum Plant \$5.99
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13 to 25.49-oz. Palermo's Primo Thin or Connie's Pizza \$3.99	19 to 25-oz. Package Food Club Ravioli or Cheese Tortellini \$2.49
19.8 to 28.4-oz. - Garlic Bread Crust or Tombstone Original Pizza 3/\$10.98	14.5 to 24-oz. Jar Prego Pasta Sauce \$1.79
32-oz. Emeril's Organic Stock \$2.79	12-oz. Package Food Club Yolk Free Noodles 99¢
0.7 to 2.5-oz. McCormick Spice Grinders \$1.99	6-Pack - Rich Chocolate or Mini Marshmallows Nestle Hot Cocoa Mix 89¢
5.6 to 6.4-oz. Food Club Skillet Classics 99¢	8-Count Package Frito Lay Munchies 2/\$4
1.48-oz. - Whirls, Puffs, or Lil' Crunchies Gerber Graduates \$1.99	1.62-oz. Bottle MiO or Crystal Light Water Enhancers \$3.29
4.6 to 6.2-oz. Crest Complete or Pro Health Toothpaste \$2.99	12-oz. Bottle - Select Dove Shampoo or Conditioner \$3.99
8-Count Package Food Club Chewy Granola Bars \$1.49	18-oz. Loaf or 6-Count - Braided Sausage or Delicata Butternut Buns or Italian Bread \$1.79
20 to 60-Count Simply Done Foam Bowls, Trays, or Plates \$2.29	10.6 to 15.4-1b. Bag - Select Matchlight or Kingsford Charcoal \$8.99
Half Liter Bottles Piggly Wiggly Water 24-Pack \$1.99	6-Count Big Rolls Viva Paper Towels or, 6-Count Mega or 12-Count Double Rolls Cottonelle Bath Tissue \$5.99

DELI Tailgate Party Favorites! Smoked Honey or Oven Roasted Jennie-O Turkey Breast \$5.99 lb.	Roast Beef \$8.99 lb.
Sliced to Order Land O' Lakes American Cheese \$3.99 lb.	Specialty Cheeses 4-oz. - Bellagio - Assorted Artigiano Cheese \$2.99 6-oz. - Odyssey - Assorted Crumbled Feta \$3.49 6-oz. - Roth Grand Cru Cheese \$4.99
German Potato Salad \$2.69 lb.	Ben's Deluxe Macaroni Salad \$2.99 lb.
Garden Pasta Salad \$2.99 lb.	Sweet Bowtie Pasta Salad \$3.69 lb.
Chicken Bites or Nuggets \$3.99 lb.	Chicken Wing Sections \$3.99 lb.
Escalloped Chicken & Noodles \$4.99 lb.	Cheddar and Pea Salad \$3.69 lb.
17-oz. - House Chef Kitchen Braised Beef Short Rib Dinner \$9.99	Nino's Italian Meat Lasagna \$6.99 lb.
BAKERY Fall Favorites!	
Italian Bread \$1.69	8-Inch Apple Pie \$3.99
White or Wheat Sub Buns \$1.99	
16-oz. Honey Oatmeal Bread \$2.69	16-oz. Cinnamon Raisin Bread \$2.99
12-Count Vienna or Golden Dinner Rolls \$2.69	
14.3-oz. - LaBrea Artisan Country Sourdough Bread \$2.99	12-Count Assorted Fruit Strudel Bites \$2.99
6-Count Crunch or Glazed Dunkers \$2.99	
4-Count Jumbo Bismarks \$2.99	4-Count Peanut Squares \$3.99
2-Count Custard Filled Eclairs \$2.49	8-Inch Confetti Cake \$8.99

Not all "Angus" beef is equal. Look for the logo:	
Smithfield Family Pack, Boneless Pork Sirloin Chops \$1.89 lb.	Certified Angus Beef Rump Roast \$3.49 lb.
Oven Ready Stuffed Whole Chickens or Stuffed Breast 99¢ lb.	Certified Angus Beef Fresh Ground Round \$3.69 lb.
Oscar Mayer Deli Shaved Meats \$2.99	
Buckley Farms Corned Beef Points \$3.49 lb.	80% Lean Fresh Ground Beef Patties \$3.99 lb.
Bottom Round Steak \$3.69 lb.	Good for Osso Buco! Beef Shanks \$2.99 lb.
Smithfield Boneless Country Style Ribs \$1.99 lb.	Previously Frozen - All Natural Pork Spareribs \$2.49 lb.
Smithfield This Sliced or Tenderized Boneless Pork Sirloin Cutlets \$2.29 lb.	Aunt Bessie's Pork Rib Tips \$1.99 lb.
Gerber's Amish Boneless Chicken Breast \$3.99 lb.	Frozen - All Natural Chicken Wings \$1.99 lb.
Fresh - Gerber's Amish Ground Chicken White Meat \$3.89 lb.	16-oz. - Butterball Fresh Italian Links or Patties \$3.99
USDA VALUE BEEF 25 Pound USDA Inspected T-Bone Steak \$4.99 lb.	25 Pound USDA Inspected Boneless Ribeye Steak \$5.99 lb.
Great For The Grill Seasoned Split Chicken Breast \$1.29 lb.	Fresh Veal Blade Steak or Ground Veal \$4.99 lb.
2-oz. - Buckley Thin Sliced Lunch Meats 3/\$2	18 to 24-oz. - Old Wisconsin Natural Casing Wieners, Brats or Polish Sausage \$5.99
13 to 14-oz. - Edlich Original, Polish or Turkey Smoked Sausage \$2.69	2.5 lb. - Farmland Boneless Half Hams \$6.99
12-oz. - Assorted Varieties Rosina Meatballs \$2.49	16-oz. - Supreme Choice Imitation Crab Meat \$1.99
16-oz. - Supreme Choice Seafood Mix \$2.99	16-oz. - Supreme Choice EZ Peel Raw Shrimp \$6.99
5 to 7-oz. - Jones Dairy Farm Turkey, Chicken or Pork All Natural Links or Patties \$1.69	Product of U.S.A. Wild Caught Fresh Sole Fillets \$6.99 lb.
5.25 to 12-oz. - Morning Star Farms Patties, Nuggets, Strips or Crumbles \$3.99	16-oz. - Supreme Choice Tilapia Fillets \$2.99
	Frozen Cod Loins \$6.49 lb.

HALF PRICE or LESS SALE

12-oz. Crisp Rice, 12-oz. Cinnamon Toast Crunch, 15-oz. Frosted Flakes, 12.3-oz. Essential Bean Flakes, or 18-oz. Corn Flakes

Food Club Cereal

\$1.39

HALF PRICE or LESS!

12 to 16-oz. Package - Select Frozen

Food Club Premium or Steamin' Easy Vegetables

79¢

HALF PRICE or LESS!

64-oz. Bottle

Langer's 100% Apple Juice Blends

\$1.39

HALF PRICE or LESS!

One Pint

Dean's Ice Cream

99¢

HALF PRICE or LESS!

8 to 12-Count Package

Food Club Instant Oatmeal

\$1.19

HALF PRICE or LESS!

14-oz. Squeeze Bottle

Food Club Yellow Mustard

74¢

HALF PRICE or LESS!

10-oz. Jar

Food Club Salad Dressing

\$1.59

HALF PRICE or LESS!

16-oz. Bottle

Food Club Dressing

\$1.19

HALF PRICE or LESS!

64-oz. Bottle

Langer's No Sugar Added Pomegranate Cocktail

\$1.14

HALF PRICE or LESS!

64-oz. Bottle

Langer's Pomegranate Cranberry Cocktail Juice

\$1.49

HALF PRICE or LESS!

14 to 24-Count - Select

Top Care Pads and Tampons

\$1.59

HALF PRICE or LESS!

19 to 36-Count

Tippy Toes Diapers or Training Pants

\$3.69

HALF PRICE or LESS!

18-oz. - Regular or Whites

Food Club Great Egg-Spectations

\$1.29

HALF PRICE or LESS!

6 to 8-Count or 16-oz. Package - Food Club

Breadsticks, Texas Toast or Garlic Bread

\$1.19

HALF PRICE or LESS!

32-oz. Package

ValuTime Animal Crackers

99¢

HALF PRICE or LESS!

22.75 to 30.75-oz. - Brew Pub

Lotzza Motzza Pizza

\$5.49

HALF PRICE or LESS!

43.75 to 50-oz. Bottle

Arm & Hammer Detergent

\$2.49

HALF PRICE or LESS!

12-oz. Jar

Food Club Gravy

74¢

HALF PRICE or LESS!

12.1 to 14.1-oz.

Roma Pizza

\$1.69

HALF PRICE or LESS!

4-Pack

Food Club Pudding Snack

79¢

HALF PRICE or LESS!

25-oz. Package

Valu Time Sandwich Cookies

\$1.99

HALF PRICE or LESS!

8 to 16-oz. Bag - FAMILY SIZE!

Snyder's Pretzels or Krunchers Chips

2/\$5

HALF PRICE or LESS!

Score yourself some Pig Points this week.

2100 Pig Points
SAVE 7¢ per Gallon of Gas

900 Pig Points
SAVE 3¢ per Gallon of Gas

1500 Pig Points
SAVE 5¢ per Gallon of Gas

1800 Pig Points
SAVE 6¢ per Gallon of Gas

1800 Pig Points
SAVE 6¢ per Gallon of Gas

1200 Pig Points
SAVE 4¢ per Gallon of Gas

1200 Pig Points
SAVE 4¢ per Gallon of Gas

1200 Pig Points
SAVE 4¢ per Gallon of Gas

1500 Pig Points
SAVE 5¢ per Gallon of Gas

1500 Pig Points
SAVE 5¢ per Gallon of Gas

1800 Pig Points
SAVE 6¢ per Gallon of Gas

2100 Pig Points
SAVE 7¢ per Gallon of Gas

3600 Pig Points
SAVE 12¢ per Gallon of Gas

3900 Pig Points
SAVE 13¢ per Gallon of Gas

2400 Pig Points
SAVE 8¢ per Gallon of Gas

With Piggly Wiggly Card and One 12-oz. Hormel Microwave Bacon

With Piggly Wiggly Card and One, 11 to 12-oz. - Yellow Beans or Eight O'Clock Ground Coffee

With Piggly Wiggly Card and One Washington State Fuji Apples

2100 Pig Points
SAVE 7¢ per Gallon of Gas

900 Pig Points
SAVE 3¢ per Gallon of Gas

1500 Pig Points
SAVE 5¢ per Gallon of Gas

1800 Pig Points
SAVE 6¢ per Gallon of Gas

1800 Pig Points
SAVE 6¢ per Gallon of Gas

1200 Pig Points
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SAVE 5¢ per Gallon of Gas

1500 Pig Points
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1800 Pig Points
SAVE 6¢ per Gallon of Gas

2100 Pig Points
SAVE 7¢ per Gallon of Gas

3600 Pig Points
SAVE 12¢ per Gallon of Gas

3900 Pig Points
SAVE 13¢ per Gallon of Gas

2400 Pig Points
SAVE 8¢ per Gallon of Gas

With Piggly Wiggly Card and One, 12-oz. Butterball Sausage

With Piggly Wiggly Card and One, 12-oz. Matchstick Carrots

With Piggly Wiggly Card and One, 12-oz. Kangaroo Flat Bread Pockets

With Piggly Wiggly Card and One, 12-oz. LaBrea Mini Muffins

With Piggly Wiggly Card and One, 12-oz. White Onions

With Piggly Wiggly Card and One, 12-oz. King's Hawaiian Dinner Rolls

With Piggly Wiggly Card and One, 12-oz. Green Giant Steamer Vegetables

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

With Piggly Wiggly Card and One, 12-oz. Minute White Rice

Beverage Headquarters

12-Pack, 12-oz. Cans or 8-Pack, 12-oz. Bottles

Coke, Sprite or Diet Coke

\$3.11

97¢

2-Liter Bottle

Coke, Sprite or Diet Coke

\$3.44

WITH CARD

6-Pack, Half-Liter Bottles

Pepsi or Mountain Dew

4/\$10

WITH CARD

When you buy multiples of 3

7UP or Dr. Pepper

3/\$10.99

WITH CARD

32-oz. Bottle

Powerade

89¢

WITH CARD

12-Pack, 12-oz. Cans

Pepsi or Mountain Dew

3/\$12.99

WITH CARD

LOWEST LEGAL RETAIL

12-Pack, 12-oz. Cans

Miller Lite

\$9.59

WITH CARD

12-Pack, 12-oz. Cans or Bottles

Budweiser or Bud Light

\$9.69

WITH CARD

BUY BEER GET GEAR

30-Pack, 12-oz. Cans - Keystone Ice or

Keystone Light

\$12.39

WITH CARD

30-Pack, 12-oz. Cans - Natural Ice or

Natural Light

\$14.69

WITH CARD

6-Pack, 1-Liter Bottles

Smartwater

\$6.99

WITH CARD

16-oz. Can

Clutch Energy Drink

99¢

WITH CARD

1.5-Liter Bottle

Riunite Wine

\$7.99

AFTER \$11.99 Sale Price - \$18.99

750 ML Bottle - Select Varieties

Ménage à Trois Wine

\$8.49

WITH CARD

17-oz. Bottle

Vita Ice

69¢

WITH CARD

16 to 18.5-oz. Bottle

Snapple or Snapple Straight Up Tea

5/\$5

WITH CARD

1.75-Liter Bottle

Seagram's Vodka

\$7.49

AFTER \$15 Mail-In Rebate on 2 Bottle Purchase

1.75-Liter Bottle

Aristocrat or J. Bayet Brandy

\$13.49

AFTER \$5 Mail-In Rebate on 2 Bottle Purchase

3000 PIG POINTS

Save 10¢ Per Gallon of Gas!

LOWEST LEGAL RETAIL

24-Pack, 12-oz. Cans

Miller 64, MGD, Coors Banquet, Miller Lite or Coors Light

\$17.87

SEPTEMBER 26, 2018

Community events

Ongoing
For Home and Country: WWI, through Oct. 7, Oshkosh Public Museum
UW-Oshkosh and Art of the Great Depression, through Oct. 3, UW-Oshkosh Arts and Communications Building
Wednesday, Sept. 26
U.S. National Aerobic Championships, Wittman Regional Airport
Market in the Park, 3 p.m., South Park, Shelter 1
Thursday, Sept. 27
U.S. National Aerobic Championships, Wittman Regional Airport
Friday, Sept. 28
U.S. National Aerobic Championships, Wittman Regional Airport
Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.
Time Community Theater, "Lost in Translation," 7 p.m.
Saturday, Sept. 29
Oshkosh Farmers Market, 8 a.m.,

Downtown Oshkosh.
4-H Horse Show, 8 a.m., Sunnyview Expo Center
Oshkosh Earth Science Club Gem and Mineral Show, 9 a.m., Sunnyview Expo Center
Historic Morgan House Tours, 10 a.m., Morgan House, 234 Church Ave.
September Swing, 7 p.m., EAA Aviation Museum, 3000 Pobereznay Road
Tribute Trifecta: Ants Marching, 7:30 p.m., Menominee Nation Arena
Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.
Time Community Theater, "Ghostbusters," 7 p.m.
Sunday, Sept. 30
4-H Horse Show, 8 a.m., Sunnyview Expo Center
Oshkosh Earth Science Club Gem and Mineral Show, 10 a.m., Sunnyview Expo Center
Tuesday, Oct. 2
Time of Your Life Senior Lifestyle and Healthcare Expo, 8:30 a.m., Oshkosh

Convention Center
Thursday, Oct. 4
Run with the Cops: Night 5K Run/Walk, 5 p.m., Kolf Sports Center
Skyscape Theater Royale: October Sky, 6:30 p.m., EAA Aviation Museum, 3000 Pobereznay Road
PUSH Physical Theater's Dracula, 7:30 p.m., The Grand Oshkosh, 100 High Ave.
Friday, Oct. 5
PUSH Physical Theater's "Dracula," 7:30 p.m., The Grand Oshkosh, 100 High Ave.
Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.
Time Community Theater, "Swamp Women," "The Island of Dr. Moreau," 7 p.m.
Saturday, Oct. 6
Oshkosh Farmers Market, 8 a.m., downtown
Winnebago Pet Expo, 10 a.m., Sunnyview Expo Center
EAA Space Day, 10 a.m., EAA Aviation Museum, 3000 Pobereznay Road
Oshkosh Gallery Walk, 6 p.m., downtown
An Evening with Peter Cetera, 7:30 p.m., Menominee Nation Arena
Time Community Theater, "Buffy the Vampire Slayer," 7 p.m.
Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.

Library calendar

October events at the Oshkosh Public Library (www.oshkoshpubliclibrary.org):
Oct. 1: Family Storytime, 9:30 and 10:30 a.m. Homework Helpdesk, 5-7 p.m.
Oct. 2: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. ages 3 and under. Online Anytime Book Club, 7 p.m., library Facebook page.
Oct. 3: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. ages 3 and under. Wonderlab: Recycled Robots, 6 p.m. ages 6 to 9. Call 236-5208 to register. Evening Book Club (adults), 6 p.m. Low Carb Living, 6 p.m.
Oct. 4: Family Storytime, 9:30 a.m. Girls Who Code, 4:30 p.m. Registration required at 236-5208. Homework Helpdesk, 5 to 7 p.m. A History of Allenville, 6 p.m.
Oct. 5: Smart Starts Play Stations, 9 to 11 a.m. Ages 1 to 4. Siblings welcome. Teen Book Club: "Don't Get Caught" by Kurt Dignan, 4:30 p.m.
Oct. 8: Family Storytime, 9:30 and 10:30 a.m. Read to a Dog, 4 p.m. Call 236-5208 to register. Maker Mondays for Families: Family Portrait Studio and Editing Tips, 4 to 6 p.m. Homework Helpdesk, 5 to 7 p.m.
Oct. 9: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. Ages 3 and under. Tween Create: Slime, 4:30 p.m. Considerations: The Great Lakes, 6:15 p.m.
Oct. 10: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. Ages 3 and under. Memory Cafe, 1 p.m. What's Cooking Book Club: pasta, 6 p.m. New members welcome. Exhibit: The Lands We Share, open through Oct. 19.
Oct. 11: Family Storytime, 9:30 a.m. Af-

ternoon Book Club (adults), 1:30 p.m. Girls Who Code, 4:30 p.m. Homework Helpdesk 5 to 7 p.m.
Oct. 13: Titan Steel (concert), 2 p.m.
Oct. 15: Family Storytime, 9:30 and 10:30 a.m. Monday Movie Matinee (adults), 12:30 p.m. Read to a Dog, 4 p.m. Call 236-5208 to register. Homework Helpdesk, 5 to 7 p.m. Exhibit: In Their Own Words - German Americans in WWI. Open through Nov. 5.
Oct. 16: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. Ages 3 and under. Free Legal Assistance Clinic, 4:30 p.m. Techy Tuesdays: Photo Editing, 6 to 7:30 p.m. Pumpkin Pageant begins, enter through Oct. 29.
Oct. 17: High Hopes Early Literacy Storytime, 9:30 and 10:15 a.m. Ages 3 and under. Wonderlab: OPD: Forensic Science, 6 p.m. ages 6 to 9. Call 236-5208 to register. The Opioid Epidemic and a better guide to pain management, 6 p.m.
Oct. 18: Family Storytime, 9:30 a.m. Morning Book Club (adults), 10 a.m. Girls Who Code, 4:30 p.m. Homework Helpdesk, 5 to 7 p.m.
Oct. 19: Teen D.I.Y.: Perler Pictures, 4:30 p.m.
Oct. 20: Pumpkin Pageant D.I.Y. Lab, 1 to 2 p.m. Children of all ages welcome.
Oct. 22: Family Storytime, 9:30 and 10:30 a.m. Read to a Dog, 4 p.m. Call 236-5208 to register. Homework Helpdesk, 5 to 7 p.m.

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FVTC to hold open house

Fox Valley Technical College's annual college-wide open house is set from 3 to 7 p.m. Oct. 2 at all college locations throughout the region, including its Oshkosh Riverside campus at 150 N. Campbell Road.
Visitors can talk to students and staff, tour the college, discover in-demand skills for promising careers, and learn about credit transfers, dual credits opportunities at area high schools and how to pay for college.
High school seniors and older who apply for admission at the event will have their fee of \$30 waived. Business and industry services, and information of personal enrichment classes, will also be available.
Staff representing FVTC's other Oshkosh locations and their training programs will be available at the Riverside location, including the Advanced Manufacturing Technology Center, S.J. Spanbauer Center, and Fabtech.
No registration is required to attend. To learn more, visit fvtc.edu/OpenHouse or call 920-233-9191.

Treasure hunt follows businesses

The search for the key begins. The Oshkosh Treasure Hunt is on.
A key has been hidden in the city that opens a treasure with more than \$500 worth of prizes from Oshkosh Treasures, House of Heroes, Fire Escape Art Studio & Gallery, ZaRonis, 920 Tattoo, Planet Perk, Wagner Market, Adventure Games and Hobby, Lunch Box and Escape Oshkosh.
Clues will be released on the Oshkosh Treasure Hunt's Facebook page and those of the businesses involved. Clues are released when the current clue-holding business receives the required amount of likes on its business page.
The treasure hunt will start when House of Heroes acquires 200 more likes on its business page and it reveals the treasure, followed by clues released by the other businesses. To win the prize, the key must be found and brought to House of Heroes.

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Wildcats suffer tough loss against Hortonville

By Brad Hartmann
 HERALD CONTRIBUTOR

West quarterback Jake Ketter knew it would take a miracle to pull off a come-back as his team trailed by eight with 29 seconds left in regulation and having to go the distance of 99 yards.

The Wildcats football team had its back against the wall before its 22-14 defeat by Hortonville in Friday's Valley Football Association conference matchup at Titan Stadium on J.J. Keller Field.

"It's always a heartbreaker when a game comes down close like that," said Ketter. "I feel all of our games, even if the score doesn't show it, have always been to the wire. Our guys work too hard to keep losing close games like that."

The Wildcats (1-5) put themselves in position to set up a possible game-tying drive with no timeouts as Sean Bougie intercepted Hortonville's Kyle Allen for the second time in the game on a 4th and three from the Wildcat 20 yard line.

"He is one of our best covering corners," said Wildcats defensive coordinator Chris Kujawa. "We give him the biggest challenge each week covering other teams' best receivers and he holds his own. He is getting better each week and accepts the challenge."

On the Wildcats final possession Ketter knew he had to make something out of nothing, completing three passes to A.J. Ambroso for 49 yards and trying to get out of bounds to stop the clock.

However, the Wildcats final play came on a 2nd and 10 as Ketter's throw went through the hands of Nate Carlin and into Ambroso's arms but was only able to advance to midfield.

"I wanted to throw it to Blake (Framke) he was our back and was my check-down read. I couldn't find anyone. The ball bounced off Nate and A.J. caught it and got what he could for the last play," said Ketter.

The Wildcats scored first on their seventh possession starting from their own 37 yard line. Coach Ken Levine didn't have a play drawn up so Ketter persuaded Levine to take a shot into the end zone. On a corner route, Ketter scrambled from his right side turning to his left and found



A Hortonville runner looks for an opening in the Oshkosh West defense during their game Friday at Titan Stadium.

a diving Carlin for a 33-yard touchdown reception as both Carlin and the Polar Bear defender were battling for possession to give the Wildcats a 7-0 lead with 0:33 left until halftime.

