

**OFFICIAL NOTICE AND AGENDA**  
of a meeting of the County Board, Committee, Agency,  
Corporation or Sub-Unit thereof,

COUNTY OF MARATHON  
WAUSAU, WI 54403

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION'S  
TRANSIT DEVELOPMENT PROGRAM OVERSIGHT COMMITTEE  
AGENDA**

**JULY 28, 2022**  
**1:00 pm**

**LARGE CONFERENCE ROOM**  
**210 RIVER DRIVE, WAUSAU, WI**

**Metropolitan Planning Organization (MPO) Commission Purpose:** *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 12-18)*

**Committee Purpose:** The Transit Oversight Committee shall be concerned with monitoring and providing information to the consulting firm, RLS & Associates, tasked to create a Transit Development Program (TDP) for the Wausau MPO area.

**Committee Membership:** John Robinson - MPO Chair, Katie Rosenburg - Wausau Mayor, Becky McElhaney - Transit Commission Chair, Gaylene Rhoden - Rib Mountain Administrator, Keith Donner - Weston Administrator, Will Harris, Robert Tess - Wausau School District, Kathi Zoern - Transit Commission Member

**AGENDA ITEMS:**

1. WELCOME / CALL TO ORDER
2. DRAFT TRANSIT DEVELOPMENT PLAN DISCUSSION
3. PUBLIC ENGAGEMENT OPPORTUNITIES
4. ITEMS FOR THE NEXT AGENDA AND MEETING DATE
5. ADJOURN.

***Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail 1:30 one business day before the meeting.***

SIGNED

  
\_\_\_\_\_  
PRESIDING OFFICER OR DESIGNEE

EMAILED TO: Daily Herald 848-9361 City Pages 848-5887  
Mid-west Radio Group - 848-3158  
CenterState Marketplace - 446-2370

EMAILED BY: BI \_\_\_\_\_

EMAILED DATE/TIME: 07/25/2022 10AM

NOTICE POSTED AT COURTHOUSE:

By: \_\_\_\_\_

Date: \_\_\_\_\_

Time: \_\_\_\_\_

# Transit Development Plan Draft Final Report

July 2022

Prepared for the Wausau Metropolitan Planning Organization  
&  
Metro Ride



Submitted by: RLS & Associates, Inc. |  
With Yaffe Mobility Consulting and WIPPS



**METRO RIDE TRANSIT DEVELOPMENT PLAN  
DRAFT FINAL REPORT**

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The Metro Ride Transit Development Plan was created with input and support from many local stakeholders. The Wausau Metropolitan Planning Organization and City of Wausau, Metro Ride oversaw the planning process with valuable input from the Project Oversight Committee.

## EXECUTIVE SUMMARY

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### INTRODUCTION

Metro Ride is a department of the City of Wausau. It provides fixed route bus service within city limits and currently provides more than 460,000 rides per year. The route design resembles a wheel with the Wausau Transit Center as the spoke and routes radiating to and from the center. The central hub is located at 555 Jefferson Street in downtown Wausau. Passengers can transfer from one route to another at the Transit Center. All routes operate at 30-minute intervals, meaning passengers can catch the bus at the transit center or any point along the route every 30 minutes. Metro Ride also offers Americans with Disabilities Act (ADA) paratransit service to eligible individuals within three quarters of a mile from any regular bus route.

Reductions in funding in recent years has significantly impacted service levels and ultimately, ridership. In 2012, the system experienced a major revenue and consequent service reduction. That same year, passenger fare prices were increased to help offset the loss of local revenue. Ridership declined drastically from 788,748 trips to 631,360 trips per year as a result of the 2012 service changes. The system partially recovered in 2013 when it temporarily restored some limited service until 2015. After the limited service (Route K) was eliminated again in 2015 Metro Ride experienced another decline in ridership which persisted through 2020 when the COVID 19 pandemic impacted travel patterns and temporarily, but significantly reduced public transit demand in Wausau. The pandemic had similar impacts on transit systems across America. Metro Ride has gradually regained riders but continues to fall short of its potential.

The decision to conduct the Transportation Development Plan (TDP) was derived from the local assessment that transit ridership had not recovered from the service reductions and changes in demand and the transit system needed evaluation for service and technology improvements. The TDP process was initiated in 2021 with guidance and input from the Marathon County Metropolitan Planning Organization, Metro Ride, a Project Oversight Committee, and local stakeholders.

As with many transit systems across America today, sustaining sufficient funding from Federal, state, and local sources is a primary concern for Metro Ride. Public transit budgets are dependent upon public funding. While a significant portion of the Metro Ride operating and capital budgets come from the Federal Transit Administration, revenue is necessary from passenger fares, and state and local sources that benefit from the services provided. Therefore, the TDP planning process takes careful steps to understand community needs and place those strategically alongside the fiscal realities and possibilities for Metro Ride to improve service.

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## PLANNING PROCESS OVERVIEW

The Transit Development Plan includes a comprehensive evaluation of Metro Ride with the market conditions for public transit in Wausau, Weston, Rib Mountain, Rothschild, and Schofield. Employment densities, ridership patterns, and socio-economic and demographic conditions of all communities were analyzed and compared with existing services to identify latent demand. Currently, there is no Metro Ride service outside of the Wausau boundaries.

Next the consulting team talked with local officials, Metro Ride staff, employers, human service agencies, and other community stakeholders through various community engagement activities. The extensive outreach effort resulted in broad input into the strengths and weaknesses of the existing system. Community engagement activities were conducted at milestones throughout the planning period and included:

- ◆ Rider and public surveys
- ◆ Public meetings
- ◆ Interviews with local officials from Wausau, Weston, Rib Mountain, Schofield, and Rothschild; agency representatives; employers; and other stakeholders
- ◆ Meeting with local employers and agencies
- ◆ Focus groups
- ◆ Regular engagement with the Project Oversight Committee

## CONCLUSIONS

A range of major service and transit technology scenarios were developed based on the quantitative data analysis and qualitative community engagement input. Recommendations include performance projections and an estimated cost analysis and revenue plan for the scenarios. The Three scenarios are as follows:

### **Scenario 1: Improve and Expand Metro Ride Services within Wausau**

Scenario 1 focuses on options to improve transit technology at Metro Ride including farebox and fare media, Annunciators, Real Time Bus Location, and Automated Passenger Counters (APCs). The scenario also considers new fare structure options. Finally, Scenario 1 explores possible service expansions within Wausau City Limits including microtransit zones for a demand-response/on-demand service; expanding operating hours to help meet the needs of employers, employees, and for other purposes; and adding Saturday service.

### **Scenario 2: Expand Public Transit Service into Rib Mountain, Rothschild, Weston, and Schofield**

Scenario 2 focuses on service area expansions into the communities most desired by riders and general public members who participated in the study. The expansions are designed to serve local communities by improving access to important shopping and employment locations, many of which

are located outside of Wausau. Today, the new VA Clinic and the Department of Motor Vehicles are within the metropolitan area but not served by public transit. Likewise, some medical facilities, popular destinations like Walmart, Sams Club and Aldi, and major employers including Greenheck and Crystal Finishing are situated outside of Wausau and not accessible by public transit. Service area expansions will require additional revenue provided through agreements between Wausau and the communities served by the extensions. Contractual agreements with private industry or human service agencies may also be used to help supplement the expansions.

### **Scenario 3: Improved Efficiencies**

Scenario 3 focuses on options that reduce the total number of fixed routes and reallocate the operational cost savings to support desired service expansions within Wausau or to other communities in the metropolitan area. Cost savings would be reallocated to support service improvements within Wausau such as expanding the hours of operation or improving coverage. Service options in Scenario 3 are not the most locally desired options because they would result in reduced frequency of bus route service for the core of the region's population. Less frequency of service impacts rider convenience and could result in challenges with overcrowded vehicles during peak hours of service. Disruptions of this nature tend to have a negative impact on transit ridership unless they are implemented in combination with an equal level of service enhancements. Scenario 3 is an option of last resort because of the potential negative impact on the core fixed route services for Metro Ride passengers.

## **CHALLENGES TO BE ADDRESSED**

At the conclusion of the plan, it was determined that service area expansion is the most desirable and logical option. However, under the current organizational structure, opportunities for expansion beyond the Wausau City Limits depend upon new financial partnering agreements between each of Wausau's neighboring communities and Metro Ride. In order for Metro Ride to expand service into a neighboring community, that community must financially contribute to the operating and capital cost in a sustainable manner. While community input and analysis indicate that latent demand and unmet needs exist for transit service throughout the entire region, such expansions are only possible if the governing bodies of the neighboring municipalities that benefit from the expansion agree to become financial partners with Metro Ride and provide the requisite portion of local funds for the service provided there. Considering levy limits placed on each community identifying additional funding from the existing municipal budgets is a challenge and must be done with consideration of the benefits to the community and its residents. Each local government must make the decision to dedicate funds each year to support a portion of Metro Ride service within their community or not.

Metro Ride has explored an alternative organizational structure including creation of a Regional Transit Authority (RTA), which would have governing authority independent of the local communities and could serve the entire region. The RTA structure would relieve the local municipalities from responsibility to provide the necessary local match to fund transit. However, it was determined that, at this time, an RTA structure is not likely to receive the State Legislature support it would require.

Further exploration of an RTA structure was not included in this TDP. However, it remains an option if State legislative support shifts for such an initiative.

## REPORT ORGANIZATION

The TDP consists of eight chapters, as follows:

Chapter 1 provides an overview of the study area and evaluates demographic and socio-economic conditions. The data informs estimations about transit demand and gaps in service.

Chapter 2 provides a profile of Metro Ride service characteristics, performance trends, and coverage.

Chapter 3 summarizes rider survey results.

Chapter 4 summarizes community input obtained through public meetings, stakeholder interviews and meetings and focus groups.

Chapter 5 summarizes public survey results.

Chapter 6 summarizes prior relevant studies, including the 2017 Transit Development Plan Update which included a statistically valid household survey regarding public transit.

Chapter 7 details the recommended major service and technology change scenarios and identifies the projected expenses and revenues associated with each option.

Chapter 8 summarizes recommendations that could be explored for improvements over the five-year planning horizon.

The appendix includes a summary of prior related plans, details about the public and rider surveys, and the focus group summary created by Wisconsin Institute for Public Policy and Service.

## CHAPTER 1. EXISTING CONDITIONS – DEMOGRAPHIC ANALYSIS

Metro Ride serves the City of Wausau. However, the study area for this TDP includes Wausau and other municipalities that currently make up the Wausau Urbanized Area. The data for this demographic analysis was obtained from the United States Census Bureau’s 2019 American Community Survey (ACS) 5-Year Estimates and 2018 Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics data.

### POPULATION

Figure 1: Population Density

The Wausau Urbanized Area contains Wausau, Rib Mountain, Rothschild, Schofield, and Weston; with approximately 85,000 population. The most densely populated areas are dark blue, symbolizing at least 2,167 people per square mile in Figure 1, appearing throughout Wausau. Other areas of higher population density are in Rothschild, Schofield and Weston.

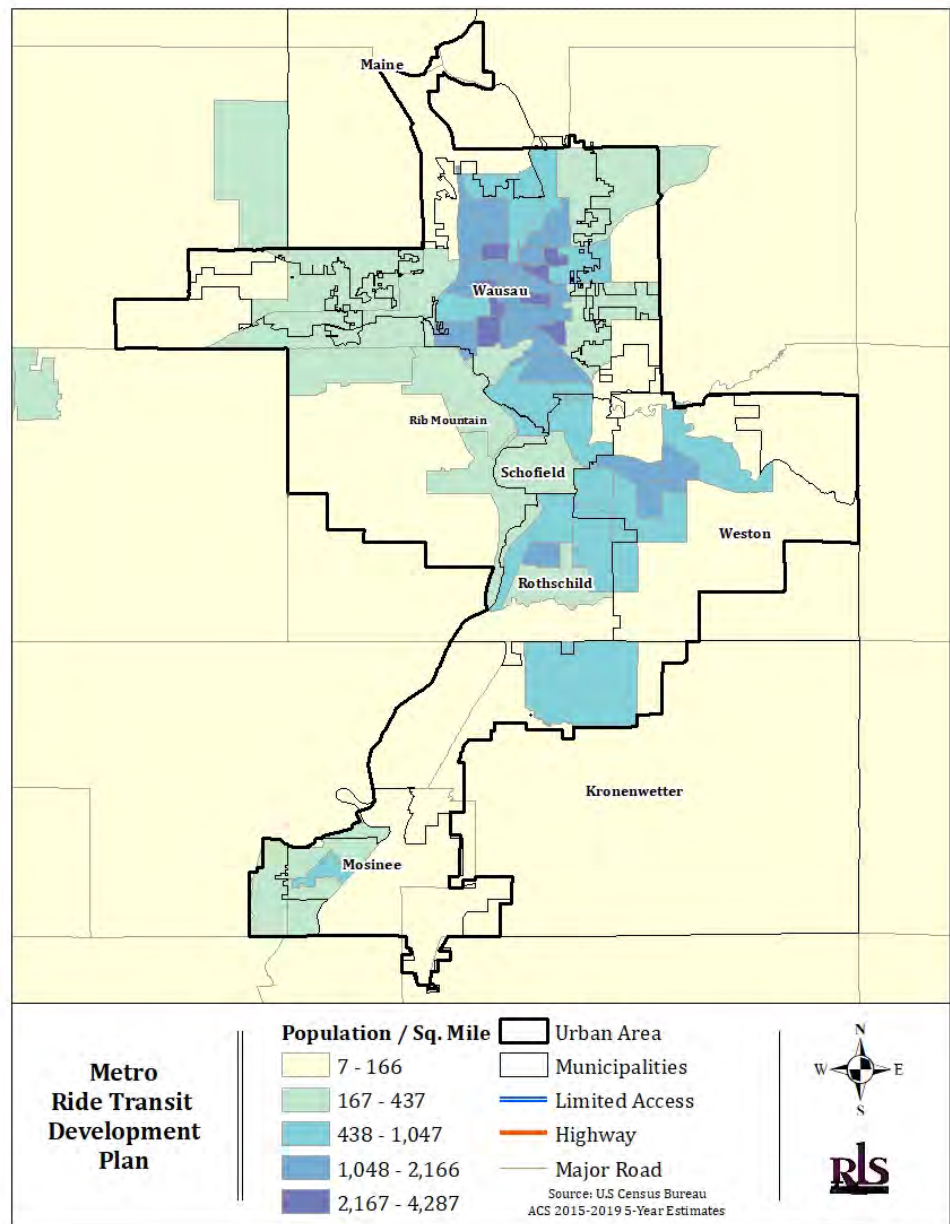


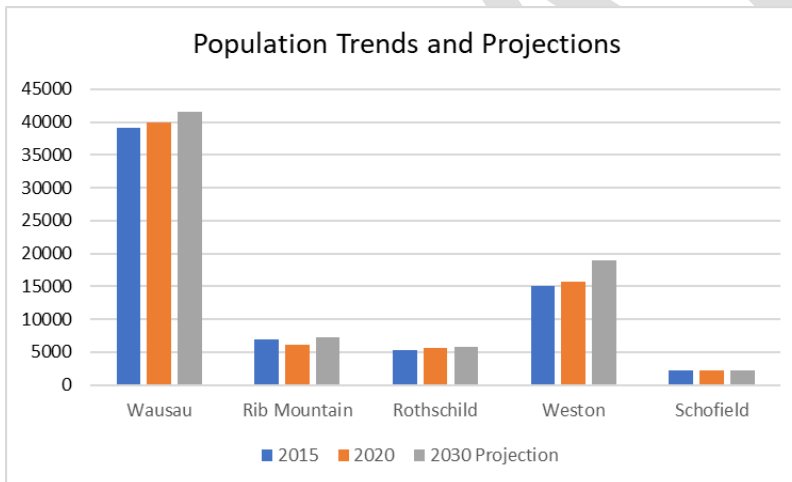
Table 1 shows the population breakdown of the larger municipalities within the Wausau Urbanized area. Outside of Wausau, Weston has the largest population at 15,723, and Schofield has the smallest population at 2,157.

Table 1: Population by Municipality

Municipality	Population
Wausau	39,994
Weston	15,723
Rib Mountain	6,061
Rothschild	5,567
Schofield	2,157

The Wisconsin Department of Health Services estimates that the population of Marathon County will increase by 5.6 percent between 2020 and 2030. As the population increases, so does the likelihood for increased demand for public transit. Wausau, Weston, Rib Mountain, and Rothschild populations are projected to increase; therefore, it is more likely that changes in demand for transit will be generated from these communities. The population of Schofield is expected to remain steady.

Figure 2: Population Trends and Projections

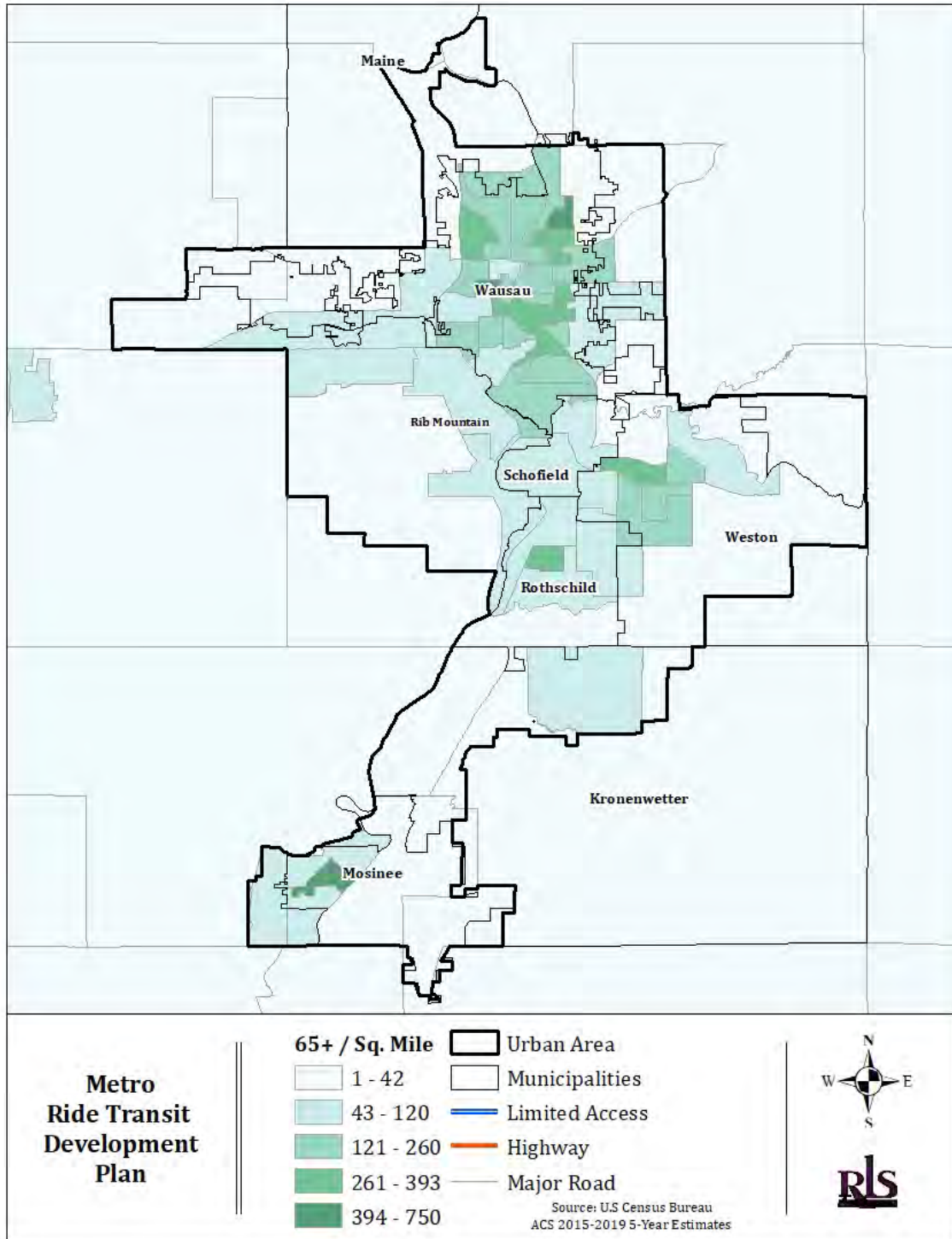


### **Older Adult Population**

For this report, older adults are individuals age 65 and older. The Wausau Urbanized Area contains roughly 15,000 older adults. In 2020, the older adult population made up only 17.8 percent of the County population. By 2040, the older adult population will be 23.9 percent of the population, according to the Wisconsin Department of Health Services. The aging population will most likely increase demand on public transit services.

The block groups with the highest density of older adults can be found in northeast Wausau and Mosinee. These areas contain at least 394 people per square mile and are shown in dark green in Figure 3.

Figure 3: Older Adult Population Density



Older adults are most likely to use transportation services when they are unable to drive themselves or choose not to drive. Self-imposed limitations on driving often include not driving at night or making trips to more distant destinations. Older adults also tend to be on a limited retirement income and, therefore, public or subsidized transportation services are a more economical alternative to owning a vehicle. For these reasons, the population of older adults in an area indicates potential transit demand.

As indicated in Table 2, Wausau has the highest number of older adults. Still, the older adult populations of Rib Mountain and Schofield make up larger percentages of the total individual municipal population.

Table 2: Older Adult Population by Municipality

Municipality	Older Adults	Percent of Population
Wausau	6,703	17%
Weston	2,423	15%
Rib Mountain	1,348	22%
Rothschild	811	15%
Schofield	381	18%

## HOUSEHOLD INCOME AND POVERTY

The Wausau Urbanized Area contains about 36,000 households. The major municipalities in the area, which make up roughly 80 percent of the urban area’s households, have a wide range of median household incomes. Table 3 shows the median for each municipality, with Rothschild having the highest at \$70,925 and Wausau having the lowest at \$46,824.

Table 3: Median Household Income by Municipality

Municipality	Median Household Income
Rothschild	\$70,925
Rib Mountain	\$69,882
Weston	\$66,716
Schofield	\$48,654
Wausau	\$46,824

The difference in median household incomes is also reflected in the number of households in poverty. Table 4 shows the number of households in each municipality in poverty. Wausau and Schofield have much higher percent households in poverty, 13 and 16 percent respectively than the other three municipalities where Weston’s seven percent is the highest. Rothschild and Rib Mountain have the highest median household incomes and the lowest percent of total households below poverty.

Table 4: Households in Poverty by Municipality

Municipality	Households in Poverty	Percent Households in Poverty
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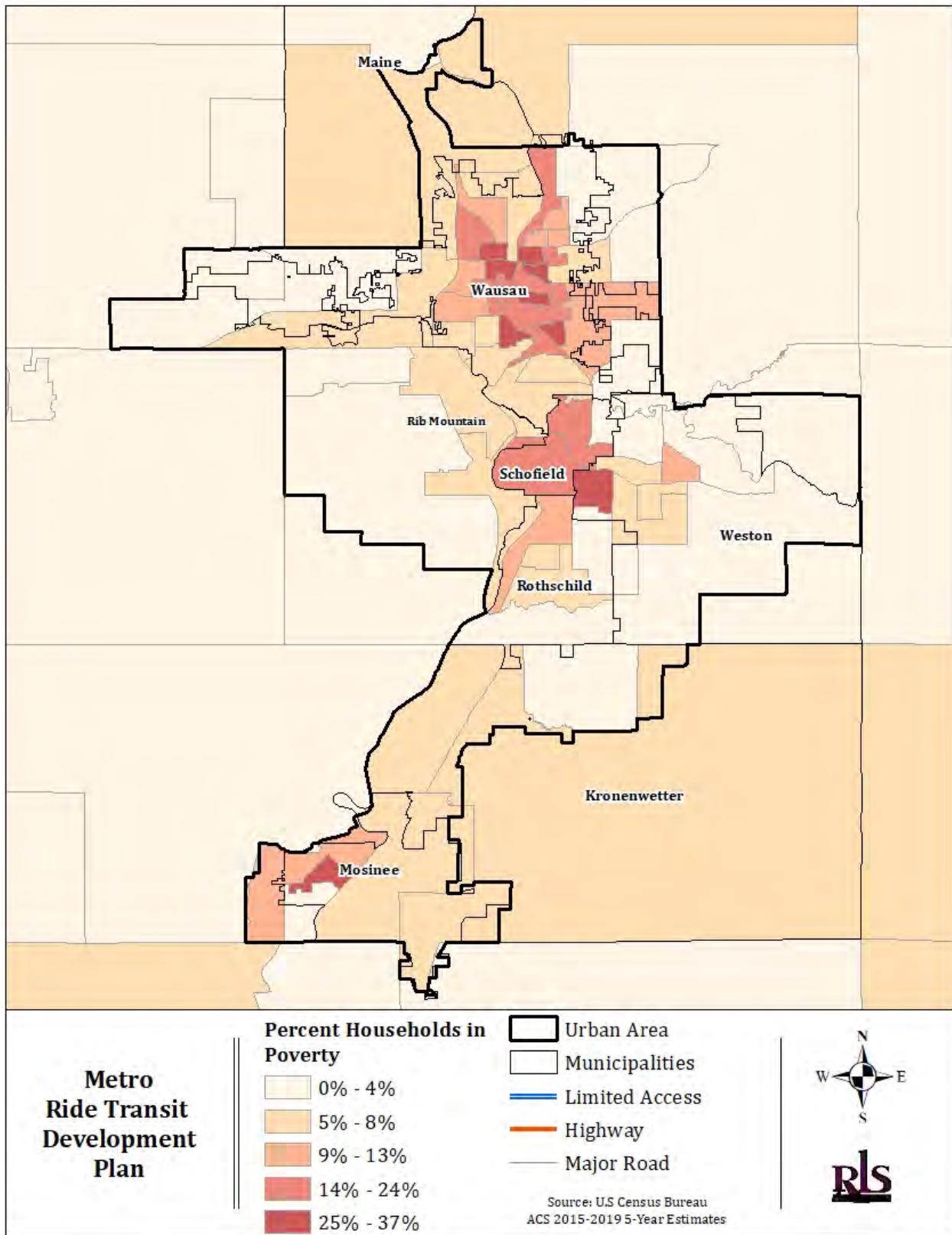
Schofield	164	16%
Wausau	2,278	13%
Weston	440	7%
Rothschild	135	6%
Rib Mountain	106	5%

Figure 4 shows the distribution of households in poverty throughout the Wausau urban area. The block groups that have the highest percent of households in poverty can be found throughout Wausau, in western Weston, and Mosinee. In these block groups, at least 25 percent are in poverty. Other areas of higher poverty (14 to 24 percent) are found throughout Wausau, Schofield, and Mosinee.

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Figure 4: Percent Households in Poverty

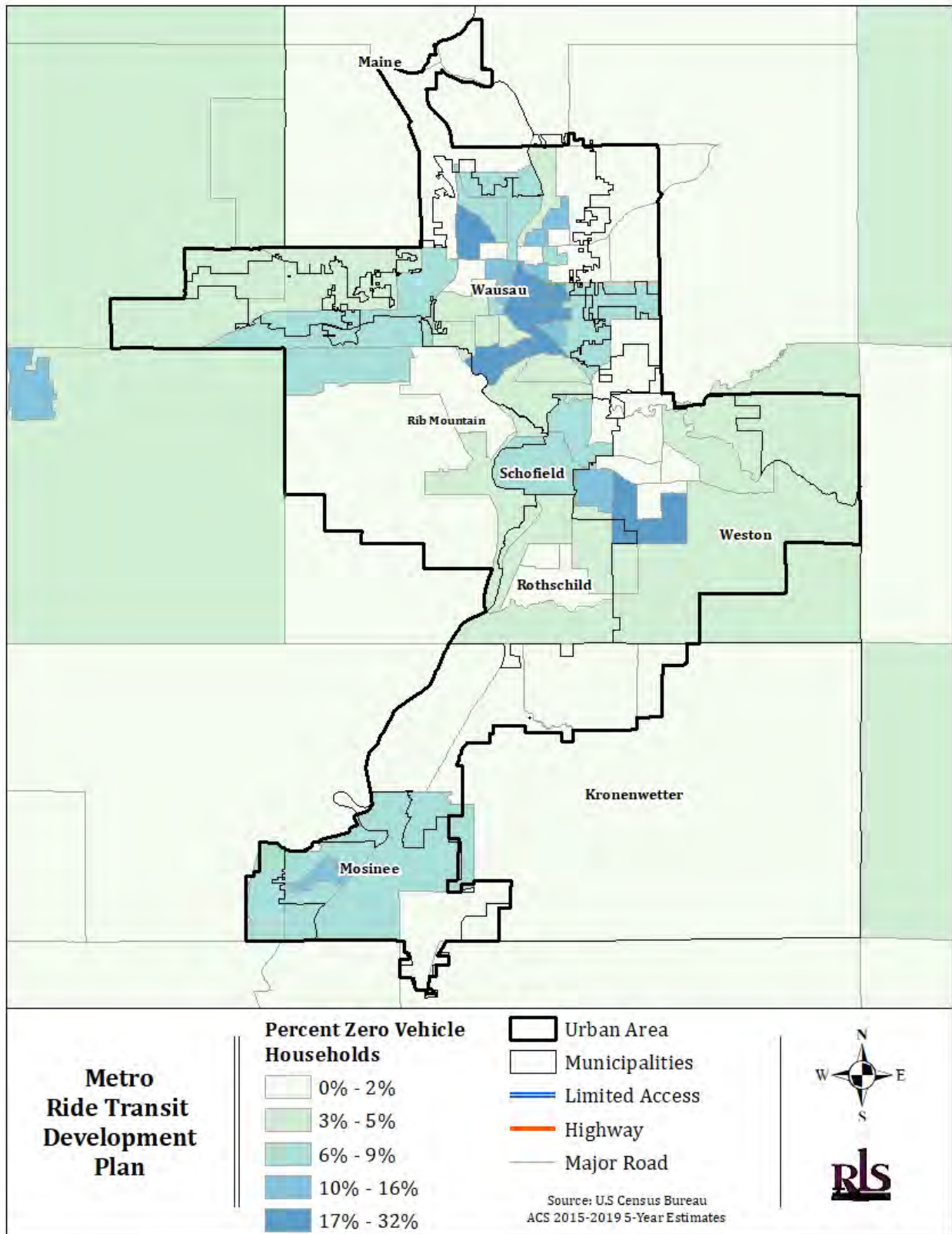


## ZERO VEHICLE HOUSEHOLDS

The number of vehicles available to a household is also an indicator of demand for transit because households with no available vehicle are more likely to depend on public transit for all or most transportation needs. Within the Wausau urban area, there are roughly 36,000 households, of which about 2,100 (5.8 percent) have zero vehicles available. Figure 5 shows the distribution of these households throughout the area, with the densest areas being throughout Wausau and in western Weston. The densest areas have at least 17 percent of households without vehicles.

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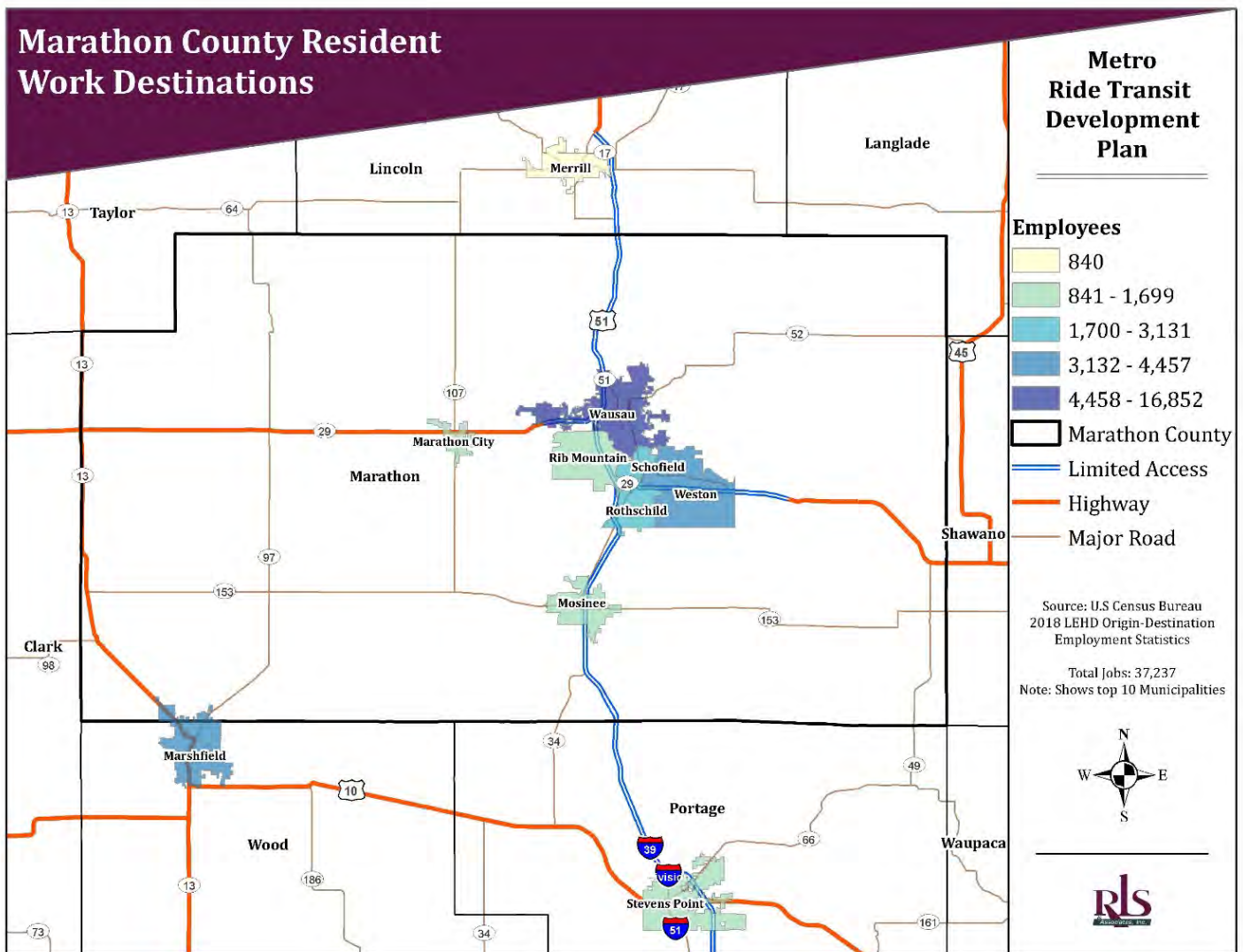
Figure 5: Zero Vehicle Households



## EMPLOYMENT

Equally important to where people live is the destinations they frequent. Employment is one of the major destinations in the area. In 2018, there were 37,237 jobs in 10 municipalities throughout Marathon County. Figure 6 illustrates the density of work destinations for Marathon County residents. Wausau ranked highest in location of jobs for local residents. Weston ranked second highest. Rothschild and Schofield fell into the third highest work destination for Marathon County residents; similar to the number who commute to Marshfield. A range of 841 to 1,699 jobs for Marathon County residents are in Rib Mountain and Mosinee; similar to the number of Marathon County residents who commute to Stevens Point.

Figure 6: Marathon County Resident Work Destinations



## SUMMARY

The Wisconsin Department of Health Services estimates that the population of Marathon County will increase by 5.6 percent between 2020 and 2030. In 2020, 17.8 percent of the population was age 65 and older. By 2040, the older adult population will be 23.9 percent of the total County population. The growing and aging population will likely increase demand on public transit services. Wausau, Weston, Rib Mountain, and Rothschild populations are projected to increase; therefore, it is more likely that changes in demand for transit will be generated from these communities.

The Wausau Urbanized Area contains about 36,000 households, of which roughly 80 percent are in the major municipalities. There is a wide range of median household incomes for each municipality, with Rothschild having the highest at \$70,925 and Wausau having the lowest at \$46,824. The difference in median household incomes is also reflected in the number of households in poverty. Wausau and Schofield have much higher percentages of households in poverty, 13 and 16 percent respectively than the other three municipalities where Weston's seven percent is the highest.

Along with age and income, access to a vehicle is another indicator of demand for public transit. Within the Wausau urban area, there are roughly 36,000 households, of which about 5.8 percent have zero vehicles available. While the percentage of zero vehicle households is low when considering the entire urban area, it is important to note that there are block groups within the area where 17 percent or more of the households do not have a vehicle. These areas are likely to have higher levels of demand for public transit service than areas where more people have access to a vehicle.

Families with a vehicle may have more than one adult sharing it for all trip purposes. Access to public transit is a low-cost alternative to sharing a vehicle. Access to transit can lead to the opportunity for both adults to work and/or go to school. Wausau and Weston were the work destinations for the highest numbers of Marathon County workers in 2018.



## CHAPTER 2. SYSTEM PROFILE

### OVERVIEW

Metro Ride operates within Wausau where municipal boundaries encompass about 20 square miles. Fixed-route service is only currently available within the city limits, though past routes have served neighboring towns including Schofield, Rothschild and Weston.

Complimentary ADA paratransit service is available to passengers within a ¼ mile radius of fixed routes. Metro Ride provides fixed route service with a fleet of 22 buses and four vehicles that could be used for paratransit service. The active fleet vehicle inventory is provided in the Appendix.

Metro Ride capital resources include vehicles and facilities. All vehicles are equipped for wheelchair accessibility, and fixed route buses have bicycle racks. Eighteen of the 22 vehicles are used during peak service. The Metro Ride Transit Center is located downtown at 555 Jefferson Street, Wausau. The Metro Ride administration and maintenance facility is located at 420 Plumer Street in Wausau. Bus stops and shelters are distributed throughout the service area. Bus shelters are located at the following stops.

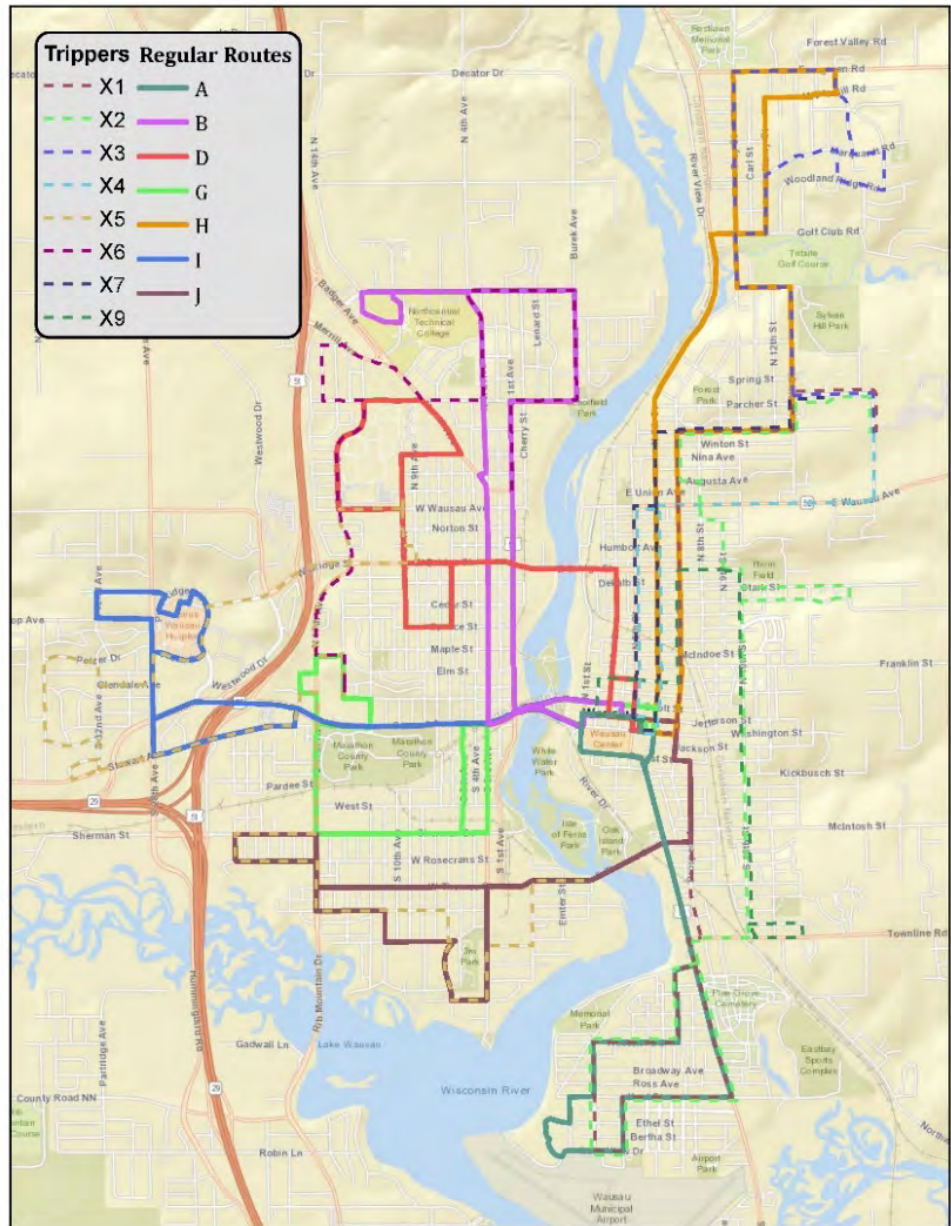


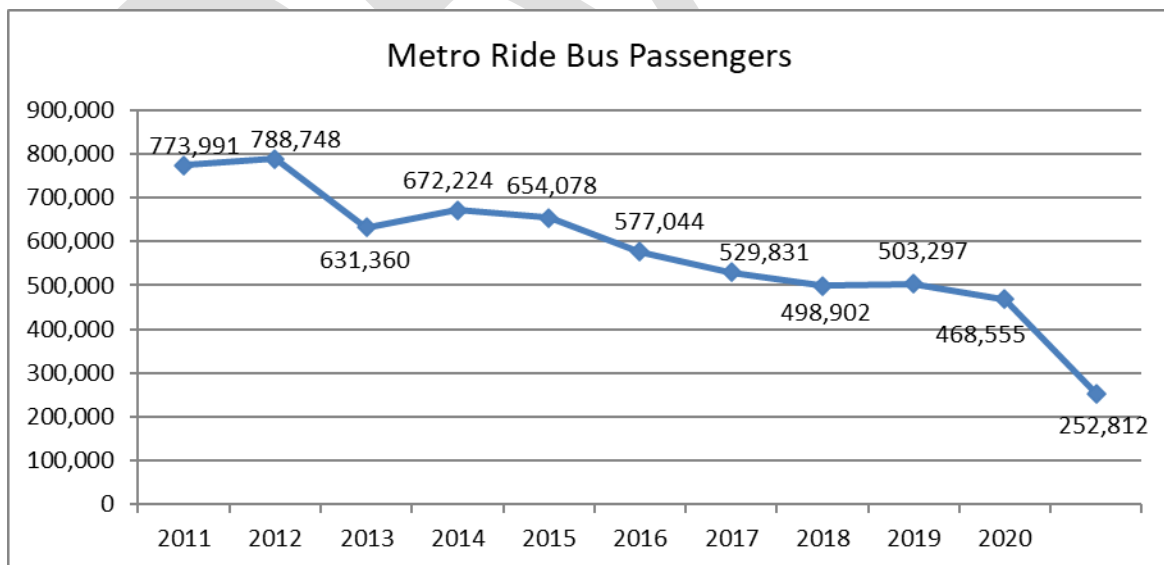
Table 5: Bus Shelter Locations

Route	Shelter Location
A	North Central Health Care
A	Sturgeon Bluff Apartments
A	Riverview Towers
B	North Central Technical College
D	Kannenberg Plaza
I	Marshfield Clinic
I	Aspirus Hospital Main Entrance
H	Horace Mann Middle School

**Performance Trends**

As discussed in the previous chapter, Metro Ride has experienced reductions in funding that have significantly impacted service levels and ultimately, ridership in recent years. In 2012, the system experienced a major service reduction and implemented a major fare increase. Ridership declined drastically from 788,748 trips to 631,360 trips per year as a result of the 2012 service changes. The system partially recovered in 2013 when it restored some limited service (Route K). That limited service was eliminated again in 2015 which caused another decline in ridership. Ridership continued to decline through 2020 when the COVID 19 pandemic impacted travel patterns and temporarily, but significantly reduced public transit demand in Wausau. The pandemic had similar impacts on transit systems across America.

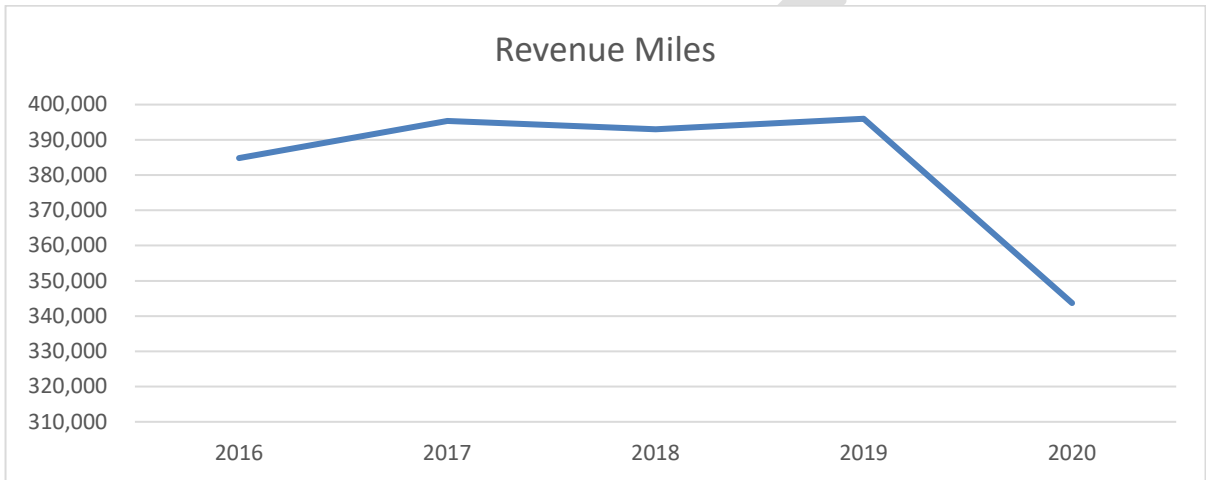
Figure 7: Ridership Trend



Source: Metro Ride

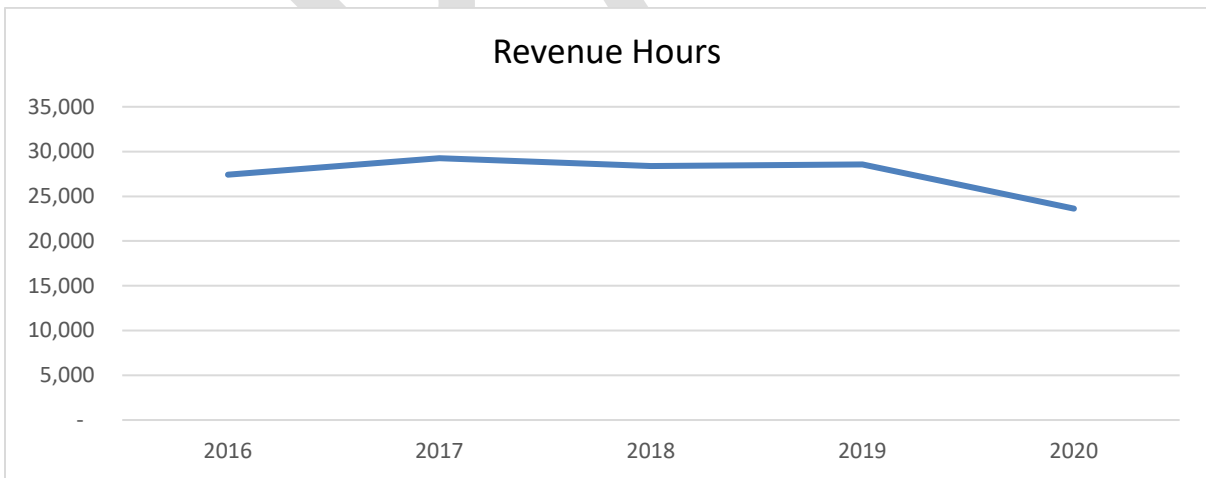
Since the most significant service reductions (2012 – 2015), Metro Ride’s annual revenue miles and hours have remained relatively steady with minor fluctuations. Between 2016 and 2017, the annual revenue miles and hours increased by 2.7 percent and 6.7 percent, respectively. In 2018, revenue miles decreased slightly (0.6 percent) and revenue hours decreased by three percent. In 2019 there was less than a one percent change. Metro Ride operated approximately 17 percent less revenue hours and 13 percent less revenue miles between 2019 and 2020. The drastic decline between 2019 and 2020 was largely a result of COVID-19. Figures 8 and 9 illustrate the change in service levels between 2016 and 2020.

Figure 8: Revenue Miles, 2016 to 2020



Source: Metro Ride

Figure 9: Revenue Hours, 2016 to 2020



Source: Metro Ride

The following paragraphs discuss the specific characteristics of Metro Ride service.

**FARES**

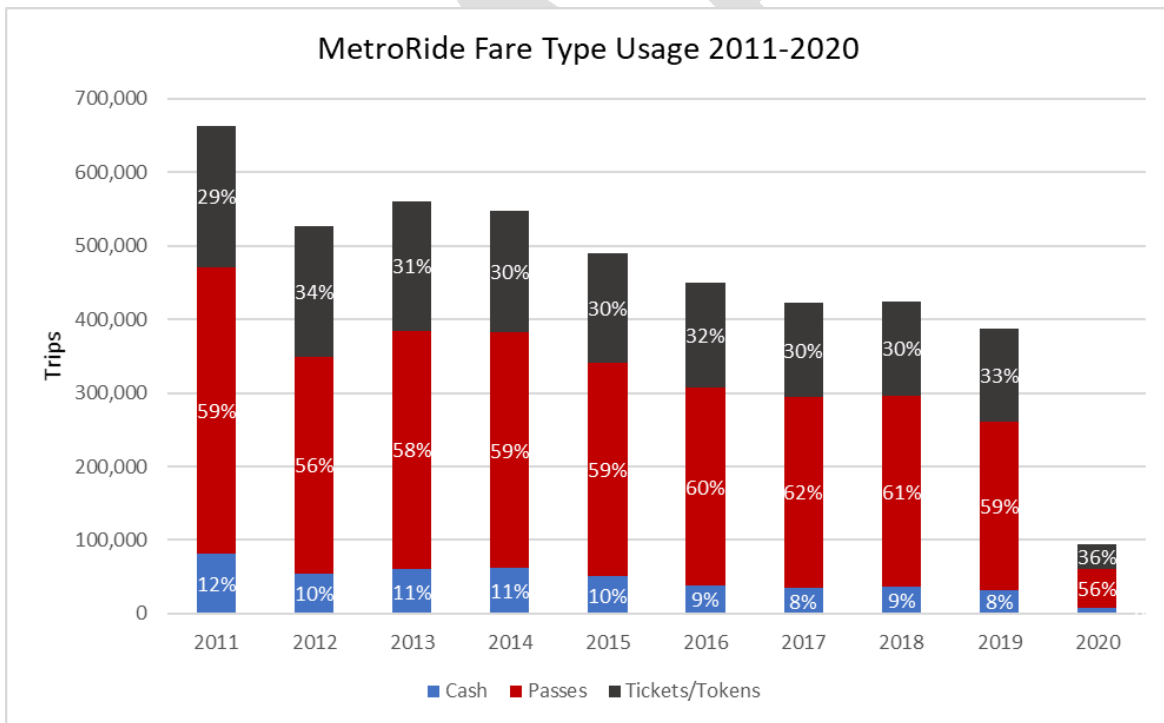


As of November 2021, fare for a one-way trip on this service is \$1.75. Additionally, discounted passes are offered at a rate of \$10.00 for 11 one-way tokens, and an unlimited monthly ride pass can be purchased for \$42.00. Discounted rates for seniors and individuals with disabilities who have a Medicare Card or ID issued by Metro Ride are \$0.85 for a one-way trip and \$21.00 for unlimited monthly ride pass.

Metro Ride Transit also offers several fare options for children ages 5 through their senior year in high school. A student one-way fare paid in cash is \$1.25, and similarly to adult fares, 10 one-way tickets can be purchased for \$9.50. A monthly student pass for unlimited rides in a calendar month is \$21.00 and a special “Youth Freedom Pass” is available for \$28.00, which allows for unlimited rides to youth riders during the summer months (June 1<sup>st</sup> – August 31<sup>st</sup>).

Monthly passes and multi-ride tickets and token purchases are the most popular fare type used on Metro Ride services, regardless of service type. Since 2011, monthly passes have accounted for over 55% of passenger fares, tokens and multi-ride ticket book purchases account for around 30%, and cash fares are only used for approximately 10% of all trips. As shown in Figure 10 below, this ratio has held true regardless of overall ridership on the system.

Figure 10: Metro Ride Historic Fare Type Usage



Source: Metro Ride

This trend indicates a heavy preference for monthly passes among riders, conceivably because the cash fare requires exact change which may be cumbersome for passengers to have on hand, especially the reduced rate fare of \$0.85. Additionally, a rider can receive a substantially discounted fare by using a monthly pass, even if they only use it for trips to and from work or school. For example, if an adult

commutes to and from work for a month using a monthly pass, each trip only costs the rider \$1.05, a savings of \$0.70 per trip. Metro Ride loses 40 percent of the fare revenue for those trips versus a cash fare. This means that after accounting for commuting, adult riders receive the equivalent of 16 free rides by using the pass, while student pass users receive 23 rides. If these additional trips are not being used by the passholders, Metro Ride benefits from the increased revenue without having to carry additional passengers. However, the inverse is also true and Metro Ride fails to generate revenue as soon as an adult or student makes more than 40 trips per month using the pass.

**Peer Fare Structure Comparison**

To gain a better understanding of the fare structure at Metro Ride, five peer agencies in Wisconsin were reviewed and compared to Metro Ride. Only peers in Wisconsin were chosen due to the unique nature of these systems, which also provide K-12 school transportation as part of their regular service. The five systems chosen were Eau Claire, Beloit, Janesville, Oshkosh and LaCrosse.

Most of these peer systems have fare structures that reflect the distinctive needs of their riders and correspond to their service structures. Therefore, only fares types that most closely matched those offered by Metro Ride were used for this analysis. Some types of tokens, tickets and multiride passes that are available from these systems are not included in the comparison but are discussed for informational purposes. Table 5 below shows how Metro Ride’s fares compare to these peer systems in the selected fare categories.

Table 6: Peer Fare Comparison

	Wausau	Eau Claire	Beloit	Janesville	Oshkosh	LaCrosse
<b>Adult Cash Fare</b>	\$1.75	\$1.75	\$1.50	\$1.50	\$1.50	\$1.50
<b>Adult Multi-Ride Token/Ticket Bundle</b>	10 for \$11	\$4.00 for 3	10 for \$12	10 for \$12	20 for \$30	10 for \$14.50
<b>Adult Monthly Pass</b>	\$42	\$50.00	NA	\$52.00	\$35.00	\$35.00
<b>Elderly/Disabled Cash Fare</b>	\$0.85	\$0.85	\$0.75	\$0.75	\$0.75	\$0.75
<b>Elderly/Disabled Monthly Pass</b>	\$21	\$25.00	NA	NA	NA	\$25.00
<b>Student Cash Fare</b>	\$1.50	\$1.25	NA	NA	Free	\$1.25
<b>Student Multi-Ride Token/Ticket Bundle</b>	10 for \$9.50	NA	NA	10 for \$7.50	Free	10 for \$12
<b>Student Monthly Pass</b>	\$21.00	\$10.00 *	\$17.00 *	\$24.00*	Free	\$23
<b>Day Pass</b>	NA	\$3.75	NA	\$4.00	NA	NA

\*These systems offer semester-based passes rather than monthly passes for students. For the purposes of this analysis, the semester pass cost was divided by five to show a monthly rate.

As the table shows, Metro Rides cash fare is slightly higher than others in the peer group, while the monthly pass cost is lower than others.

## **CURRENT FIXED ROUTE SERVICE IN WAUSAU**

Metro Ride currently operates 15 routes within the city limits of Wausau (See Figure 10). Most of these routes are in service Monday – Friday from 6:30 a.m. to 6:30 p.m. There is no evening or weekend service provided. The 15 routes are separated into seven standard routes that serve all origin and destination types and eight express routes, that are open to the public and centered around providing service to the K-12 schools in Wausau. Each of the standard routes operates on a 30-minute pulse schedule with each route arriving at the Transit Center on Washington Street on the hour and half-hour during service hours. The express routes operate on varying schedules and have limited numbers of trips per route, which also vary by route and time of day. Metro Ride service is available every day of the year except for six holidays: New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

In 2019, Metro Ride vehicles on fixed routes travelled 402,220 miles, carried 468,555 passengers and had 31,978 hours of service. In 2020, Metro Ride vehicles covered 359,440 miles in 27,419 service hours with 252,812 passengers.

### **Standard Fixed Route Daily Schedule**

Each of the seven standard fixed routes operate on the same pulse schedule. To begin the day, each run departs the Transit Center on the half hour which is the first time point for every run of every route. After departing, the runs reach their second time point at 37 minutes past the hour, the third time point at 45 minutes past the hour and the fourth at 52 minutes past the hour. The vehicle then returns to the transit center on the hour to begin the next run, which arrives at the subsequent timepoints at seven, 15, and 22 minutes past the hour. This pattern is repeated until service ends at 6:30 p.m. Table 6 illustrates this schedule.