"They had two guys over the top of me. I really didn't break through them. Jake threw it up and I just went for the ball and made the play," said Carlin. "The defender was in front of me. I had to maneuver around him to grab the ball. I think I put myself in good position to get the ball."

The Polar Bears (4-2) responded with a six-play, 69-yard drive with three big yardage plays off a 15-yard run by Jose Concepcion, 37-yard reception by Jay-qon Owens and 16-yard reception by Josh Giese. Those plays set up a 3rd and goal on the 1 with a second left in the half as Max Muthig floated one up the right side-line pylon to Parker Lawrence to cut the Wildcats lead to 7-6.

"We were going out to the left and my first two options weren't open so I turned

back around saw him open and threw it," said Muthig. "I was hoping for the best as time was expiring."

The Polar Bears would grab its first lead of the game, 13-7, on their opening possession of the second half with a six-play, 80-yard drive set up by a 62-yard reception from Muthig to Dylan Schmidt followed by a 17-yard touchdown catch by Lawrence.

The Wildcats would regain the lead at 14-13 with a six-play, 91-yard drive that featured another Ketter-to-Carlin touchdown connection, this time on a 3rd and 8 from the Polar Bear 15 yard line.

"We rolled out. It was supposed to be a short pass to him. I felt the left side of the line collapsed. I rolled out and he was open for the floater pass in the end zone," said Ketter.

With the win, the Polar Bears are 4-1 against the Wildcats dating back to 2014 conference play.

"Last year they took it to us. I knew this was going to be a battle," said Polar Bears coach Tom Kolosso. "Oshkosh West is a

program on the rise. They had a really nice year last year. Coach Kujawa coming over there is doing a great job with the defense. I see an improvement there. They are going to be a team that will be right with us every year and it's going to be a battle every time we play them."

Defensively the Wildcats held their own defending eight passes, forcing three interceptions, one sack, recovering a fumble, and allowing 117 rushing yards on 26 carries to Concepcion, who had 138 yards and three touchdowns against the Wildcats in last year's meeting.

"He is the best running back we faced up until this point. I thought we did a pretty good job containing him. He is a really good back and strong kid," said Levine. "Our defense did a really good job. We had a few breakdowns in pass coverage. I thought we were pretty solid 98 percent of the time. The turnovers, tonight we got some but offensively we didn't capitalize on them."

Spartans blanked by Fond du Lac

The Fond du Lac football team continued its dominant start to the year as it picked up a 49-0 win over Oshkosh North on Thursday in a Valley Football Association South game played at Titan Stadium.

Fondy started out hot, scoring 28 points in the first quarter before cruising to the win.

The Cards rushed for 253 yards in the win, getting 94 and two touchdowns from Eben Sauer on just eight carries while Carson Raddatz had 58 yards and a score on nine carries.

Five different Fond du Lac players scored in the win.

For North, Wesley Lo was 6-for-18 for 38 yards through the air with an interception while Aittipon Thao led the rushing attack with 34 yards.

Travon Lee had one catch for 45 yards for the Spartans.

Prep sports roundup

BOYS SOCCER

Oshkosh North goes 1-0-1 in Kaukauna

The Oshkosh North boys soccer team went 1-0-1 in the Kaukauna Quadrangular on Saturday, beating Menasha 11-0 while tying against West Bend East 1-1.

In the win, the Spartans scored nine first half goals en route to the win, getting two goals from Eric Lopez and Richie Stille and one from Praise Mugisha, Tim Gillingham, John Konrad, Ethan Stelzer and Connor Bowe.

Gillingham and Lopez added goals in the second half as they shut Menasha out.

In the tie, Stelzer got the lone goal to take a 1-0 lead but Menasha would tie things up after scoring in the 75th minute.

On Thursday, North played West De Pere to a scoreless tie as Michael Grant had just one save for the Spartans.

Lourdes edges WLA

The Lourdes boys soccer team got two late goals from Peter Chartier as the Knights picked up a 2-1 win over Winnebago Lutheran on Thursday.

Chartier scored goals in the 69th and 74th minutes to secure the win. WLA didn't get its goal until the 83rd minute from Nathan Pausma. Yianni Giannopoulos had three saves for the Knights.

West tops Sheboygan

The Oshkosh West boys soccer team shut out Sheboygan North on Thursday, picking up a 3-0 win.

Scoring goals for the Wildcats were Edgar Heredia, Sam Blaskowski and Quyn Vakirtzis Konz, while Zach Janotha, Jon Lopez and Heredia added assists.

Aidan Salzer had 12 saves for West.

GIRLS TENNIS

Lourdes finishes third in conference tourney

The Wisconsin Combined Tennis Conference was on Saturday and Lourdes finished third with 13 points and sits in fourth overall in the standings.

At No. 1 singles, Lourdes' Emily Holland defeated Mallory Moen from St. Mary Catholic to finish first overall, winning that match 6-3, 6-3. Taking third at No. 2 singles was Sophia Nielsen, who won her match 6-2, 6-1 over St. Mary's Springs' Maeve Ahern.

At doubles, the No. 1 team of Maria Tushar and Alexis Rolph lost the title match, finishing second, after falling in a close 6-3, 4-6, 10-7 match. Cherry Lee and Marley Wessenberg finished fourth after falling in the third place match 6-2, 2-6, 11-9.

The No. 3 team for the Knights in Hal-



Peter Chartier celebrates one of his two goals for Lourdes in its victory over Winnebago Lutheran Academy on Thursday night.

liegh Gibson and Brooklyn Baker ended up third after winning that match 7-5, 6-3. On Thursday, the Knights were shut out 7-0 against St. Mary Catholic, losing all their matches in straight sets.

North shut out by Neenah

The Neenah girls tennis team swept North on Thursday, picking up a 7-0 victory.

The Spartans were outmatched the entire way as the Rockets swept the Spartans in straight sets in every match.

GIRLS SWIMMING

West 6th, North/Lourdes seventh in Rocket Invite

The Oshkosh West girls swimming team finished sixth with 204 points while North/Lourdes was right behind them with 199 points out of eight teams Saturday.

Neenah won the invite while Appleton North was second.

Ali Pecore had a win for North/Lourdes in the 500 free, finishing with a time of 5:23.44.

Melana Zeinert had a first-place finish for the Wildcats, taking the 100 back with a time of 1:03.60.

CROSS-COUNTRY

Oshkosh West boys 11th

Led by John Thill, the Oshkosh West boys cross-country team finished 11th in the Lourdes Invitational on Saturday.

Thill finished 19th for the Wildcats with a time of 16 minutes, 52.13 seconds. Eli Dyer of Whitefish Bay won with a time of 16:03.96.

Whitefish Bay won the large-school

invite with 84 points, followed by Verona (110) and West Bend West (112).

In the small division, Lourdes boys took 15th overall with 412 points and were led by Peyton Kane, who finished 21st with a time of 17:38.30. Valley Christian's Joshua Geffers finished in 18:57.81.

Freedom won the invite with 100 points followed by Rosholt (112) and Wautoma (153).

On the girls side, Oshkosh West finished 10th with 233 points and was led by Taylor Guido who had an impressive race, finishing 11th with a time of 20:04.94.

Stevens Point won with 73 points, followed by Whitefish Bay (120) and Burlington (135).

In the small division, Lourdes finished 17th out of 25 teams with 427 points and was led by Ellen Moore, who finished fourth overall with a time of 19:52.30.

Freedom won with 74 points followed by Winneconne (121) and Auburndale (136). Valley Christian was also there and was led by Amelia Lehman, who was 100th with a time of 23:18.06.

Scherer medals in invite

Oshkosh North's Jack Scherer won the Manitowoc Len Nikolai Invite on Saturday, finishing with a time of 16:10.82 as North finished 16th overall out of 18 teams.

Stevens Point dominated, winning with 32 points followed by Valders (75) and Appleton North (88).

On the girls side, Sydney Clark was 28th with a time of 20:58.31 as Appleton North won the invite with 82 points, followed by Plymouth (90) and Fond du Lac (108).

North was 13th overall with 332 points.

VOLLEYBALL

West takes fourth in Sprawl tournament

Oshkosh West competed over the weekend at the Lynn LaPorte Volleyball Sprawl Qualifier tournament in Menomonee Falls.

The Wildcats opened play Friday by going 3-0 in pool play, defeating Kenosha Tremper in three sets, then defeating both Sheboygan North and Madison LaFollette in straight sets.

On Saturday, the Wildcats lost to Janesville Craig in straight sets and defeated Beaver Dam in three sets in power pool play. Beaver Dam then defeated Craig, forcing a three-way tie and tiebreaker playoffs. West then defeated Craig and Beaver Dam in separate tiebreaker playoff games to win the pool and advance to the Gold Bracket.

The Wildcats lost to Waukesha West 25-8, 25-10 in the semifinals and lost to Wisconsin Lutheran 25-20, 25-20 in the third-place match, giving West a fourth-place finish in the 24-team field.

North falls to Hortonville

Hortonville cruised to a 3-1 victory over Oshkosh North in a Fox Valley Association dual on Thursday, falling 25-11, 21-25, 25-22 and 25-17.

Lourdes sweeps CWC

The Lourdes girls volleyball team dominated Central Wisconsin Christian in a 3-0 win, beating the Crusaders 25-21, 25-18 and 25-16.

Ellie Mackenzie surpassed 1,000 assists after recording 21 on the night while Raechel Russo had 11 kills. Rachel Aasby had seven aces and Morgan Thiel added 19 digs for the Knights.

GIRLS GOLF

North 4th in FVA meet

The Oshkosh North girls golf team finished fourth in the Fox Valley Association Conference golf meet last Wednesday, which was held at Chaska Golf Course.

North shot a 409 while Oshkosh West was sixth with a 432. Kaukauna won the conference meet with a 343.

North was led by Grace Miller, who shot a 90 while Hailee Norton led West with a 96. Hailee Brunk added a 96 for the Spartans while Taylor Rammer (107) and Anna Weidemann (116) rounded out the scoring.

For the Wildcats, Kennedy Benesh had a 110 while Jensen Muza (111) and McKenna Lloyd (115) rounded out the scoring.

Lourdes dominates homecoming win

By Charleigh Reinardy
 HERALD CONTRIBUTOR

The Lourdes Academy Knights celebrated homecoming week Friday with a win over the Randolph Rockets, 35-0.

The Knights put on a show for the crowd of parents, family, students, alumni and visitors with plenty of scoring, including two consecutive touchdowns by sophomore Josh Bauer, one for 49 yards.

"The homecoming game is like no other game. With the strength of nearly the entire school on your back, it just motivates you to give it your all," said senior defensive tackle Max Lippert, who had a sack in the second quarter. "As a senior, I can only count down my days. I have very little time to leave it all out there on the field."

Bauer threw an interception in the second quarter but the Knights recovered by intercepting the ball back and scoring a 60-yard touchdown by senior Hayden Jones to lead 28-0 at halftime.

"The feeling is amazing; your adrenaline never stops flowing, and in your head you're constantly thinking this is your last homecoming game ever," senior defensive cornerback Colton Clark said. "On the



Lourdes defender Tyler Johnson returns an interception against Randolph on Friday night.

field your emotions are constantly racing between sad and happy thoughts. It was a great and fun experience; I'm happy my last homecoming game was a win."

Bauer opened the third quarter with a 29-yard touchdown run to complete the scoring in the game.

"The relationships I've made playing

football for the first time since elementary school have been well worth it," said senior Benny Huizenga. "The homecoming game is different because it's awesome to see Lourdes come together as a community for one night. Being on the field was more fun than being in the stands, because everyone is cheering for you."

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Titans sports coverage on schedule

Titan Television is broadcasting regular-season sporting events during this academic year.

University of Wisconsin-Oshkosh women's soccer matches will be aired against defending WIAC champion UW-La Crosse on Sept. 29, UW-Stout on Oct. 6 and UW-Stevens Point on Oct. 17.

Titan Stadium will be the venue for three UW-Oshkosh football telecasts – Oct. 13 vs. UW-Platteville, Oct. 20 vs. UW-La Crosse (homecoming) and Nov. 10 vs. UW-Stout.

Telecasts from Kolf Sports Center begin Sept. 28 when the women's volleyball team hosts UW-Eau Claire. Other volleyball telecasts are Oct. 10 against UW-Stevens Point and Oct. 24 against UW-Platteville.

Kolf Sports Center will be the venue for six basketball telecasts. The three women's games are against St. Norbert College on Nov. 26, UW-La Crosse on Feb. 13 and UW-Eau Claire on Feb. 16. The men's basketball team will have two televised contests – Nov. 27 against North Park University (Ill.) and Feb. 9 against UW-Stevens Point.

All contests can be watched at portal.stretchinternet.com/uwosh or by Spectrum Cable subscribers in the area on Channel 57 and in high definition on the UW-Oshkosh campus on Channel 71.1.

Titan Television will also broadcast



PHOTO BY ANDY RATCHEMAN
 Nathan Kaull goes for a header in Lourdes's 2-1 victory over Winnebago Lutheran Academy on Thursday night.

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WRST Radio is also covering UW-Oshkosh sporting events during the fall semester at www.uwosh.edu/wrst or locally at 90.3 FM.

Football coverage includes Oct. 6 at UW-Whitewater, Oct. 13 at home vs. UW-Platteville, Oct. 20 homecoming vs. UW-La Crosse, and Nov. 10 at home vs. UW-Stout.

Women's soccer games to be aired are Sept. 29 vs. UW-La Crosse, Oct. 10 vs. Loras College, Oct. 17 vs. UW-Stevens Point and Oct. 20 vs. UW-River Falls. Also airing will be the men's basketball team at UW in Madison on Nov. 2 and the women at UW on Nov. 4.

Shoreview league series of 825 scored

Becky Resop set a high standard for herself in the first week of bowling league at Shoreview Lanes on Sept. 6 when she tossed her first 300 game, followed by a 290 and 235 for a strong 825 total.

"I was very calm," Resop said of her special series in the Lakeview 60 League that started up while she was also her preparing a speech to honor her late father Don O'Neil, who was inducted Sept. 19 into the Oshkosh Recreation Department Softball Hall of Fame with five others.



SUBMITTED PHOTO

Hitting marks

Lourdes Academy seniors Morgan Thiel (left) and Rachel Asby each passed a 1,000 milestone in volleyball two weeks ago. Thiel reached 1,000 digs for her career while Asby topped 1,000 kills. They had been playing varsity since they were freshman. Ellie MacKenzie, a setter for Lourdes, also reached a milestone by topping 1,000 assists last week.

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"Making Houses Homes"

Deputy Mayor Lori Palmeri, Common Council liaison for the Rental Housing Advisory Board, will be demonstrating how housing tenants can save money by fixing their own window screens during the Sept. 29 Farmer's Market.

Palmeri said that damaged screens are a common correction notice that tenants are responsible for fixing, and she said repair materials are much cheaper than a screen replacement.

Advisory board members offer tenant-landlord resource information during the Farmers Market on behalf of the Rental Housing Advisory Board.

Club offers free sight-ins

The Van Dyne Sportsmen's Club will be holding a free youth "sight-in" day from 10 a.m. to 3 p.m. Sept. 30 at the club.

This is open to all young hunters so they can safely sight in their deer hunting rifles. Experienced range officers will be on hand to help hunters get on target.

More information is available at the club's website: vdsc.org/home.

Drug and alcohol coalition sets community gathering

With a goal of reducing drug and alcohol use throughout the county — and bringing awareness to prevention, treatment and recovery — the Winnebago County Drug & Alcohol Coalition will hold a community event at 8 a.m. Oct. 4 at The Howard in Oshkosh.

The event is aimed at giving an informational summary of the Community Conversation Tour held last spring with specific data about drug use affects the community and how to connect with local resources like Solutions Recovery, NOVA, Beacon House and others.

"The data has shed light on local issues, which has helped us focus and refine our strategies," said University of Wisconsin-Oshkosh Police Capt. Chris Tarmann, who serves on the coalition steering team and helps lead the communications action team. "Coalition leaders are very proactive and there's good energy around this

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"To The Younger," a book by Oshkosh resident Mark J. Spanbauer is available at Amazon.com, and at UWO's University Books & More.

Peace Lutheran plans Octoberfest celebration

Peace Lutheran Church invites the public to an Oktoberfest Celebration on Oct. 14. The celebration will begin with a Polka Worship at 9 a.m. with music by the Tuba Dan Band.

After worship, spudnuts — fried fresh on the spot — will be available. At 11 a.m., an authentic German meal will be served, along with German trivia for adults, a kid's raffle and the annual quilt raffle. A free-will offering will be taken.



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Atty Joe McCleer, McCleer Law
Lumbar Stenosis: Almost Inevitable but Never Untreatable
John Hartenberger, Orthopedic & Spine Therapy

10am **We are Hear for You!**
Alyson Windle, Options for Independent Living
Funeral Pre-planning
Virginia Radtke, Lake View Memorial Park

11am **What can I do with my Stuff?**
Katie Buchnis, Katherine’s Auction & Appraisal
Advance Care Planning: It’s Always Too Soon Until It’s Too Late
Ellen Koski, Fox Valley Advance Care Planning Partnership

12pm **Social Security-With You Through Life’s Journey**
Annette Galligan, Social Security Admin

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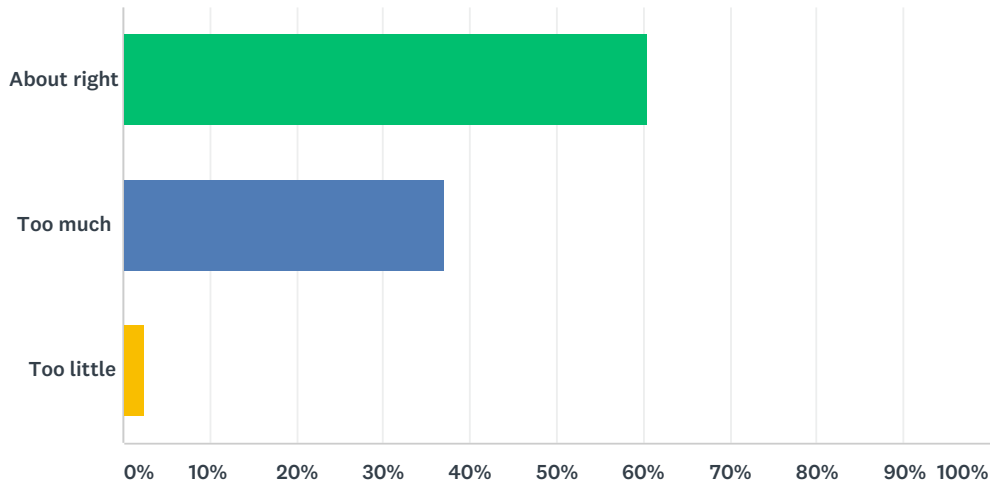


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Q1 What is your opinion on these proposed changes? (Circle 1)

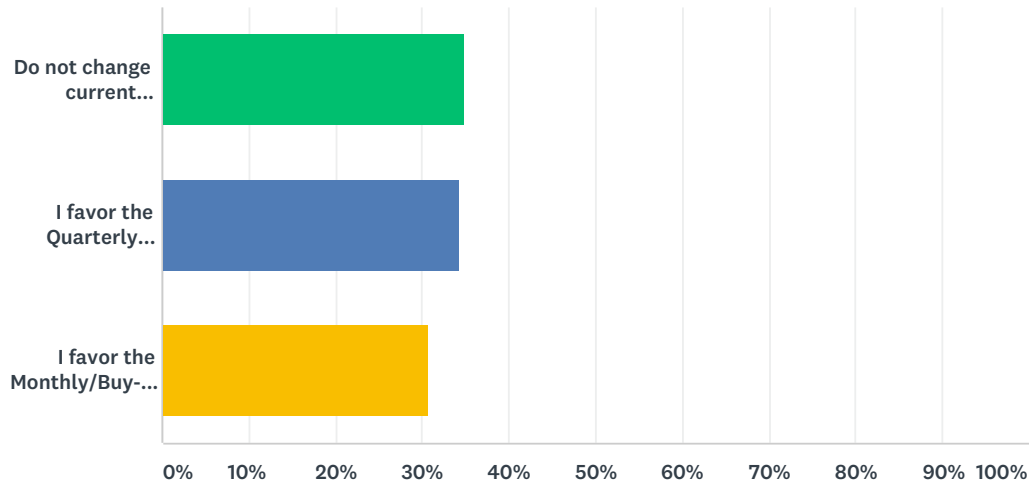
Answered: 202 Skipped: 7



ANSWER CHOICES	RESPONSES	
About right	60.40%	122
Too much	37.13%	75
Too little	2.48%	5
TOTAL		202

Q2 What is your opinion on the 3-month passes? (Circle 1)

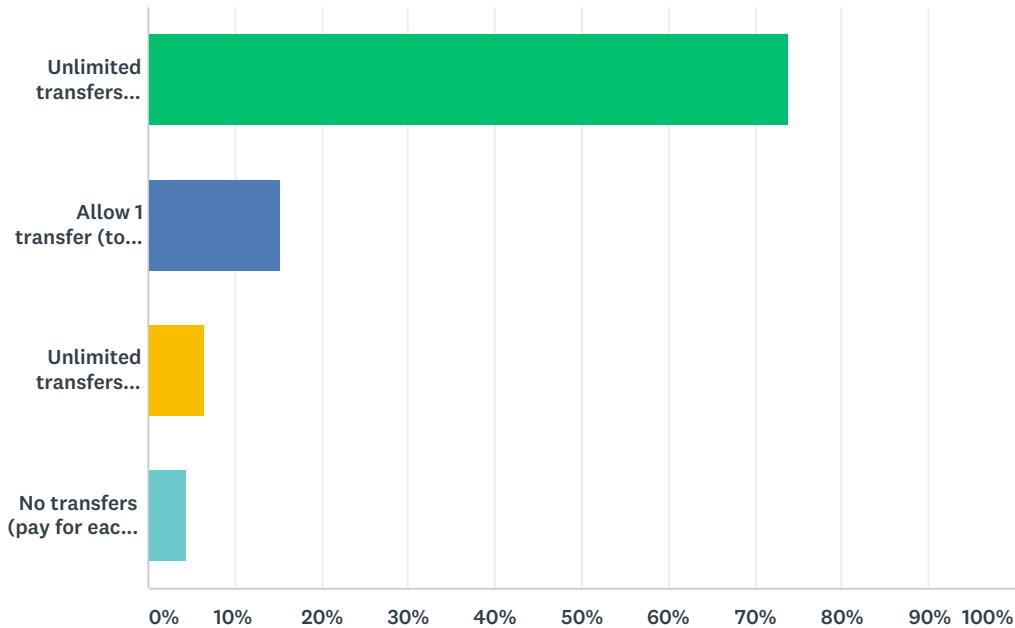
Answered: 198 Skipped: 11



ANSWER CHOICES	RESPONSES	
Do not change current quarterly pass	34.85%	69
I favor the Quarterly 3-month option	34.34%	68
I favor the Monthly/Buy-in Bulk option	30.81%	61
TOTAL		198

Q3 What is your opinion on transfers? (Circle 1)

Answered: 203 Skipped: 6



ANSWER CHOICES	RESPONSES	
Unlimited transfers (within 60 minutes)	73.89%	150
Allow 1 transfer (to next bus only)	15.27%	31
Unlimited transfers (within 45 minutes)	6.40%	13
No transfers (pay for each trip)	4.43%	9
TOTAL		203

Q4 Additional Comments:

Answered: 103 Skipped: 106

#	RESPONSES	DATE
1	The bus is a necessity for me. I do not like the increase idea, but I would be forced into paying	10/19/2018 2:03 PM
2	Families who buy passes for students to get to school will have a hard time paying with increase	10/19/2018 8:27 AM
3	This is the single transportation option for many individuals especially difficult on fixed/limited incomes. Minimum wage has not increased- transportation is already a barrier	10/19/2018 8:26 AM
4	I'm in favor of having "After hours" bus routes for those who work or need to get to/from work after 6pm and before 6am. Overnight routes to industrial parks and/or main streets through town. \$1.50 fare when then be ACCEPTABLE	10/19/2018 8:25 AM
5	Would there be an reason to consider selling an annual pass with a larger discount? I'm not a bus rider, I don't know the answer to this.	10/18/2018 6:39 PM
6	(Wrote N/A for C) I get monthly pass from caregiver. I am happy with all the rest.	10/18/2018 11:09 AM
7	Understand not all can afford a car or what is a large amount of money at once. Shelters should keep wind off people.	10/17/2018 4:24 PM
8	Teach your drivers how to correctly nip a transfer ticket. some don't know or don't give a shit. (lazy or can't tell time)	10/17/2018 4:23 PM
9	I wish all would stay the same as it has been	10/17/2018 4:21 PM
10	I think my bus fare is about right. However, I do not think that we need new buses at all.	10/17/2018 4:19 PM
11	they should keep it the same	10/17/2018 4:15 PM
12	I use the #9 bus to get to 20th Street Y. Will really miss the bus no longer going there.	10/17/2018 1:30 PM
13	Love the 3-month pass	10/17/2018 1:29 PM
14	Thank you for the new buses! I would like to see more bus service on evenings, Sundays and holidays.	10/17/2018 1:28 PM
15	Please place a bus shelter at Taft and Koeller. It would greatly help me and others with not being able to stand long. Thank you!	10/17/2018 1:26 PM
16	Please keep it at 60 minutes.	10/17/2018 1:25 PM
17	I really like most of the drivers. Most of the women drivers are not customer friendly!	10/17/2018 1:24 PM
18	I think the routes are terrible, its seems you just go on outside circle for your riders; and the Walmart stop is just terrible.	10/17/2018 1:22 PM
19	Can't buy in advance	10/17/2018 1:20 PM
20	The Bus could run later like in Appleton.	10/17/2018 1:17 PM
21	I do not like the routes because they make no sense.	10/16/2018 3:27 PM
22	Remember most of us have not had a big boost in our income on disability for a long time. a 25%-50% fare raise is not good for us.	10/16/2018 3:27 PM
23	What about senior citizens.	10/16/2018 3:21 PM
24	Prefer to purchase monthly passes based on budgeting for my current situation. don't buy anything in bulk or advance. Not that privileged.	10/16/2018 3:21 PM
25	Thanx much for the 7 new buses! those noisy howling white ones are on their last legs. ** **I wish there were buses available evenings, Sundays and holidays.	10/16/2018 3:20 PM
26	What about senior discount?	10/16/2018 2:46 PM

Public Comments/Oshkosh (GO Transit) Transit Development Plan 2018

27	With the quarterly (4 times a year) 3 month bus pass, dn't need any transers! Should make all buses front seating, for disabled; rollators, and mobility scooters, ONLY!!! and all driver, to put the ramp down for mobility items!	10/16/2018 2:44 PM
28	I hope senior fares will remain half of the regular adult fares.	10/16/2018 2:32 PM
29	its very good thing to on and get passes and far	10/16/2018 2:31 PM
30	How will changes affect seniors?	10/16/2018 2:30 PM
31	I like the punch cards- for 20 punches	10/16/2018 2:28 PM
32	-People who like month to month on SSA would have a problem with this (referring to 3 month quarterly option) -Honestly, Oshkosh is at the lowest rates compared with other cities- so some increase seems reasonable as long as don't need to buy for a whole quarter at once.	10/16/2018 2:27 PM
33	I do not use the Oshkosh GO Transit. I have my own vehicle and transportation, so any feedback I would have would be useless.	10/16/2018 2:23 PM
34	Want the bus go into Walmart again.	10/16/2018 2:21 PM
35	I don't like it when the buses have to stay on the	10/16/2018 2:20 PM
36	Seniors 75 cents?	10/16/2018 2:18 PM
37	Seniors are 75 cents then?	10/16/2018 2:18 PM
38	-Does that mena 75 cents for seniors that would be fair!	10/16/2018 2:16 PM
39	-I don't understand the question on the three month pass.	10/16/2018 2:15 PM
40	-The decision to purchase a monthly or three month pass is based upon available cash on hand.	10/16/2018 2:13 PM
41	-Lower 3 month pass and expand hours -Appleton runs longer at night	10/15/2018 2:24 PM
42	The transfers should be set for 45 minutes; that way there would be enough time for passengers to get to their buses.	10/15/2018 1:32 PM
43	How do you deal with exact change?	10/15/2018 1:29 PM
44	Buses need to come closer and make more stops; drivers are rude and disrespectful; stop everywhere to pick up people	10/15/2018 1:28 PM
45	Drivers shouldn't let their personal opinions of passengers affect their behavior.	10/15/2018 1:26 PM
46	Some drivers are rude; more stops everywhere; more routes; more than one bus on the route; Main St needs two buses	10/15/2018 1:23 PM
47	My daughter and I take the bus 6 days a week and up to 5 times a day (sometimes more) All of the drivers are very respectful towards my daughter and me. They are very helpful and informative if I have a question about a route. Used to stop on every corner; if moving stops, it would help the elderly and people with lots of groceries and with small kids Thank you very much for having GO Transit! Your bus service helps us out a lot and I would rather ride the bus than drive because I believe it's safer for the environment and convenient (times and where the stops are)	10/15/2018 1:21 PM
48	Too confusing to figure out how much time is left on transfer. People try to use them longer than they should. Takes too much time to look at every transfer ticket.	10/15/2018 1:14 PM
49	Either one transfer or no transfers	10/15/2018 1:12 PM
50	Patty on Routes 5 and 7 was super helpful!	10/15/2018 1:10 PM
51	Have more of a discount when buying 3 month or 3 one month passes; transfers should be good for a 1/2 day.	10/15/2018 1:08 PM
52	First time rider, but the financial philosophy is stupid.	10/15/2018 1:05 PM
53	More routes in reverse order of existing ones	10/15/2018 1:03 PM
54	I use 3 buses to go to work, 6 buses round trip. 3 x \$1.50 = \$4.50 (one way)	10/15/2018 1:02 PM
55	-Myself and my daughter love to take the bus A LOT. We take it 5 times a day (up to; maybe more) and 6 days a week! ALL of the drivers are VERY polite and VERY helpful! thank you!	10/14/2018 4:07 PM
56	-Please expand hours later at night so 2nd shift workers have transportation	10/14/2018 4:05 PM
57	-Later routes (certain routes) till 9pm? -How does UWO late bus work- does it exist?	10/14/2018 4:01 PM

Public Comments/Oshkosh (GO Transit) Transit Development Plan 2018

58	-Families cannot afford \$1 currently, \$1.50 is too much. OUR families are often dealing with crisis/poverty- the 15th is too soon. OASD would benefit from a free pass with ID.	10/14/2018 3:59 PM
59	-Can't call ahead for transfers (June, July) -You may or may not make your connections -Goal (Mercy/Aurora, shopping, at distance looking) -Brian, Bre H, Mike are great bus drivers	10/14/2018 3:57 PM
60	-Does not like walmart stop-dangerous -Service is good- reliable	10/14/2018 3:55 PM
61	-Route 9 is hard to Navigate -Walmart stop is OK	10/14/2018 3:54 PM
62	-Walmart stop is very dangerous as an employee and customer	10/14/2018 3:53 PM
63	-\$35 for monthly pass- WRONG! -Fare increase is "about right" except for monthly and 3 month and one three month pass at a time for \$25-30 -For monthly and 3 month discounts- why are poor people being penalized -Teach Jane how to properly drive a bus so your drive a bus her ride feels like jerk, jerk, jerk as she takes her foot on and off continually	10/14/2018 3:53 PM
64	-3 month pass should be \$70	10/14/2018 3:47 PM
65	-The police have request an increase in funding as a part of the new city budget. That 3% increase should instead go to public transit.	10/14/2018 3:46 PM
66	-1.5 hours would be ideal for transfer time -Drivers not stopping when pulling line -Drivers need to listen for buzzer to stop -Will not lower ramp for cart -No front seats left for ??? kids on them and won't move -Will senior rates go up	10/14/2018 3:45 PM
67	-We need longer hours...go until 9pm!	10/14/2018 3:40 PM
68	-Longer hour	10/14/2018 3:40 PM
69	-Good	10/14/2018 3:39 PM
70	-Adults fare and monthly pass is about right but the 3 month pass should be more like \$70-75 - Don't like where they moved the walmart stop maybe a seperate ramp its a long walk	10/14/2018 3:38 PM
71	-Mark W. Ruck 216-3315 -Para transit doctor submitted request 3 times and haven't heard anything.	10/14/2018 3:36 PM
72	-Would be willing to pay extra on taxes for services -What about day passes	10/14/2018 3:29 PM
73	Since the bus system routes are limited to only covering one section of Oshkosh, the only way to get to the east side to the west side, like to a doctors appointment, a transfer downtown is necessary. To charge two fares for a one way ride does not seem right or fair.	10/11/2018 2:19 PM
74	I like the idea of the "buy-in" 3 month pass, but I think it gets complicated for riders who struggle to adapt to changes. I don't like the idea of a fare increase with it just being for the purposes of "maintaining current services". I think families and anyone would benefit from extended bus hours - allow parents and kids to get to and from school activities. What about discounted rates? What will these look like - I reviewed Appleton's and assume you would consider something similar for Seniors/Disabled/Youth. They also offer much longer hours than Oshkosh. Would the fare hike impact Route 10 as this was not stated. What about the day pass option offered in Appleton and Fond du Lac? Would this be possible in Oshkosh?	10/11/2018 1:06 PM
75	Maybe the bus advertising can be brought in house to help offset rider costs and increase Go Transits revenue, just like Metro out of Madison.	10/11/2018 6:26 AM
76	The bus stops on frontage road by shopko and Walmart are not safe.	10/11/2018 2:44 AM
77	Students needing transportation to school should ride for free. It's sad how many kids can't get to school because they can't afford \$25 a month. It's a daily question at schools if we have bus passes for kids. We can't afford to buy them for students either. There has to be a way to make this work. Other cities do it. Why wouldn't you want students to learn the bus system? You would be gaining future business from them.	10/10/2018 9:37 PM
78	Look at your bus routes more carefully....	10/10/2018 9:26 PM
79	Nothing	10/9/2018 3:39 PM
80	None.	10/8/2018 11:38 PM

Public Comments/Oshkosh (GO Transit) Transit Development Plan 2018

81	If the fares increase? I may be forced into not riding the bus anymore. May have to ride bike instead or find other ways to get around? My income doesn't fit with the proposal increase. Keep it where it is. I can't afford the 3 month passes where they're at (\$60.)now. The increase would cause major damage to my ridership. You're going to lose a lot of riders. Low-income people aren't rich !! The City needs to know we all aren't rich like they are!! ☹️	10/8/2018 10:10 PM
82	Please continue to work with the Oshkosh School District in offering free rides to students when they present their school ID with a picture in order for kids to get to school and school activities.	10/8/2018 4:07 PM
83	None	10/8/2018 2:27 PM
84	We need a real time app showing where the buses are. Some designated bus stops have poor or no lighting and passengers get missed, even if they are waving up and down, especially on the frontage road and far Westside roads.	10/8/2018 12:58 PM
85	Please expand hours to earlier in the morning	10/8/2018 11:07 AM
86	None	10/7/2018 10:35 AM
87	Sanitize the seats regularly. I often see the people put their feet on the seats, which is unacceptable .	10/4/2018 8:25 PM
88	If increasing prices i would really like to see at least a limited bus service on sundays.	10/4/2018 10:07 AM
89	Bring back Sunday service. Even it is just routes to high-volume places like WalMart or the grocery stores. I would even like this if they only ran until noon.	10/4/2018 8:37 AM
90	Wonderful changes. Please make sure you work in a way to get Oshkosh area school district students to be able to ride the bust for free. So many of them have to ride the bus to school and it is a financial burden.	10/3/2018 6:40 PM
91	Need longer Saturday service and need to run buses on Sunday as well.	10/3/2018 2:23 PM
92	The price increase could hurt ridership. I can't barely afford it right now and the increase would definitely make me not able to ride anymore.	10/2/2018 9:56 PM
93	I would like to see the hour extended on both ends. I wish that I could take the bus to work, but it stops running before I am done. Would 24 hour service be feasible with a \$2 fare. More option could mean more riders.	10/2/2018 9:20 PM
94	A lot of our customers depend on the bus. I understand the need for updates to the system. I know you will do what you can to keep costs to a minimum.	10/2/2018 8:12 PM
95	The 3 month bus pass are a very good I idea.. I think you should keep them in the system...	10/2/2018 4:26 PM
96	Make it affordable and easy for those who need it.	10/2/2018 3:57 PM
97	NA	10/2/2018 3:14 PM
98	I think 90 dollars is a little high however I think if you make longer passes you need improve the quality of the passes	10/2/2018 1:20 PM
99	Please consider extending the hours for those working later (2nd or 3rd shifts), teens with jobs going into the evening, etc. With our community short on workers for restaurants and other local businesses, we need to step up and provide ways for those who would like to apply and work those jobs with ways to get to them.	10/2/2018 12:21 PM
100	I would like to see changes to the hours of operation. I often need a ride after 7PM, and the fact that it simply doesn't run on Sundays is an injustice to those who don't have their own car. Life doesn't pause on Sunday and wait for Monday.	10/2/2018 11:51 AM
101	would NOT like to have to get a bus pass every month; would prefer a four month pass; even with the price increase	10/2/2018 11:43 AM
102	Should be a fare of \$2.00 a trip with a study of extended service past 6pm	10/2/2018 10:16 AM
103	Nothing	10/1/2018 7:21 PM

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Bus fare increase suggested

\$1.50 ride pass called necessary to fund service

By Tom Ekvall
HERALD CONTRIBUTOR

The committee responsible for Oshkosh's Transit Development Plan is advising that Go Transit bus fares be increased

to \$1.50 along with increases for monthly and quarterly passes in its report to the city Oct. 18.

The report and fee recommendation now goes before the city's Transit Advisory Board in November and then to the Common Council for approval.

City transportation director Jim Collins said he hopes any fare changes would go into effect Jan. 1. The proposed new rate

would still keep the bus service as having the lowest fare in the state. Valley Transit, which serves Appleton and the Fox Cities, charges \$2 for an adult fare.

The steering committee, which consists of representatives from government agencies, nonprofit organizations and res-

SEE **Transit fees** ON PAGE 6

INSIDE



On the trail

Autumn colors burst at Sheldon Nature Area
Page 4

Traffic issues

Bus stop at Walmart has safety concerns
Page 2

Prep sports

Playoffs in full force for fall teams
Page 12,13



PHOTO BY MICHAEL COONEY

Too good to resist

The Eberhardys took advantage of their favorite family activity at Rasmussen's Apple Acres before the season closed last week. Janet and Paul are shown with their fruitful bounty while daughter Faith gives one a taste. Rasmussen's on State 21 has closed its picking season for its Cortland and MacIntosh varieties.

Politico co-founder captivates fellow UWO alumni

By Ti Windisch
HERALD CONTRIBUTOR

Jim VandeHei, known best for co-founding media companies Politico and Axios, returned to Oshkosh and spoke to students, staff and alumni as part of the celebration of the 50th anniversary of the University of Wisconsin-Oshkosh Journalism Department.

VandeHei was in Sage Hall for most of Friday, beginning with a breakfast for students and young alumni hosted by The Advance-Titan, the student newspaper. He also sat on a media panel that discussed the concept of fake news and gave the keynote address Friday afternoon.

A graduate of Lourdes Academy High School, VandeHei graduated from UWO in 1995 and went on to work for outlets such as the Wall Street Journal and Wash-

ington Post before deciding to found Politico, which launched in 2007. In 2016, VandeHei left Politico to found Axios, where he currently serves as chief executive. His keynote address walked attendees through his journey as a student, reporter and businessman.



he enjoyed the address, and seeing a fellow Titan achieve so much was motivating to him.

"It makes me feel like I need to go out and find more opportunities and stuff like

that," Tomski said. "It's a really cool experience to witness that someone was able to do all this, and the fact that he explains himself to be very human, very like us is something that is very interesting to me."

VandeHei covered topics ranging from light-hearted George W. Bush stories on Air Force One to the state of American democracy. One consistent theme was giving credit to the university, which VandeHei said was instrumental in his career developing the way it has.

"It's not pumping sunshine up UWO's butt to say I probably wouldn't be doing what I was doing had I not gone here and not had these different professors take a personal interest and have confidence and push (me)," VandeHei said. "I do think that's the advantage of universities like this, even though it's still a large universi-

ty it has a very small feel. You still have an intimate relationship with your professors that can make a huge difference."

Leaving a position covering the White House to found Politico was a risky move, and VandeHei said he believes students and young people should be looking to swing for the fences at this time in their lives.

"Obviously I have a high-risk profile' I'm willing to be risky," he said. "But I was telling the students earlier today, at this point in your career, take crazy risks. What are you risking? You're risking nothing. You're not married, you're probably not taking care of someone. You don't have kids."

Running a company was entirely new to VandeHei when Politico began, and by his own admission despite the instant out-

SEE **Media founder** ON PAGE 14

Walmart bus stop draws safety concerns

By Tom Ekvall
HERALD CONTRIBUTOR

Concerns with the new bus stop by Walmart were voiced at the Oct. 17 meeting of the Transit Advisory Board.

Board member Jane Cyran said she was almost hit by a vehicle in the Walmart parking lot after getting off the bus at the new stop on North Washburn Street.

“It is almost frightful walking through the



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lot,” Cyran said, adding that the parking lot is “like a war zone” according to bus drivers.

The city had to move the parking stop to the street because the previous drop-off location next to the building was being used by Walmart for commercial purposes.

Transportation director Jim Collins noted that the previous location was on private property and that the city had no choice but to move the location to the street.

“It was Walmart’s decision for us to move from our previous location,” he said. The store is using the drop-off location for online shoppers to pick up merchandise.

Cryan said she rides the bus all the time. “I am concerned about senior citizens and those in wheelchairs,” she said. She said she plans to share her concerns with Walmart officials.

Collins told board members that the University of Wisconsin-Oshkosh is considering a change to its agreement with the bus system to reduce its cost due to reduced revenues. The university subsidizes the cost for students, staff and alumni to ride the bus system for free.

Superintendent to meet public

The Oshkosh Area School District invites district families and community members to meet Superintendent of Schools Vickie Cartwright and members of the district’s Executive Leadership Team at two meet-and-greet events.

The first will be from 6:15 to 7:15 p.m. Oct. 30 before the Oshkosh West High School Fall Band Concert. Attendees are encouraged to come for a conversation and stay for an evening of music. The second meet-and-greet will be from 9 to 10:30 a.m. Nov. 3 at Webster Stanley Middle School’s cafeteria.

Attendees are invited to arrive at any time during the listed time frame, as the events will follow a come-and-go format. Light refreshments will be provided.

Cartwright joined the district July 1 and said she plans to continue seeking out opportunities to engage with the community and share district news.



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Community news briefs

Beating on Boyd Street claims life of 47-year-old

A 34-year-old Kaukauna man was arrested in the death of an Oshkosh man after a beating in the early hours of Oct. 7 on the city’s east side, according to police.

Detectives from the Oshkosh Police Department are investigating the death of Steven Mallas, 47, who died at his residence on Broad Street five days after a battery that occurred about 2 a.m. in the 400 block of Boyd Street. The battery was reported to have occurred on the sidewalk area, and no weapons were reported being used in the attack.

An autopsy was conducted Oct. 15 by the Milwaukee County Medical Examiner’s Office and more information is expected to be released pending results.

Seven arrested in series of burglaries near campus

Seven people were arrested in connection to a string of University of Wisconsin-Oshkosh campus area burglaries and a stolen automobile, according to Oshkosh police.

Three adult males ages 20 to 26 from Oshkosh were arrested for receiving stolen property, and four juveniles were arrested on multiple charges involving the thefts.

Since Sept. 9, there were nine burglaries and three attempted burglaries reported in the area surrounding the campus.

County park recognized by state recreation group

The Wisconsin Park and Recreation Association has awarded Winnebago County Community Park with a Park Design Award of Merit. That and other state park awards will be presented at the group’s annual conference in Green Bay on Nov. 1.

The largest in the county, Winnebago County Community Park is a recreational center for the region that has had considerable growth since constructed in the late 1960s. The road system was built solely for vehicular traffic and designed with a one-way traffic flow.

Use of the park started with softball and

Police said it appears that unlocked homes, garages and cars were targeted at night, along with locations with easy access points like open windows.

Morgan District housing plans move forward

Developers for the Morgan District apartment development along Oregon Street and West 6th Avenue say they hope to start construction soon, based on the Plan Commission recommending approval of a conditional use permit and specific implementation plan for a portion of the 21.83-acre property.

The approval now goes before the Common Council, which had earlier approved a general development plan for the project.

Ed Bowen, appearing for the developer, said they hope to build three apartment buildings totaling 162 units and a clubhouse in the first phase, taking anywhere from 18 months to three years before completion. A total of 400 units are planned at market rate pricing once the project is fully built.

Bowen, who is also a Plan Commission member, spoke as a private citizen, saying developers would construct and market the first 54-unit building before starting construction of other units.

Four five-story apartment buildings and six multi-unit townhouses are planned along with future commercial development at the intersection.

tennis play, limited shelter use, beach activities and passive recreational pursuits. Forty-five years later the park has added many other leisure activities: large soccer complex, a 36-hole disc golf course and a modest-size dog park that together contribute toward drawing an estimated 250,000 annual visitors.

The one-way traffic flow ultimately conflicted with the activity patterns in the park and was dealt with along with deficiencies in pedestrian facilities, connections and accessibility features.

The late architect Jeff Bahling, who designed the first master plan for the park, led the current redesign. A memorial arbor is being planned in his honor at the northern entrance to The Natural Way section.

Parade of Homes this week

The 2018 Fall Parade of Homes presented by the Winnegamie Home Builders Association is being held from 5 to 8 p.m. Thursday and Friday, and 11 a.m. to 4 p.m. Saturday and Sunday. The public has an opportunity to walk through showcase houses and gather ideas on building and remodeling. Tickets are \$8 in advance or \$10 at the homes. More details are at whba.net.