Figure 11: Fixed Routes Map Including Major Destinations

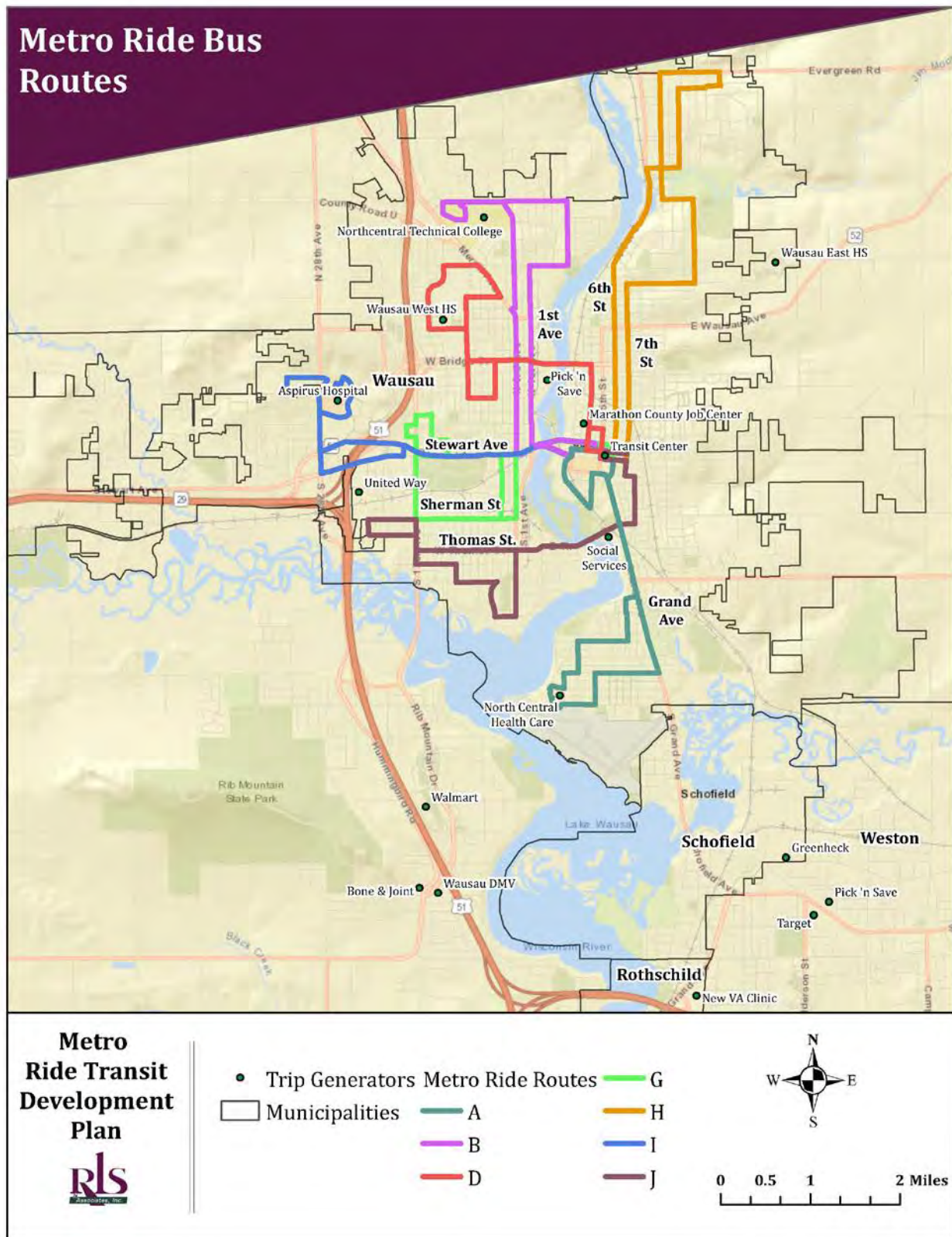


Table 6: Metro Ride Standard Route Schedule

1 Transit Center	2 Timepoint 2	3 Timepoint 3	4 Timepoint 4
6:30 a.m.	6:37 a.m.	6:45 a.m.	6:52 a.m.
7:00 a.m.	7:07 a.m.	7:15 a.m.	7:22 a.m.
7:30 a.m.	7:37 a.m.	7:45 a.m.	7:52 a.m.
8:00 a.m.	8:07 a.m.	8:15 a.m.	8:22 a.m.
8:30 a.m.	8:37 a.m.	8:45 a.m.	8:52 a.m.
9:00 a.m.	9:07 a.m.	9:15 a.m.	9:22 a.m.
9:30 a.m.	9:37 a.m.	9:45 a.m.	9:52 a.m.
10:00 a.m.	10:07 a.m.	10:15 a.m.	10:22 a.m.
10:30 a.m.	10:37 a.m.	10:45 a.m.	10:52 a.m.
11:00 a.m.	11:07 a.m.	11:15 a.m.	11:22 a.m.
11:30 a.m.	11:37 a.m.	11:45 a.m.	11:52 a.m.
12:00 p.m.	12:07 p.m.	12:15 p.m.	12:22 p.m.
12:30 p.m.	12:37 p.m.	12:45 p.m.	12:52 p.m.
1:00 p.m.	1:07 p.m.	1:15 p.m.	1:22 p.m.
1:30 p.m.	1:37 p.m.	1:45 p.m.	1:52 p.m.
2:00 p.m.	2:07 p.m.	2:15 p.m.	2:22 p.m.
2:30 p.m.	2:37 p.m.	2:45 p.m.	2:52 p.m.
3:00 p.m.	3:07 p.m.	3:15 p.m.	3:22 p.m.
3:30 p.m.	3:37 p.m.	3:45 p.m.	3:52 p.m.
4:00 p.m.	4:07 p.m.	4:15 p.m.	4:22 p.m.
4:30 p.m.	4:37 p.m.	4:45 p.m.	4:52 p.m.
5:00 p.m.	5:07 p.m.	5:15 p.m.	5:22 p.m.
5:30 p.m.	5:37 p.m.	5:45 p.m.	5:52 p.m.
6:00 p.m.	6:07 p.m.	6:15 p.m.	6:22 p.m.
6:30 p.m.			

**Standard Fixed Route Descriptions**

**Route A “Grand Avenue/Health Care Center”** serves the southern portion of Wausau and runs along Grand Avenue for a large segment of its route. Route A serves destinations such as the Wausau Downtown Airport, the Marathon County Health Department, and John Marshall Elementary School. Annual ridership on Route A was 20,898 in 2020 and 51,957 in 2019. Route A is one of the most productive standard routes with 1.33 passengers per mile and 16.26 passengers per hour in 2019. In 2020, Route A achieved 0.53 passengers per mile and 6.52 passengers per hour.

Route A		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	1.33	16.26
2020	0.53	6.52

**Route B “North First Avenue/NTC”** serves the northwest portion of Wausau on the east side of the Wisconsin River using the one-way paired First and Third Avenues to reach most destinations. Major destinations on Route B are Northcentral Technical College and Thomas Jefferson Elementary School. Annual ridership on Route B was 25,384 in 2020 and 50,030 in 2019.

Route B		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	1.16	17.04
2020	0.53	7.82

**Route D “Bridge Street/West High School”** also serves the northwestern portion of Wausau. The major destinations along this route include the Bridge Street Mission, Grant Elementary School, St. Anne Catholic School, Wausau West High School, and Kannenberg Plaza. Annual ridership on Route D was 22,713 in 2020 and 48,486 in 2019.

Route D		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	1.29	16.94
2020	0.55	6.98

**Route G “Sherman Street”** serves the western portion of Wausau, mainly around Marathon County Park. Major trip destinations on Route G are University of Wisconsin Stevens Point at Wausau, Trinity Lutheran School, Lincoln Elementary School, John Muir Middle School, and Crossroads County Market. Annual ridership on Route G was 24,620 in 2020 and 52,259 in 2019.

Route G		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	1.11	14.51
2020	0.58	7.56

**Route H “North Sixth Street/Riverview”** serves the northern portion of Wausau to the east of the Wisconsin River. The major destinations along this route are Riverview Elementary School and Horace Mann Middle School. Annual ridership on Route G was 18,186 in 2020 and 35,805 in 2019.

Route H		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	0.63	10.01
2020	0.35	5.58



**Route I “Stewart Avenue/Aspirus Hospital”** serves the western-most portion of Wausau and includes Aspirus/Wausau Hospital, The Women’s Community Inc., Marshfield Clinic and Faith Christian Academy as its major destinations. Annual ridership on Route G was 17,173 in 2020 and 36,596 in 2019.

Route I		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	0.74	10.56
2020	0.37	5.21

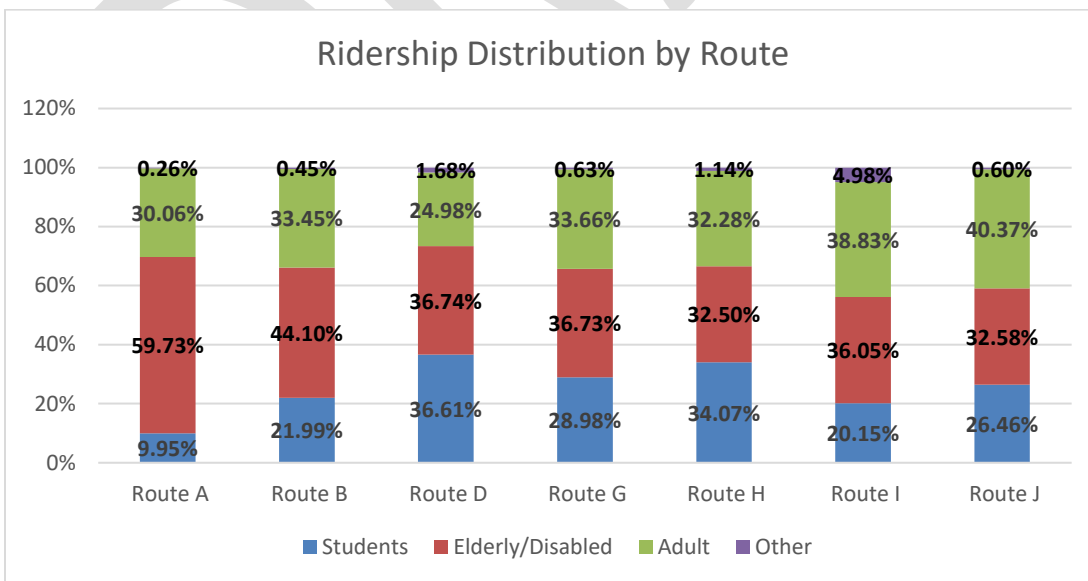
**Route J “Thomas Street”** serves the area to the south of Marathon County Park in the western portion of Wausau. Destinations served by Route J include GD Jones Elementary School, Our Savior School, St. Vincent de Paul, and 3M Park. Annual ridership on Route J was 13,181 in 2020 and 23,387 in 2019.

Route J		
Year	Passenger Trips Per Mile	Passenger Trips Per Hour
2019	0.41	6.20
2020	0.29	4.08

**Ridership Distribution**

Figure 12 illustrates the distribution of riders by route. Passengers eligible for the elderly and disabled discounted fare make up the largest percentage of riders for every route except Route J where the largest group of riders are adults paying standard fare. For all routes other than Route J, adult riders make up the second largest percentage of riders. There are student riders on each route with Route H having the highest percentage of student riders and Route A having the lowest percentage.

Figure 12: Ridership Distribution by Route

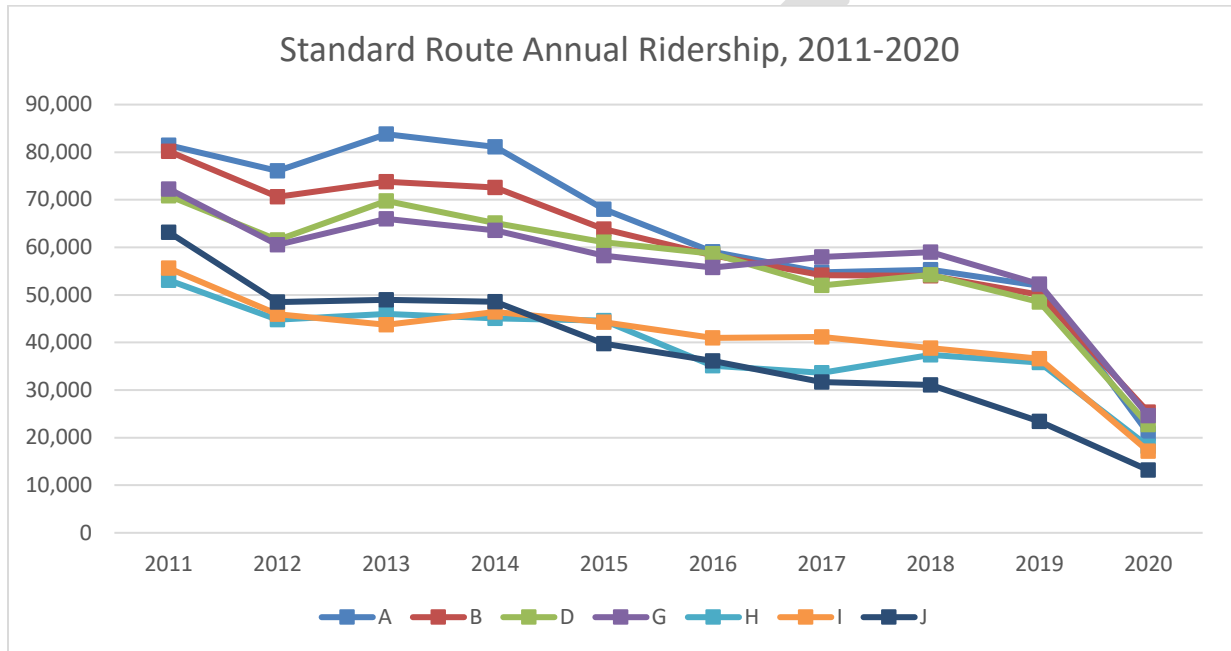


Source: Metro Ride

## Standard Fixed Route Ridership Trends

Since 2011, the first-year for which ridership data are available, ridership on Metro Ride’s standard fixed routes has declined overall excepting for a slight upturn between 2012 and 2013. Figure 13 below illustrates annual ridership figures for the seven standard routes that are currently in service. Since 2015, Routes A, B and J have experienced the most significant ridership loss. Routes G and I have remained relatively steady. Ridership on Routes D, H and G was increasing between 2017 and 2018.

Figure 13: Metro Ride Annual Standard Route Ridership



Source: Metro Ride

## **EXPRESS FIXED ROUTE DAILY SCHEDULE**

Metro Ride’s eight express routes are centered around serving the K-12 school population, but are open to the general public. Five of the express routes (X1, X2, X3, X5 and X6) make only one trip in each direction per day — once in the morning and once in the afternoon. Routes X4 and X9 have multiple trips per day, but the X4 is not in service between 8:30 a.m. and 11:30 a.m. and the X9 is not in service between 8:30 a.m. and 2:30 p.m. The X7 makes two trips in the morning that depart from the Transit Center and one in the afternoon that departs from Horace Mann Middle School.

### Express Fixed Route Descriptions

**Route X1** begins its morning service at Fairmont and Ruder Streets at 7:00 a.m. in the southern portion of Wausau. The route then traverses the area surrounding John Marshall Elementary School before heading north towards downtown serving multiple stops along the way. The final stops on the X1 morning trip are



Horace Mann Middle School and Wausau East High School and the trip ends at 7:30 a.m. In the afternoon, the X1 travels in a pattern that is in general the reverse of the morning service, except that it begins at Horace Mann Middle School at 3:03 p.m., then serves Wausau East High School at 3:10 p.m. Once the route moves south along Seventh Street, it reaches the Transit Center at 3:20 p.m., unlike the morning run. The route then serves stops around John Marshall Elementary School and ends at 3:30 p.m. at the stop at Kent Street and Grand Avenue.

**Route X2** begins service at 7:05 a.m. at Townline Road at Torney Avenue. From there, it moves north to serve stops along Tenth Street before arriving at Horace Mann Middle School at 7:25 a.m. and Wausau East High School at 7:30 a.m. In the afternoon, the route partially reverses and begins at Horace Mann Middle School at 3:03 p.m., stops at Wausau East High School at 3:10 p.m., similar to the X1 route. After traveling south on Tenth Street and serving stops there, the X2 route deviates from its morning service pattern to serve stops around John Marshall Elementary School in the same manner as Route X1. Route X2 then ends service at 3:35 p.m. at the stop at Kent Street and Grand Avenue.

**Route X3** serves the northern portion of Wausau and begins service at 7:05 a.m. at the stop at Highwood Road and Troy Street. The route makes several stops in the area around Riverview Elementary School before heading south to Horace Mann Middle School and Wausau East High School, where it stops at 7:20 a.m. and 7:25 a.m., respectively. In the afternoon, the route begins at Horace Mann Middle School at 3:10 p.m., then stopping at Wausau East High School at 3:15 p.m. From there, the route reverses its morning pattern and ends service at the stop at Highwood Road and Troy Street.

**Route X4** is one of only three of Metro Ride's express routes that provides more than two trips per day. Route X4 begins service at 6:30 a.m. at the Transit Center, traveling north along Sixth Street before turning onto Wausau Avenue, serving stops along the way. At 6:45 a.m. the route arrives at Wausau East High School. The route then reverses and uses Fifth Street to return to the Transit Center at 7:00 a.m. This pattern repeats until the 8:30 a.m. arrival at the Transit Center, after which the route is out of service until 11:30 a.m. At 11:30 a.m., the route restarts at the Transit Center and repeats the previously described pattern until finally arriving at the Transit Center at 6:00 p.m. for its last stop.

**Route X5** serves the southwest portion of Wausau and begins at 6:50 a.m. at the stop at Thomas Street at McCleary Street. The route continues through the area around 3M Park and Our Saviors' School before arriving at its next timepoint at 6:56 a.m. at Bopf Street and 17th Street. The route then continues to the west and north, arriving at Faith Christian Academy at 7:10 a.m. Route X5 then serves Newman Catholic High School and Wausau West High School at 7:20 a.m. and 7:23 a.m., respectively, before ending service at John Muir Middle School at 7:30 a.m. In the afternoon, the route reverses and begins service at John Muir Middle School at 3:00 p.m. and ends at the stop at Thomas Street at McCleary Street at 3:38 p.m.

**Route X6** serves the northwestern portion of Wausau and begins service at First Street and Union Avenue at 7:03 a.m. The route then moves north to serve the area around Thomas Jefferson Elementary School before arriving at Wausau West High School at 7:17 a.m. and John Muir Middle School at 7:26 a.m., where it ends service for the morning. In the afternoon, the pattern from the morning run is reversed, beginning at John Muir Middle School at 3:00 p.m. The route then serves Wausau West High School at

3:08 p.m. before continuing north and west before ending service at First Street and Union Avenue at 3:15 p.m.

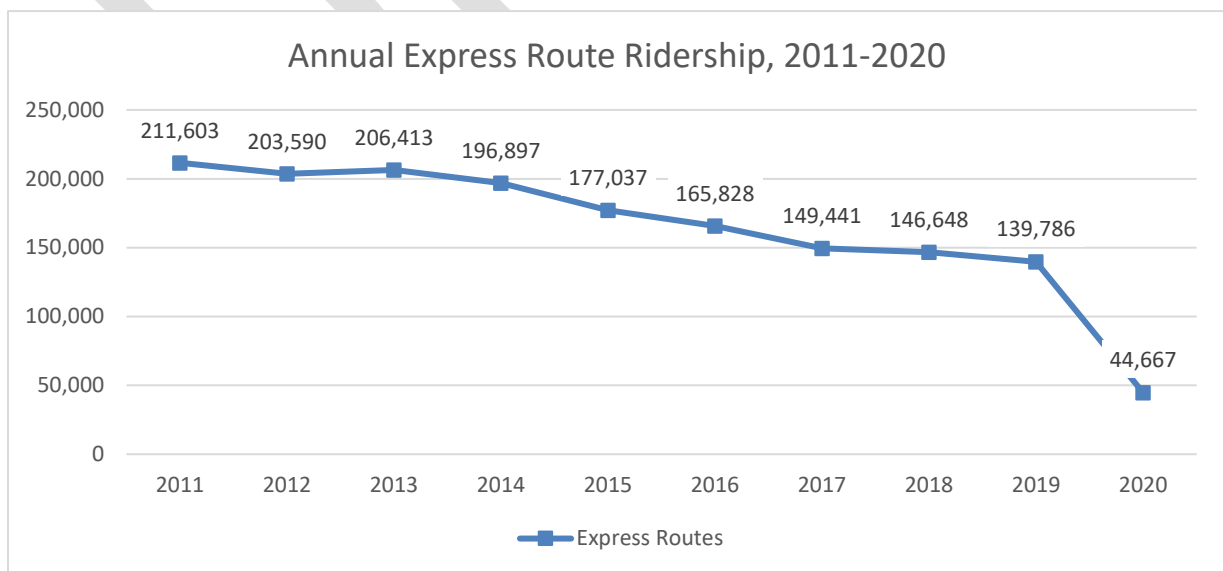
**Route X7** is unique among Metro Ride’s express routes in that it makes two morning trips outbound beginning at the Transit Center, but only one afternoon trip departing from Horace Mann Middle School. For the morning trips, Route X7 begins at the Transit Center at 7:00 a.m. Similar to the X4, it heads north on Sixth Street, but unlike the X4 it continues north to Brown Street, serving stops along the way before arriving at Horace Mann Middle School at 7:15 a.m. and Wausau East High School at 7:20 a.m. where the run ends. A separate run of the X7 begins service at the Transit Center at 7:25 a.m. and follows the pattern described above, ending service at Wausau East High School at 7:40 a.m. In the afternoon, Route X7 begins its only run at Horace Mann Middle School at 3:03 p.m., reversing the pattern from the morning service and ending at the Transit Center at 3:16 p.m.

**Route X9** is one of only three of Metro Ride’s express routes that provides more than two trips per day. This route begins service at the Transit Center at 6:30 a.m. then moves north along Seventh Street before turning south on Tenth Street for the majority of its service. It then arrives at Monroe St at 12th Street at 7:15 a.m. From there, the X9 reverses the pattern and arrives at the Transit Center at 7:30 a.m. This pattern continues with service at the Transit Center on the hour and half hour until the last run of the morning, which ends at the Transit Center at 8:30 a.m. In the afternoon, service on the X9 begins by departing the Transit Center at 2:30 p.m. The pattern described above then continues until the final arrival at Monroe Street at 6:15 p.m. and the Transit Center at 6:30 p.m.

### **Express Fixed Route Ridership Trends**

Metro Ride does not collect ridership data on individual express routes. Instead, all routes are grouped together for analysis. Figure 14 below shows total annual ridership on all express routes from 2011 to 2020. Ridership

Figure 14: Metro Ride Annual Express Route Ridership



Though the express routes are generally designed to serve the school-aged population in Wausau, they are open to the public and utilized by other passengers with non-school trip purposes. This is evidenced by the fares collected on express routes which accepts fare types other than student passes and cash.

**GROCERY SHOPPING FIXED ROUTES: SCHEDULE AND ROUTE DESCRIPTIONS**

In addition to the standard and express routes, Metro Ride also provides service weekly Grocery Shopping Routes, which serve several senior living complexes on Wednesday mornings. These routes each make stops at two or more residential campuses before arriving at the grocery store. These trips are open to any resident of the complexes served or the general public that board at the stops listed. There is no fare charged. Table 7 below shows the schedule of these shopping routes.

Table 7: Grocery Shopping Fixed Route Schedule.

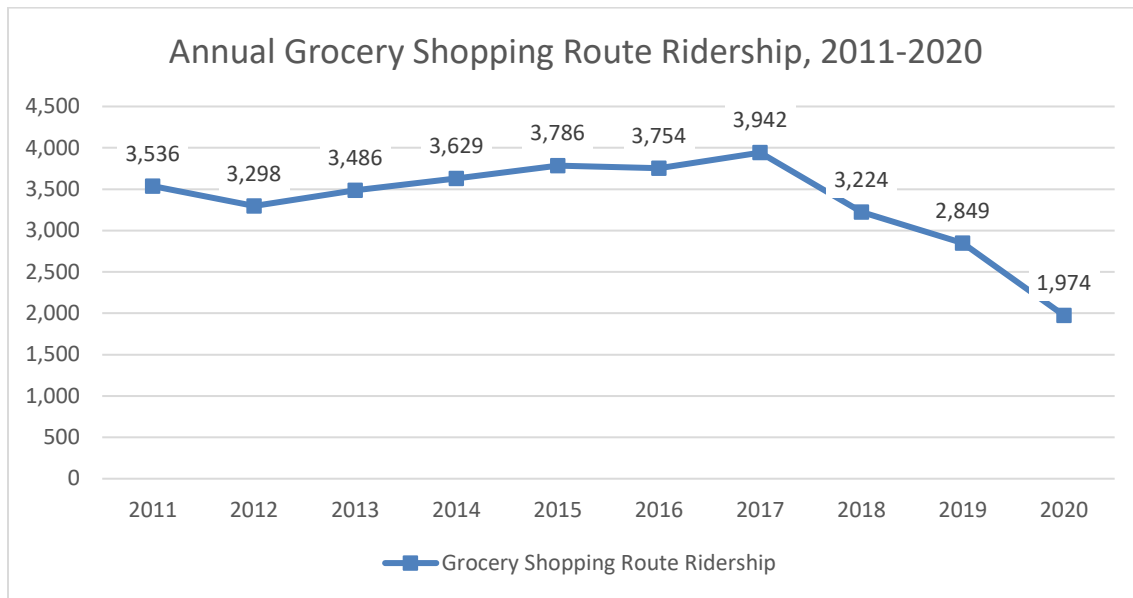
Location	Pickup Time	Arrive at Grocery Store	Depart Grocery Store	Arrive at Pickup Location
City Walk	8:50 a.m.	9:10 a.m.	9:35 a.m.	9:45 a.m.
Riverview Towers	8:55 a.m.	9:10 a.m.	9:35 a.m.	9:50 a.m.
Riverview Terrace	9:00 a.m.	9:10 a.m.	9:35 a.m.	9:55 a.m.
Kannenbergl Plaza	9:15 a.m.	9:35 a.m.	10:35 a.m.	10:45 a.m.
Island Place	9:25 a.m.	9:35 a.m.	10:35 a.m.	11:00 a.m.
Sturgeon Bluff	10:00 a.m.	10:35 a.m.	11:10 a.m.	11:30 a.m.
Landmark Apartments	10:15 a.m.	10:35 a.m.	11:10 a.m.	11:20 a.m.

Due to the limited stops and direct route patterns, these shopping routes are some of the most efficient services provided by Metro Ride. In 2019, the shopping routes had an overall passenger per mile of 2.03 and passengers per hour of 16.28. In 2020, these performed at 1.51 and 11.84 passengers per mile and hour respectively. This is higher than the average performance of Metro Ride’s standard fixed routes for both years.

**Grocery Shopping Fixed Route Ridership: Historic Trends**

Ridership on individual routes in this category are not collected by Metro Ride. As shown in Figure 15 below, ridership on the Grocery Shopping Routes remained consistent between 3,000 and 4,000 riders for many years. However, since 2017 ridership has declined. Note that the COVID 19 pandemic impacted ridership starting in early 2020.

Figure 15: Grocery Shopping Fixed Route Ridership



## METRO RIDE ADA PARATRANSIT SERVICE

### Overview

Metro Ride provides complimentary ADA paratransit services to riders within  $\frac{3}{4}$  mile of their fixed route services and during the same time period per day (6:30 a.m. – 6:30 p.m.). However, the earliest passengers can be picked up is 6:45 a.m. and must begin their final trip at or before 6:00 p.m. to allow for travel to be completed within the service day.

Paratransit riders must be certified by Metro Ride to access this service. Once an application is submitted, the rider is notified of their eligibility determination within 21 days.

### Fares

The fare for a one-way trip using Metro Ride's paratransit service is \$2.50 and must be paid in cash with exact change. Passes, tokens and tickets are not available for purchase.

### Ridership

In fiscal year 2019, Metro Ride's ADA paratransit service averaged 16 one-way rides per day (based on 255 days/year). Due to the COVID pandemic and the shift to telework, rides have declined to the point where 16 one-way rides is a high ridership day. With trip volumes that low, not many rides are shared. Metro Ride usually only operates one or two of their Glaval cut-a-way vehicles in a given day, assigning

trips to extraboard bus operators or part-time express route bus operators. ADA paratransit ridership is not currently sufficiently robust or consistent to require a dedicated driver assignment.

Unlike many transit systems, human service agency and Medicaid-eligible non-emergency medical transportation (NEMT) trips are a minimal part of Metro Ride's ADA paratransit service. Medicaid-eligible trips are handled through a statewide transportation broker, Veyo, and Metro Ride is not part of Veyo's provider network. Also, North Central Health Care provides rides to older adults and people with disabilities using Wisconsin 8521 Specialized Transportation Assistance Program for Counties funding. The 8521 Program funding is allocated to counties based on its portion of the total statewide population of older adults and individuals with disabilities. Each county provides a local cash match equal to 20 percent of its state aid allocation. The funding must be used primarily for transportation of older adults and individuals with disabilities.

Figure 16 and Figure 17 illustrate that the trip destinations and origins in 2021 follow a similar pattern to those of 2019 even though ridership levels have declined. The larger dots on each map illustrate destinations that are served with the highest frequency.

Figure 16: ADA Paratransit Destinations, October 2019

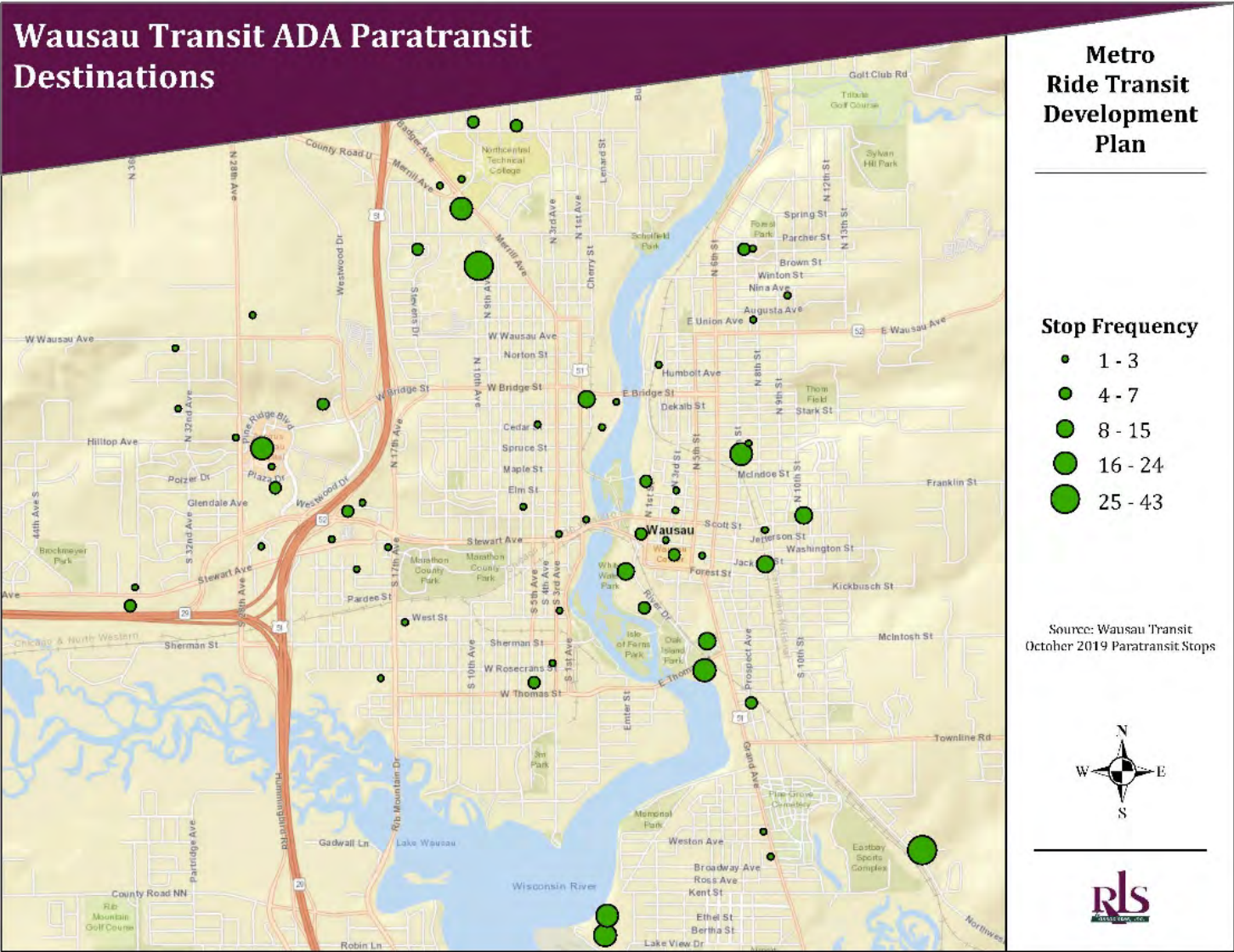
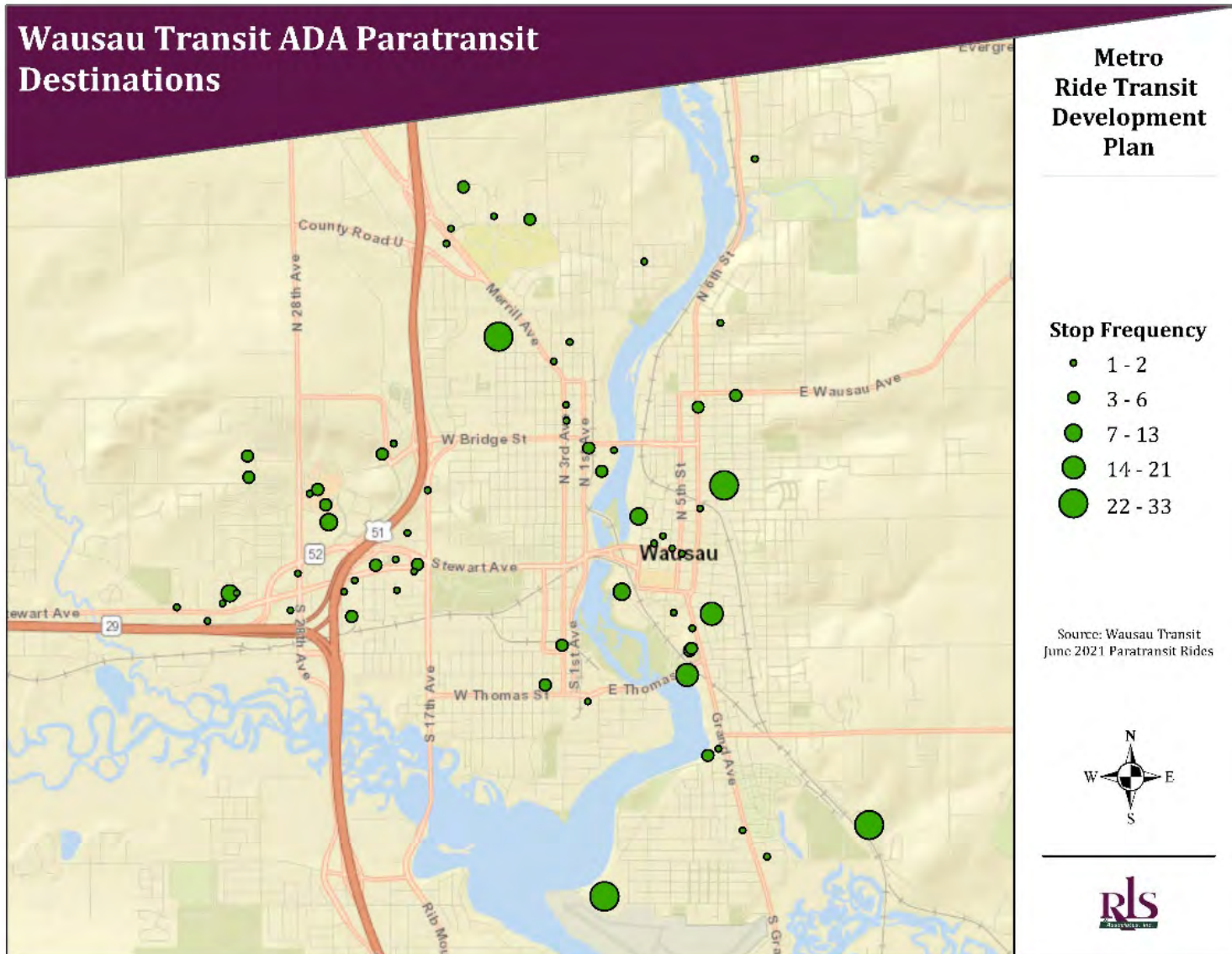




Figure 17: ADA Paratransit Destinations, June 2021



### **ADA Paratransit Scheduling**

Trip request are scheduled by hand within the Trapeze Simpli software which produces a driver manifest or schedule. For recurring rides with the same origin and destination on a set schedule, passengers may request a subscription be created. Metro Ride offers the subscription trips for periods of two to 12 months. To deter no-shows on these trips, agency policy dictates that a rider who cancels a subscription trip three times in a single month has their subscription removed and must call in the day before to schedule future reservations.

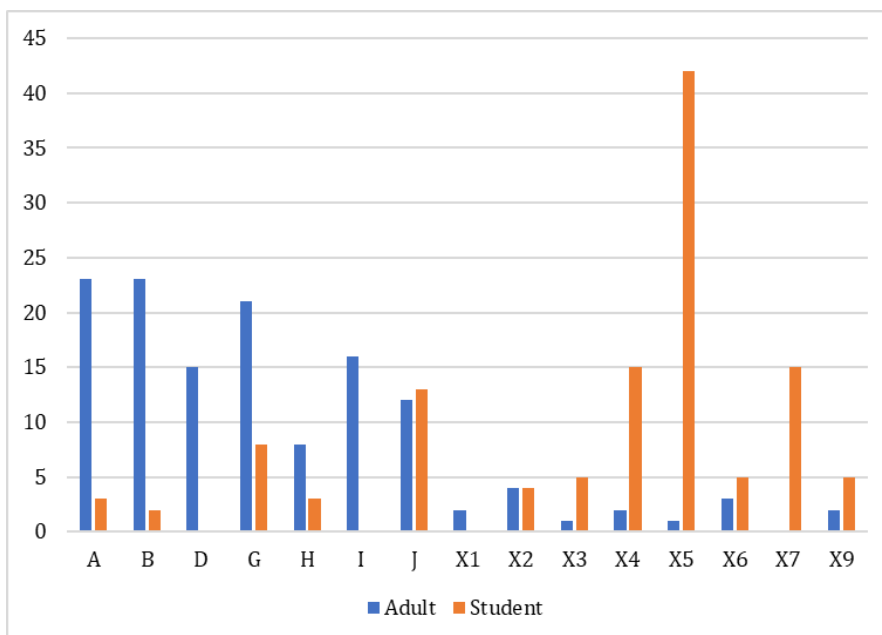


## CHAPTER 3. PASSENGER SURVEY

### OVERVIEW

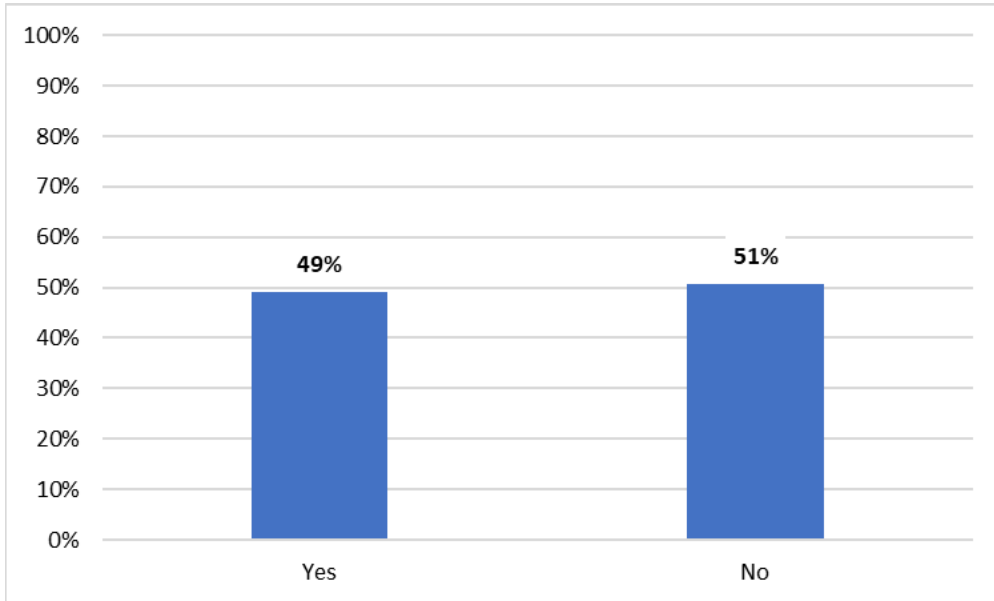
During the span of four days in October, 2021, RLS & Associates, Inc. conducted an onboard rider survey of Metro Rider fixed route riders. The purpose of this survey was to collect feedback from current Metro Ride riders to determine areas for improvement and future changes. The riders were also questioned regarding demographics, frequency of bus usage, trip purpose, and travel needs outside of Wausau. During distribution, the survey was provided in variations, one for adults and one for students to be handed out on the school tripper routes. The surveys were also available in large print and Hmong. Over the four days of the survey period (October 18<sup>th</sup> – 21<sup>st</sup>), a total of 253 surveys were collected with 133 being adults and 120 being students. Figure 1 shows the breakdown of responses collected by route and survey type.

Figure 18: Survey Responses



To help understand Metro Ride's fare structure through how riders use it, respondents were asked what type of fare they used on their surveyed trip and whether or not it was a reduced cost fare. Figure 2 then shows that almost half of the respondents (126 people) rode Metro Ride on a reduced face.

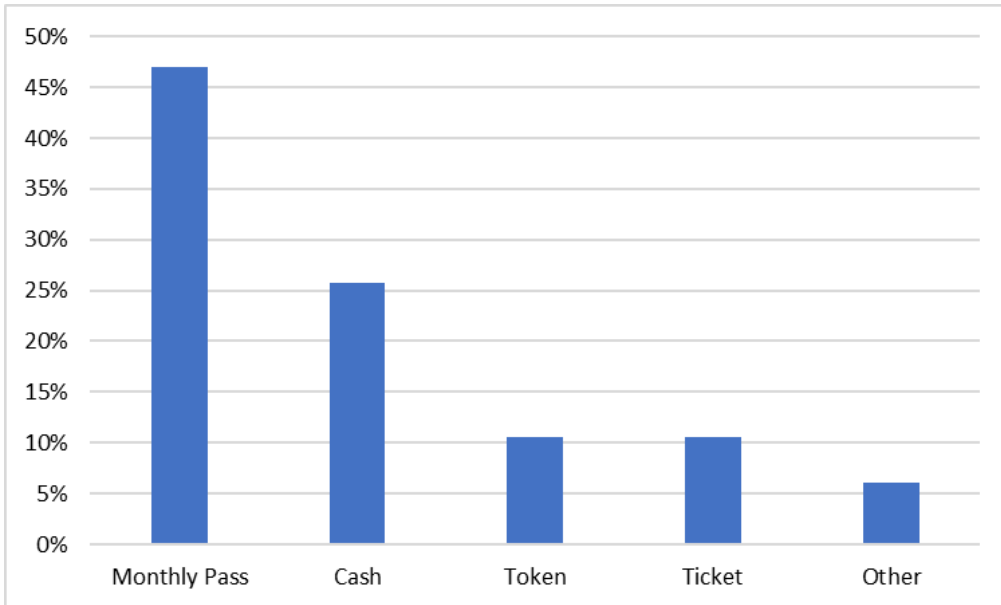
Figure 19: Reduced Fare



Note: This question was only asked on the adult survey.

Figure 20 shows how almost 50 percent of respondents (132 people) paid for their ride using monthly passes, with cash being the second most common at 26 percent.

Figure 20: Fare Type



Note: This question was only asked on the adult survey.

**RIDER SATISFACTION**

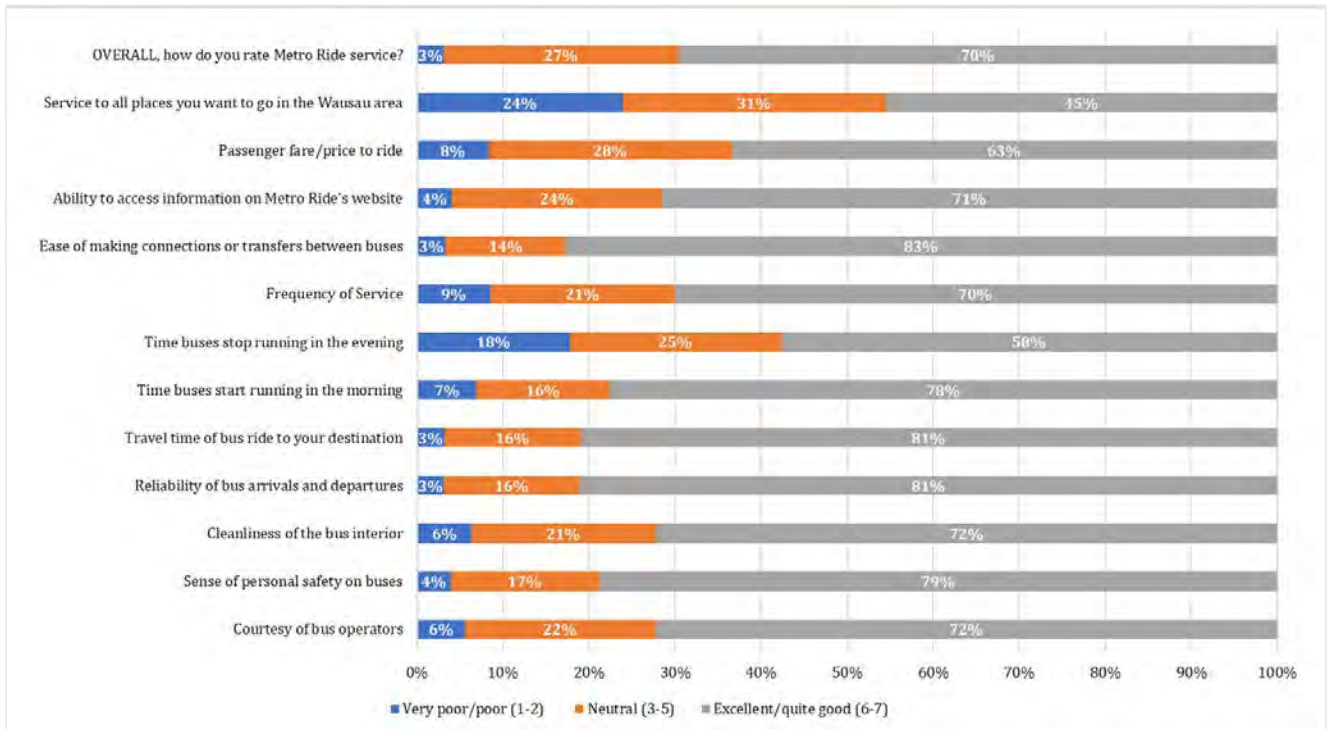
Riders were asked to rate their satisfaction of Metro Ride through 13 different questions by ranking them 1-7 (1=Very Poor and 7=Excellent). Figure 4 shows the satisfaction rating questions used in the survey.

Figure 21: Satisfaction Survey Questions

<i>In the past 30 days, how would you rate Metro Ride services...</i>	Excellent							Very poor	Don't Know/Don't use
	7	6	5	4	3	2	1		
10. Courtesy of bus operators	7	6	5	4	3	2	1	<input type="checkbox"/>	
11. Sense of personal safety on buses	7	6	5	4	3	2	1	<input type="checkbox"/>	
12. Cleanliness of the bus interior	7	6	5	4	3	2	1	<input type="checkbox"/>	
13. Reliability of bus arrivals and departures	7	6	5	4	3	2	1	<input type="checkbox"/>	
14. Travel time of bus ride to your destination	7	6	5	4	3	2	1	<input type="checkbox"/>	
15. Time buses start running in the morning	7	6	5	4	3	2	1	<input type="checkbox"/>	
16. Time buses stop running in the evening	7	6	5	4	3	2	1	<input type="checkbox"/>	
17. Frequency of Service	7	6	5	4	3	2	1	<input type="checkbox"/>	
18. Ease of making connections or transfers between buses	7	6	5	4	3	2	1	<input type="checkbox"/>	
19. Ability to access information on Metro Ride's website	7	6	5	4	3	2	1	<input type="checkbox"/>	
20. Passenger fare/price to ride	7	6	5	4	3	2	1	<input type="checkbox"/>	
21. Service to all the places you want to go in the Wausau area	7	6	5	4	3	2	1	<input type="checkbox"/>	
<b>22. OVERALL, how do you rate Metro Ride service?</b>									
	Excellent					Very Poor			
	7	6	5	4	3	2	1		

Figure 22 shows a breakdown of the answers to the above questions with scores of six or seven depicting positive satisfaction, a score of three, four, or five depicting neutral satisfaction, and a score of one or two depicting dissatisfaction.

Figure 22: Metro Ride Satisfaction



Out of the 13 questions asked, 12 of them were rated positively by over half of the riders who responded. The one question that had a majority neutral or negative responses “Service to all places you want to go in the Wausau area,” which shows that riders would like to see Metro Ride service areas they don’t currently serve now.

The highest response rate by the riders was “Ease of making connections or transfers between buses,” which can be attributed to the Metro Ride Transit Center being used as the central location for all bus transfers. Rider’s bus travel time to their destination and the reliability of the bus being on-time were two more highly rated responses. Overall, 70 percent of riders rated Metro Ride’s service positively, while only two percent rated it negatively.

**METRO RIDE USAGE**

Riders were also asked a variety of questions about their usage of Metro Ride. Questions included how many days per week they rode Metro Ride, the time it takes for them to get from home to a bus stop, and how many bus transfers they used on their current trip. Figure 23 shows the average days per week

that respondents ride Metro Ride. Students averaged five days per week on almost all eight express routes, while adults averaged over three days per week on most regular routes.

Figure23: Average Days per Week Riding Metro Ride

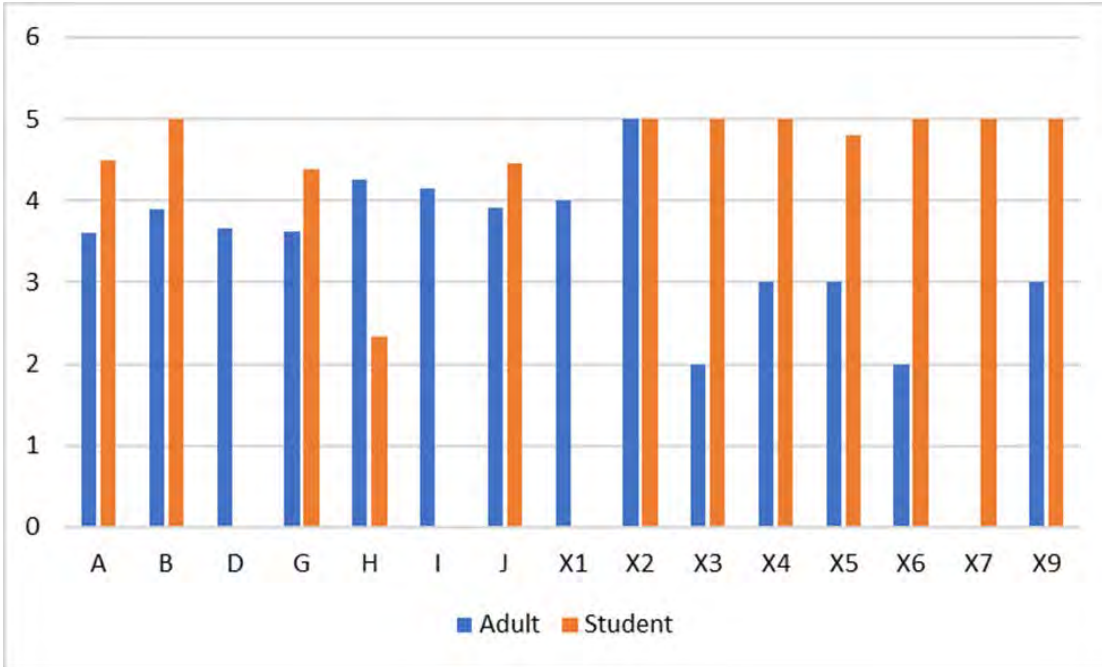
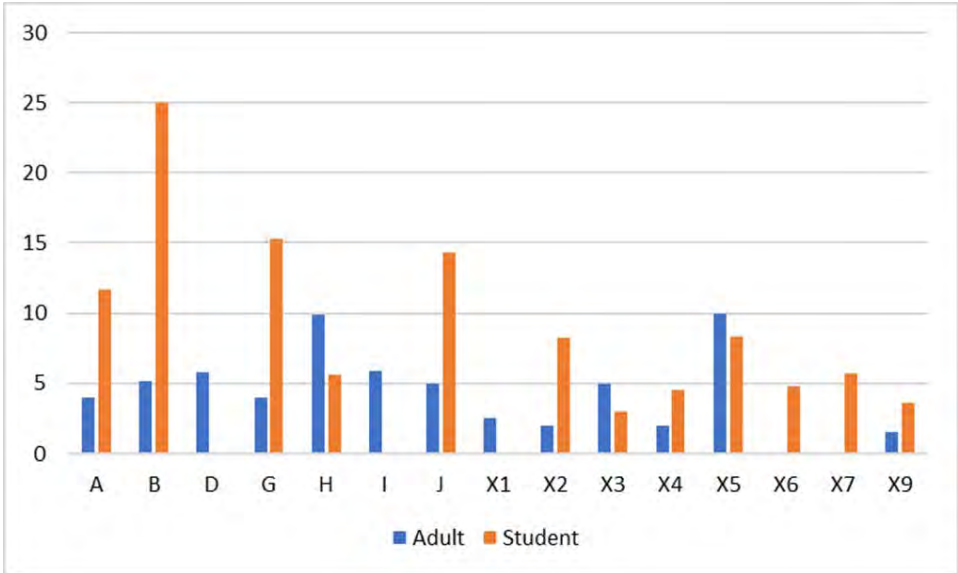


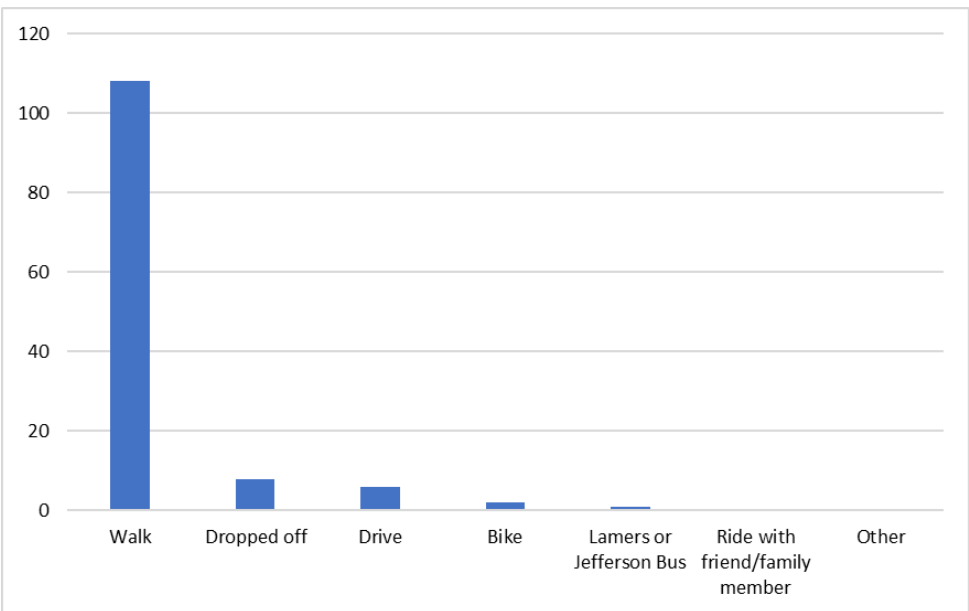
Figure 24 shows the average amount of time that respondents take to get from their home to a bus stop. Students and adults averaged between five and ten minutes, with few exceptions. One exception is the student response to Route B. Only one student indicated that it takes 25 minutes to walk to a bus stop. That length of time is an outlier compared to the majority of survey results.

Figure 24: Average Minutes to get to Bus Stop from Home



To provide more background into how riders get to their bus stops from home, respondents were also asked how they most often get from home to their bus, where Figure 25 shows walking to be the method of most respondents. Note: This question was only asked on the adult survey.