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Library offers evening with Brothers Grimm

Dark Stacks: An Evening with the Brothers Grimm will run from 6 to 9 p.m. Thursday through Saturday at the Oshkosh Public Library.

Participants will be immersed in hair-raising scenes from some of the German siblings' most ghoulish 19th century fairy tales.

The free event is for teens and adults and registration is required. Last year's after-hours tour focused on the work of Edgar Allan Poe.

"The Grimms' stories were originally written for the working class in Germany," said Sandy Toland, the librarian who created Dark Stacks. "They were very dark

and weren't meant for children. While people may be familiar with the Disney versions of some of the tales, we're introducing our audience to some that may be new to them. Each story has a surprise factor on an adult level."

Registration can be made at oshkoshpubliclibrary.org. Tours of four to six people will depart from the library's main lobby every 15 minutes. Walk-ins will be taken during open time slots on a first-come, first-served basis. Those who cannot make a reservation online should call Sandy at 920-236-5206.

The library will close at 5 p.m. Thursday to prepare for the event.

Toys for Tots program returns to Winnebago

Winnebago County's annual Toys for Tots program will again be hosted by the Winnegamie Home Builders Association in conjunction with the U.S. Marines Corps, Oshkosh Salvation Army and Oshkosh Corp.

The program collects new, unwrapped toys during the holiday season and distributes them as gifts to less fortunate children. All residents are encouraged to consider giving to help spread holiday cheer to as many children as possible in the community.

Those interested in donating are asked

to check out WHBA.net or the Toys for Tots Facebook page for Winnebago County for a list of business hosting collection boxes.

Boxes will be picked up Dec. 14 by volunteers from Oshkosh Corp. and toys will be distributed to families registered through the Salvation Army the week of Dec. 17.

For more information contact Jodi Vandermolen, Winnebago County Toys for Tots coordinator, at jodi@whba.net or 920-235-2962.



SUBMITTED PHOTO

Passing the tests

Some 55 area students tested for their black belts earlier this month at Martial Arts America in Oshkosh. Skills evaluated included traditional forms (blocks and strikes), sparring, self-defense and board breaking. The theme of the day was, "Give your very best." Students ages 9 to 51 also were required to demonstrate concentration, confidence and perseverance for levels from junior (children) through third-degree black belt.

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Explore fall colors of Sheldon Nature Area

By Rob Zimmer
HERALD CONTRIBUTOR

As I walked along the trail entering Sheldon Nature Area, flocks of fall migrating warblers swirled through the trees and a hungry gathering of goldfinches burst from a patch of black-eyed Susans where they fed along the trail.

The colors of Oshkosh are peaking and one of my favorite places to enjoy a bit of quiet reflection is this beautiful gem of a nature center on the city's northwest side.

A lot can be found along the trails



Explore the many trails that wind through Sheldon Nature Area this fall.

at Sheldon, from birds and butterflies to spectacular wildflowers and fungi. Throughout the seasons, the beauty continues.

Surprisingly, the area remains relatively undiscovered by many nature lovers and deserves attention as one of the area's wonderful public recreation hotspots. Bird life at Sheldon is abundant and those who enjoy birding will certainly find many species on a stroll among the area's trails.

Sheldon features many habitats, which is ideal for attracting a wide variety of bird life throughout the seasons.

The floating classroom features perfect habitat for water birds such as herons, ducks and red-winged blackbirds. Prairie plantings throughout the nature area attract large numbers of migrating songbirds during fall when the colorful wildflowers produce bountiful seeds. The woodlands are home to several species of woodpeckers, owls, hawks and other birds.

You'll also enjoy the beautiful display of colorful wildflowers throughout spring, summer and into autumn. Strolling among masses of colorful New England aster in rich purple and black-eyed Susans, branched coneflowers, purple coneflowers, Joe Pye weed and others is a beautiful way to spend a fall afternoon.

Interpretive signs throughout the trail system provide educational opportunities for visitors of all ages to understand the beauty and unique creatures and plants that thrive here. Signage discusses the



Virginia creeper burns in bright scarlet along the nature trails at Sheldon.

PHOTOS BY ROB ZIMMER

importance of key habitat areas such as lowland forest, wetland, prairie and pond. You'll also find signs that identify key plants found throughout the seasons, as well as tree identification to help visitors identify many of the woodland species of trees that grow here.

My favorite place to reflect on the seasons here is along the floating boardwalk trail that crosses a large pond decorated with cattails, water lilies and fringed with

beautiful wildflowers in decorative autumn bloom. Monarch butterflies, American goldfinches, bumblebees, dragonflies and other beauties danced among the colorful asters and coneflowers as the crisp air of autumn freshened each step along the trail.

Find Rob Zimmer on Facebook at www.facebook.com/RobZimmerOutdoors. Listen to Outdoors with Rob Zimmer Fridays 4-5 p.m. and Saturdays 7-8 a.m. on WHBY, now in Oshkosh at 106.3 FM.

Winnebago Waterways input sought

The Winnebago Waterways Program is developing a lake management plan for the Winnebago System as a framework for cooperation to restore and protect the health of the lakes. The program is working with Fond du Lac, Winnebago, Calumet and Waushara counties and the state Department of Natural Resources and the public at large to develop the plan.

A 2007 study done by the UW-Ex-

tension estimated that recreational angling alone generates \$234 million to the five-county region. To improve this region's economic asset, boaters and paddlers are being asked to complete a questionnaire on how the system could be improved for recreational use and takes less than 10 minutes to complete.

Details are at www.winnebagowaterways.org.

Eagle Scout recognized with ceremony

Brant Goeking achieved the rank of Eagle Scout in March and had his Court of Honor ceremony Oct. 14 at St. Raphael Church.

Goeking, the son of Laura and Hal Goeking, started as a Tiger Cub in 2006 (Pack 3682) and in 2011 crossed over to Boy Scout Troop 641, chartered to St. Raphael Catholic Church.

For his Eagle project, Brant designed,

fundraised and coordinated 30 volunteers to construct a rest area with bike information and a repair station behind Aurora Hospital near the walking and bike trails.

Brant graduated from Oshkosh North High School in 2018 and attends Fox Valley Technical College in Appleton, pursuing degrees in automated manufacturing systems and electro-mechanical technology.

Business notes


Dan Schetter, general manager of the **Best Western Premier Waterfront Hotel and Convention Center**, was recently honored with the Heroic Hospitality Stars Award as General Manager of the Year. Schetter received the award at Best Western's North American convention recently in Grapevine, Texas, in front of about 2,700 industry peers. Schetter was one of only seven hotel employees to receive the award.

skills needed for employment and assists in determining careers to pursue.

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Arena gets city’s help in district financing

By Tom Ekvall
HERALD CONTRIBUTOR

The Common Council approved a new financing mechanism with Fox Valley Pro Basketball at its Oct. 9 meeting in regard to the tax incremental district created to build the Menominee Nation Arena on South Main Street.

The amendment to the district’s development agreement will enable the developer to secure added financing to complete the project through a municipal revenue obligation bond to a TIF increment purchaser that would have to close on the sale before Dec. 31.

Fox Valley Pro Basketball is working with lenders to complete final financing of

the project.

The council had established a TIF district for the arena Feb. 28, 2017, on the former Buckstaff site when the developer did not anticipate needing more financing. The amendment represents the third change to the development contract as financing options had not been earlier completed. The developer experienced higher-than-anticipated project costs, including site preparation due to removal of soil contamination.

In other action, the council agreed to add four parking spaces on Oregon Street between 8th and 9th avenues to make up for 21 spaces lost to serve truck traffic and turn lanes with street reconstruction.

Councilman Matt Mugerauer, who had

recommended more than the four spaces, voted against the proposal and Deputy Mayor Lori Palmeri abstained due to a potential conflict of interest.

City staff met with property owners on the 800 block who agreed that the addition of four spaces would be acceptable and accommodate Hobbytown and Fabulous Finds. Transportation Director Jim Collins said no other businesses had appeared in opposition to the reduced spaces. He said adding the four slots will result in substandard turn lanes and reduced space for vehicle maneuvering.

Besides holding to the original plan, other options were to add five spaces by decreasing some stall widths to 8 feet from

the present 10 or restoring 13 stalls by decreasing widths and turn lane lengths to a “substandard” category.

The council also adopted a revised Comprehensive Plan update through the year 2040. The plan, last adopted in 2005, helps officials make land use decisions that are harmonious with the overall vision of the community’s future.

The council will hold public workshops on the city budget and capital improvements plan Oct. 28 and 29 to review projected programs and costs and a public budget hearing at 5 p.m. Nov. 7. It is scheduled to approve the budget and 2019-2023 capital improvements plan Nov. 14.

Industrial park land marketing discussed

By Tom Ekvall
HERALD CONTRIBUTOR

Industrial park land marketing was discussed in a recent workshop for Common Council members by the city’s Community Development Department and the Greater Oshkosh Economic Development Corp (GO-EDC).

Community Development Director Allen Davis said the city has 486 acres of industrial and business park land, of which 118 acres are “shovel ready” for development and another 250 in the Southwest, Aviation and Northwest industrial parks that would require public investments for commercial or industrial development.

GO-EDC Executive Director Jason White described what his agency is doing to market certain lands for local business expansions or new clients from outside the city. He said a primary emphasis is dealing with the needs of existing businesses, noting that up to 80 percent of all new jobs in Oshkosh are created by businesses already in the community.

“Existing businesses and their success and happiness is the best advertisement for Oshkosh to lure in new firms and develop economic clusters,” White said.

Both Davis and White commented on the importance of the new Watco transload site in helping attract new industries here.



SUBMITTED PHOTO

Keeping it clean

Members of the Trash Tribe, shown earlier this month working at Rainbow Park in Oshkosh, completed their third year of cleaning up area parks, trails and recreation centers. The group began two summers ago when one of the girls organized friends to pick up garbage at a park. The four fourth-graders gave the group the name, designed a logo, had shirts made and even wrote a jingle. Their mission is to pick a location once a month from May through October. They now have eight participating members.

Halloween event set at Legion post

Treats, face-painting, balloon animals and games are part of the first-ever Safe Halloween! open house at the new American Legion Cook Fuller Post 70, 1332 Spruce St., from 5 to 7 p.m. Oct. 31.

The Legion post is teaming up with the Congress Field and Historic Jackson neighborhood associations to sponsor and host the family-friendly event at the former St. Josaphat’s Catholic parish.



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PHOTO BY TOM EKVALL

Haunted history

The story behind the Sawyer gravesite at Riverside Cemetery will be among the tales told during a Halloween tour Oct. 31. The twilight tour “Cemetery Confessions” begins at 5 p.m. and will feature histories of some of Oshkosh’s prominent people buried in the 160-year-old cemetery, including haunting tales. Registration is required by calling 236-5092 with a \$10 fee paid at the time of the tour. Bring a flashlight and costumes are optional.

EAA museum recognized for its military expertise

The EAA Aviation Museum has been included as one of America’s leading military history locations in a new book titled “The Top 100 Military Sites in America.” The book by renowned historian L. Douglas Keeney, one of the co-founders of The Military Channel in 1992, chronicles the best U.S. military history sites that are both famous and lesser known. Keeney has produced other historical documentaries for The History Channel, A&E and Discovery, and has written books on many aspects of military history. “EAA’s dedication to the story of personal flight includes the unique role that military aviation played in the evolution of flying over that past 115 years,” said Bob Campbell, EAA’s Aviation Museum director. “To be recognized as one of the nation’s top military history sites is a great

credit to EAA’s founder, Paul Poberezny, and EAA members and museum employees who through the years were keepers of this legacy and paid tribute to the people and aircraft that changed world history.” Particularly noted in the book is the museum’s Eagle Hangar, which was added in 1988. More than a dozen vintage military aircraft are on display there with artifacts and historical interpretation of the World War II era. The Eagle Hangar also presents special perspectives on how military aviation of the era affected other segments of the nation, from industrial production to the home front. The museum also features presentations and programs that highlight contributions and sacrifices of veterans that benefited the aviation community.

Oshkosh Corp. cited by FVTC for partnership

The Wisconsin Technical College System (WTCS) board and Fox Valley Technical College (FVTC) honored Oshkosh Corp. recently with a Futuremaker Partner award for its collaboration on skills education for FVTC students and experienced company employees while expanding workforce participation in the region. “Oshkosh Corporation impacts the safety and well-being of so many people, locally and worldwide,” Susan May, president of Fox Valley Technical College, said in a statement. “The company has partnered with us in a number of strategic capacities for many years, and its support of our core mission runs the gamut from financial assistance to our Foundation, to workplace training programs for its employees, and even collaborating to boost the region’s labor pool through a variety of workforce development initiatives.” The company relies on FVTC to enhance the skills of its existing workforce in fire training, truck driving and safety. The partners are now working together on a GED to Work program that will expand workforce participation throughout the Fox Valley by reaching people without a high school diploma. “On behalf of our diverse and global workforce, Oshkosh Corporation is hon-

ored to receive this award,” said President and Chief Executive Officer Wilson Jones. “Fox Valley Technical College is a world-class leader when it comes to growing the economy through education and training. I know firsthand how its business and industry team has helped Oshkosh Corporation and Pierce Manufacturing turn a quick training need around in no time.” Oshkosh Corp. makes it a priority for its employees to serve on the college’s advisory committees, creating and modifying curriculum for programs from manufacturing technology to welding, business management to professional communications. “Oshkosh Corporation’s close partnership with FVTC makes certain that students learn exactly what they need to have success in the workplace,” said WTC system board president S. Mark Tyler. “This is typical of our colleges’ employer partnerships in every economic sector, which provide incredible value for students, employers and the state’s economy.” Oshkosh Corp. also provides in-kind donations of equipment and material to the college and financial support that includes scholarships for future public safety professionals and lead donor status for the college’s Promise Scholars program.

Area Women’s Association benefit features style show

The Oshkosh Area Women’s Association’s annual benefit style show, “Celebrate the Season in Style,” will be held Nov. 1 for its 33rd year of presenting fashions from local stores. This year the stores include Alban Ltd., AtomicKatz, Market Boutique On Main, Dressbarn, Elements Unleashed, Green 3, Hergert Sports Center, Sterling Gardens Florist & Boutique and The Tailored Hide Leather and The Gift Gallery. The show this year will be at the Oshkosh Convention Center with free parking. A drop off and pickup drive is available for handicapped guests. Tickets for unreserved seats are available at West Pointe Bank, Festival Foods and

Renee Michelle’s Salon & Spa. Reserved tables for up to 10 people can be secured at 920-233-5712. All tickets are \$30 and will include a plated dinner served at 6 p.m. followed by the style show beginning at 7 p.m. A cash bar will be open at 4:30 p.m. Guests can bid on silent auction items and participate in the Special Chocolate Raffle donated by Reimer Jewelers and Hughes Chocolates. Door prizes will be awarded and raffle tickets can also be purchased from any OAWA member up until the night of the event. This year’s event will benefit the Town of Oshkosh Fire Department, Oshkosh Area Food Pantry and Miss Oshkosh Scholarship Pageant.

Transit fees

FROM PAGE 1

idents, has been meeting for two years to develop the updated plan, which serves as a short-term strategy to guide efforts for the bus system. Nick Musson, associate transportation planner for East Central Wisconsin Regional Planning Commission, said his office had gotten good response from the public during the last month asking questions about fare increases. He said input was received through bus ridership surveys, a booth at the Farmers Market, attendance at community events such as the Senior Expo, and people responding from reports in the Oshkosh Herald. Musson said 65 percent of those responding favored the increase to \$1.50 from the present \$1, while 31.8 percent thought the increase was too much. Senior citizens and those with disabilities would pay 75 cents under the revised fare. The committee also recommended increasing monthly fare passes to \$35 and \$90 for those purchasing passes on a quarterly basis through bulk purchases.

No changes were recommended for the current transfer policy, which allows a free transfer within a 60-minute period of time. The report also includes recommendations for Route 9 that would exclude regular stops at the Carl Traeger School except for before and after school hours on a cost-neutral situation (no additional funds available) and breaking it into two separate routes if additional funding is received. The first alternative would require riders to notify the bus driver if they wish to go to the YMCA, which is being dropped from the proposed route. Those already at the YMCA would need to call the bus service if they wish to be picked up. Route 9 has the lowest ridership of all routes. If additional funds are provided, Route 9 would be split into a northern and southern route. The northern route would include Walmart, Ascension Mercy Medical Center, Aurora Medical Center and Westfield Street. The second would connect Walmart and the Southwest Industrial Park and Outlet Shoppes with bidirectional service between Walmart and 20th Avenue.



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99¢ lb.

Boneless English Cut Chuck Roast

\$2.99 lb.

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Smithfield Boneless Pork Ribeye Roast

\$1.69 lb.

Smithfield 2-Piece Half Rack Baby Backribs

\$2.69 lb.

Patrick Cudahy Cooked Ham or Hard Salami

\$2.99 lb.

16-oz. Package - 41 to 50 Count Supreme Choice Cooked Shrimp

\$6.99

Hass Avocados

88¢ Each

Dole Iceberg Lettuce

99¢ Each

6 to 8-oz. Package Crystal Farms Chunk or Shredded Cheese

\$1.49

8-oz. Regular or Light Food Club Cream Cheese

99¢

1-lb. - Regular or Unsalted Crystal Farms Butter

\$2.99

64-oz. Bottle - Select Old Orchard Blends or Healthy Balance

99¢

15-Count Package Totino's Pizza Rolls

99¢

12.3-oz. Package - Original Only Kraft Macaroni & Cheese

79¢

Half Liter Bottles Piggly Wiggly Water

\$1.79

30 Count K-Cups or 23.4-oz. Select Premium or 30.5-oz. Folgers Classic Roast Coffee

\$5.99

1%, 2%, or Skim Piggly Wiggly Gallon Milk

\$1.99

5100 Miller Lite

\$17.87

5100 Coors Light

\$17.87

30-Pack, 12-oz. Cans - Miller High Life Light or Miller High Life

\$12.86

6-Pack, 12-oz. Bottles Leinenkugel's

\$4.99 ea.

30-Pack, 12-oz. Cans Milwaukee's Best

\$12.39

12-Pack, 12-oz. Bottles or 15-Pack, 12-oz. Cans Blue Moon

\$13.99

12-Pack, 12-oz. Cans or Bottles Henry's Sparkling

\$14.79

8-Count Package Food Club Jumbo Biscuits

\$1.29

16-oz. Daisy Cottage Cheese or, 14-oz. Squeeze or 16-oz. Daisy Sour Cream

\$1.79

Eggo Pancakes or Waffles

\$1.99

12-oz. Package - Individually Wrapped Slices Food Club American Singles

\$1.69

6.67 to 8-oz. Package Sargento Sliced Cheese

\$2.29

59-oz. Minute Maid Orange Juice

\$2.99

Dean's Ice Cream

\$5.99

Cut Green Beans, Peas, Whole Kernel Corn, Broccoli, or Mixed Vegetables Food Club Frozen Vegetables

\$1.99

46 to 48-oz. Blue Bunny Frozen Yogurt or Ice Cream

\$3.79

Individually Wrapped Food Club String Cheese

\$5.49

Happy Halloween

Family Pack Fresh Ground Chuck
\$2.99 lb.

6.5 to 10-oz. Bag
Lay's Kettle Chips or Potato Chips
\$1.79

7.5 to 8.75-oz. Bag
Bugles, Gardetto's, or Chex Snack Mix
99¢

9 to 11.6-oz. Package - Select
Nestle or M&M Mars Fun-Size or Hershey Snack-Size Candy
\$2.39

8-Count
Piggly Wiggly Hot Dog or Hamburger Buns
99¢

22.75 to 30.75-oz. Brew Pub
Lotzza Motzza Pizza
\$4.99

14.5 to 17.7-oz.
Jack's Pizza
4.10

California Riveridge Apple Cider \$4.99	California Large Scarlet Royal Red Seedless Grapes \$1.49 lb.	1-lb. Package Bolthouse Farms Baby Carrots \$1.49	8-oz. - Pennsylvania Dutchman Whole Baby Portabella Mushrooms \$1.99
Granny Smith, McIntosh, Braeburn, or Fuji Apples \$1.49 lb.	California Large Green or Black Seedless Grapes \$1.99 lb.	Extra California Celery \$1.49 ea.	California Cauliflower \$1.49 lb.
3-Count Package Affy Tapple Caramel Apples \$2.99	1-lb. Package Premium Strawberries \$2.99	5 to 7-oz. - Fresh Express Tender Baby Salad Blends 2/\$6.50	5-lb. Bag Green Giant Idaho Russet Potatoes \$2.69
3-lb. Bag Wisconsin Empire Apples \$2.99	6-oz. Sweet Blackberries \$2.49	Extra Large Roma Tomatoes \$1.69 lb.	Jumbo Sweet Onions \$1.29 lb.
Washington State Bartlett Pears \$1.49 lb.	2-lb. Bag Mandarin Clementines \$3.99	2-lb. Package Bolthouse Farms Fresh Carrots \$1.59	Fresh Green Cabbage 69¢ lb.
Extra Large Dole Golden Pineapple \$3.49 ea.	Sweet Seedless Jumbo Navel Oranges 89¢ ea.	2-lb. Bag Yellow Onions \$1.29	10 to 24-oz. Bag Kleen-Pak Turnips or Soup Mix \$2.49
12-oz. Package Fresh Cranberries \$2.69	Fresh Limes 4/\$1	8-oz. Bottle Pom Wonderful Pomegranate Juice 2/\$3	8-oz. - Assorted Flavors Jaffa Hummus \$1.99
INTERNATIONAL VARIETY			
Fresh Bunch Cilantro 69¢ ea.	Large Poblano Peppers \$2.49 lb.	Fresh Tomatillo \$1.29 lb.	Serrano Peppers \$1.49 lb.
Organic			
Organic Red Seedless Grapes \$3.29 lb.	8-oz. Package Whole White Organic Mushrooms \$2.99	8-oz. - Grade A Eggland's Best Organic Large Eggs \$3.99	
8-oz. Bottle Full Circle Organic Extra Virgin Olive Oil \$5.49	1-lb. Package Full Circle Organic Beans 99¢	8-Count Package Full Circle Organic Chewy Granola Bars \$2.99	
10.7-oz. Trix, 11.25-oz. Cookie Crisp, 11.7-oz. Golden Grahams, 11.8-oz. Cocoa Puffs, or 13.8-oz. Lucky Charms Flakes General Mills Cereal \$2.49		8-Count Package Kellogg's Pop-Tarts \$1.99	
64-oz. Bottle Old Orchard 100% Apple Juice \$1.49	10-oz. Berry Fruit Loops, 11-oz. Krave Double Chocolate, 11.4-oz. Krave Chocolate, 12-oz. Rice Krispies, 12.2-oz. Fruit Loops or Apple Jacks, 12.5-oz. Cocoa Pops, 15-oz. Frosties, or 15.5-oz. Cocoa Krispies Kellogg's Cereal \$2.99		6-Pack Nestle Pure Life Splash Flavored Water 4/\$5
14 to 16-oz. Great Grains; 16-oz. Bran Flakes, 18-oz. Honey Bunches of Oats or Grape Nut Flakes; 20.5-oz. Grape Nuts, or 25-oz. Raisin Bran Post Cereal \$3.29		6 to 10-Count Package Mott's or Betty Crocker Fruit Snacks \$1.79	
Batty Blooms Bouquet \$13.99		Night Creature Bouquet \$9.99	
4-Inch Kalanchoe Plant \$5.99			

Chili Fixin's

13-oz. - Beef, Turkey, Sausage, or Pork
Food Club Chili Seasoning Mix
2/88¢

10 to 16-oz. Package - Select
Caramella Pasta
89¢

25-oz. Can
LaPreferida Pinto Beans or White Hominy
\$1.49

12-oz. Bottle
Frank's Red Hot Sauce
\$2.49

2.0-oz.
Food Club Chili Powder
\$1.29

44-oz.
Red Gold Tomato Juice
\$1.49

Family Pack
Fresh Ground Chuck
\$2.99 lb.

2-lb. Bag
Yellow Onions
\$1.29

4-oz. Can
LaPreferida Diced Green Chiles
89¢

16-oz. Sour Cream or 16-oz.
Daisy Sour Cream
\$1.79

8-oz. Can
Food Club Tomato Sauce
3/\$1

6 to 8-oz. Package
Crystal Farms Shredded Cheese
\$1.49

Save an Additional \$1
when you buy 2
Bush's Best Chili Beans AND 2
Hunt's Tomatoes

15.25 to 16-oz. Can
Bush's Best Chili Beans
99¢

15.5-oz. Can
Hunt's Tomatoes
\$1.19

12-oz.
Wide Awake Creamer
\$2.49

16-oz. - Original or White - Food Club
Great Egg Spectacular
\$1.69

8-oz.
Food Club Grated Parmesan Cheese
\$2.69

8 to 10-Count - Light or Honey
Arroz Flower Tortillas
99¢

22-oz. or 4-Pot
Katy Shack Pudding
\$2.79

14-oz. - Original
Sunny Delight
\$1.49

BAKERY Sweet Treats! Some items may not be available at all locations.

Halloween Treats! 10.5 to 13.5-oz. - Leftover Frosted Halloween Cookies..... \$3.49 12-Count - Assorted Varieties Mini Halloween Cupcakes... \$3.69	6-Count Sheboygan Style Hard Rolls or Brat Buns \$1.99	Food Club Dry Roasted Peanuts \$1.99	Triscuit Nabisco Ritz or Snack Crackers \$2.49	Snyder's Family Size Pretzels or 8 to 8.5-oz. Bag Krunchers Potato Chips 2/\$5
		ACT II Microwave Popcorn 2/\$5	Frito Lay Variety Pack Cube \$9.99	Lay's Lay's Kettle or Potato Chips 2/\$5
Baked French Bread \$1.69		Chi-Chi's Salsa 99¢	Ragu Pasta Sauce \$1.79	Creamette Pasta 89¢
		Food Club Sloppy Joe Sauce 79¢	Butternut Buns or Italian Bread \$1.79	One Potato Two Potato Chips \$1.99
				Mrs. Renfro's Salsa \$2.99
16-oz. - Assorted Varieties Rye Breads \$2.49	11 to 12-oz. - Assorted Varieties Clyde's Donut Holes 2/\$4	Food Club Salad Dressing \$1.29	Swanson Broth \$1.99	Ball Park Buns \$1.79
	4-Count - Grand Long Johns..... \$2.99			
12-Count Seeded Rye or Wheat Dinner Rolls \$2.69	Gourmet Cheesecake Quarters \$4.99	Food Club Chili or Seafood Cocktail Sauce \$1.29	Food Club Slickies or Dill Pickle Spears \$1.99	Quaker Quick or Old Fashioned Oats \$3.99
				Food Club Pudding or Gelatin Mix 2/\$1
12-Count Pumpkin Spice White Chocolate Chip Cookies \$2.99	8-Inch Pumpkin Pie \$3.99	Food Club Ketchup \$1.29	Chef Boyardee Canned Pasta \$1.19	Hunt's Snack Pack Pudding 99¢
	8-Inch Strawberry Rhubarb Pie... \$4.99			
6-Count - Assorted Varieties Fruit Sticks \$3.99	8-Count - Assorted Varieties J-Skinner Sweet Rolls \$3.99	Amish Kitchen Noodles 2/\$5	Taster's Choice Instant Coffee \$7.99	Eight O'Clock Ground or Whole Bean Coffee \$9.99
	3-Count - Otis Spunkmeyer Muffins..... \$2.99			
Gerber Baby Second Foods \$1.39	Think Thin Bars \$1.79	Betty Crocker Supreme Brownie, Bars, or Cookie Mix \$1.99	C&H Granulated Sugar \$2.29	Betty Crocker Favorites Brownie or Cake Mix 4/\$5
Kibbles'n Bits Dog Food \$10.99	Meow Mix Cat Food \$11.49	Brawny Paper Towels \$6.99	Valu Time Paper Plates \$1.99	Northern Bathroom Tissue \$5.49
Top Care Cold/Flu Medicine \$3.99	Simply Done Facial Tissue \$1.29	Homel Ham & Beans \$1.69	Homel Chili No Beans \$1.99	SPAM \$2.79
Simply Done Napkins \$1.69	Valu Time Foam Plates 89¢	Patrick Cudahy Bacon Pieces \$2.49	Sabra Hummus \$1.99	Pizza Dough \$1.99
Combos Cracker or Pretzel Snacks \$1.99	Land O'Lakes Butter Tasting Spread \$1.99	Country Maid Dips \$1.99	LaBrea Mini Muffins \$1.99	Northland 100% Cranberry Juice \$1.99
Mama Mary's Thin Pizza Crust \$1.99	Hostess Snack Cakes \$1.99	Piggy Points Touchdown Savings SAVE 4¢ per Gallon of Gas (1000 Pig Points) For Every Touchdown Green Bay Throws In A Game! Bonus Points Oct. 22 to Oct. 27 With 100 points you can save!		

Halloween Beverage Headquarters

12-Pack, 12-oz. Cans
or 8-Pack, 12-oz. Bottles
**Coke, Sprite
or Diet Coke**
2/\$9.98

24-Pack, 12-oz. Cans
**Pepsi or
Mountain Dew**
\$7.49

12-Pack, 12-oz. Cans
**7 UP or
Dr. Pepper**
3/\$10.98

24-Pack, Half-Liter Bottles
Dasani Water
or 8-Pack, 20-oz. Bottles
Powerade
2/\$9

12-Pack, 12-oz. Cans
**Klarbrunn or Bubly
Sparkling Water**
\$3.49

2-Liter Bottle
**7 UP or
Dr. Pepper**
99¢

20-oz. Bottle
Vitaminwater
5/\$5

24-Pack, Half-Liter Bottles
Aquafina Water
\$3.99

8-Pack, 12-oz. Bottles
7 UP or Dr. Pepper
2/\$7

16 to 18.5-oz. Bottle
**Snapple or Snapple
Straight
Up Tea**
5/\$5

5-Liter Box
Franzia Wine
\$12.49

750 ML Bottle
Yellow Tail Wine
\$5.49

1.5-Liter Bottle
Sky Vodka
Sale Price
\$16.49

750 ML Bottle
**Maker's Mark
Bourbon**
\$23.99

**LOWEST
LEGAL
RETAIL**

24-Pack, 12-oz. Cans
**Budweiser or
Bud Light**
\$17.87

12-Pack, 12-oz. Bottles
Spotted Cow or Variety Pack
New Glarus
\$15.79

12-Pack, 12-oz. Cans or Bottles
Michelob Ultra
\$11.69

10-Pack, 12-oz. Cans - Polar Blue Mountain Light or
**Pabst Blue
Ribbon**
\$15.99

6-Pack, 12-oz. Bottles
**Mike's Hard
Lemonade**
\$7.79

6-Pack, 12-oz. Bottles
Shock Top
**\$3.49
ea.**

6-Pack, 12-oz. Cans or Bottles
Samuel Adams
\$7.99

DELI 'Deviled' Egg Potato Salad

Oven Roast or Smoked Honey
**Jennie-O
Turkey Breast**
**\$5.99
lb.**

Assorted Varieties
**Bone-In or Boneless
Chicken Wings**
**\$3.99
lb.**

Sliced to Order!
**Quesadilla, Brick
or Muenster
Cheese**
**\$4.99
lb.**

Deviled Egg
Potato Salad
**\$3.69
lb.**

New's - Italian
Cheese Filled
Ravioli
**\$6.99
lb.**

Any Gratin
Potatoes
**\$3.69
lb.**

Salisbury
Steak
**\$5.99
lb.**

Del's Mole
Tortilla Chips...**\$2.99**
Pico de Gallo...**\$4.99**
Guacamole...**\$5.99**

Pumpkin Mousse or
Cookies N Cream Fluff
**\$4.99
lb.**

12-oz. - Bone Out Chicken
Braised Beef Short
Rib Dinner
\$8.99

Escalloped
Chicken &
Noodles Casserole
**\$4.99
lb.**

New York Style - 6 to 8-oz.
Pita Chips or Bagel Crisps
\$2.99

Taffy Apple
Salad
**\$5.99
lb.**

6-oz. - Baked
Cinnamon
Buttercream Blue
Cheese
\$2.99

3-oz. - Sautéed
Assorted Vegetables
Italian Cheese
Wedges
\$3.49

6-oz. - Small
Assorted
Empanadas or
Le Goyeres Cheese
\$6.99

Garden Pasta
Salad
**\$2.99
lb.**

6-Pack New York Pizza
**Orr's Rizer
Pizza**
3/\$9

6-Count or 6.49 to 10.5-oz.
**Smart Ones
Entrees**
3/\$5

11 to 25.49-oz.
**Connie's or Palermo's Primo Thin
Pizza**
2/\$8.88

Quart
Dean's Sherbet
\$1.99

10-oz. - Local or Shopped
Food Club Spinach
99¢

6 to 12-Count - Cops, Slices, or
Philly Swirl Ice Mix
\$1.99

12-Count Package
**Food Club Orange Cream, Fudge,
Ice Cream Bars or Sandwiches**
\$2.99

24-oz. Package - Regular or Southern
**Mr. Dee's Shredded
Hashbrown Potatoes**
\$1.99

6 to 8-Count or 11.25 to 16-oz. - Select
**Campione Garlic Bread,
Toast, or Breadsticks**
\$2.29

40-Count Mini, 12 to 24-Count, or 16.5-oz.
**Nestle Refrigerated
Cookie Dough**
\$2.99

16-oz.
**Food Club Ranch
or French Onion Dip**
\$1.49

16-oz. Package
**Piggly Wiggly Tortellini,
Potato Gnocchi or Ravioli**
\$2.49

Community events

Wednesday, Oct. 24

Downtown trick-or-treating, 4 p.m.

Spirits of the Grand, 7, 8 and 9 p.m., The Grand Oshkosh, 100 High Ave.

Thursday, Oct. 25

Dark Stacks: Evening with the Brothers Grimm, 6 p.m., Oshkosh Public Library

Spirits of the Grand, 7, 8 and 9 p.m., The Grand Oshkosh, 100 High Ave.

Tony Jackson, 7 p.m., Menominee Nation Arena

Friday, Oct. 26

Northeast Wisconsin Gameapalooza, 3 p.m., UW Oshkosh Reeve Memorial Union

Dark Stacks: Evening with the Brothers Grimm, 6 p.m., Oshkosh Public Library

Spirits of the Grand, 7, 8 and 9 p.m.,

The Grand Oshkosh, 100 High Ave.

Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.

Saturday, Oct. 27

Oshkosh Farmers Market, 8 a.m., downtown

Sunnyview Cyclocross, 8 a.m., Sunnyview Expo Center

Northeast Wisconsin Gameapalooza, 9 a.m., UW Oshkosh Reeve Memorial Union

Halloween Party for Kids and Pups, 1 p.m., Caramel Crisp and Cafe, 200 D City Center

Frosting for Flight Cupcake Competition and Sale, 1 p.m., FVTC Spanbauer Aviation Center

Dark Stacks: Evening with the Brothers Grimm, 6 p.m., Oshkosh Public Library

Pure FC 11 mixed martial arts, 6 p.m., Menominee Nation Arena

Now Serving Magic: Halloween Dinner Freak Show, 6:30 p.m., Becket's, 2 Jackson St.

Spirits of the Grand, 7, 8 and 9 p.m., The Grand Oshkosh, 100 High Ave.

Casks and Caskets homebrew charity event, 7:30 p.m., Hilton Garden Inn

Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.

Time Community Theater, "Trick 'r Treat," 7 p.m.

Sunday, Oct. 28

Northeast Wisconsin Gameapalooza, 9 a.m., UW Oshkosh Reeve Memorial Union

Tuesday, Oct. 30

Classic Horror Movie Trivia, 6 p.m., Caramel Crisp and Cafe, 200 D City Center

Wednesday, Oct. 31

Fall Family Harvest Party, 5 p.m., Faith Christian Center

Thursday, Nov. 1

The Perfect Pair, 5 p.m., Brighton Acres, 4057 Fisk Ave.

D-I-Wine Night, 6 p.m., Caramel Crisp and Cafe, 200 D City Center

Friday, Nov. 2

Loudon Wainwright III, 7:30 p.m., The Grand Oshkosh, 100 High Ave.

Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.

Time Community Theater, "Hold That Ghost," 7 p.m.

Saturday, Nov. 3

Holiday Shopping Extravaganza, 9 a.m., Witzke's Bar, 1700 Oregon St.

African Violet Show and Sale, 10 a.m., St. Jude, 1025 W 5th Ave.

Downtown Oshkosh Triwizard Tournament, noon, Caramel Crisp and Cafe, 200 D City Center

Oshkosh Gallery Walk, 6 p.m., downtown

Batsu, 6 p.m., The Howard, 405 Washington Ave.

Comedy Improv Show, 9 p.m., Backlot Comedy House, 424 N. Main St.

Time Community Theater, "The Life Aquatic with Steve Zissou," 7 p.m.

Sunday, Nov. 4

African Violet Show and Sale, 11 a.m., St. Jude, 1025 W 5th Ave.

Brewing spirits arise for tasting event

A homebrew tasting event started in 2013 to share the Society of Oshkosh Brewers' creations while raising money for charities returns Saturday at the Hilton Garden Inn.

Casks and Caskets presents beer, mead, wine and cider varieties from 7:30 to 10:30 p.m. with no admission charge but donations raised through raffles, sponsorships and participants will help support local food pantries. There will be live music and a costume contest.

There was an admission charge in the

first years of the event with all money going to charity as SOB members donated their time, skill and beverages. Because the offerings were untaxed, state officials banned that arrangement and the society brought it back last year with a donation model.

Along with more than 50 homebrewed varieties of barleywine, pale ale, cider, mead and stout, there will be experimental varieties such as an asparagus stout and something called Eggs and Sausage Stout, along with some wines.

Club members Jody Cleveland, Steve Wissink and Lee Reiherzer have teamed up on six different brews once popular in Oshkosh. Included are an 1850s common beer that George Loescher was making at the former Oshkosh Brewery, a kulmbacher black lager style that Lorenz Kuenzl brewed at Gambrinus in the 1890s, and the Oshkosh Brewing Co.'s 1960s Holiday Beer.

Entry is limited to 300 and the society already had more than 200 signed up through www.casksandcaskets.org as of last week.

Historical society offers new scholarship

The Winnebago County Historical & Archaeological Society held its annual meeting Oct. 14 at its Morgan House headquarters. Society president Randy Domer provided an update on activities from the past year, including a new roof and paved driveway at Morgan, along with a new historic marker telling the story of the Morgan family in Oshkosh.

Society secretary Philip Marshall announced the creation of a new scholarship fund named for Clarence "Inky" Jungwirth available to students throughout Winnebago County involved with historical projects and accomplishments. The society plans to promote this fund to the public to solicit financial support to sustain it.

Each year since 2015 the society has presented an award that recognizes people within the community who have been dedicated to preserving local history. This year the Clarence J. Jungwirth Award was presented to the John E. Kuenzl Foundation, a regular supporter of the society that in 2017 provided a matching fund of \$35,000 toward a fundraiser to preserve Morgan House.

Society officers were elected including Domer as president, Austin Frederick as vice president, Marshall as secretary and Greg Bellmer, treasurer.

The annual Holiday Open House will be from 5 to 9 p.m. Dec. 1 and 1 to 5 p.m. Dec. 8.


Chamber's annual meeting, awards set

The Oshkosh Chamber of Commerce will celebrate accomplishments of the past year and recognize businesses and individuals at its 111th annual meeting Nov. 5 at the Oshkosh Convention Center.

The chamber will announce the Alberta S. Kimball Community Service Award, Stephen Mosling Commitment to Education Award, Lynne Webster Leadership Award, Horizon Award, Small Business of the Year, Distinguished Service Award and Enterprise of the Year.

Several businesses with milestone anniversaries also will be recognized. The evening begins at 5 p.m.

Back in the Day



Oshkosh history by the Winnebago County Historical & Archaeological Society

Oct. 8, 1980

Group organized to save Grand: An organization with the title "Committee to Save The Grand" has been formed to work for a "yes" vote in the upcoming November referendum on the Grand Opera House restoration issue. The chairman is Lynne Webster, who was formerly chairman of the historic preservation committee. Webster estimated about two-thirds of the estimated \$1.9 million of the cost could be raised from federal and state grants and donations from private foundations and individuals. The remaining share, according to Webster, could come from a \$600,000, 10-year bond issue. Fred Leist is the committee's treasurer.

Source: Oshkosh Daily Northwestern, Oct. 8, 1980

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Knights' season ends at Markesan, 34-14

Trailways foe pulls away in third quarter for win

By Brad Hartmann
HERALD CONTRIBUTOR

Playoff football is all about making the right reads and capitalizing on your opponents' mistakes. One team moves on to live another week while the other has its season come to an end.

Lourdes Academy learned that the hard way in Friday's 34-14 loss in the WIAA Division 6 Level 1 playoffs on the road against Trailways-Large opponent Markesan.

FOOTBALL PLAYOFFS

"I thought it was an even football game," said Hornets coach John Dunlavy. "When we took the lead I think we maybe physically wore them down a little bit. They were good up front. They really had a good game plan. We stuck with our game plan and finally broke a couple big ones late."

The Knights (8-2) had an opening-play game plan executed to perfection as coach Kevin Wopat knew the way the Hornets played man coverage. Joshua Bauer found a wide-open Caden Chier for an 83-yard touchdown down the middle and it was off to the races.

"I knew there was no safety to begin with so I just had to give him a chance to go catch it and it was a great catch. I give him credit," said Bauer. "I tried to make it more of a lob and not a bullet just so he had more of a chance to catch it. I knew if I got him the ball he would run in for a touchdown because he is a quick kid."

The Hornets (8-2) would respond on



PHOTO BY ANDY RATCHMAN

Lourdes defenders gang up on a Markesan runner Friday night in Division 6 playoff action.

their third possession starting from their own 44 yard line as Craig Plagenz would use the window pass to connect with cousin Cayden Plagenz down the right sideline for a 35-yard touchdown on a five-play drive and two-point conversion to take the lead 8-7 in the second quarter.

"They weren't moving out on that. They weren't respecting our pass," said quarterback Plagenz. "He made an awesome play. He was weaving around to get into the end zone. There was one guy covering two people."

Trailing 14-7, the Knights would hunker down on its first possession of the second half as Gavin Meyers took a handoff 72 yards down the right sideline to tie the

game and Wopat could be heard firing his team up saying they needed to make a defensive stop.

"I was running in the jet sweep motion around the right side and was looking to hit the edge, but Trevor Bengson had an amazing block to seal his guy outside and all I had was green place in front of me," Meyers said.

But the rest of the quarter was not friendly for the Knights as Max Stellmacher scored two touchdowns from 78 and 2 yards for Markesan while Craig Plagenz added another from 2 yards out. Stellmacher would finish the game with 272 yards on 23 carries and three touchdowns.

"They run the read option," said the

Knights' Reid Spanbauer. "They were all hard to bring down, especially when it's wet out. You try to wrap around their leg and you would slide right off. They broke tackles and kept going. We knew if we tried to go up top of them that they would keep moving and gain extra yards."

The Knights' final play of the season came on a fourth-and-two from its 48 yard line as Trevor Bengson was tackled short of a first down.

This year marks the third time in school history that the Knights have won a conference championship (2011, 2013, 2018). The Knights have made the playoffs 15 out of the last 16 years as Meyers said

the word he would use to describe their season would be "adversity."

"We had one of our best players Carter Wenberg go down with a season-ending injury in week two. This team has definitely overcome a lot of struggles," he said. "We had Trevor Bengson, our starting quarterback, injured. He has played tough all year long. Josh Bauer stepped up at quarterback as a sophomore. As a young kid, he really fills the role."

Bauer completed 8 of 15 passing attempts for 155 yards and a touchdown, and one interception. Bengson carried the ball 14 times for 72 yards and Meyers touched the ball three times for 74 yards.

Lourdes wins conference, advances to sectionals

By Charleigh Reinardy
HERALD CONTRIBUTOR

First the Lourdes volleyball team took the conference title for the sixth year in a row. Then a win on Saturday gave it another regional title.

Now the Knights are two wins away from their biggest goal – another trip to the WIAA Division 3 State Tournament.

The second-seeded Lourdes team picked up a 3-1 win over No. 3 Manitowoc Lutheran 25-15, 19-25, 25-8, 25-22 in the regional final.

Leading the way for Lourdes was Rachel Aasby with 23 kills, while Ellie MacKenzie had 21 assists. Morgan Thiel added 23 digs to lead the team.

Oostburg had an aggressive attack against the Lady Knights on Thursday that led to long games that were tied almost throughout each. But the Knights were able to close each set.

"Oostburg had very good middles," senior Aasby said. "I was very proud of my team for playing consistent throughout the match. I feel very lucky that I've been able to have played varsity all four years with our accomplishments and going to state."

"We knew going into our games on Thursday and Saturday that both teams would have strong middle hitters," senior Ava McGuire said. "In practice our main

focus and plan was to put up a solid (defense) against the middles and we also had our back row do a lot of practice defending middles."

"To make it to sectionals was a great success for our team," senior MacKenzie said. "Our regional was unlike any of the regionals in my three years at Lourdes. I feel like this year we faced tougher teams and were really challenged to come together as a team and work together to do everything we could to make it to where we are now."

The Knights played together to win their second match, but the Dutchman weren't ready to go home with a three-match loss. Oostburg played a close third match that caused Lourdes to follow close behind. Oostburg and Lourdes battled back and forth till Lourdes gained a lead in the end to score a sweep for the night.

The Knights will now face top-seeded Howards Grove at 7 p.m. Thursday in Reedsville.

"We play Howard's Grove in Reedsville and we know that they are a strong team and we will have to work hard during practice," senior Izzy Kelly said. "We will have to work on playing consistent and aggressive."

"Going into the next game we will have to work on server receive," Thiel said. "(Also) not letting the other team go on long serving runs. It will be a good and competitive game."



PHOTO BY EMIL VAJGR

Lourdes players celebrate a win against Oostburg in a three-game sweep Thursday.