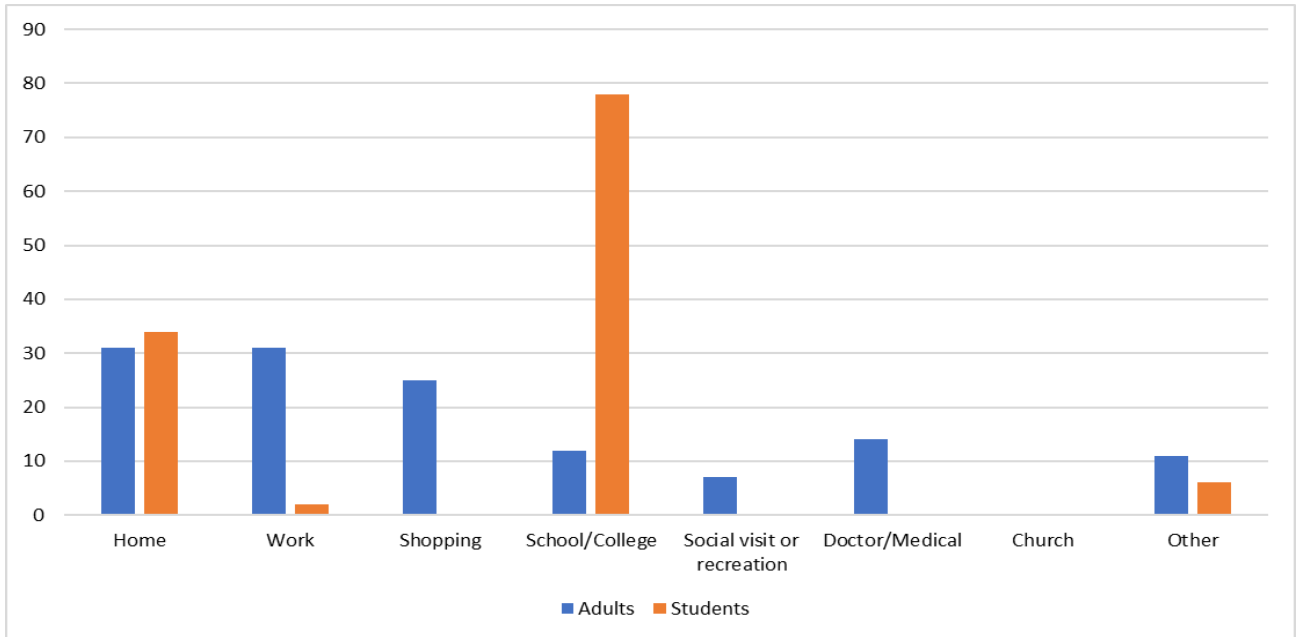
Figure 25: Getting from Home to the Bus Stop





Respondents were also asked where they were going on the trip in which they were surveyed. In Figure 26, it shows that adult respondents were pretty evenly split between going home, to work, and shopping. With students, going to school/college was the most common answer, followed by going home.

Figure 26: Trip Destination



Tables 8 and 9 show the percentage of respondents, by route, who had to transfer buses during the trip that they answered the survey. Of all adults surveyed, 68 percent of them transferred buses during their surveyed trip. However, for students, only 36 percent made a transfer during their surveyed trip

Table 8: Adult Bus Transfers

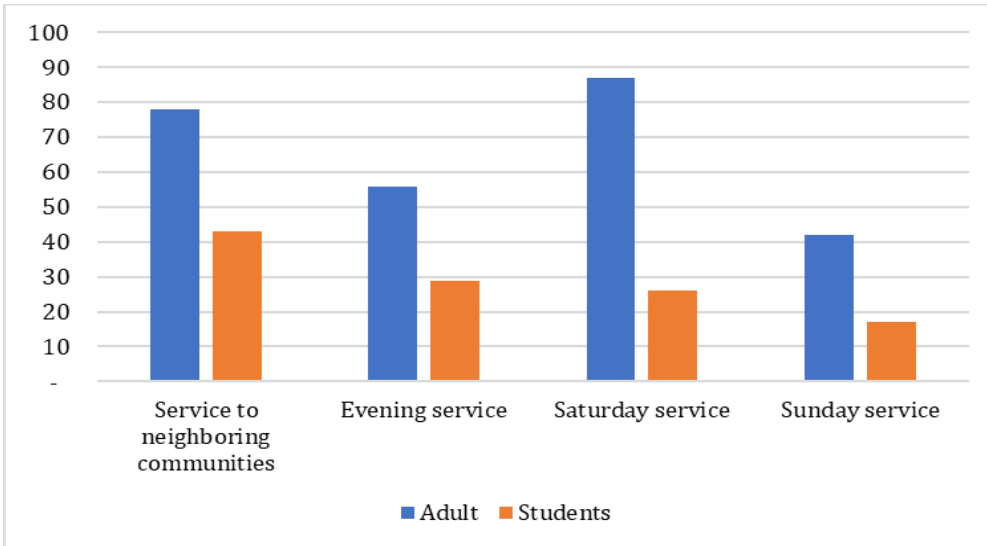
Adult	Yes	No
A	74%	26%
B	70%	30%
D	80%	20%
G	57%	43%
H	50%	50%
I	81%	19%
J	83%	17%
X1	0%	100%
X2	0%	100%
X3	100%	0%
X4	100%	0%
X5	100%	0%
X6	33%	67%
X7	0%	0%
X9	50%	50%

Table 9: Student Bus Transfers

Students	Yes	No
A	100%	0%
B	100%	0%
D	0%	0%
G	100%	0%
H	100%	0%
I	0%	0%
J	85%	15%
X1	0%	0%
X2	0%	100%
X3	0%	100%
X4	27%	73%
X5	7%	93%
X6	0%	100%
X7	27%	73%
X9	100%	0%

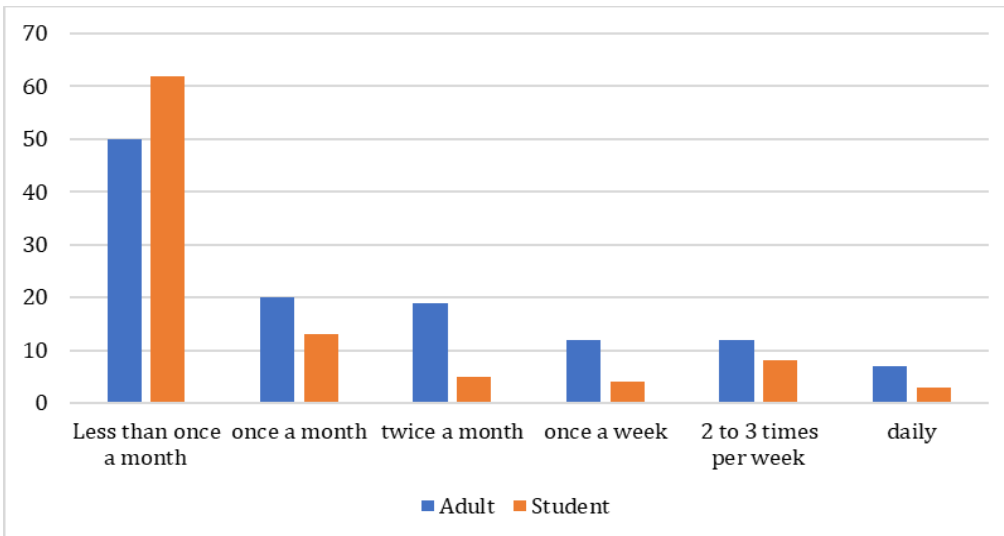
Other important questions that riders were asked included services Metro Ride should offer, how often the respondent needs travels outside of Wausau and doesn't have a ride, and how many times they have utilized Metro Ride. Figure 27 shows that, of the riders who answered the question, most would like to see Metro Ride expand its service into neighboring communities and have Saturday service.

Figure 27: Services Metro Ride Should Offer



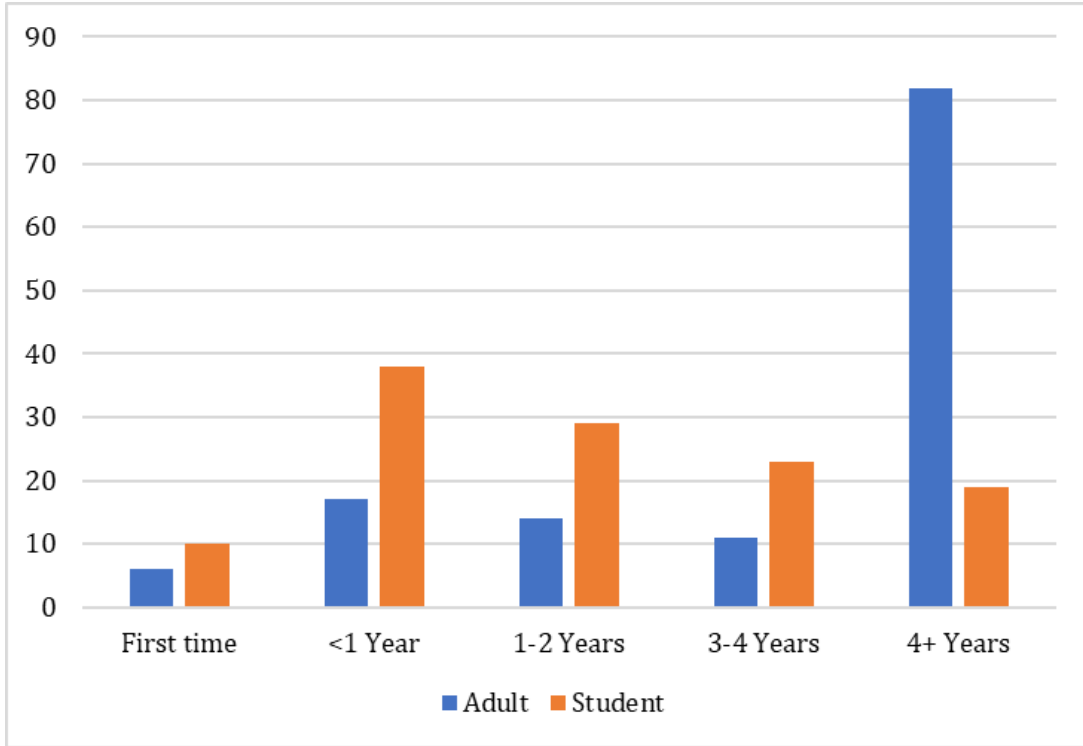
More than one-half of the question's respondents reported needing to travel outside of Wausau less than once a month and not having a ride available.

Figure 28: Need to Travel Outside Wausau and not having a Ride



A vast majority of adult riders have ridden Metro Ride more than four years, while student riders were more diverse in their answers, with a plurality of students having ridden less than one year.

Figure 29: Years Riding Metro Ride



## RIDER DEMOGRAPHICS

A variety of basic demographic information was asked of riders in the survey, which included information such as age, race, available household vehicles, and if they had a driver's license. A breakdown of these demographic topics can be found below.

Figure 30: Rider Age Groups

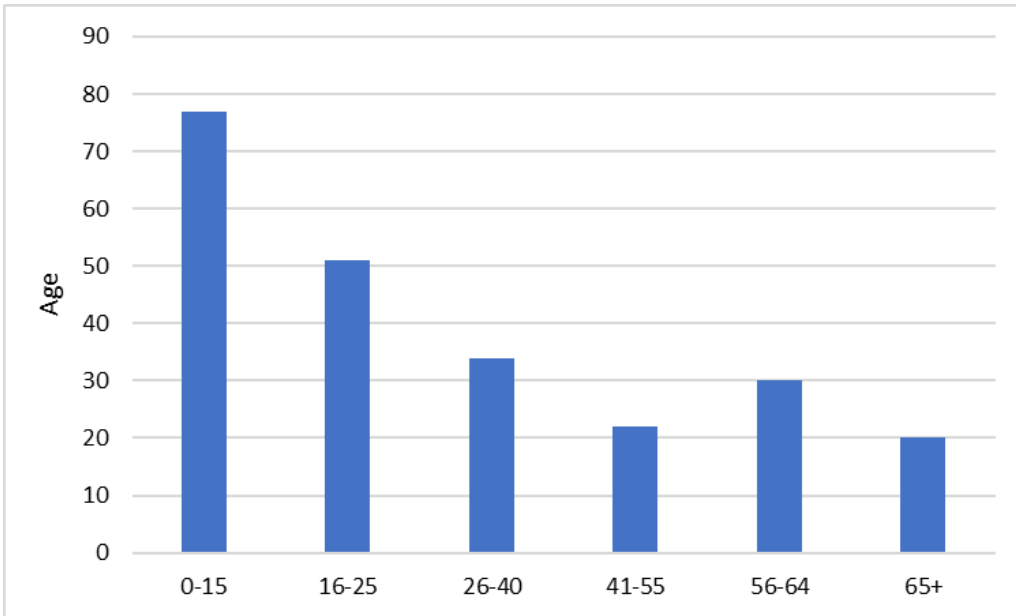


Figure 31: Rider by Race

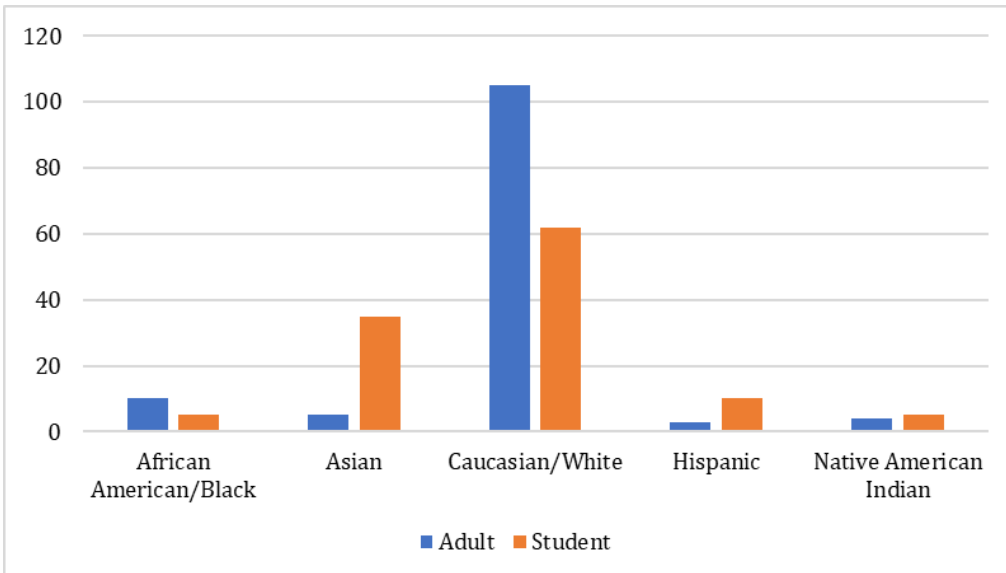
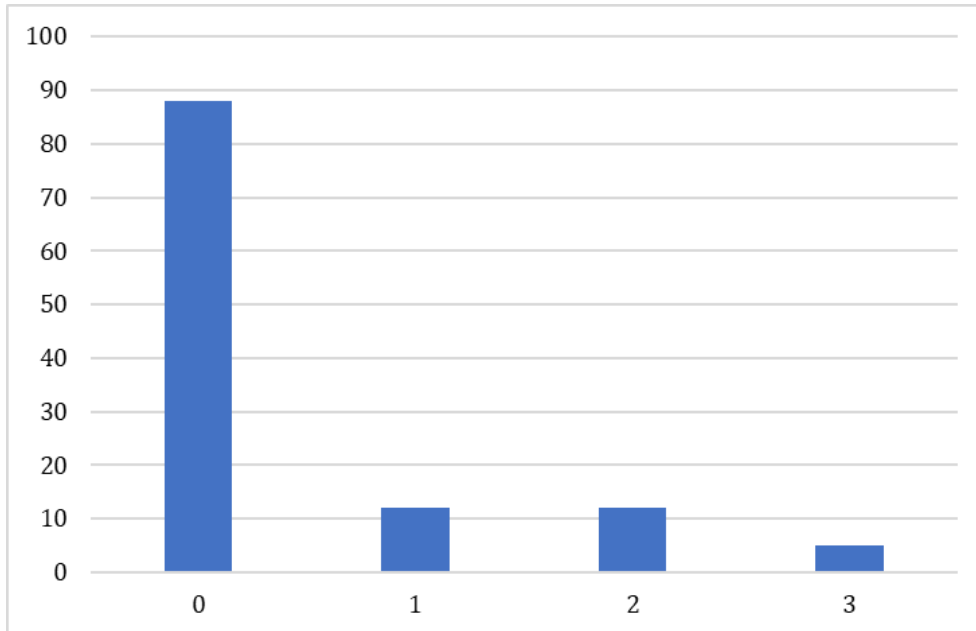
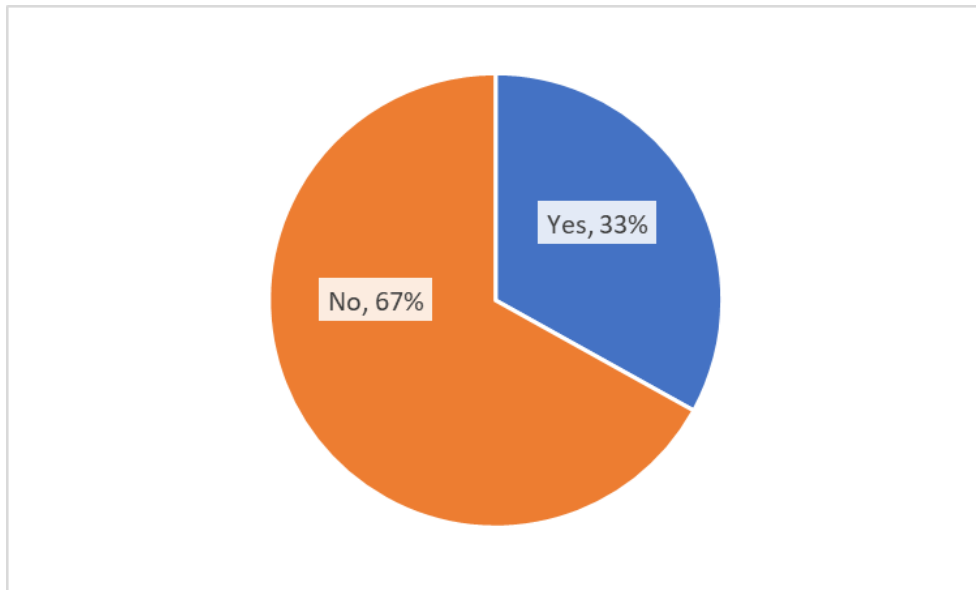


Figure 32: Available Vehicles by Household



Note: This question was only asked on the adult survey.

Figure33: Valid Driver's License

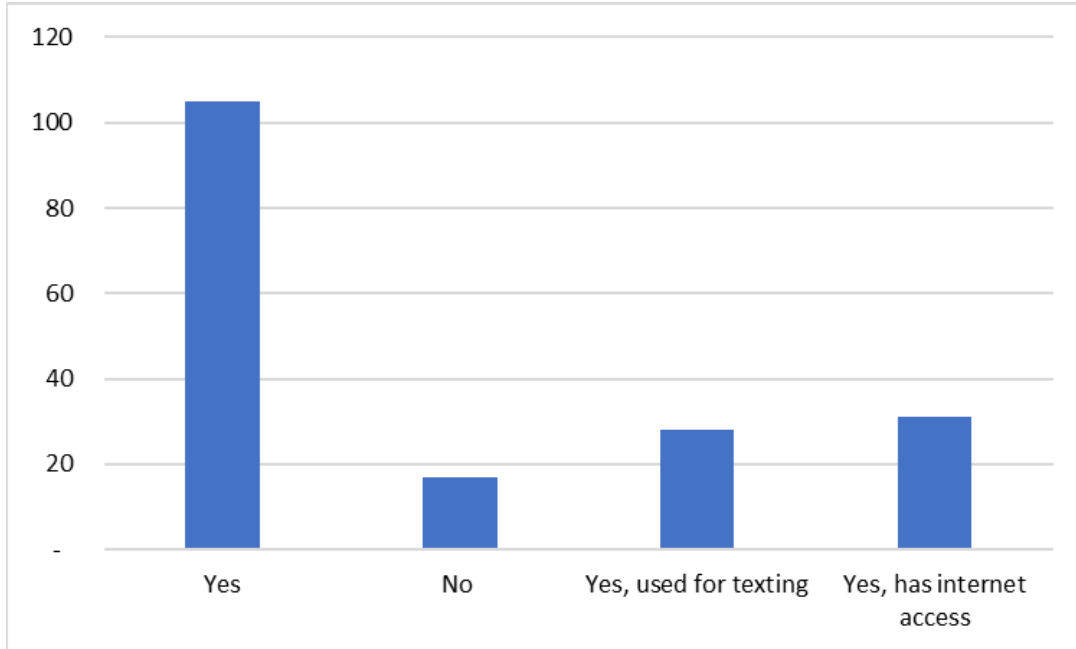


Respondents were also asked some more in-depth demographic question, such as whether or not they had a cell phone and how they could use it, they employment status, and what language they spoke at home. Figure 34 shows that a vast majority of the respondents had cell phones. However, at most, only



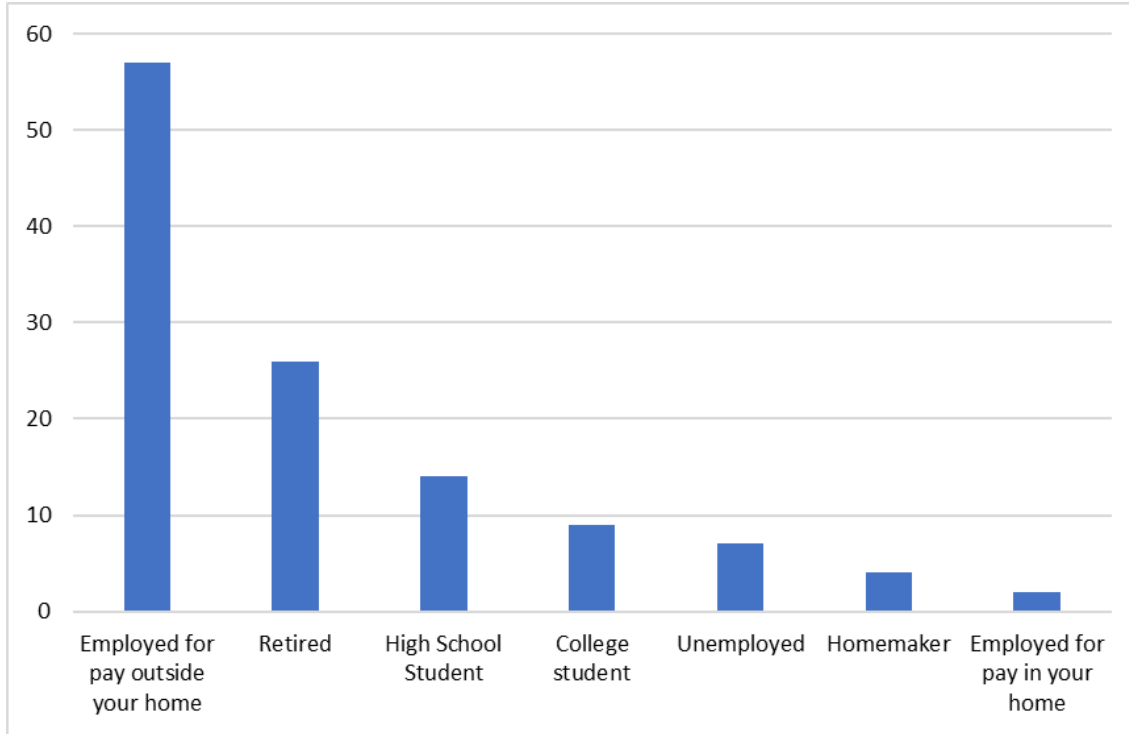
about 50 percent of those who have cell phones stated they used their cell phone of texting or that it had internet access.

Figure 34: Cell Phones



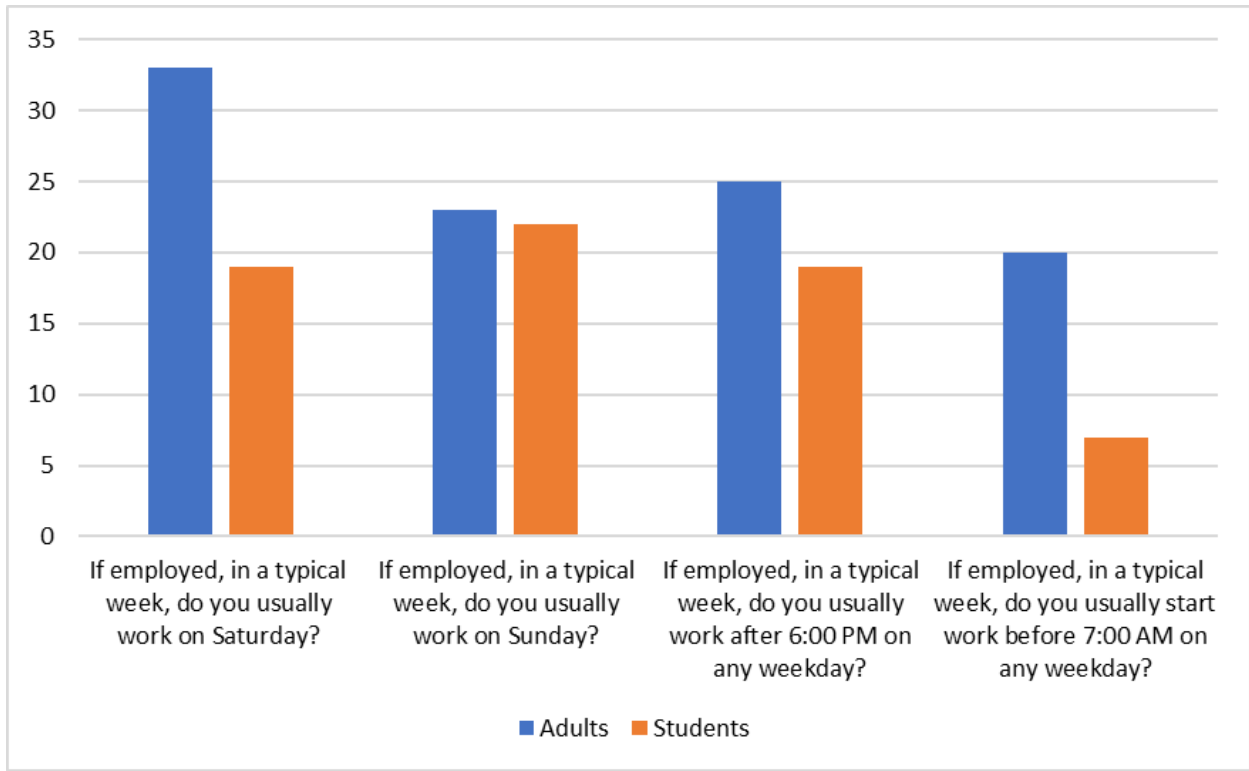
When asked about their employment status, Figure 35 illustrates that a total of 50 percent of the questions respondents stated that they were employed, with 48 percent of them being employed outside their home. Out of the rest of the respondents, 20 percent stated that they were high school or college students and six percent stated that they were unemployed.

Figure 35: Employment Status



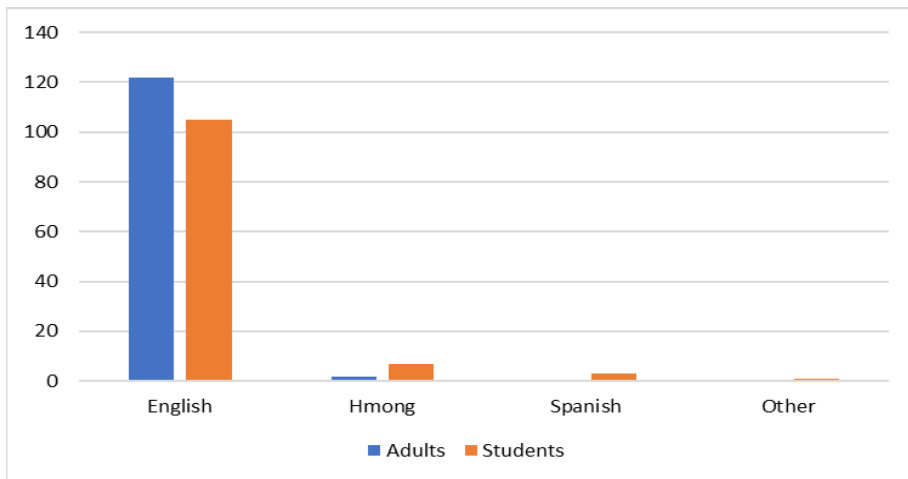
Following the question on employment, those who were employed were asked what times they worked in a typical week outside normal business hours. The two most common answers, shown in Figure 36, were respondents working on Saturdays and Sundays.