North, West both fall in regional openers

The ninth seeded Oshkosh North volleyball team dropped its WIAA Division 1 regional game last Thursday, falling to No. 8 West Bend West in four games (25-18, 29-27, 23-25, 25-23).

No other information was available.

In the other Division 1 regional, 13th seeded Oshkosh North fell in three sets (25-15, 25-14, 25-20) to fourth seeded Slinger on Thursday.

Sydney Foot led the Spartans with 20 assists and 14 digs, along with three blocks. Heidi Colburn had nine kills and

13 digs, Alisa Lee had 14 digs while Emma Leib had 13 digs.

Jaycee Jezwinski chipped in seven kills for North.

Valley Christian loses in region final to Hilbert

The fourth-seeded Valley Christian volleyball team was swept (25-20, 25-22, 25-18) against top seeded Hilbert on Saturday in the WIAA Division 4 regional final game.

The Warriors defeated No. 5 Hustisford on Thursday, winning in four sets (25-18, 19-25, 34-32, 25-23).



Lourdes takes a shot on the goal against Kiel on Thursday in its 2-0 win in the regional opener. The Knights lost to Sturgeon Bay in the regional final.

Wildcats on a roll, will face Neenah in sectionals

The fifth-seeded Oshkosh West boys soccer team continued its run in the WIAA Division 1 playoffs, picking up two wins last week, capturing a regional championship on the way.

The Wildcats opened up the regional with a 8-3 win over No. 12 Milwaukee King last Tuesday and then topped No. 4 Brookfield Central 3-0 on Thursday.

West will now face top-seeded Neenah on Thursday at 7 p.m. in Neenah. If they beat the Rockets then, they will face either No. 2 Hamilton or No. 6 Homestead for a chance to go to the state tournament.

In the big win over Milwaukee King on Tuesday, Edgar Heredia scored three goals to lead the way while Nick Augustine, Sam Blaskowski, Zach Janotha, Cole Dailey and Brenan Ewing added goals.

Heredia added two more goals in the win on Thursday, giving him five on the week.

SOCCER PLAYOFFS

UWO defense steps up in homecoming victory

By Alex Wolf
HERALD CONTRIBUTOR

The UW-Oshkosh football team celebrated its homecoming with a 24-13 win Saturday over UW-La Crosse in a Wisconsin Intercollegiate Athletic Conference game at Titan Stadium.

The Titans got things going early on as Mitch Gerhartz scored from 51 yards out just six minutes in to give them a 7-0 lead, but UW-La Crosse would tie things up on an 8-yard touchdown pass from Ben Schramski to Devonte Amos as time ran out in the first quarter to make it 7-7.

The defense then stepped up for UW-Oshkosh, holding the Eagles scoreless until the 10:43 mark in the fourth quarter. UWO went on to score 10 points in the second quarter – getting a long 85-yard touchdown pass from Kyle Radavich to Dom Todarello and a 39-yard field goal from Peyton Peterson to make it 17-7 at the half.

UW-La Crosse was able to cut it to 17-13 in the fourth quarter after both teams went scoreless in the third, but the Titans put it out of reach at the 7:13 mark in the final quarter when Radavich found Mitchell Gerend for a 22-yard touchdown pass to make it 24-13.

UW-Oshkosh held UW-La Crosse to

Cedarburg stops North 3-0 in regional final

The sixth-seeded Oshkosh North boys soccer team lost to No. 3 Cedarburg 3-0 in the WIAA Division 2 regional final on Saturday in a game played in Cedarburg.

Niko Dorschner had two goals for Cedarburg.

In the regional semifinal, the Spartans got a goal from Ethan Stelzer to give the Spartans a 1-0 win over No. 11 Slinger. Stelzer's goal came in the 35th minute. Michael Grant had two saves for North.

Lourdes loses 7-2 in final

The fifth-seeded Lourdes/Valley Christian boys soccer team lost to No. 4 Sturgeon Bay on Saturday, falling 7-2 in the WIAA Division 4 regional final game.

In the regional opener, the Knights topped No. 12 Kiel 2-0. No statistics were available from either game.

just 284 yards of total offense, while racking up 408 yards itself. UW-La Crosse only rushed for 56 yards on 28 carries.

Radavich had a nice night throwing the ball, going 19-for-31 for 234 yards and two touchdowns while Todarello had four catches for 103 yards and a score. Mitchell Gerend added eight catches for 81 yards and a touchdown for the Titans.

Gerhartz led the rushing attack, rushing for 111 yards on 21 carries and a touchdown while JP Peerenboom added 55 yards.

UWO, now 5-2 (3-1 WIAC) on the season, will travel to UW-Stevens Point (2-5, 1-3 WIAC) to face the Pointers at 1 p.m.

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Scherer wins sectional; West girls head to state

By Alex Wolf
HERALD CONTRIBUTOR

Oshkosh North's Jack Scherer continued his dominant season by winning the WIAA Division 1 sectional Saturday at Meadow Links Golf Course in Manitowoc.

Scherer will return to state after finishing the race in 16 minutes, 35 seconds, 13 seconds better than second-place finisher Cade Ferron of Beaver Dam.

Oshkosh North finished 10th as a team overall with 231 points while Oshkosh West was eighth with 196 points. Slinger won the meet with 57 points followed by West Bend West (62) and Hartford (96).

Oshkosh West's John Thill just missed out on a trip to the state meet after finishing 10th with a time of 17:27. The top two teams at each sectional advance to state, as well as the top five individuals not from one of the qualifying teams.

Jack Elliott was 36th for the Wildcats with a time of 18:36, Garrett Yakes was 41st with a time of 18:48 for West while Zach Tjugum was 46th for the Spartans with a time of 18:53.

In the girls race, Oshkosh West advanced two to the state tournament in Taylor Guido and Bailey Wright.

Guido finished fourth overall with a time of 20:33 while Wright was seventh with a time of 20:39. Oshkosh West was fifth as a team with 133 points while Oshkosh North was ninth with 202.

Just missing out on a trip to state was Sydney Clark of North, who finished 11th with a time of 21:01 while Elle Lieder finished 14th with a time of 21:15.

CROSS-COUNTRY

Claire Salzer was 20th for West (21:34). The state meet will be held at the Ridges Golf Course in Wisconsin Rapids on Saturday with the boys races starting first at noon, starting with Division 1, followed by Division 3 and then Division 2. The first girls race is scheduled to start at 1:45 p.m.

Lourdes runner advances

The Lourdes Academy cross-country team was able to advance one person to the WIAA Division 3 State Meet in Ellen Moore, who finished second overall in Saturday's sectional at Meadow Links Golf Course in Manitowoc.

Moore finished her race in 20:51 as the girls team finished fifth as a team. Addie Masini added an 18th place finish with a time of 22:23, while Mia Maslowski was 29th (23:17), Jocelyn Spady was 30th (23:30) and May Dunn was 60th (24:46).

Valley Christian had two competing as Amelia Lehman was 40th (23:32) and Sydney Millar was 118th (32:45).

In the boys race, the Knights finished seventh as a team with 257 points as Peyton Kane just missed out on a trip to state, finishing 10th overall with a time of 17:56.25. Trent Kofka added a 25th place finish with a time of 18:35, Dylan Konop was 26th with a time of 18:36, and Logan Wolff was 86th with a time of 20:35.

For Valley Christian, Joshua Geffers was 55th with a time of 19:42, Elija Wade was 66th with a 20:06 while Joshua Lehman was 76th with a time of 20:18.

Festival Foods Turkey Trot set Nov. 22 at arena

The 11th annual Festival Foods Turkey Trot to benefit the Boys & Girls Club of Oshkosh and Oshkosh YMCA is being held at 8 a.m. Nov. 22 at the Menominee Nation Arena. Participants can sign up or volunteer for either the five-mile run or two-mile walk at www.festivalfoodsturkeytrot.com. There is also a two-mile Dog Jog with pets.

Registration before Nov. 1 is \$20 for adults \$15 for children.

Winter wear help sought

Some Boys & Girls Club members are in need of cold weather apparel and the club is asking for help through its basic needs program. Winter coats, boots, hats, snow pants and waterproof mittens/gloves are being sought, preferably new but gently used items will be accepted in sizes for youth ages 6-18.

Items can be dropped off at the club's administrative offices and the Radford Center during business hours.

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UW-Oshkosh Athletics Hall of Fame adds seven

The University of Wisconsin-Oshkosh Athletics Hall of Fame increased its roster to 203 members with the Oct. 14 induction of cross-country and track and field athletes Elizabeth (Woodworth) Kujawa and Steve Merline, baseball players Andy Pascarella and Jack Taschner, track and field athlete Kevin Deering, soccer player Roberto Gutierrez and swimmer Cheri (Tiegs) Meyer.

Deering was a three-time NCAA Division III All-American and seven-time WIAC champion as a member of the track and field team from 2002-05. The

Mukwonago High School graduate twice earned All-America status in the decathlon, winning the 2005 NCAA outdoor title with a school-record 7,104 points. He also earned All-America honors in the indoor high jump in 2003.

Gutierrez was the first UW-Oshkosh men's soccer player to earn NCAA Division III All-America honors, collecting third team recognition in 1994 on the way to being named to the WIAC All-Centennial Men's Soccer Team.

Kujawa finished her UW-Oshkosh cross-country and track and field career

as one of the most decorated student-athletes in school history. Kujawa was a 12-time All-American in track and field, including a nine-time national champion, and a three-time All-American in cross country from 2000-04.

Merline earned three All-America awards and five WIAC titles as a member of the UW-Oshkosh cross-country and track and field teams from 1978-82.

Meyer became the first women's swimming and diving national champion in UW-Oshkosh history when she won both the 100- and 200-yard backstroke events

at the 1996 NCAA Division III Championship. She remains one of two Titans to win a women's swimming and diving national individual title.

Pascarella helped the team to a pair of WIAC championships and a fifth-place finish at the 1974 NAIA World Series before going on to play professionally in the Milwaukee Brewers organization.

Taschner was a dominant pitcher for a baseball program that produced a 102-19 record and won WIAC championships during each of his three years as a Titan from 1997-99.

Titans basketball ranked high in preseason polls

After its first trip to the NCAA Division III title game last season, the University of Wisconsin-Oshkosh men's basketball team opens the 2018-19 campaign ranked among the top teams in the country.

UW-Oshkosh (25-8 in 2017-18) is ranked second in the D3hoops.com preseason poll and seventh by Street & Smith's Basketball Preseason Magazine.

Reigning national champion Nebraska Wesleyan University (30-3) is the top-ranked team in both preseason polls. The Prairie Wolves secured their first Division III title with a 78-72 decision over UW-Oshkosh in the championship game.

Rounding out the top 10 teams in the D3hoops.com preseason poll are Augustana College (Ill.) (25-6) in third, Whitman College (Wash.) (29-2) in fourth, Massachusetts Institute of Technology (25-6) in fifth, Whitworth University (Wash.) (24-4) in sixth, Springfield College (Mass.) (22-9) in seventh, Williams College (Mass.) (23-6) in eighth, Hamilton College (N.Y.) (24-5) in ninth, and UW-Platteville (24-5) in 10th.

The Street & Smith's poll included Whitman College in second, Williams College in third, Whitworth University in fourth, UW-Stevens Point (21-9) in fifth,

Augustana College in sixth, Massachusetts Institute of Technology in eighth, Hamilton College in ninth and New Jersey City College (19-8) in 10th.

The WIAC also had UW-Platteville (24-5) ranked 10th in the D3hoops.com poll and UW-Whitewater (16-10) 24th. The WIAC's four ranked teams are the most in the nation.

Last season UW-Oshkosh matched the school record for wins after winning five straight NCAA postseason games on the road or on a neutral court. The Titans return all but three players from last year's squad under first-year interim head coach Matt Lewis.

Media founder

FROM PAGE 1

ward success of the company running it was quite the learning experience for him behind the scenes.

"I sucked for a while and then I think I got good at it," VandeHei said. "I was really bad in the beginning."

Lessons learned from Politico are serving Axios well, as VandeHei said the company is exceeding his expectations thus far and he's having fun while pursuing ambitious goals.

"I want to create a news and knowledge platform that everyone goes to around the world to get smart fast on all these complex topics," VandeHei said. "That's a many-year project. Maybe there's a 1 percent chance we achieve it but we're going to try to do it. If we do, that's awesome. If not, we still have a really cool media company."

Much has changed for VandeHei since he graduated, although he said a few things have remained true through all the twists and turns his career has taken since then.

"I still consider myself a journalist, and I still consider myself a Titan," he said.

Gymnastics results

The Oshkosh Gymnastics Center Level 3-4 teams competed at the Tye Dye Classic, hosted by Northshore Gymnastics in Cedarburg, Oct. 6-7.

Level 3 results: Katera Hartzke placed fifth (T) on vault (9.175) for age 9. Sophie Schneider placed second (T) on vault (9.2) for age 9. Amelia Bell placed fifth (T) on vault (9.0), fourth on bars (9.25), second on floor (9.125) and third All-Around with a score of 36.150 for age 10. Kianna Conrad placed fifth (T) on vault (9.0) for age 10. Lacey Domiter placed second on vault (9.175) for age 10. Madeline Treder placed third on vault (9.375), second on bars (9.425), third on beam (9.25), third on floor (9.175) and third All-Around with a score of 37.225 for age 11+. Hailey Treder placed fifth on vault (9.275), fourth on bars (9.1), fifth on beam (8.9), fourth on floor (9.15) and fifth All-Around with a score of 36.425 for age 11+. Sydney Held placed fourth on vault (9.3) and fifth (T) on bars (8.95) for

age 11+. The OGC Level 3 team came in third place at the meet.

Level 4 results: Estella Marschall placed second on vault (8.65), third on bars (8.975), first on beam (9.425) and first All-Around with a score of 35.975 for age 9. Emma Rogers placed fourth on beam (9.0) for age 9. Neva Schlies placed second (T) on vault (9.1), fifth on bars (9.125), fourth on floor (9.3) and fourth All-Around with a score of 36.475 for age 10. Greta Morris placed second (T) on vault (8.9), fifth on bars (8.95), first on beam (9.5), first on floor (9.425) and first All-Around with a score of 36.775 for age 11. Cali Vroman placed first on bars (9.225), second on beam (9.4), fourth on floor (9.0) and third All-Around with a score of 36.125 for age 11. Maddie Delfosse placed fifth on vault (8.6) for age 12+. Michelle Flores placed fourth on vault (8.65) for age 12+. The OGC Level 4 team came in second place at the meet.



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Japanese improv show featured at The Howard

Four comedy warriors compete in improvisational challenges in hopes of avoiding electric shocks, mouse traps and other punishments in Batsu!, a Japanese inspired game show presented Nov. 3 by Face Off Unlimited at The Howard.

Face Off, a company co-founded by Neenah native Eric Robinson, presents the show and dinner package to a limited number of guests.

Dinner will feature sushi made to order by guest chefs from Nakashima of Japan and freshly prepared ramen cuisine. The bar will offer Japanese-imported sake and beer, along with Japanese-inspired cocktails.

Dinner begins at 6 p.m. with the performance at 8. Tickets are \$30 for show only, \$75 for the dinner show package. Tickets are at www.thehowardoshkosh.com, on The Howard Facebook page or at 920-479-1927.



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- Commercial Glazier/Commercial Glass Installer
- Residential Window and Door Installer

APPLY TODAY AT WWW.OMNIGP.COM

QUALITY PEOPLE. QUALITY PRODUCTS. QUALITY SERVICE.

Omni Glass & Paint, Inc. is an Equal Opportunity Employer and Encourages Minorities, Females, Protected Veterans and Individuals with Disabilities to Apply.

Salvation Army bell-ringing signup process improves

Salvation Army of Oshkosh has launched a new registration site for individuals, churches, businesses and community organizations looking to schedule time as bell ringers this holiday season. RegisterToRing.com is solely designed for use by the Salvation Army for Red Kettle season.

“RegisterToRing.com is a very intuitive and user-friendly website designed to meet all of our volunteer registration needs,” said Salvation Army Capt. Don Karl. “Over 14,000 volunteer hours go into providing essential human services to our friends and neighbors experiencing financial crisis every year.

“Bell ringers are an absolute essential part of that process.”

RegisterToRing.com offers improvements over the previous volunteer registration process, including ringers being notified on how much money they personally raised during their shift. The new system also makes it easy to register groups and track their activity. Winneconne residents will also be able to schedule their bell ringing activity online.

The Salvation Army of Oshkosh is also looking for volunteers for coat drive set-up and distribution as well as toy set-up and distribution. Those interested can call 920-232-7660.

After today there will be a second sign-up for the Toy Shop and Coats for Kids program Nov. 7 and for the Toy Shop program on Dec. 11.



Join the world leader in the commercial laundry industry

Located in Ripon, Alliance Laundry Systems continues to develop industry-leading products, and expand its manufacturing capacity. Alliance is looking for talented Production Team Members. We offer a rewarding work environment, competitive salaries and attractive benefits.

Positions:

- Assembly and Press Operator
- Competitive wage
- \$1500 retention bonus
- Paid vacations/holidays in your first year
- Shift premium 50¢ 2nd shift, 40¢ 3rd shift
- Full benefit package

Must pass a drug screen, pre-employment physical and background check

Apply online at alliancelaudry.com/careers

Alliance Laundry Systems is an Equal Opportunity Employer of minorities, females, protected veterans, individuals with disabilities and persons of all sexual orientations and gender identities.



Leading performance



St. Raphael dedicates Jesus at Table sculpture

St. Raphael the Archangel Catholic Church held a dedication, blessing and reception earlier this month of a specially commissioned sculpture of Jesus at Table – a life-size piece of artwork depicting Jesus sitting at a last supper-like table holding bread and a wine cup.

The Konz-Martini family from St. Raphael donated the cost for design, sculpting, shipping and installation of the granite sculpture in memory of their parents, Doug and Katherine Martini and Larry and Anne Konz.

The Rev. Doug LeCaptain, pastor of St. Raphael at the time of the commission and

now pastor of St. Francis of Assisi in Manitowoc, was pleased with the final results.

“It was a true blessing from God when the donor family stepped up to cover the cost of this specially commissioned piece of artwork,” LeCaptain said. “I know that the parish will enjoy the opportunity to break bread, so to speak, sitting next to the sculpture of the Lord for years to come.”

Current pastor the Rev. Tom Long also expressed his appreciation to the donor family.

“While I have only been here a year, I am constantly humbled by the generosity of our parish families,” Long said.



A sculpture titled Jesus at Table was dedicated and blessed Oct. 7 at St. Raphael the Archangel Catholic Church.

Strong sturgeon spearing season forecast

The deadline to purchase licenses for the 2019 Lake Winnebago sturgeon spearing season is Oct. 31, with state biologists forecasting great opportunities.

Kyle Jenkins speared an 84.5-inch, 143.7-pound sturgeon on Lake Winnebago in 2018. It is the longest fish harvested in Wisconsin but official records are tracked by weight so the official state record remains an 84.2-inch, 212.2-pound fish speared in 2010.

“The fish population is strong — we’ve got more fish than we’ve had in decades and plenty of big fish,” said Ryan Koenigs, Department of Natural Resources Lake Winnebago sturgeon biologist. “As always, the biggest driver of spearing success will be water clarity, and we won’t have an idea what clarity will look like until the weeks

leading up to the season.”

The 2019 spearing season opens Feb. 9 with separate but simultaneous seasons for Lake Winnebago and for the upriver lakes, which is determined by lottery. The seasons run for 16 days or until harvest caps are reached; system-wide harvest caps for 2019 are 430 juvenile females, 950 adult females and 1,200 males.

A midwinter warmup before the 2018 spearing season resulted in reduced water clarity and contributed to a lower harvest: a combined total of 951 sturgeon. That is down from averages over the last decade, but still the largest recreational spear harvest for sturgeon in the world and an increase over the 2016 season total of 703 fish, and 2017 total of 847 fish, according to Koenigs.

Licenses are \$20 for residents and \$65 for nonresidents and can be purchased by visiting GoWild.Wi.gov or any license sales location. To find a license agent near you, go to dnr.wi.gov and search with key words “license agent.”

The minimum spearing age is 12 years, and youth who turn 12 between Nov. 1 and the last day of the 2019 spearing season can still buy a spearing license after Oct. 31. Military personnel home on leave can also purchase a license after Oct. 31.

There are unlimited license sales on Lake Winnebago, while the upriver lakes fishery is managed by a lottery and limited to 500 spearers. Once a person is authorized to buy an upriver lakes license for a season, they are not able to buy a license for Lake Winnebago.

Women’s apparel store returns

A ribbon-cutting was held recently to welcome back Green3 Apparel to its former location at 2325 State 44.

Founded in 2006 by Sandy Martin, the women’s apparel and accessories store had been at the location from 2012 to 2015 before she and husband Jim shifted its focus to e-commerce on their website and Amazon. The company had moved operations under Silver Star Brands, formerly Miles Kimball.

The Martins looked at various locations in the area before connecting with their former landlord. “Everything came together in a matter of weeks,” Sandy said.

Green3 joins Jet Functional Fitness, Simply Yoga and KI to Health Bodywork along with Lynch CPA in the commercial complex.

Only at Britton's!

Fall SAS Sale

\$40 OFF
2 PAIR OF SAS SHOES
\$15 OFF 1 PAIR OF SAS SHOES

Select Styles on Clearance

Hurry!
Sale ends this Saturday!

 **Britton's** Incredible Comfort
Walk-Over Footwear Exceptional Service

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THE 14TH ANNUAL
LOURDES ACADEMY

CRAFT SHOW

Saturday, November 17
Lourdes Academy ~ 110 N. Sawyer St.
8:00 AM ~ 3:00 PM

Over 170 Vendors! • Crafts Galore!
Bake Sale & Concessions!
Park in rear of building • Enter door # 7
\$2.00 Admission

Proceeds benefit the Lourdes Academy School System.