Figure 36: Times Working Outside Normal Business Hours



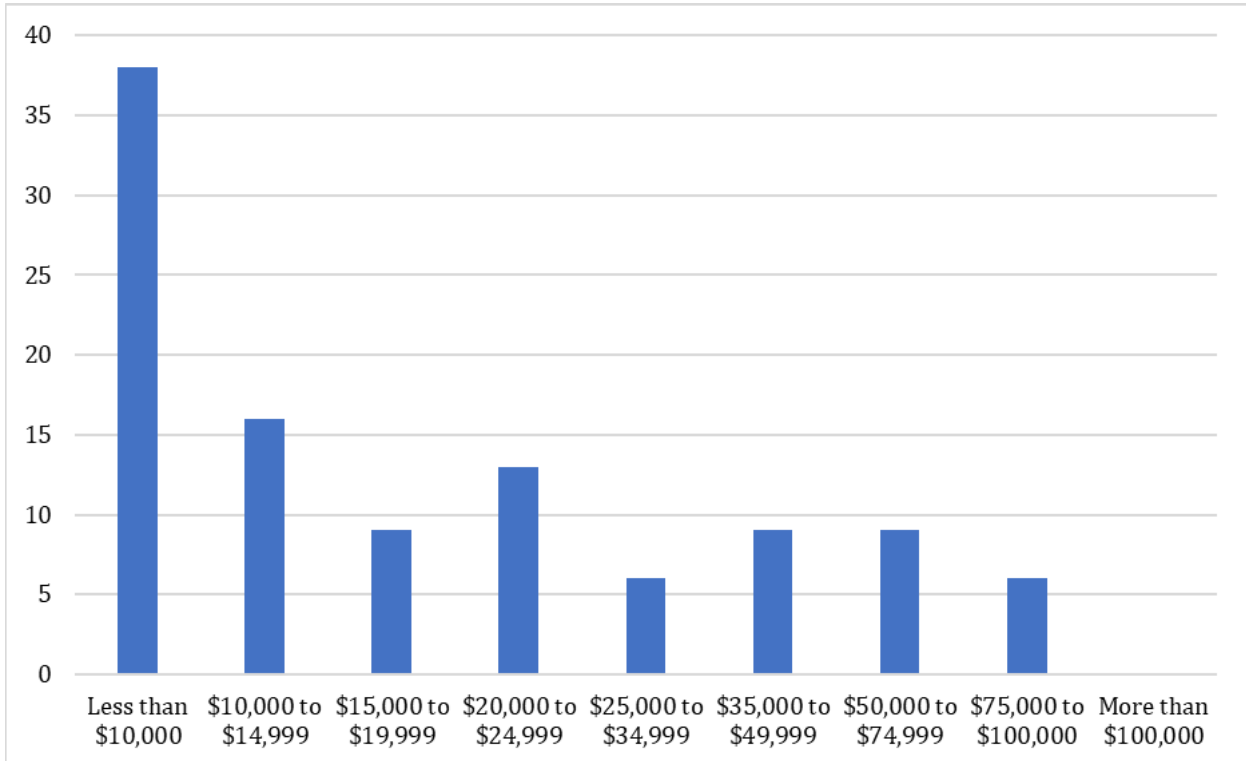
Respondents were asked what language they spoke at home. Figure 37 shows the most common language answered was English, with Hmong being the second most common. One answer was written in with “Other,” being Korean.

Figure 37: Language Spoken at Home



RLS compared responses from the number of people per household and the annual household income provided to estimate the number of households who may be living in poverty. After reviewing all of the survey responses, 121 responses provided enough information to be considered. Of those 121 responses, 47 to 60 of them are living in households that are considered under the Federal Poverty Level for 2021 according to the U.S. Department of Health and Human Services.

Figure 38: Household Income



## CHAPTER 4. PUBLIC INPUT MEETINGS AND INTERVIEWS

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This chapter outline the public and stakeholder input received through interviews, public meetings, focus groups, and the public survey. Wisconsin Institute for Public Policy and Service partnered with RLS in the public input process by facilitating and summarizing focus group input. The focus group summary is included in this chapter. The full focus group report is included in the Appendix.

Stakeholders identified by the MPO were interviewed early in the study process to establish a base level of input and discussion of needs. Interviews took place in person and over the phone. The following organizations were included in the one-on-one interview process:

- ◆ Aging and Disability Resource Center
- ◆ Aspirus Health
- ◆ Hmong American Center
- ◆ Local government representatives from
  - Rib Mountain
  - Rothschild
  - Schofield
  - Wausau
- ◆ Marathon County Health Department
- ◆ Marshfield Clinic
- ◆ Metro Ride
- ◆ Northern Valley Industries
- ◆ United Way of Marathon County
- ◆ Veterans Services Office
- ◆ Wausau MPO

### STAKEHOLDER INTERVIEW SUMMARIES

Interview summaries are included in the Appendix. Key points from the interviews are outlined below.

- ◆ Aspirus indicated that healthcare is their focus and transportation is part of community health. Transportation for patients is a top need at all of their facilities and transportation to access healthy food and supplies is also very important.
- ◆ Aspirus feels that the Metro Ride hours of service do not support dialysis patient or hospital employee shift times. Dialysis has three shifts, Monday through Saturday: 5:30 a.m. to 10:00 a.m.; 10:30 a.m. to 2:45 p.m.; and, 2:00 p.m. to 4:00 p.m. Many dialysis patients live in Rothschild and Weston and some use Marathon County Transport.

- ◆ Hospital employee shift times are 24/7 but most happen on the following schedule: 6:45 a.m. to 3:30 p.m.; 3:00 p.m. to 11:30 p.m.; and, 11:00 p.m. to 7:00 a.m. Approximately 431 paid employees ride on Metro Ride. The biggest challenge is for employees who need to get home at night after Metro Ride service ends.
- ◆ In addition to expanding hours, Aspirus considers the lack of transportation access in Rothschild and Weston clinic to be major gaps in access to transportation.
- ◆ The Hmong American Center representative suggested that Metro Ride needs to add Weston to its service area. Employers including Greenheck Industries as well as other employers and affordable housing areas in Weston are key destinations for the region that could support public transit service. Destinations in Weston include the Marshfield Clinic, Weston Town Hall, Target, Ace Hardware, and Pick n Save.
- ◆ Some Hmong elders may need transit travel training to be confident transit users, but once trained, transit could serve as a significant advantage to those individuals.
- ◆ Rib Mountain is a popular community and demand for housing for older adults (55 and older) is growing. Many people seek Rib Mountain for a seasonal home. Major destinations in the area, other than housing, include medical specialists, retail stores, the Department of Motor Vehicles, and many restaurants.
- ◆ The Rib Mountain representative indicated that shared ride or public transit services in Rib Mountain would need to have schedules and hours of operation that are convenient.
- ◆ The representative from Rothschild was doubtful that there is a significant need for bus service within Rothschild. Prior bus service through the area was underutilized by Rothschild residents. Potential demand may exist from the senior housing complexes in Rothschild. Residents in those complexes rode the bus when it came through town and complained when the service was discontinued.
- ◆ When the Veterans Clinic moves in to the old Shop Co, it is speculated that people will come to the area and spend the night.
- ◆ The representative from Schofield indicated that major destinations that are unserved by Metro Ride but need service include the Veterans Clinic (coming soon) and Weston. The interviewee also felt that Rib Mountain was a destination that needs transit service the most.
- ◆ Wausau and the surrounding communities have a lack of affordable housing and a homeless population. The housing areas in Schofield range from trailer parks to apartment buildings with rent of \$900 per month. People living in low-income housing areas need transportation and many do not have their own vehicles.



- ◆ There are areas of Wausau that are not served by the existing routes and those areas include employment destinations west of downtown. The city of Wausau would like to see Metro Ride consider service changes that will help people get to work and to places where they can access shopping. Hand-in-hand with those changes would be the need to have longer hours of service on weekdays and transportation options on weekends. Weeknight transportation may be needed as late as 9:00 or 10:00 p.m.
- ◆ Metro Ride service needs to be meaningful and serve the area's major destinations. Many of the desirable destinations are within Wausau but others are in Rib Mountain. The service needs to be practical and user friendly.
- ◆ Marshfield Clinic is a major employer in the area. Shifts start at 7:00 a.m., 3:00 p.m., and 11:00 p.m. There was a high employee vacancy rate (200) at the time of our interview. Night shifts are the most difficult to fill. Many employees find transportation on weekdays.
- ◆ Marshfield Clinic's patients also need transportation on occasion.
- ◆ Metro Ride should serve destinations in Rib Mountain. The demographic who needs transit is the working poor and Metro Ride does not go where and when they need to travel.
- ◆ Metro Ride serves the wrong grocery stores. It needs to serve Walmart, Target and Aldi, not just the higher-priced stores that are currently served.
- ◆ Service is needed to the West Wausau Industrial Park.
- ◆ It was also indicated that the area's largest food bank, Neighbors Place, is six blocks from the nearest bus stop. They give groceries in boxes and six blocks is a long way to carry a box of groceries.
- ◆ Seventy Street corridor has the lowest income housing available. Wausau East will be rehabilitated and will no longer offer Section 8 housing in 2024. However, Landmark is being rehabilitated and will be 100 percent subsidized/affordable housing. All of these locations need access to bus service that connects them to employment opportunities and shopping.
- ◆ It was also suggested that Metro Ride update its website and use apps for trip planning on-line.
- ◆ Safety is a concern in the winter months when trucks plow snow into the stops and make them inaccessible. The snow piles force passengers to wait in the street for the bus.
- ◆ The option of on-demand transit service was discussed. The interviewee indicated that Uber and Lyft are not viable options for people with limited incomes. The supply of Uber and Lyft drivers is limited and the fee is generally at least \$15 for a local ride. Northwoods Taxi makes some shared rides available to jobs at assisted living sites, but even those rides are more expensive than public transit. If transportation providers had an account-based payment, perhaps subsidies could be added for qualifying riders.

## PUBLIC WORKSHOP

The following bullet points provide a summary of comments and discussion topics addressed during the public workshops on October 20, 2021. Meetings were held at the Marathon County Complex at 10:00 a.m. and 4:00 p.m. Attendees had the option to participate in person or virtually. The meetings were hosted by the Metropolitan Planning Organization and facilitated by its consultants, RLS & Associates, Inc. As illustrated by the following list of topics, the public meeting attendees participated openly and discussed a multitude of transit topics related to travel in the Wausau Urbanized Area.

Comments expressed during the public meeting are outlined below:

- ◆ Meeting participants encouraged the planning team to talk with local community leaders and business contacts. It was also recommended that the Chamber of Commerce engage in the outreach effort to engage businesses.
- ◆ Participants are hopeful that the plan will result in implementation of changes and improvements in service. They have participated in prior planning efforts that did not yield measurable results.
- ◆ The group indicated that a significant barrier to progress has been the State Legislature. They feel that they have created good ideas but until the State legislation is changed in support of public transit funding for the region, implementation of service expansions will be difficult.
- ◆ Roads and highways get more money than transit. The funding sources on both the state and federal level are a problem.
- ◆ Metro Ride is a valuable service and without it many people would not be able to participate in the community. Everybody should be concerned about public transit in their community.
- ◆ Ramp Up marathon County is active in the Wausau Community and would be a good resource for information for this plan.
- ◆ Low-income housing is not located near where people need to work.
- ◆ Affordable housing in surrounding villages is not conducive for people to get to work right now because there is no public transit service in those communities.
- ◆ Having routes that end at 6:30 p.m. does not cover shift start and end times. If a shift ends at 10:30 p.m., the employee needs to ask for a ride home or pay for a taxi.
- ◆ Agencies and businesses located on a bus route should promote public transit on their websites so people know that they are accessible by transit.

- ◆ Priorities for service improvements within the City of Wausau are:
  - Develop an App for riders to use
  - Spread out the bus stops
  - Eliminate service redundancy
  - Add new stops
  - Expand hours of service
  - Add weekend service
  - Go to outlying communities
  - Ensure transit is accessible to all riders including people using wheelchairs
  - Adequate bus shelters
  - Service to the Wausau Industrial Park
  - Service to Rib Mountain
  - Connection to major employment centers
  
- ◆ There is an issue with snow removal that must be addressed for rider safety. Snow plows put piles of snow in front of bus stops and at shelters. As a result, passengers wait in the street.
  
- ◆ Public transit service is important for the Wausau School District. Without public transit, the schools would likely pay significantly more for student transportation.

<b>FOCUS GROUPS</b>
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The Wisconsin Institute for Public Policy and Service (WIPPS) Research Partners<sup>1</sup> conducted three focus groups to gather feedback and information to help inform the larger transportation development plan. The focus group insights will assist in strategic planning for transit services in Wausau, with considerations for expansion into the surrounding communities of Rib Mountain, Rothschild, Schofield, and Weston.

Three focus groups were conducted with a total of 13 representatives of local businesses and school districts; social, health, and human service organizations and community nonprofits; and community residents and transit users.

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<sup>1</sup> WIPPS Research Partners is a unit of the Wisconsin Institute for Public Policy and Service (WIPPS) located at the University of Wisconsin-Stevens Point at Wausau campus. Part of the mission of WIPPS Research Partners is to respond to community needs by providing information and to help citizens and communities make decisions about issues that matter to them. Objectivity and non-partisanship are core values of WIPPS Research Partners; we have no policy "agenda" in conducting this work. WIPPS does not make recommendations or take positions on public policy issues.

Typically focus group discussions are small groups and this level of participation is in line with expectations.<sup>2</sup> The discussions were held in-person on December 15 and 16, 2021. Each discussion lasted about 1.5 hours. To ensure that participants could speak freely, no MPO or Metro Ride staff were present during the discussions. WIPPS and RLS staff facilitated and observed the focus groups. In the small group discussions, WIPPS and RLS gathered feedback on a range of topics such as:

- ◆ What are participants' impressions of the current Metro Ride transit service?
- ◆ What do participants value among the current services?
- ◆ What are the most important current needs for transit in the community?
- ◆ What are barriers to change?

A copy of the complete discussion guide is included in the appendix. Participant feedback gathered from the discussion groups can help formulate a more-informed set of recommendations for the MPO and Metro Ride as part of the larger planning process that is underway.

Highlights from the focus groups are summarized below.

1

Focus groups participants recognized the value of the current transit service in terms of creating access, fostering independence, and providing a clean and safe alternative to other transportation options like taxis and ride services for many community members. However, focus group participants also perceived that Wausau is lagging behind other communities in Wisconsin (Appleton and the Fox Valley, Eau Claire, Madison, Marshfield, etc.) and elsewhere in terms of recognizing the value of transit in making a community an attractive place to live and work, especially among younger demographics. In other communities, public transit is a part of the fabric of the community and is broadly seen as an alternative to cars and is used by professionals, youth, college students, seniors and others to access jobs, entertainment, and shopping. Many of the individuals in the focus groups grew up in or have frequently traveled to other communities in Wisconsin with public transit and have first-hand appreciate for how it can add to community life.

2

Focus group participants identified three primary limitations of the current transit service, including:

- Lack of service to Rib Mountain, Rothschild, Schofield, and/or Weston, which is needed for community members to access jobs and shopping.

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<sup>2</sup> RLS and the MPO may wish to obtain additional feedback from organizations such as the Aging and Disability Resource Center, Aspirus and other medical providers such as the Bridge Clinic or the Marshfield Clinic Health System, Greenheck Fan, Crystal Finishing, The Chamber of Commerce, and The Greater Wausau Prosperity Partnership to further contribute to a comprehensive assessment of community feedback.

- Current hours of 6:30 am to 6:30 pm can limit the ability of people to access first shift work; to volunteer in the community in the evenings; complete errands after work; or attend evening events in the city like Concerts on the Square, performances at the Grand Theatre, or socialize with friends.
- Lack of Saturday service.

**3**

Among the other limitations noted by focus group participants are: in some cases, long distances to walk to the closest available bus stop [one participant noted the closest bus stop to their house is 2 miles] and the need for more technology on busses, especially a display or audio announcement of the upcoming stop or next major intersection.

**4**

Specific ideas for improvement to Metro Ride that were offered by the focus group participants include:

- Expand service into Rib Mountain, Schofield, Rothschild, and/or Weston, especially to include more grocery stores and shops like Aldi, Target, Walmart, and the Department of Motor Vehicles (DMV). If services are expanded into Rib Mountain, the DMV was viewed as an essential stop. Greenheck and Crystal Finishing were cited in all three focus groups as employers who are facing a demand for workers and could potentially benefit from bus access in terms of helping to fill open positions.
- Expand routes or hours to better support access to jobs, including first shift at work (for example, the 72<sup>nd</sup> Street Industrial Park) and more grocery stores on a bus route.
- If Metro Ride cannot expand outside the city, then expanding hours within the city would be desirable. For example, offering Saturday service or running later in the evenings, especially in the summer so people could attend concerts or Woodchucks games and still be able to get home.
- Consider smaller vehicles and whether there is a potential cost-savings that could be used to enhance services.
- Technology investments such as scan-able passes, WiFi, and digital or audio displays of upcoming stops.

**5**

Participants noted that a perceived lack of bus riders is often used as a reason to discount the value of the bus service or to not justify making changes. However, participants noted the need to consider that the lack of riders may be due the bus not going where people need or want to go and that when adding routes or improvements, there should be enough time allowed for people to “catch on” to the new services and for there to be adequate promotion and building awareness of the new services. In other words, “build it and they will come” was the way one participant described it. They also noted the need to promote new service enhancements in order to create awareness and build demand. In one group, a previous pilot initiative to offer a Friday bus to Rib Mountain was noted as an example of a service that was not promoted and therefore it was not surprising that it did not succeed.

**6**

Participants noted that there is a significant need to rebrand the value of transit in the community and that there are misperceptions that “only those people” ride the bus. The culture of some of the surrounding communities is: “we don’t want those people coming here.” There is a need to change

misperceptions and stigma surrounding the image of “who rides the bus.”

7

Participants noted that there are existing perceptions that the current transit is largely a student bus service within the city or a social service that only economically disadvantaged and/or differently-abled members of the community use. The participants felt strongly that transit needs to be framed as an economic development and workforce development issue and the business community would be central to the successful implementation of any actionable plans. Whether the business community would be willing to help contribute to the funding of expanded services to help meet workforce needs could be explored, including providing employers opportunities branding on buses as a source of revenue to fund expansion of services.

8

Transit planning overlaps with other City of Wausau public policy issues, including future resettlement of Afghani refugees, as well as land use planning.

9

Participants were wary that changes or improvements in transit would result from this planning process. Some felt that there is a history of inaction after investing in or participating in similar planning processes in the past. There is a sense of “leadership inertia” and being stuck in the status quo. Some felt that a transit champion or someone to “stick their neck out” for transit would be needed to implement a new vision for transit in the Wausau area. Participants did recognize the funding constraints may be a reason behind why change may be difficult. Roadblocks at the county supervisor level and lack of buy-in from leadership in surrounding communities were also cited as barriers to change.

10

Several participants had lingering memories of the decision by Weston to not continue bus service and the divisiveness of the discussions at the time. The hope is that this can be avoided in the future. Participants had recollections of how polarizing it was when Weston voted on the transit service and there is hope that communities could come together on the issue of transit. All noted that funding and turf battles surrounding funding are always a barrier.



## CHAPTER 5. PUBLIC SURVEY

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A public survey was conducted in March 2022 as part of a multifaceted public outreach effort during the five-year plan for Metro Ride. The survey results were combined with feedback received during public meetings, Metro Ride passenger surveys, stakeholder interviews, and focus groups.

As noted in Chapter 6, the prior TDP, completed in 2017, included a more robust public survey effort because, in that planning process, the survey was the primary public outreach activity. Results of the 2017 survey are referenced in this report because they indicate consistent trends in local opinions about public transit in the urbanized area.

The 2022 public survey was widely advertised throughout Wausau, Rib Mountain, Weston, Rothschild, Schofield, and other areas in Marathon County. It was conducted from March 7-23, 2022 using the online survey platform Survey Monkey. Paper surveys were available at Wausau Public Library and distributed by mail upon request. The survey was offered in English, Spanish, and Hmong languages.

The purpose of the public survey was to collect information from the general public about how they use public transit services in Wausau and their priorities or desires for potential changes to the services offered. Based on public input collected during other public and stakeholder outreach activities during the current planning process and the survey results from the 2017 Wausau Metro Area TDP, expanding the service area and hours of operation were known to be top priorities. Therefore, some questions were designed to collect additional information about the level of support for those priorities. Survey results from 2022 indicate continued support for Metro Ride and for expanding the service area beyond the City of Wausau and adding weekday evening hours and Saturday service. The following results provide additional details about specific topics related and in addition to the top priorities.

### PUBLIC SURVEY RESULTS AND ANALYSIS

During the 17 days that the survey was open, 945 responses were collected. Of those responses, 50 were submitted on paper and all others were submitted online or by phone. One Spanish language survey was submitted and all other survey results were in English.

It is noted that the survey does not provide statistically significant results from individual communities. The sample size is significant at a less than four percent margin of error for the total Wausau Metropolitan Statistical Area population. Furthermore, the results are consistent with feedback received in the 2017 public survey, which achieved statistically significant results at the individual community level. The 2022 survey results described here were intended to sample the local support for public transit in addition to the feedback collected through other outreach efforts which took place during Fall and Winter of 2021.

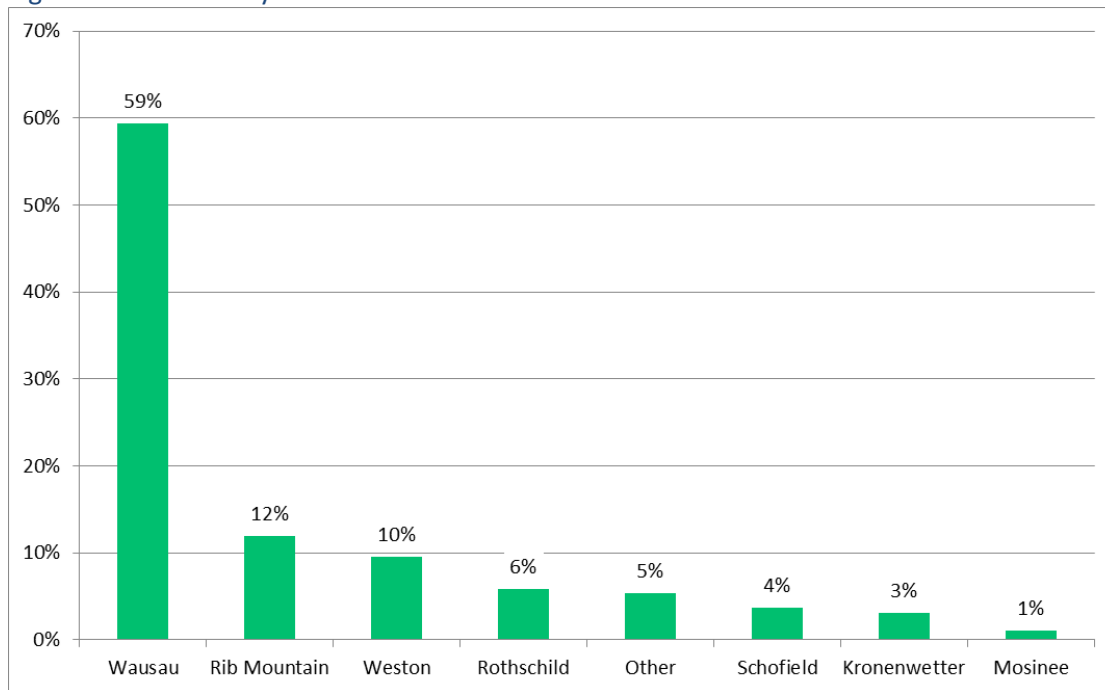
The following paragraphs provide a summary of survey questions and responses. Note that respondents were permitted to select multiple answers where the percentages add up to more than 100 percent.

### **Who Responded to the Survey?**

#### **Where People Live**

Of those who answered the question (818), Figure 1 shows that 59 percent (486) of them live in the City of Wausau. The next two highest number of participants from individual communities were Rib Mountain and Weston. Rib Mountain respondents were 98 and Weston residents were 78 of the responses. Forty-eight responses were from residents of Rothschild, and 30 were from Schofield residents. Of the 44 respondents who answered “Other,” common answers were the Village of Maine (eight), Stettin (five), and Ringle (four).

Figure 39: Where do you live?



#### **Where People Most Often Travel**

Respondents were asked what three communities in the Wausau Metro Area they most often needed to travel to. By combining that information with the community they live in, results indicate that Wausau was the most common destination overall, with 650 responses. Rib Mountain closely followed Wausau at 634 responses. As shown in **Table 1**, Rib Mountain is the most popular out-of-town destination for respondents from Wausau, Weston, Rothschild, and Kronenwetter. Rib Mountain is the second most popular destination for residents from all other communities in the area. This pattern most likely reflects that the region's major shopping locations, including discount shopping, are located in Rib Mountain.

Table 50: To which municipalities do you most often need to travel?

Where People Live	Where People Travel								
	Kronenwetter	Mosinee	Rib Mountain	Rothschild	Schofield	Wausau	Weston	Other	
Kronenwetter	19	11	17	14	12	20	16	0	
Mosinee	2	6	4	4	5	7	4	0	
Rib Mountain	11	6	85	19	28	66	43	3	
Rothschild	10	8	39	38	24	35	31	1	
Schofield	3	1	19	13	26	20	20	1	
Wausau	73	63	383	139	208	413	251	14	
Weston	13	10	58	31	44	55	68	4	
Other	7	3	29	12	14	34	25	7	
<b>Total</b>	<b>138</b>	<b>108</b>	<b>634</b>	<b>270</b>	<b>361</b>	<b>650</b>	<b>458</b>	<b>30</b>	

While Table 10 shows that Wausau is the major destination that survey respondents need to travel to, respondents were also asked if Wausau is their top destination specifically for work, medical care, and shopping. Of the 938 who responded to the follow-up survey question, 51 percent said these major destinations are usually not in Wausau. **If the destinations where people most need to travel are not in Wausau, then Metro Ride is not a transportation option because public transit service is only available within the city limits.**

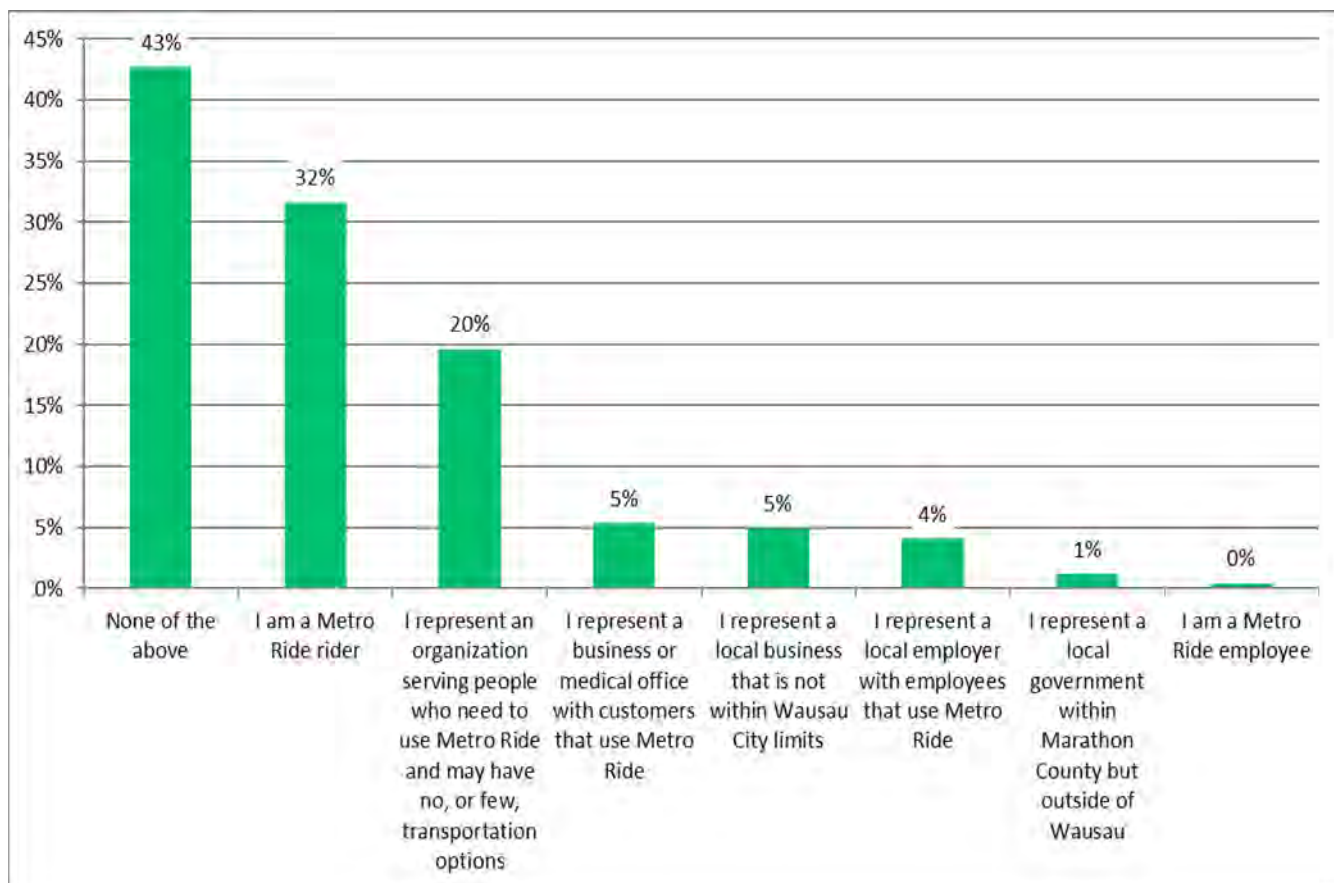
### **Metro Ride**

Metro Ride is the only public transit system in the Wausau Metro Area. Gaining information on the respondent’s understanding and previous knowledge of Metro Ride provides context for their responses. The following questions explore the local awareness of Metro Ride.

Figure 40 illustrates the respondent’s current relationship with Metro Ride. Of those who answered the question (937):

- ◆ 43 percent do not currently use Metro Ride;
- ◆ 32 percent of respondents are Metro Ride riders;
- ◆ 20 percent represent an organization that serves people who could benefit from Metro Ride; and,
- ◆ Less than five percent of respondents represented a business, medical office, or local government.