For more information, contact Jill Russo
Phone: (920) 450-4141 Email: seijrusso@aol.com



Appendix E: Summary of Proceedings

Committee name: GO Transit Steering Committee, Transit Development Plan

Date: 10.18.18

Location: Fox Valley Technical College-Oshkosh Riverside Campus, Room 115 – 150 N Campbell Rd, Oshkosh, WI 54904

Minutes taken by: KE

Attendees:				
Emily Dieringer	Ben Krumenauer			
Kaylee Lyons	Ben Richardson			
Jim Collins	Nick Musson			
Korbin Figg	Kolin Erickson			
Tom Ekuall				

Topic	Facilitated by:	Discussion	Actions
September 20, 2018 Meeting Minutes	Nick Musson	Minutes from the September 20, 2018 meeting were distributed prior to the meeting; asked for an approval of the minutes.	1 st : Ben Krumenauer 2 nd : Ben Richardson Motion passed
Review Public Comments	Nick Musson	Reviewed public outreach efforts completed by ECWRPC since the last meeting; main areas of outreach to gather input was for fares (from \$1.00 to \$1.50), 3-month passes (buy in bulk or quarterly) and the transfer policy (unlimited transfers within 60 minutes).	By consensus, the committee recommended the adult fare to increase \$0.50 to \$1.50; to eliminate the 3-month pass and switch to a monthly pass option with the ability to buy in bulk/advance; and to keep the 60 minute unlimited transfers policy
Additional Document Changes	Nick Musson	Committee asked that a policy recommendation be included in the Recommendations Chapter that stressed the importance for GO Transit to be proactively involved with internal department communications (i.e. Planning, Engineering and Public Works) to plan for road reconstruction projects with transit in mind or when new development projects occur to plan with transit	
Plan Approval	Nick Musson	Next steps involve bringing the final plan to the Transit Advisory Board for their approval on November 21 and to City Council on November 27	1 st : Emily Dieringer 2 nd : Ben Richardson

(CARRIED 7-0 LOST LAID OVER WITHDRAWN)

PURPOSE: ADOPT CITY OF OSHKOSH GO TRANSIT - TRANSIT
DEVELOPMENT PLAN – 2018

INITIATED BY: TRANSPORTATION DEPARTMENT

RECOMMENDATION TRANSIT ADVISORY BOARD: APPROVED

WHEREAS, the City of Oshkosh's Oshkosh GO Transit System receives funding in part through the State of Wisconsin's Urban Mass Transit Operating Assistance Program which requires that the City complete and maintain a Transit Development Plan (TDP); and

WHEREAS, the City's last plan was completed in 2011; and

WHEREAS, the City of Oshkosh and East Central Wisconsin Regional Planning Commission (ECWRPC) applied for funding through the Federal Transit Administration for ECWRPC and the City to work together to complete an updated TDP that satisfies the State's requirements; and

WHEREAS, a steering committee was formed which guided the development of the plan and the steering committee recommends adoption of the plan; and

WHEREAS, the GO-Transit, the Steering Committee and ECWRPC sought extensive public input into the plan, including surveys of current passengers, interviews with community stakeholders, surveys to specific potential passenger populations (University, industrial parks, and seniors), and a survey through the City's POLCO survey mechanism; and

WHEREAS, a public hearing was held before the City of Oshkosh Transit Advisory Board and the Board has reviewed and recommends adoption of the plan;

NOW, THEREFORE, BE IT RESOLVED BY the Common Council of the City of Oshkosh that the 2018 Oshkosh Transit System Transit Development Plan is hereby adopted, and that the City Manager shall work to implement plan recommendations.



TO: Honorable Mayor and Members of the Common Council
FROM: Jim Collins, Transportation Director
DATE: December 7, 2018
RE: Adopt Transit Development Plan and Approve Fare Increase for GO Transit

BACKGROUND

GO Transit worked with East Central Wisconsin Regional Plan Commission (ECWRPC) to complete an updated Transit Development Plan (TDP). The Transit Development plan is a short to medium term plan that is updated every 5-10 years. The last TDP was completed in 2011. A steering committee was formed to guide the plan, and extensive public input was sought.

ANALYSIS

Some of the more significant recommendations of the plan are: a fare increase, a modification to route 9, and selling monthly passes with a bulk discount in lieu of a quarterly pass. The steering committee, and the transit advisory board recommend adoption of the plan.

FISCAL IMPACT

The fiscal impact of the adoption of the plan is unknown at this time as ridership can be hard to predict and recommendations will be implemented based on logistic and budgetary considerations.

RECOMMENDATION

I recommend that the Common Council approve these fare increases.

Respectfully Submitted,

Approved:

Jim Collins, Transportation Director

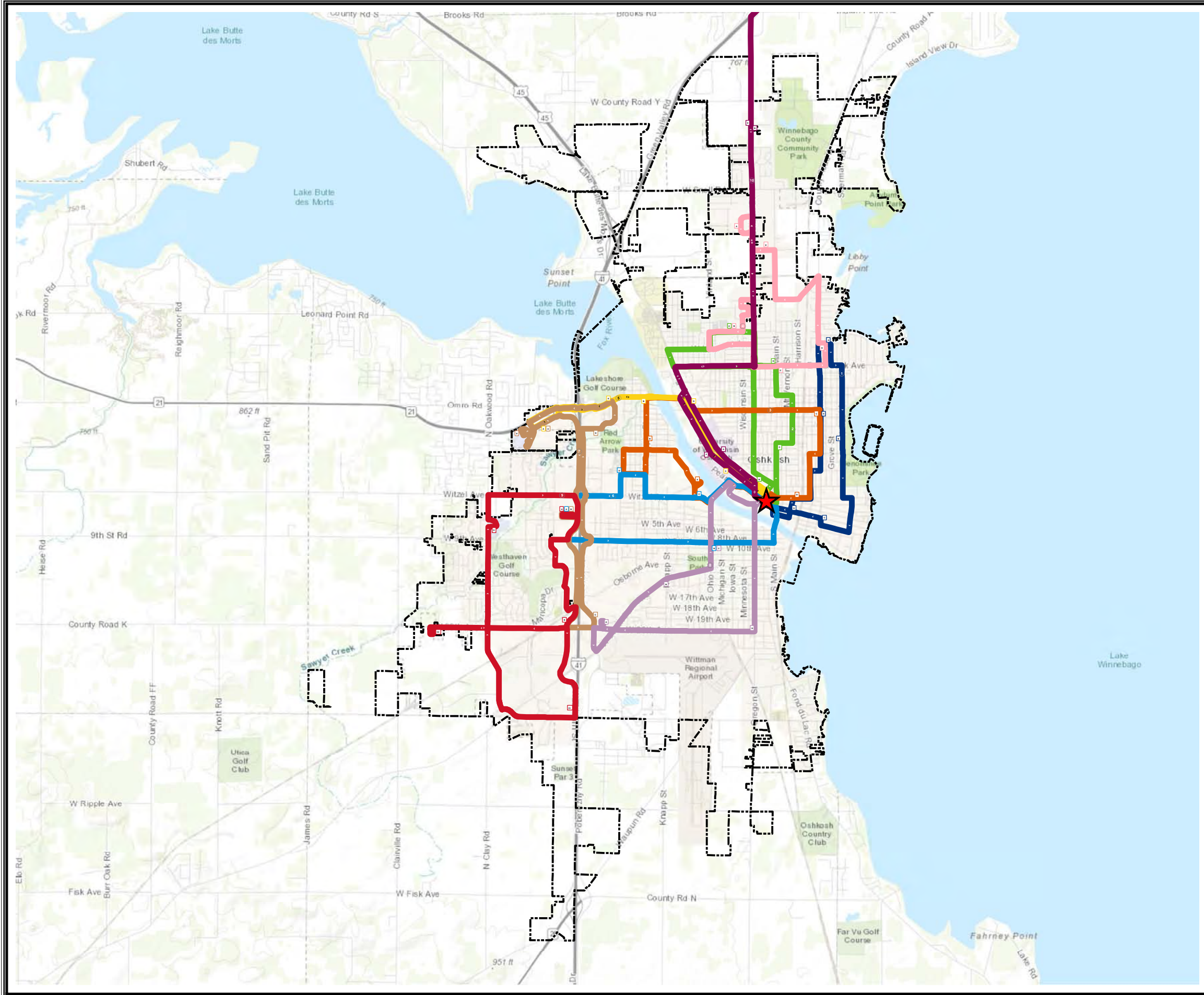
Mark A. Rohloff, City Manager

**GO TRANSIT FARE SCHEDULE
EFFECTIVE JANUARY 1, 2019**





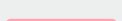
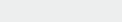
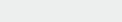
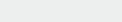
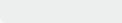



GO TRANSIT FARE TYPE	FARE
CASH FARE	\$1.50
CHILDREN (UNDER 6)	FREE
SENIOR	\$0.75
DISABLED	\$0.75
EAA ROUND TRIP	\$5.00
EAA PASS	\$30.00
TOKENS, 20 for	\$35.00
PUNCH PASS	\$30.00
REDUCED PUNCH PASS	\$15.00
MONTHLY PASS	\$35.00
3 Consecutive monthly passes purchased together	\$90.00

GO PLUS PARATRANSIT PROGRAM	FARE
CABULANCE - Bus hours	\$3.00
CABULANCE - After hours	\$6.00
ADA D-A-R - Bus hours	\$3.00
ADA D-A-R - After hours	\$6.00
SENIOR D-A-R - Bus hours	\$4.50
SENIOR D-A-R - After hours	\$6.00
ACCESS TO JOBS (ATJ) – (after Bus hours]	\$4.00
RURAL	\$7.00
ADA VAN AGENCY TICKETS	\$15.00
D-A-R AGENCY TICKETS	\$8.50
RURAL AGENCY TICKETS	\$22.50

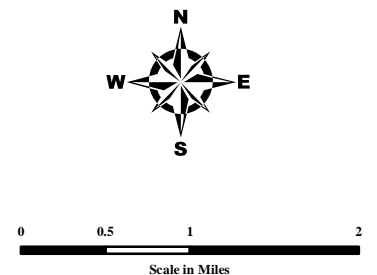
Appendix F: Maps



Map 1-1 GO Transit Fixed Route System

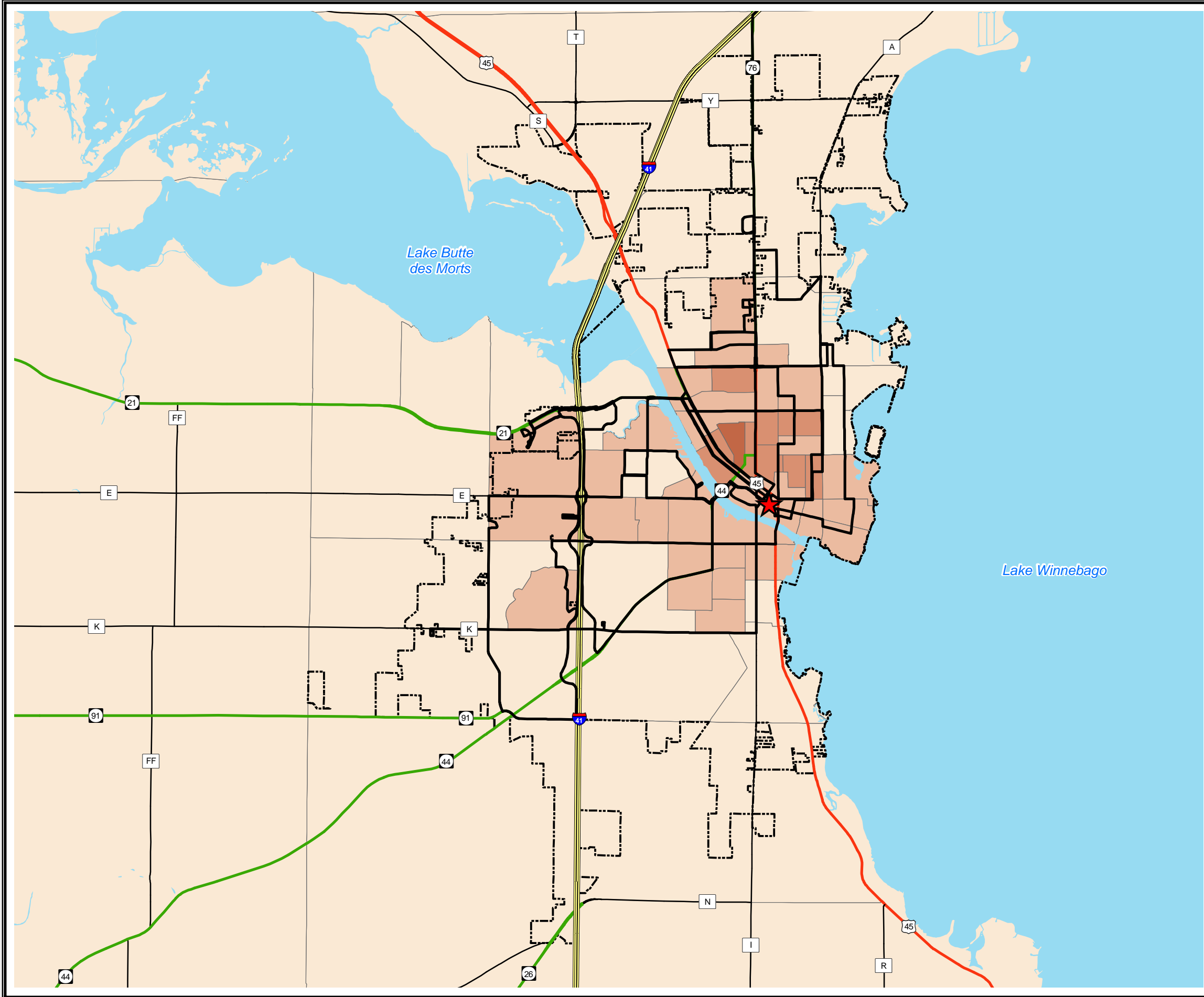
-  Transit Center
-  Bowen/Hazel
-  Main/Jackson
-  FVTC/New York
-  Murdock/Logan
-  UWO/Westowne
-  Witzel/9th
-  Washburn/Koeller
-  20th/South Park
-  Oakwood
-  Neenah*
-  City of Oshkosh

Source: GO Transit Routes
Basemap World Topographic Map
* = Neenah Route connects to Valley Transit in Neenah



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PREPARED AUGUST 2018 BY:
 East Central Wisconsin
Regional Planning Commission
ECWRPC



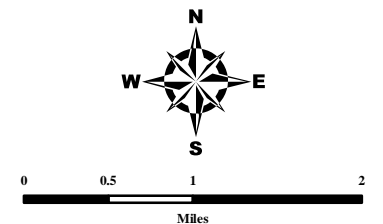
Map 1-2 City of Oshkosh GO Transit Population Density

- ★ Transit Center
- GO Transit Routes
- Freeway (INT)
- USH
- STH
- CTH
- City of Oshkosh
- Hydro

Population / Square Miles

- 0 - 2,500
- 2,501 - 7,500
- 7,501 - 15,000
- 15,001 - 50,000
- 50,001 - 124,150

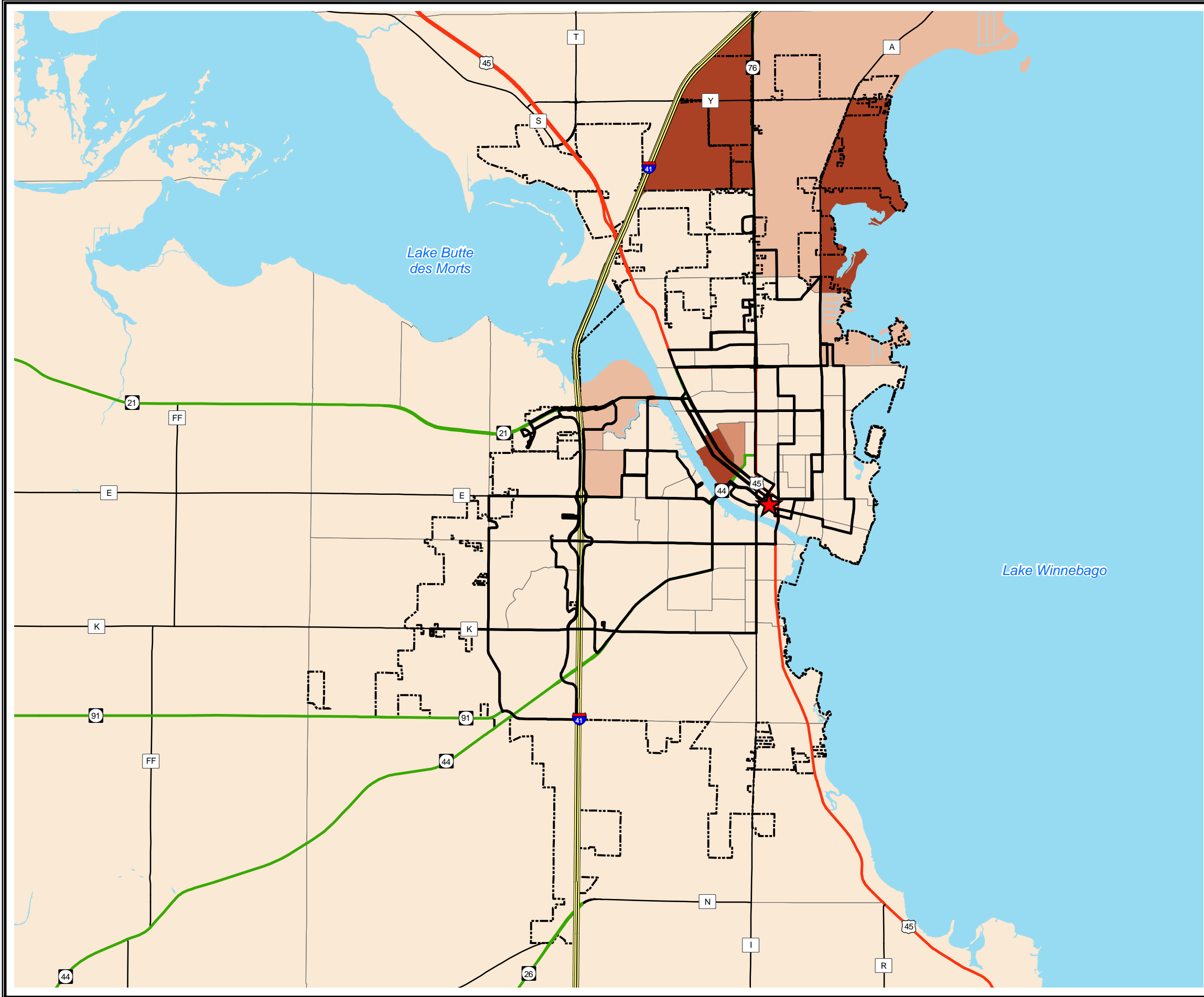
Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
(Population divided by square miles)



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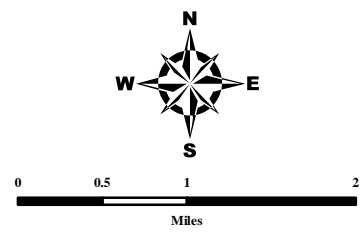
Map 1-3 City of Oshkosh GO Transit Population in Group Quarters

- ★ Transit Center
- GO Transit Routes
- == Freeway (INT)
- USH
- STH
- CTH
- ⬜ City of Oshkosh
- Hydro

Population in Group Quarters

- 0 - 75
- 76 - 300
- 301 - 900
- 901 - 1,800
- 1,801 - 3,430

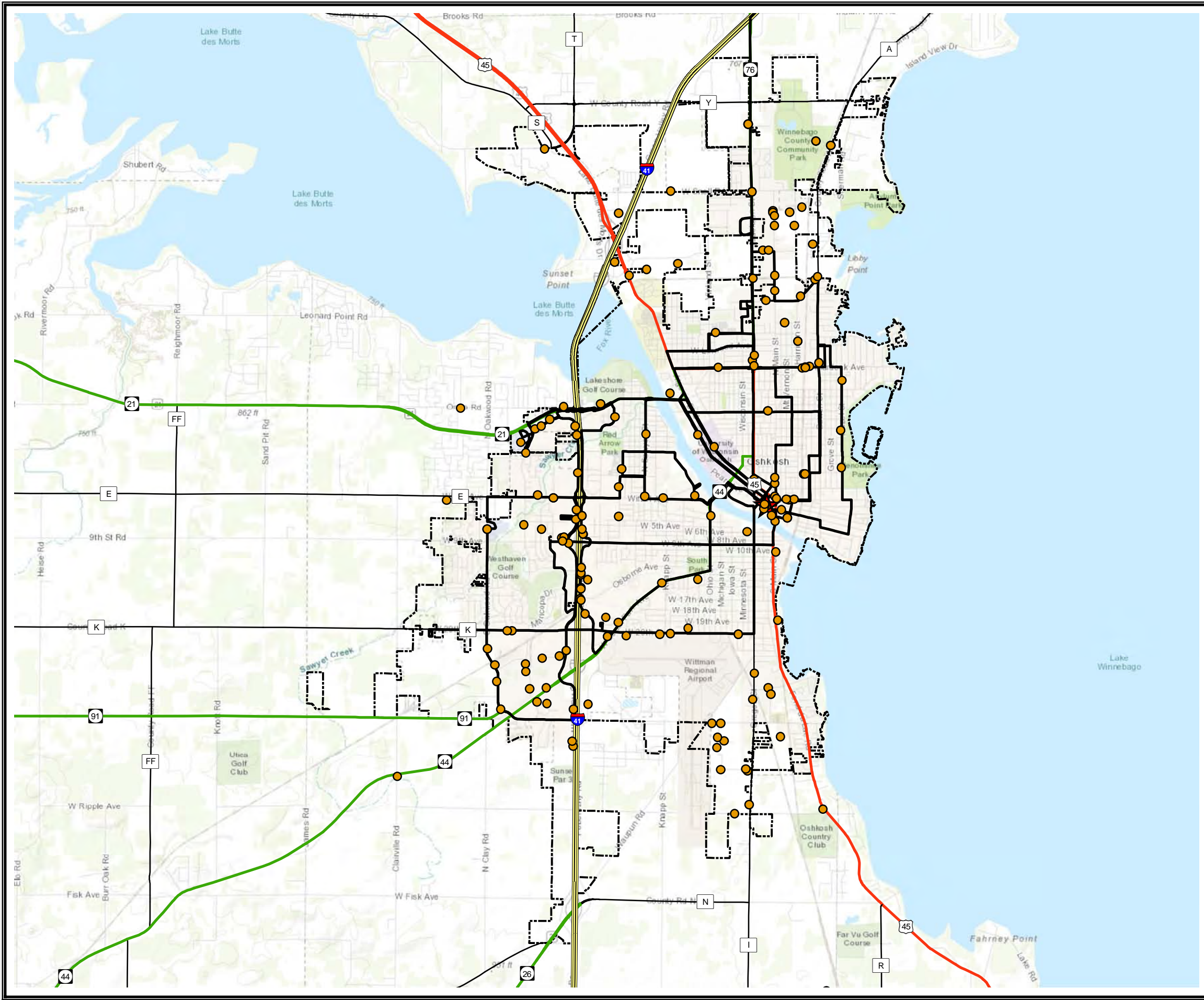
Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
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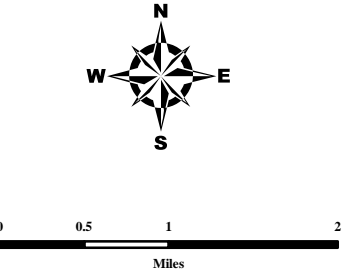