Figure 40: Do any of the following apply to you?



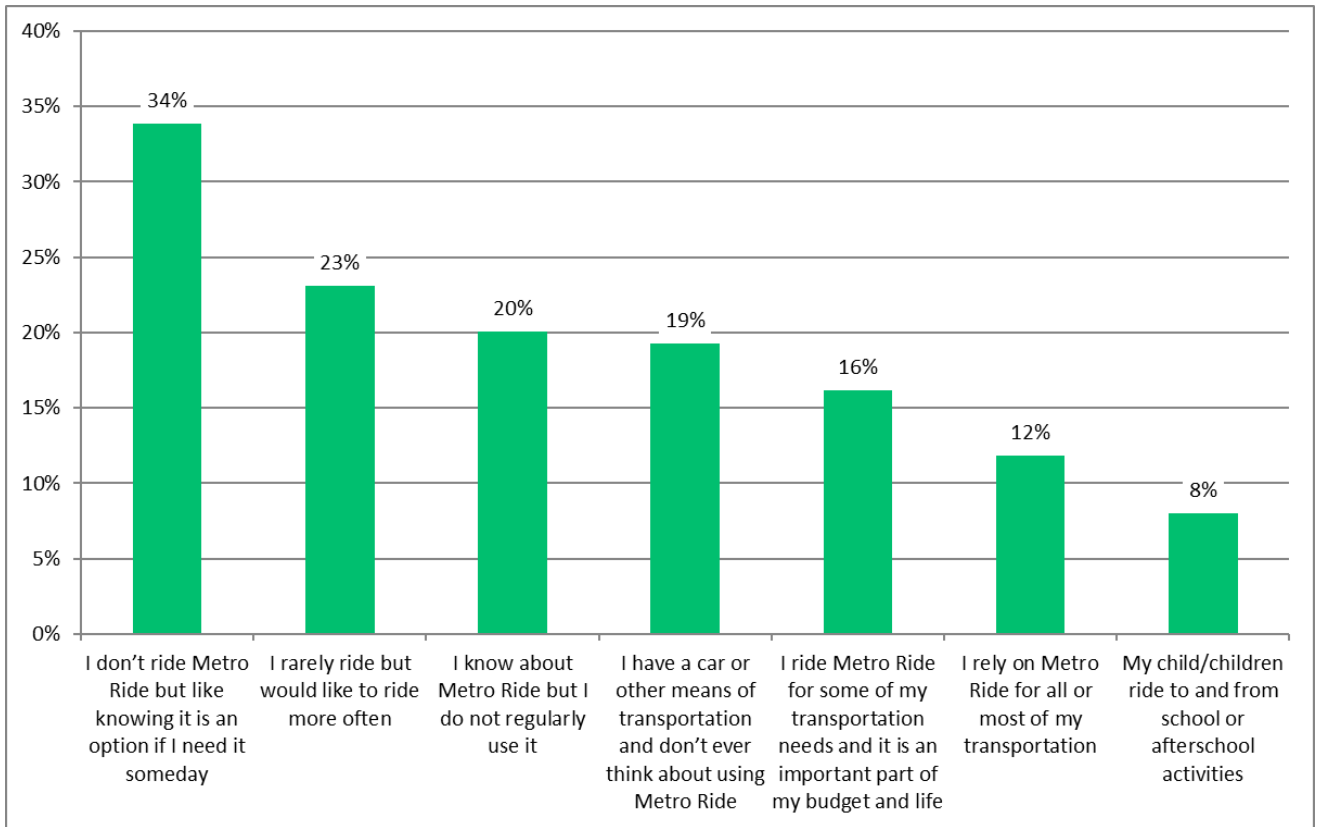
To get more information on the respondent’s previous background knowledge of Metro Ride, respondents were asked if they knew Metro Ride’s schedule and fare structure. Of the 833 individuals that answered the question, 62 percent were aware.

Wausau residents were more likely to be aware of the Metro Ride fare structure than non-residents. This fact is probably reinforced because the public transit service area is limited to Wausau and not available to areas outside of the city limits.

Figure 41 provides more detail into the respondents’ awareness of Metro Ride.

- ◆ 72 percent of respondents from Wausau ride Metro Ride to some capacity, compared to 31 percent of non-Wausau residents.
- ◆ 34 percent of respondents stated that they do not currently use Metro Ride, but like knowing that it is an option if needed in the future.
- ◆ Of all the respondents, 52 percent stated that they or their child(ren) ride Metro Ride in some capacity.

Figure 41: Which of the following statements best describes your use and/or awareness of Metro Ride?



Many of the survey respondents who use Metro Ride, ride regularly indicating that they depend on public transit as their primary mode of transportation.

- ◆ 25 percent of all respondents and 35 percent of Wausau resident respondents currently use Metro Ride once a week or more.

The respondents who were not currently using Metro Ride, were asked how likely it was that they would ride if the service went where they lived and needed to go. Table 11 shows that most individuals would use Metro Ride occasionally or regularly.

Table 11: If you aren't using Metro Ride now, how likely is it that you would ride if it were available where you live and when you need to go?

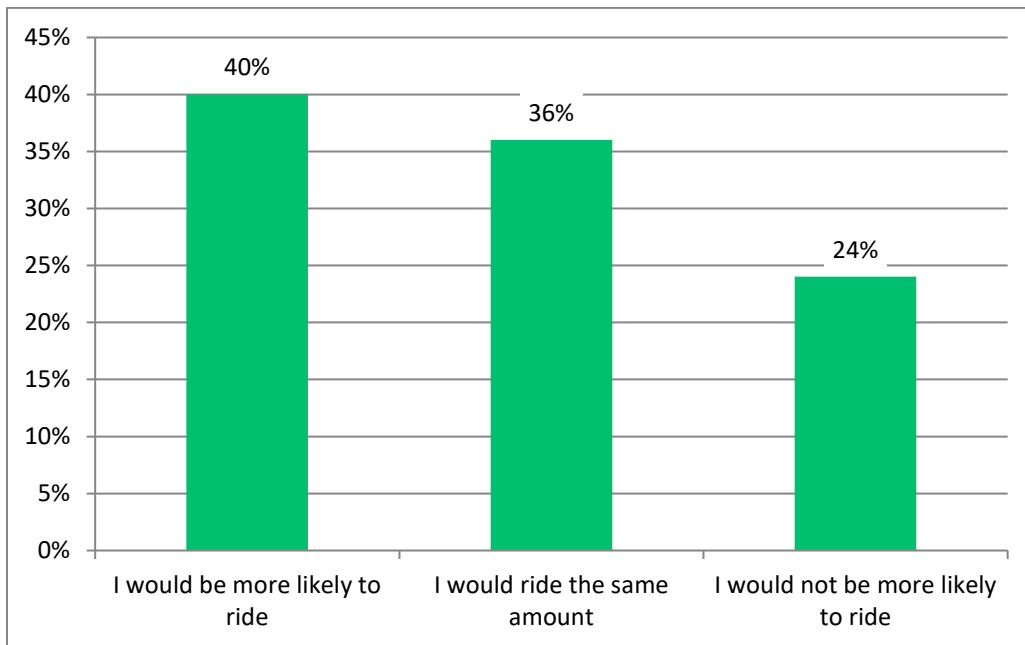
	Kronenwetter	Mosinee	Rib Mountain	Rothschild	Schofield	Wausau	Weston	Other	Total
I use it now and will continue to ride	0	1	5	2	4	123	3	2	<b>140</b>
I would use it regularly	11	4	22	10	6	123	28	7	<b>211</b>
I would use it occasionally	5	3	37	28	18	178	25	20	<b>314</b>
I am not at all likely to use it	2	1	31	5	1	51	15	6	<b>112</b>
I would let my client, constituents, or employees know about using Metro Ride	9	4	18	15	4	106	25	16	<b>197</b>

### **Metro Ride Passenger Fares**

The following survey questions relate to the public impressions of changes to Metro Ride service options and the resulting impact on personal transportation budgets.

**Survey responses indicate that 76 percent of individuals would use Metro Ride the same amount or more often if they could ride for free.** This is an important fact for Metro Ride to consider because passenger fares make up approximately 10 percent of the system’s total operating revenue. A decision to introduce free fares would need to be coupled with identifying a new funding source to compensate for the reduced revenue.

**Figure 12: If the Metro Ride was fare-free, would you be more likely to ride?**



### Desired Service Changes to Metro Ride

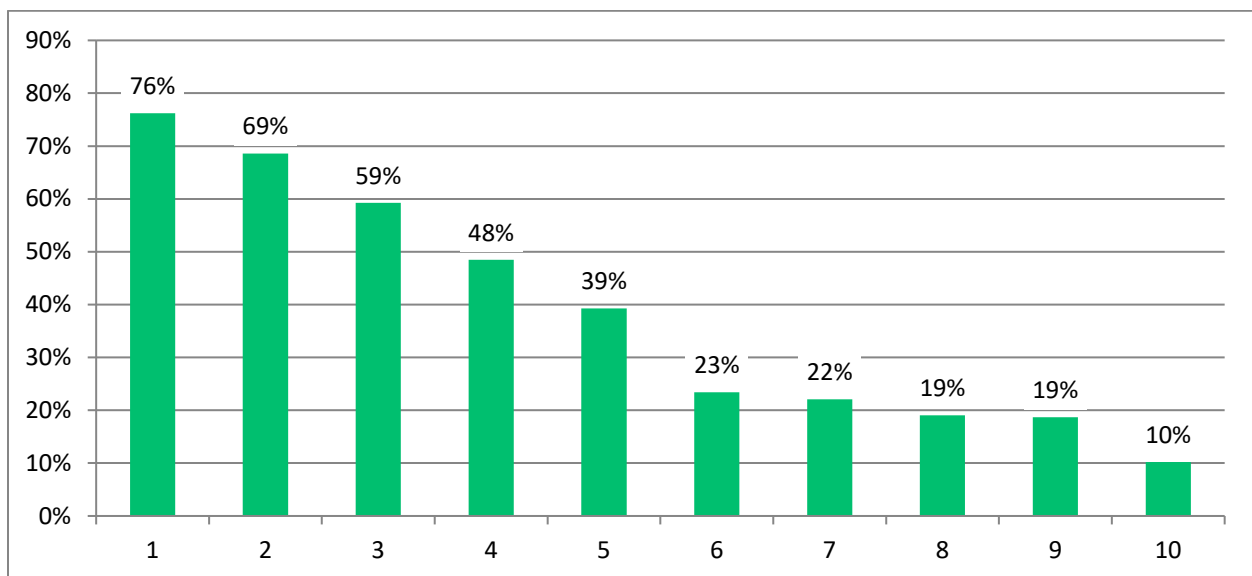
Survey respondents considered what changes they would like Metro Ride to make. **The major changes relate to expanding the geographic boundaries of the service area. The secondary requests were to add service on Saturdays and operate until 6:30 PM on weekdays.**

- ◆ 76 percent of respondents support expanding service to Rib Mountain.
- ◆ 69 percent supported service expansion to Weston, Schofield and Rothchild.
- ◆ 59 percent of respondents voted for adding Saturday service.
- ◆ 48 percent of responses would like service after 6:30 PM.
- ◆ Nearly 40 percent of respondents also want Metro Ride to serve more areas of Wausau.

**Also, nearly twenty-five percent of respondents want a service that picks them up at a scheduled location (other than a bus stop) and takes them where they are going.** This type of service would be similar to a demand-response or on-demand mode of service provided with a smaller vehicle and does not operate on a fixed schedule. The vehicles would transport fewer passengers per trip than a fixed route bus but would be structured as a shared-ride service.

**Twenty-two percent of respondents also indicated that they would like to be able to reserve a trip using an app or website.** Currently, Metro Ride only offers fixed route services for the general public (no advance scheduling required) or complimentary paratransit service for eligible individuals with a disability. Paratransit riders call in advance to schedule a trip. However, they do not currently have the option to schedule using an app or website.

**Figure 43: What would you change to make public transportation options more appealing?**

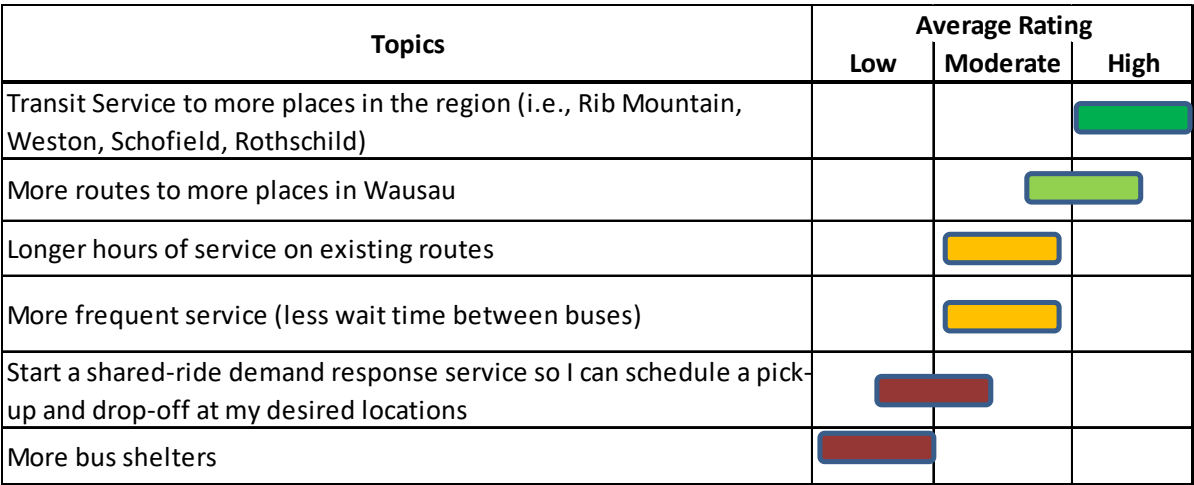




Key Figure 43 – Change to make transit more appealing	
1	Service to/in Rib Mountain
2	Service to/in Weston/Schofield/Rothschild
3	Service on Saturdays
4	Service after 6:30 PM
5	Serve more areas of Wausau
6	Driver to pick me up and take me to where I am going
7	Trip reservation app or website
8	Bus stops closer to my home or destinations
9	Service before 6:30 AM
10	Other

Passengers were asked to rate which changes they most strongly prefer. Figure 44 illustrates that expanding transit service to more places in the region has the highest overall average rating, followed by more routes to more places within Wausau. Starting a demand response service and adding more bus shelters received the lowest overall average ratings.

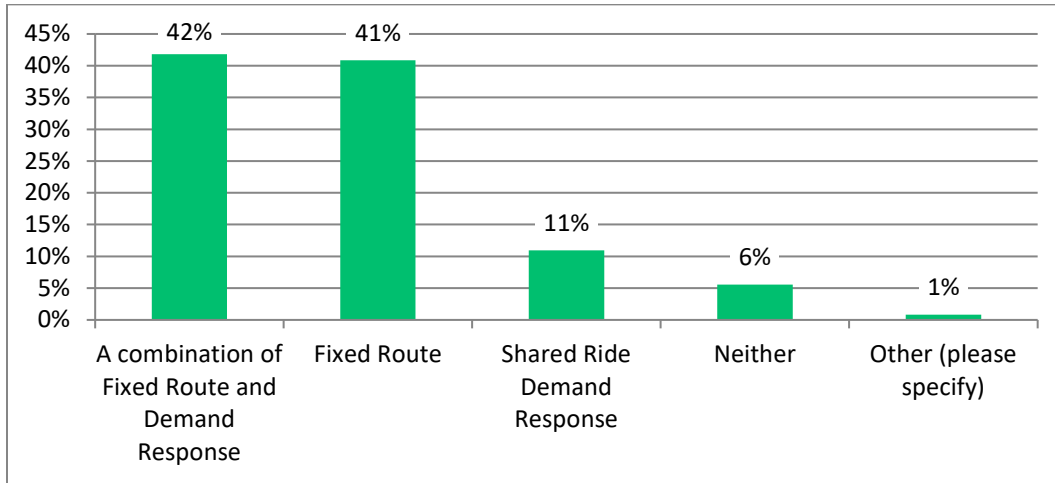
Figure 44: Rate the service improvements you prefer most.



Currently, Metro Ride operates fixed route transit with no general public demand response options. Metro Ride’s demand response, also called paratransit, service is available only to eligible individuals with disabilities. Demand response service is defined as a scheduled ride, and the driver picks up the passenger at a designated location and drops them off at their destination. Demand response public transportation is always a shared ride. It may be scheduled within a window of time ranging from weeks to hours in advance, as defined by the transit operator.

Nearly equal numbers of responses supported Metro Ride providing a combination of fixed route and demand response options or just fixed route service. The options for only demand response (without fixed route) received low ratings.

Figure 45: Which type of public transit is most appealing to you?



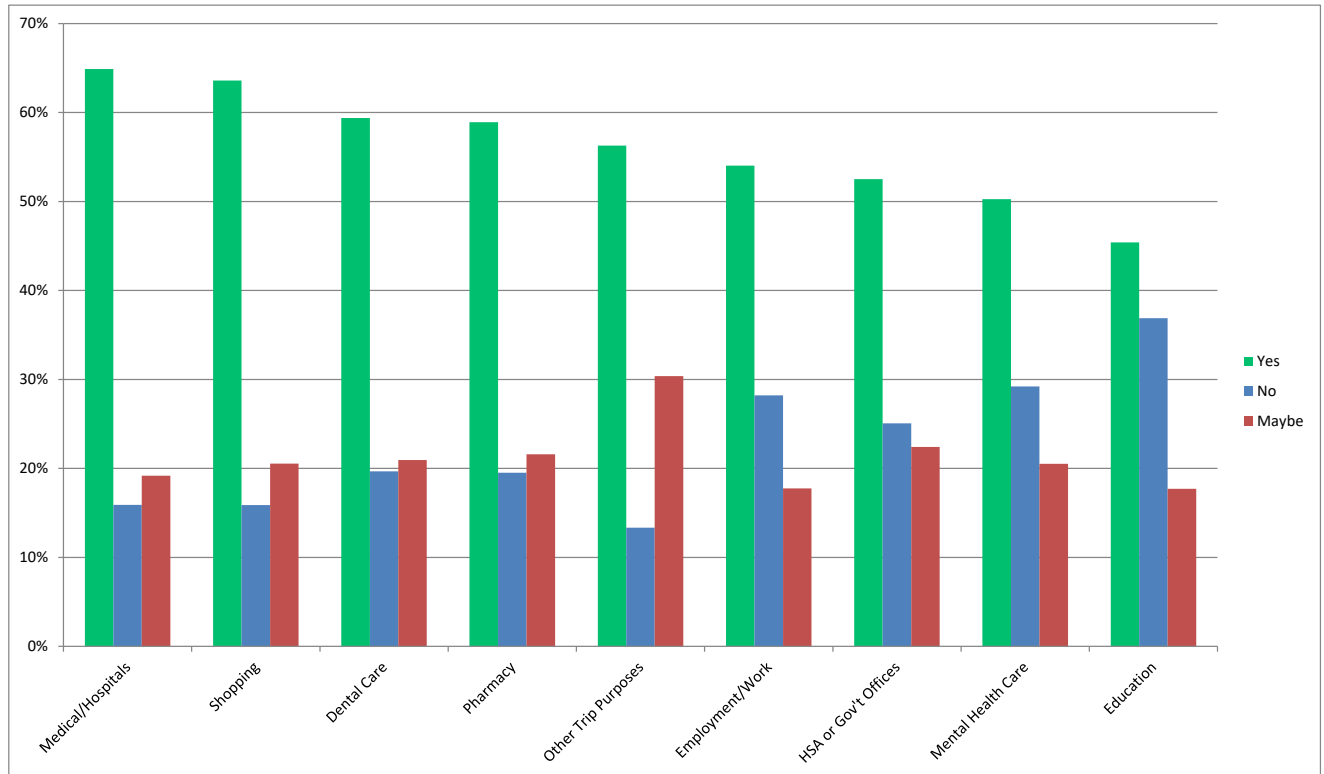
### **The Need for Public Transit**

At least half of the respondents who travel to all types of destinations would use public transit to get there, except for education-related destinations; still, 45 percent of people who travel to education-related destinations would use transit.

- ◆ 65 percent of respondents would ride transit to medical-related or hospital sites.
- ◆ 64 percent would ride to shopping destinations.

Note that the findings outlined earlier in Table 1 indicate that many survey respondents need to travel for the following purposes to destinations that are outside of Wausau and not currently served by Metro Ride.

Figure 46: If available, would you take public transit to access the following types of destinations?

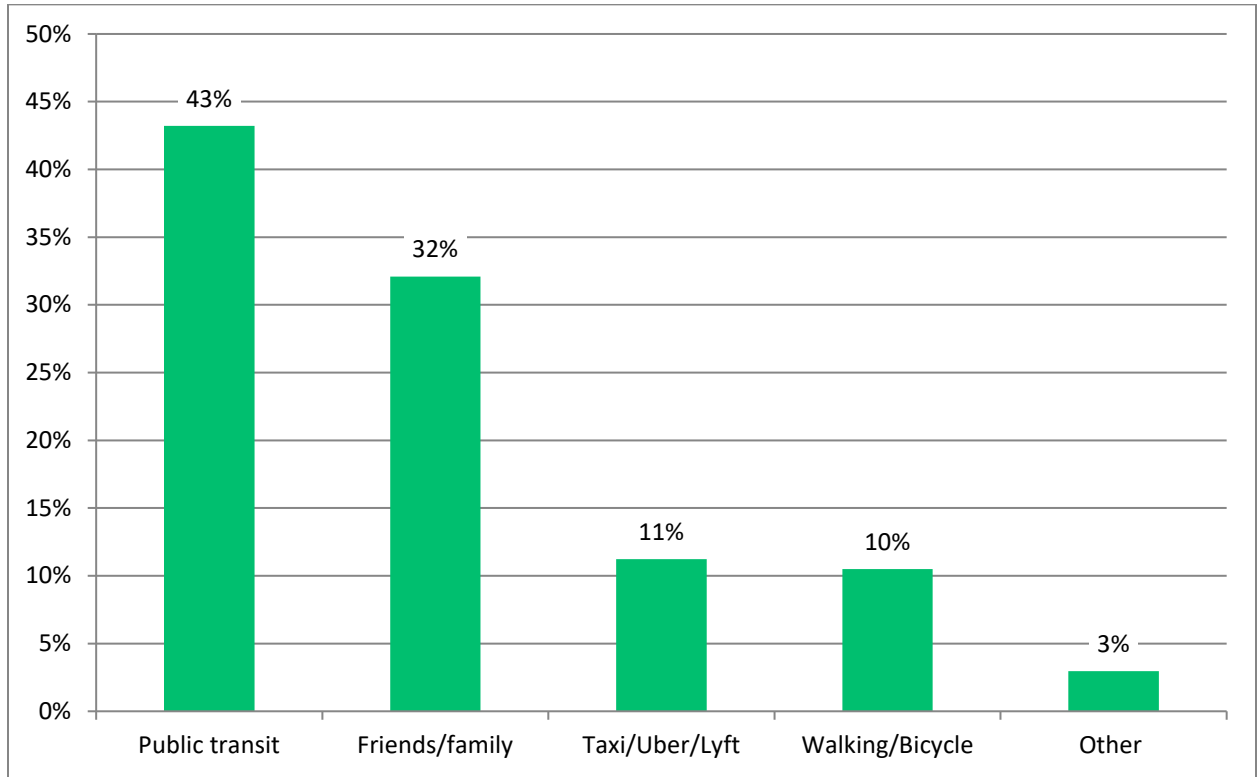


Destination	Yes	No	Maybe
Medical/Hospitals	65%	16%	19%
Shopping	64%	16%	21%
Dental Care	59%	20%	21%
Pharmacy	59%	20%	22%
Other Trip Purposes	56%	13%	30%
Employment/Work	54%	28%	18%
Human Service Agency or Government Offices	53%	25%	22%
Mental Health Care	50%	29%	21%
Education	45%	37%	18%

The necessity of public transportation is apparent when faced with losing one's ability to drive.

- ◆ 43 percent of respondents identified public transit as the mode they would rely upon if they lost the ability to drive.
- ◆ 32 percent would rely on family or friends to give them a ride if they lost the option to drive.
- ◆ Others would use private transit services, walk, or bicycle.

Figure 47: If you lost the ability to drive today, how would you get around?

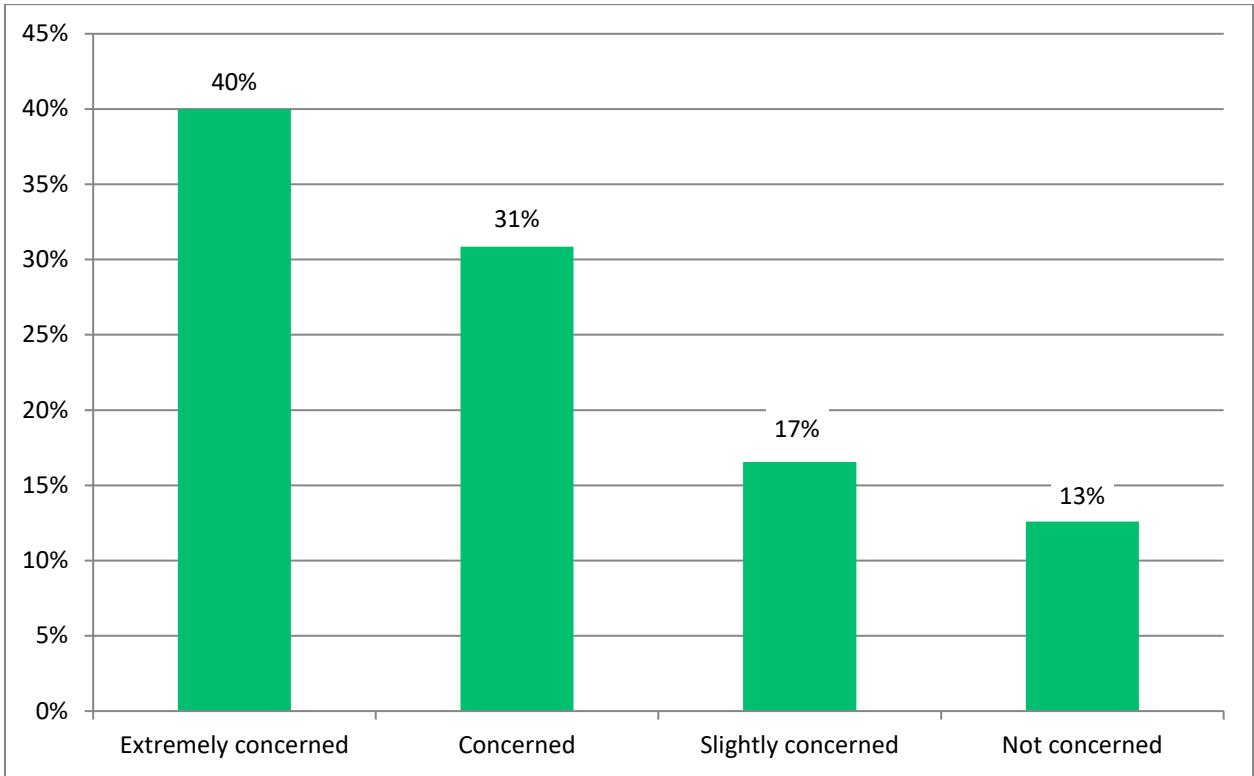


Also, in support of the need for public transit, is the concern that a friend or family member would not be able to drive or have access to drive them where they need to go. This question is particularly relevant to an aging population, working parents of teenagers who will soon need transportation to work and education-related activities, and caregivers of individuals with disabilities.

The issue of public transit is often an afterthought for people who drive or have regular access to a ride. When driving a car or riding with a friend or family member is not an option to provide a needed ride, finding another, affordable, mode of transportation becomes necessary.

- ◆ 87 percent of the respondents are concerned that someone they care about in the local area may become transit-dependent.

Figure 48: Are you concerned that, in the future, you or a friend/family member in the local area may not drive and will need public transportation options?