Map 1-4 **City of Oshkosh** **Employers with 50 or** **more Employees**

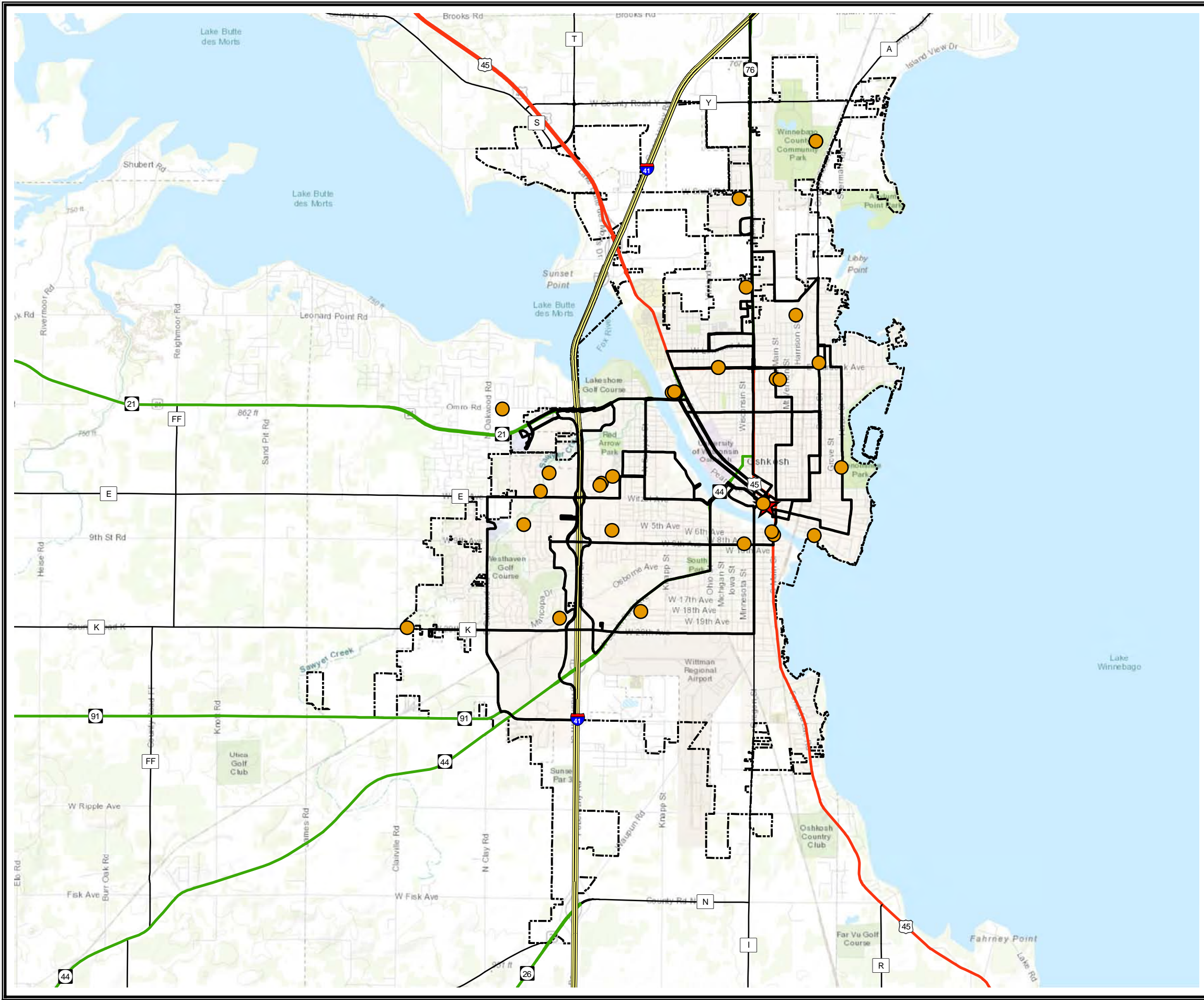
- Employers with 50 or more Employees
- ★ Transit Center
- GO Transit Routes
- Freeway (INT)
- USH
- STH
- CTH
- City of Oshkosh

Source: Employer data from Esri Business Analyst 10.6, 2017 data
 Basemap Esri World Topographic Map



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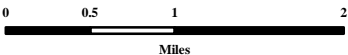
PREPARED SEPTEMBER 2018 BY:
 East Central Wisconsin
 Regional Planning Commission
ECWRPC



Map 1-5 **City of Oshkosh** **GO Transit** **Senior Living Facilities**

- Senior Living Facilities
- ★ Transit Center
- GO Transit Routes
- == Freeway (INT)
- USH
- STH
- CTH
- City of Oshkosh

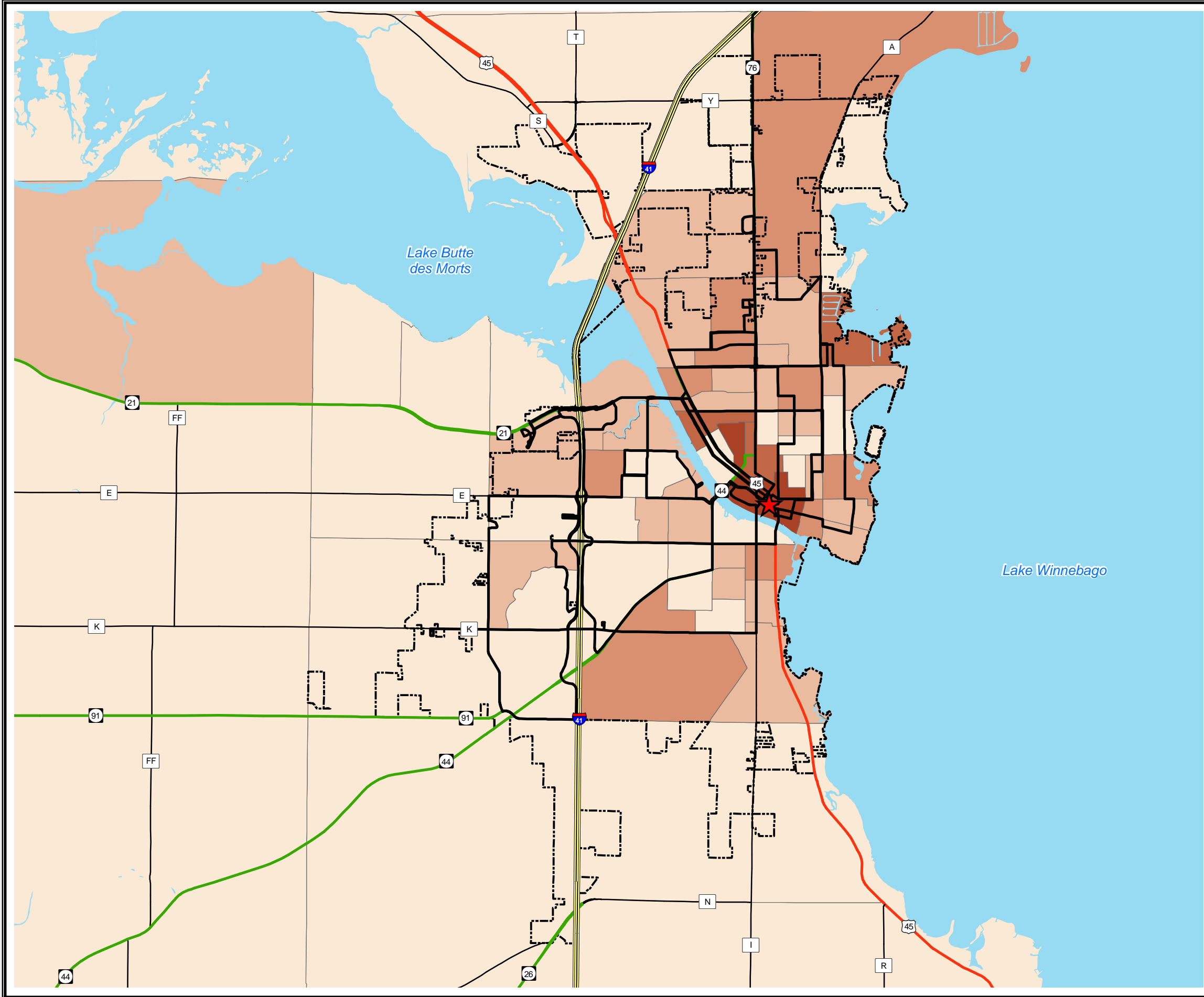
Source: Senior Living points from Esri Business Analyst 10.6, 2017 data
 Basemap Esri World Topographic Map



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PREPARED AUGUST 2018 BY:





Map 1-6 City of Oshkosh GO Transit Population in Poverty

Transit Center

GO Transit Routes

Freeway (INT)

USH

STH

CTH

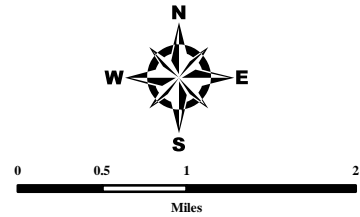
City of Oshkosh

Hydro

Population Below Poverty Level

	0 - 100
	101 - 250
	251 - 500
	501 - 1,000
	1,001 - 2,484

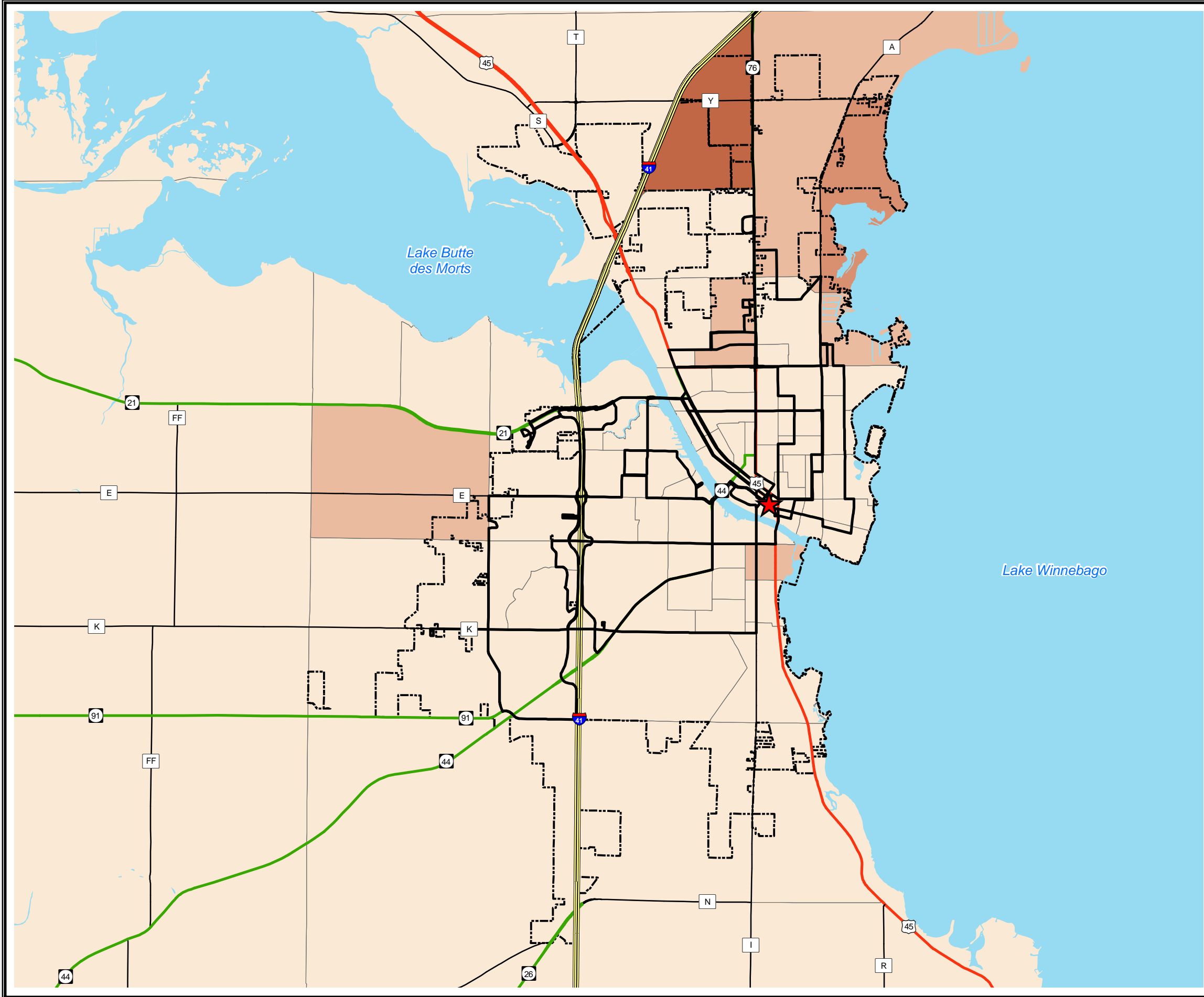
Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
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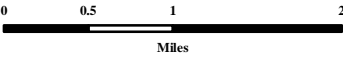
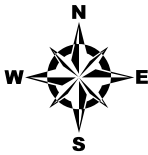
Map 1-7 City of Oshkosh GO Transit Minority Populations

- ★ Transit Center
- GO Transit Routes
- == Freeway (INT)
- USH
- STH
- CTH
- City of Oshkosh
- Hydro

Minority Population

- 0 - 175
- 176 - 350
- 351 - 700
- 701 - 1,400
- 1,401 - 2,705

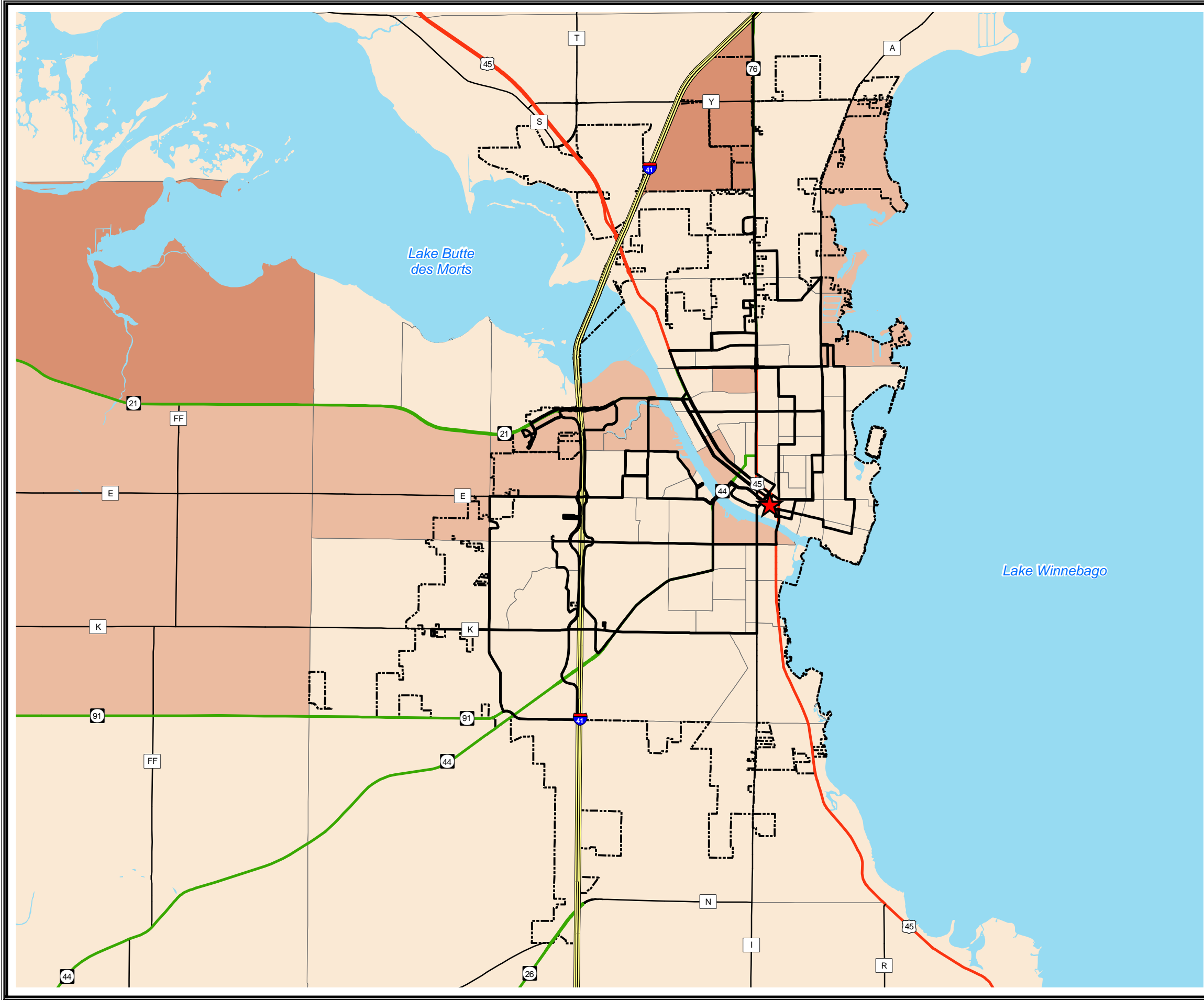
Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
B02001e1 - B02001e2 = Total Minority Population



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Map 1-8 City of Oshkosh GO Transit Hispanic or Latino Population

Transit Center

GO Transit Routes

Freeway (INT)

USH

STH

CTH

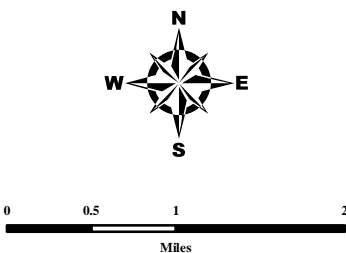
City of Oshkosh

Hydro

Hispanic or Latino Population

	0 - 75
	76 - 200
	201 - 400
	401 - 800
	801 - 1,622

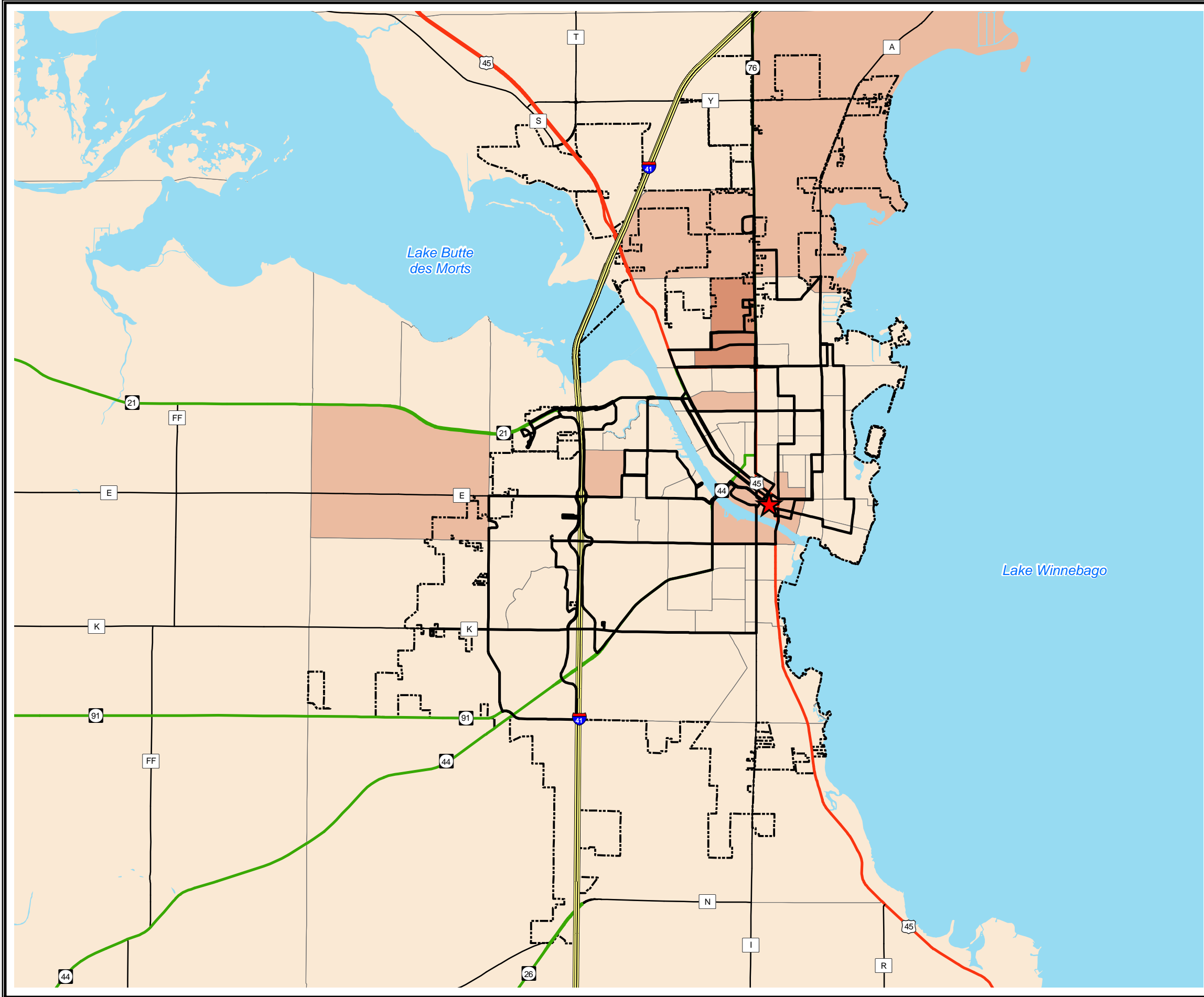
Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
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PREPARED AUGUST 2018 BY:





Map 1-9 City of Oshkosh GO Transit Language Spoken at Home

Transit Center

GO Transit Routes

Freeway (INT)

USH

STH

CTH

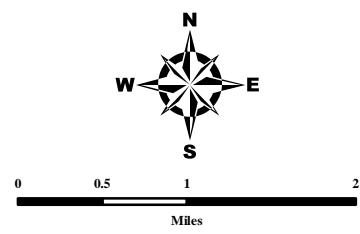
City of Oshkosh

Hydro

Speaks English Less than Well

	0 - 20
	21 - 60
	61 - 120
	121 - 250
	251 - 548

Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
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PREPARED AUGUST 2018 BY:

Map 2-1 City of Oshkosh GO Transit School Location Analysis



School Locations



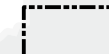
GO Transit Routes



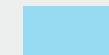
Sidewalks



3/4 Mile Buffer

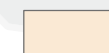


City of Oshkosh



Hydro

Families Below Poverty Level



0 - 20



21 - 50



51 - 75

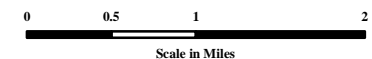
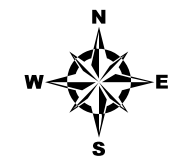


76 - 150



151 - 327

Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
B17010e2



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PREPARED AUGUST 2018 BY:



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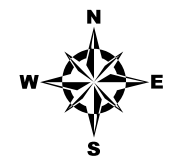
Map 2-1A City of Oshkosh GO Transit Poverty Gap Analysis

- Roads
- City of Oshkosh
- Hydro

Families Below Poverty Level

- 0 - 20
- 21 - 50
- 51 - 75
- 76 - 150
- 151 - 327

Source: 2012-2016 ACS 5 Year Estimates
US Census Geodatabase download
www.census.gov/geo/maps-data/data/tiger-data.html
B17010e2



0 0.5 1 2
Scale in Miles

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

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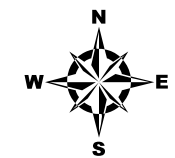


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Map 2-1B City of Oshkosh GO Transit Sidewalk Gap Analysis

- Roads
- Sidewalks
- City of Oshkosh
- Area Outside 1/4 Mile Buffer
- Hydro

Source: GIS layers - City of Oshkosh and Winnebago County



0 0.5 1 2
Scale in Miles

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Jeff Nooyen, Vice-Chair
Eric Fowle, Secretary-Treasurer

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