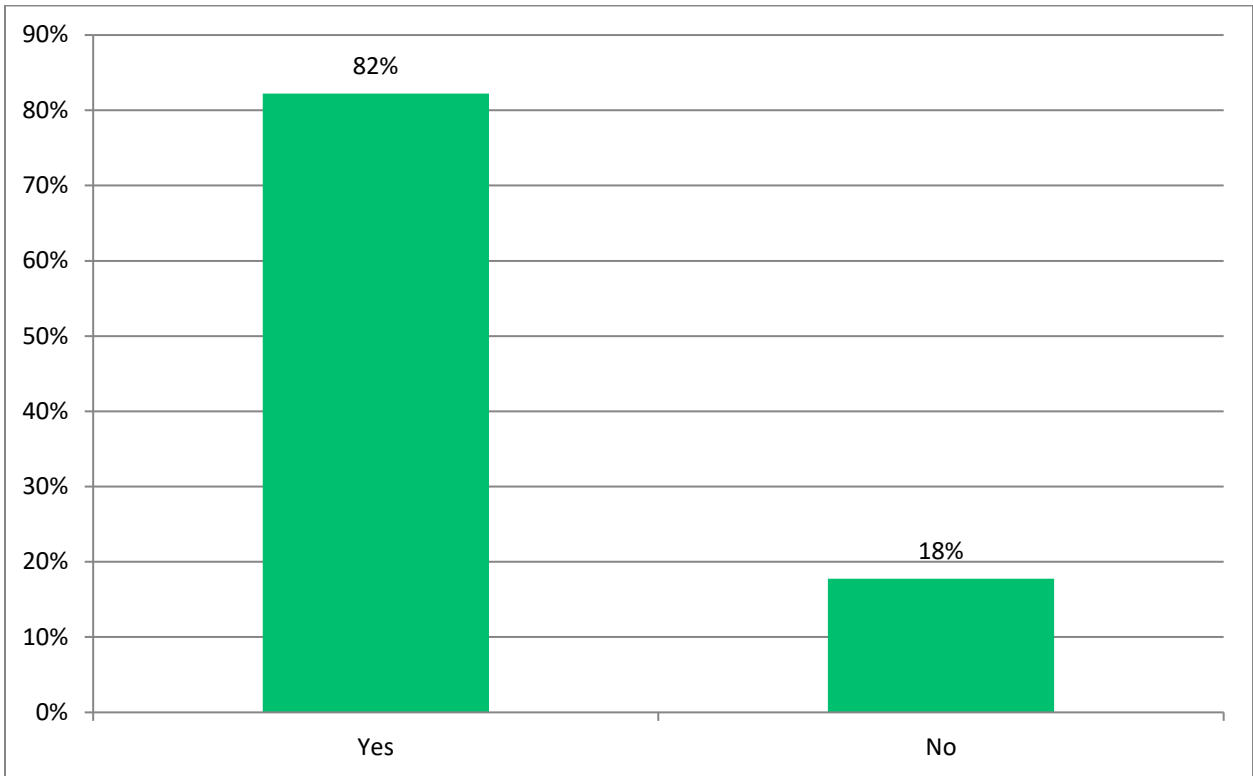
### The Price and Value of Transportation

Public transit is funded through Federal, State, and local funds, and passenger fares. Sustainable local public budget implications are present in the planning of Metro Ride services.

Survey participants were asked a series of questions about their perception of public spending related to transit services.

- ◆ 82 percent of survey participants would support their local community government in spending related to public transportation.

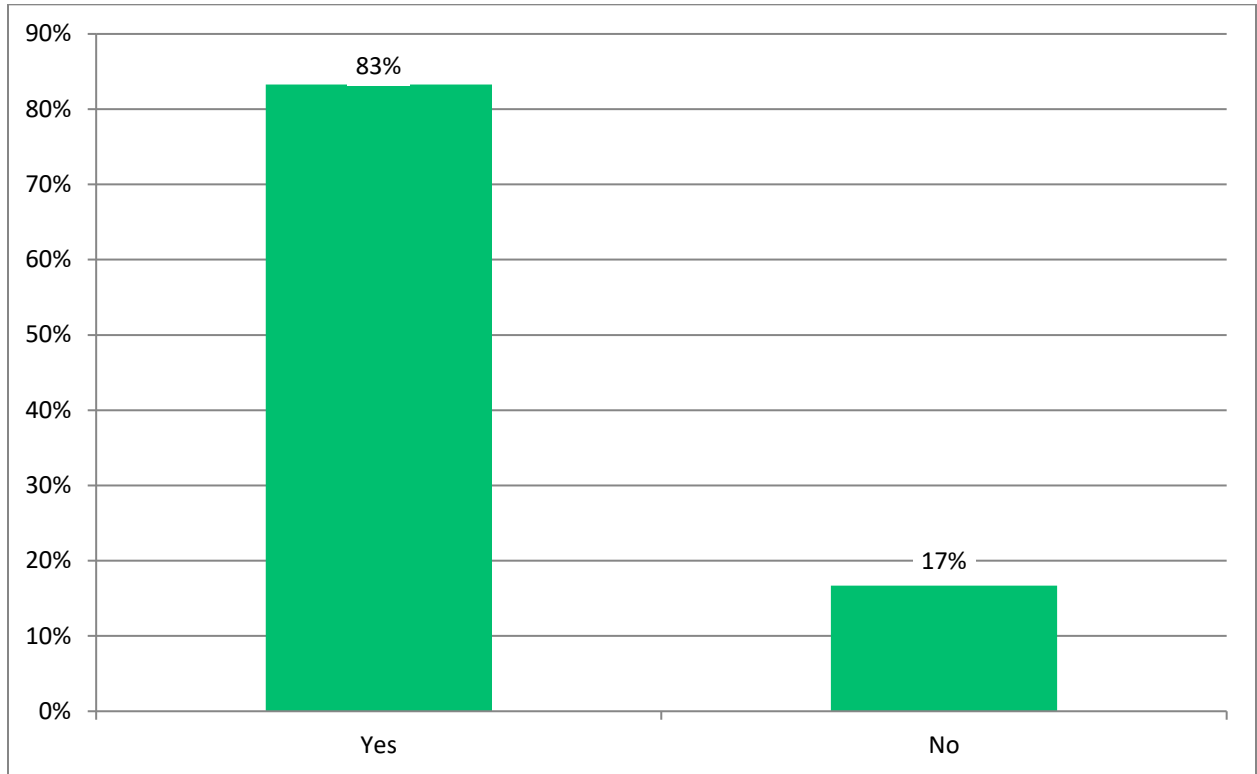
Figure 49: Would you support your local community government spending money in the annual budget to pay for public transit services in your community?



\* This question was asked only of residents who do not live in Wausau because the City of Wausau already provides funding for Metro Ride.

**Survey participants supported public funding increases used for expanded service hours at Metro Ride.** Eighty-three percent of survey respondents would support their local community spending public funds to expand hours of operation.

Figure 50: If Metro Ride expanded hours of operation or days of service to start before 6:30 AM or end after 6:30 PM, would you support the community spending money to fund these additional hours?



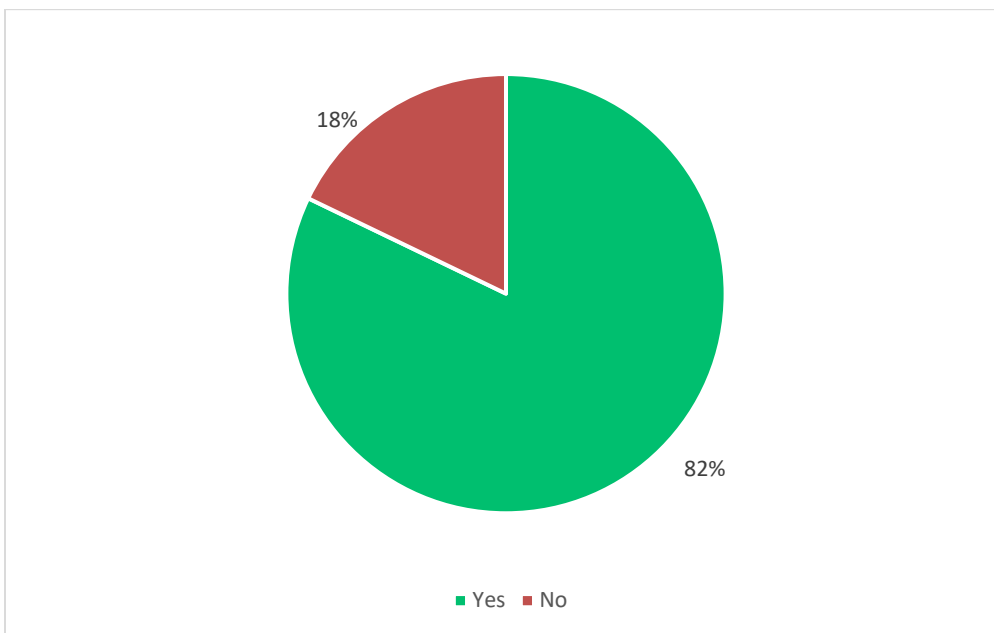
The following scenario was presented to survey participants to clarify the relationship between the implications of spending additional public dollars and their desire for public transportation.

**If no additional funding is available to your local government, would you support a decision to decrease spending in another area of its budget in order to help fund transit services that would operate in your community?**

Figure 51 shows all responses to the scenario, regardless of where the respondent lives.

- ◆ 82 percent of all survey respondents stated they would support the budget rearrangement to help fund transit services in the community.

Figure 51: Would you support a decision to decrease spending in another area of your community's budget to help fund transit services that would operate in your community?



Wausau residents were the largest subgroup to participate in the survey question overall at 62 percent of the total responses.

- ◆ 83 percent of respondents from Wausau stated that if additional funding were not available, they would support decreased spending in another area of the City's budget to support increased public transportation service operation in their community.

Rib Mountain residents comprised 12 percent of the total responses.

- ◆ 57 percent of responses from Rib Mountain favored the scenario of adjusting the Village budget to fund public transportation. This is consistent with responses to the 2017 public survey which received a statistically significant number of responses from Rib Mountain households.

Weston residents accounted for 10 percent of the total responses.

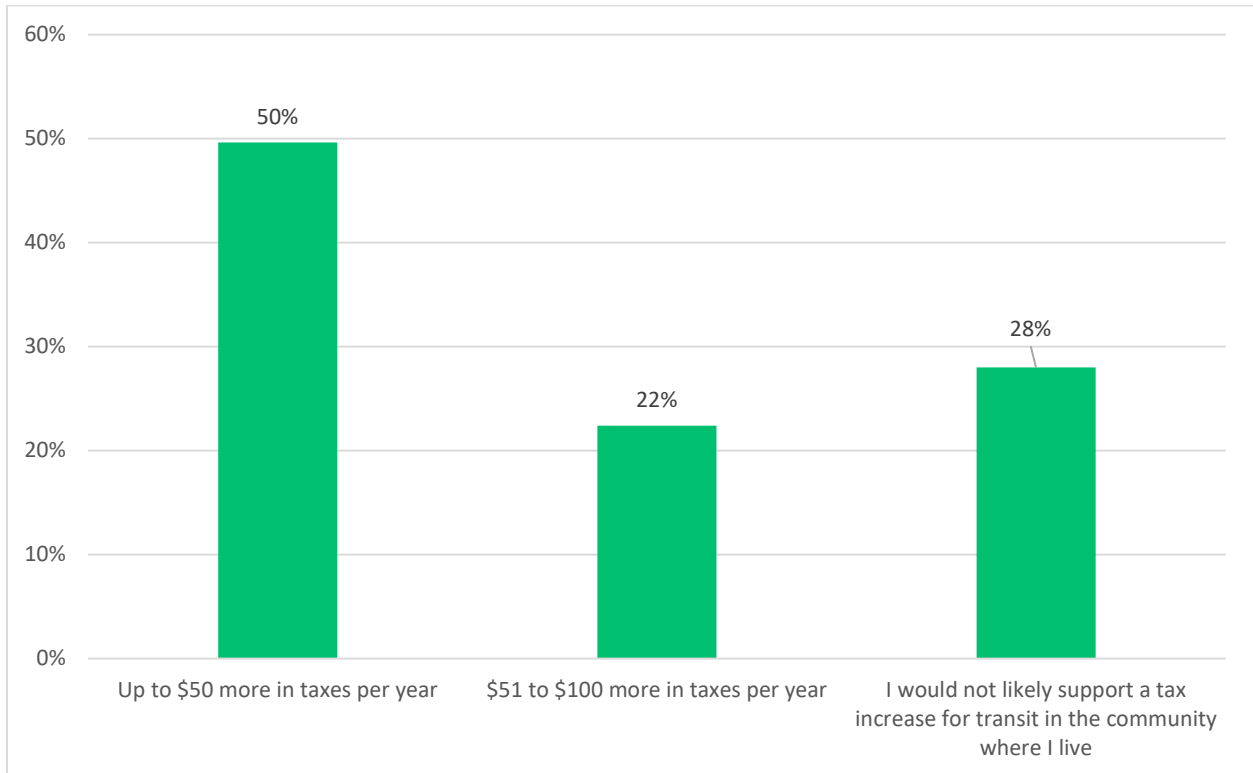
- ◆ 79 percent of the respondents were in favor of adding transportation to the local budget. This result is also consistent with the 2017 public survey which received a statistically significant number of responses from Weston households.

Related to tax spending, all survey participants were asked about what level of tax increase they would support for public transit. Below are the responses based on total answers and subsets of communities. It is noted that the results do not and are not intended to provide statistically valid results from individual communities within the study area. However, responses are consistent with the 2017 public survey, which provided statistically valid response rates at the community level.



- ◆ Overall, 50 percent of all survey respondents would pay up to \$50 more per year in taxes to increase or start public transit in their community.
- ◆ Another 22 percent would support an increase of \$51 to \$100 or more in taxes per year to support public transit.

Figure 52: If starting public transit service in your community could be funded by an increase in taxes, how much of an increase would you be likely to support per year?



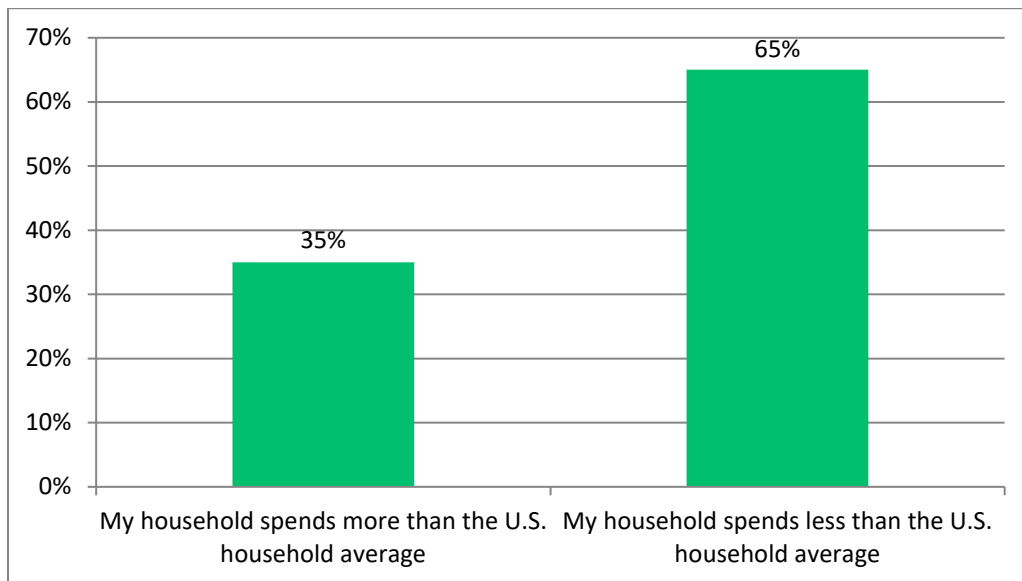
- ◆ Almost half of Wausau residents surveyed responded that up to \$50 in additional taxes per year would be considered acceptable.
- ◆ 20 percent of Wausau residents supported between \$51-\$100 more in taxes and 27 percent stated they would not support a tax increase for transit. The Wausau resident subgroup accounted for 73 percent of all responses.
- ◆ 34 percent of Rib Mountain residents surveyed responded that up to \$50 more in taxes per year would be considered acceptable.
  - 24 percent of the Rib Mountain residents supported between \$51-\$100 more in taxes and 38 percent stated they would not support a tax increase for transit. The Rib Mountain resident subgroup accounted for 15 percent of all responses.
  - 51 percent of respondents from Weston said that up to \$50 more in taxes per year would be considered acceptable.

- 23 percent of the Weston residents supported between \$51-\$100 more in taxes and 22 percent stated they would not support a tax increase for transit. The Weston resident subgroup accounted for 12 percent of all responses.

**Thirty-five percent of survey participants expressed spending more than the national average of \$800 per month on transportation.** Only 21 percent of those respondents included public transit as part of their transportation budget.

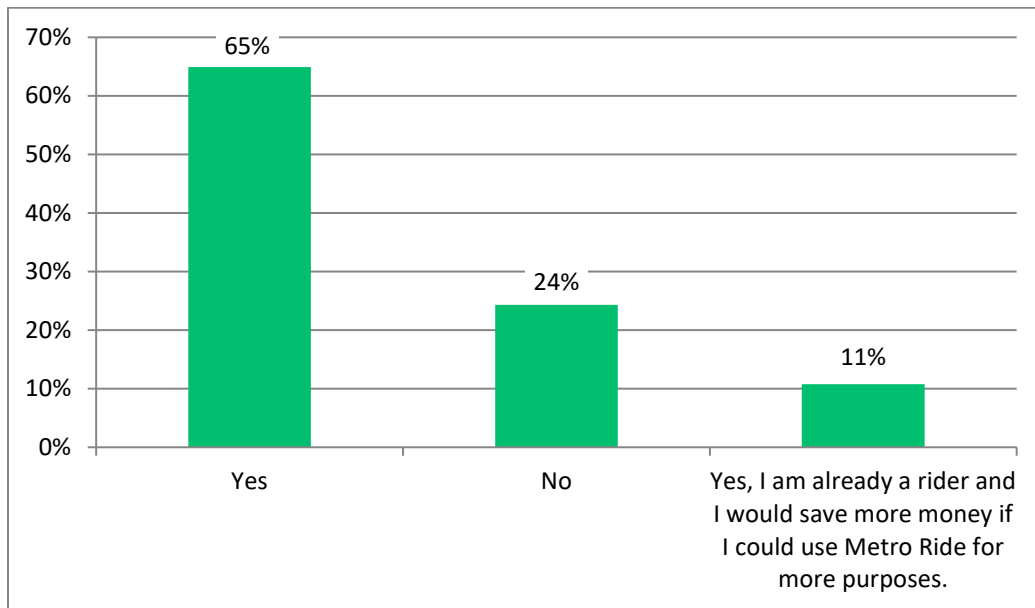
Transportation is a necessity and these respondents are likely spending a disproportionate amount of their household income on transportation. Especially in the current times of inflation related to rising fuel prices, households with low- to moderate incomes would benefit from a more affordable transportation option. Over 63 percent of respondents indicated their current personal or household transportation spending primarily is linked to automobile insurance, fuel and car payments or maintenance. Based on national inflation rates, it is likely that household spending on transportation has increased even more since the time of this survey.

Figure 53: In 2020, the average U.S. household spent about \$800 per month on transportation. Does your household spend more or less than the U.S. average?



**Sixty-five percent of respondents indicated that using Metro Ride to their regular destinations like work, school and appointments would save money in their personal budgets.** All respondents, regardless of where they live responded similarly to the question.

Figure 54: Would using Metro Ride save you money in your transportation budget if you could use it for transportation to work, school, after school or appointments?



## CONCLUSIONS

Survey results indicate that Metro Ride transit services are important to current and potential riders. Even individuals who do not currently use Metro Ride indicate that they understand the importance of public transit as an alternative to driving for themselves or their friends and family members. Current riders place an even higher value on public transit because it is already their primary mode of transportation. In fact, most current riders who completed the survey ride Metro Ride more than one time per week.

Approximately 35 percent of survey respondents estimate they spend more than the national average of \$800 per month on transportation. Transportation is a necessity for everyone and these respondents are likely to spend a disproportionate amount of their total household income on the basic need to get to and from work, school, shopping, and necessary appointments. Especially in the current times of inflation related to rising fuel prices, households with low- to moderate incomes would benefit from the more affordable transportation option offered by public transit. Over 63 percent of respondents indicated their current personal or household transportation spending is primarily linked to automobile insurance, fuel

and car payments or maintenance. Based on national inflation rates, it is likely that since the time of this survey, household spending on these types of transportation expenses has increased even more and there is a greater burden on the household budget. Public transit is a possible solution.

The most highly desired changes for Metro Ride service were expanding the geographic service area to include Rib Mountain, Weston, Rothschild and Schofield. Rib Mountain, in particular, is a top travel destination in the region and the location of the area's major shopping and discount retailers. Riders currently cannot access these locations on Metro Ride because of the service area limitations.

Metro Ride currently operates fixed route and complementary paratransit service within the City of Wausau. The service area is defined, in large part, by the local funding sources that support it. If funding from other communities were available, Metro Ride would be willing to expand its service area.

Other than expanding into neighboring communities, Metro Ride would like to improve services in its existing service area. To that end, survey respondents desire more transit service within Wausau such as longer hours operation, Saturday service, and service to more areas of the city. There was also a marginal indication of support for different modes of transportation such as shared ride demand response service that does not operate on a fixed route and schedule.

Metro Ride is funded through a combination of Federal, State and local funds, and passenger fares. More than 80 percent of survey respondents indicated support for their local government spending money from its annual budget to support public transit. Residents of Wausau were the strongest supporters of local government funding for public transit. However, more than 80 percent of Weston respondents and 57 percent of the respondents from Rib Mountain also supported their local communities providing funding for public transit.

Additional financial support from public transit must come from new revenue or a shift of existing funds from their current purpose to public transit. Overall, more than half of the survey respondents would support a tax increase of as much as \$50 per year to support public transit. Twenty-two percent of respondents would support a tax increase of \$51 to \$100 per year to support public transit in their community.

The results of this report will be combined with the other planning activities of the TDP. They will be used to inform the development of recommendations for the five-year plan.

## CHAPTER 6. PRIOR RELEVANT STUDIES

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Prior studies are an important foundation for building an understanding the history of Metro Ride. The following paragraphs provide a brief overview of recently completed studies pertaining to Metro Ride transit service.

### 2017 TRANSIT DEVELOPMENT PLAN

The 2017 Transit Development Plan was prepared by the Wausau Metropolitan Planning Organization (MPO). The report built upon previous TDPs completed in 1999, 2006, and 2012. The purpose of the 2017 TDP was to evaluate the current transit system amid a challenging period for the service provider. Between 2012 and 2017, the service area for Metro Ride was reduced, reinstated, and reduced again. In the face of a challenging fiscal situation at all levels (local, state, and federal), the future of transit in the Wausau area was unknown. The plan looked at current and future Metro Ride service with the intent to restart the conversation about transit.

The 2017 TDP planning process involved establishing a new mission, vision statement and goals for Metro Ride.

**Mission Statement:** Efficiently, safely, and sustainably provide mobility services to enhance quality of life.

**Vision Statement:** Enrich lives and independence through mobility.

**Goals:**

- ◆ Enhance the customer experience
- ◆ Improve mobility for all users
- ◆ Improve economic vitality
- ◆ Focus on implementation

**Public Engagement**

The 2017 TDP included an extensive public engagement process. In addition to meetings with communities, the MPO mailed surveys to 8,463 randomly selected metropolitan area residents to determine their attitudes about transit, the need for transit in their community, and their need for paratransit service. A total of 2,375 surveys were returned. Each community surpassed their mark for a statistically significant response except for Scofield which missed by 23 responses. Due to the high response rate of 29 percent, these responses should still be considered significant.

Overall, 62 percent of respondents indicated their community should have transit and 54 percent said their community should budget for transit in the next few years.

In addition to public surveys, member businesses of the Wausau Area Chamber of Commerce and Hmong Area Chamber of Commerce were invited to participate in a survey. There were 224 responses. The respondents were overwhelmingly from within the City of Wausau. There was strong support for transit from respondents.

Finally, a rider survey was administered by volunteers from the NAOMI coalition. In total, 485 rider surveys were returned. The results indicated that ridership is largely transit dependent for getting to work and school. Riders indicated that Metro Ride should focus on weekend service and expanding the service area into other communities. Results indicate that support for weekend service was strongest for work-related trips. Expansion into neighboring communities was largely tied to shopping needs. Metro Ride riders are looking for more options to support the local economy.

### **Challenges**

Metro Ride was facing challenges related to funding and an aging vehicle fleet. In addition, trends in the national transportation landscape were shifting with the increasing popularity of rideshare companies such as Lyft and Uber. By making ride hailing and paying for a car ride as easy as a few clicks on a smartphone these services have had a measurable impact on city transportation networks nationwide. At the time of the 2017 study, rideshare in the Wausau Metro Area was minimal.

Land use changes were also having major impacts on transit demand. Business parks in Wausau and Weston were located at an almost prohibitive distance for bus routes to serve within the existing route structure.

### **Recommendations**

The TDP included a range of recommended changes:

- ◆ Establish a sustainable budget for long term capital costs with the intent to increase efficiency and reduce repair costs.
- ◆ Increase the budget for marketing Metro Ride to promote the benefits of transit service to the community and to recruit new drivers.
- ◆ Engage the business community and bring stakeholders, advocates, and elected officials together to present a unified front for RTA legislation and improvements to the current system.
- ◆ Expand service into other Metro Area communities.
- ◆ If current service levels are significantly diminished, a planning process is recommended to determine the best use of remaining resources.

- ◆ Identify additional funding opportunities.
- ◆ See development of a Regional Transit Authority.

## **2012 METRO RIDE TRANSIT DEVELOPMENT PLAN**

The purpose of the 2012 TDP was to evaluate transit service from the context of a changing environment. The TDP conducted in 2006 outlined service expansions beyond the City of Wausau limits to Schofield, Rothschild and Weston. Between 2006 and 2012, however, the fiscal situation in Marathon County deteriorated. The 2012 plan focused on evaluating Metro Ride and the current needs of the population with an understanding of the realities local governments were facing at the time.

At the time of the TDP, Metro Ride operated bus and paratransit service throughout Wausau and parts of the Rothschild, Weston, and Schofield. During the course of the study, funding was removed for service beyond the City of Wausau limits and service to Rothschild, Weston and Schofield ceased at the end of 2011. In 2012, Metro Ride had reduced its service from 19 routes, including nine regular routes and 10 express routes, to seven regular routes and nine express routes within the Wausau.

Metro Ride was facing a 13 percent reduction in operating budget in 2012 from 2011. In 2012, Metro Ride would need to operate with a budget of \$479,234 less than in 2011. Funding from Weston, Schofield, Rothschild, and Marathon County was also removed for 2012. Local fundraising activities were attempted. Additionally, the fares were raised for all fare media in 2012, and Metro Ride began directly providing paratransit service as opposed to contracting service to a third-party provider.

Due to loss of municipal funding, transit service was discontinued in Weston, Rothschild, and Schofield. The service area was reduced to the City Limits of Wausau.

## CHAPTER 7. RECOMMENDED SERVICE AND TECHNOLOGY SCENARIOS

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### OVERVIEW

Whenever a transit system explores potential service alternatives, it is critical to determine what impact the changes may have on riders and residents. Metro Ride's goal is for changes to result in better and sustainable overall service for the community. For example, suppose the decision is made to reduce fixed route service for a particular segment or portion of the current service area, and the savings from that reduction are used to meet unmet needs such as expanded service hours. In that case, the number of individuals that benefit from the change could outweigh the negative impact caused by the route change.

The approach to examining potential major service change alternatives was two-fold. First, the team sought to identify alternatives that address the priorities expressed by the general public through the public and rider surveys, meetings, and focus groups. The top priorities were 1) expand the service area beyond the City of Wausau limits as well as into more areas of Wausau and 2) increase hours of operation. Second, in case no additional funding is secured to support expanded service, the team identified potential efficiencies that could be realized by consolidating certain routes and reducing frequency from 30 minutes to 40 minutes.

There are budgetary limitations for new or expanded services; subsequently, identifying service efficiencies to produce savings may be critical to funding enhancements in transit services. However, because Metro Ride has been forced to reduce its level of service over the past few years, making more service reductions may be detrimental to the system. Therefore, the recommendations for additional revenue to support the potential service expansions and improvements outweigh the potential of further reducing service levels.

Three scenarios are presented for evaluation:

#### **Scenario 1: Improve and Expand Metro Ride Services within Wausau**

Scenario 1 focuses on options to improve transit technology at Metro Ride including farebox and fare media, Annunciators, Real Time Bus Location, and Automated Passenger Counters (APCs). The scenario also considers new fare structure options. Finally, Scenario 1 explores possible service expansions within Wausau City Limits including microtransit zones for a demand-response/on-demand service; expanding operating hours to help meet the needs of employers, employees, and for other purposes; and adding Saturday service.



### **Scenario 2: Expand Public Transit Service into Rib Mountain, Rothschild, and Weston/Schofield**

Scenario 2 focuses on service area expansions into the communities most desired by riders and general public members who participated in the study. The expansions are designed to serve all local communities by improving access to important shopping and employment locations. Today, the new VA Clinic and the Department of Motor Vehicles are within the metropolitan area but not served by public transit. Service area expansions will require additional revenue provided through agreements between Wausau and the communities served by the extensions. Contractual agreements with private industry or human service agencies may also be used to help supplement the expansions.

### **Scenario 3: Improved Efficiencies to Support Expansion**

Scenario 3 focuses on options that reduce the total number of fixed routes and reallocate the operational cost savings to support desired service expansions within Wausau or to other communities in the metropolitan area. Cost savings would be reallocated to support service improvements within Wausau such as expanding the hours or days of operation or improving coverage.

## SCENARIO 1: IMPROVING AND EXPANDING EXISTING METRO RIDE SERVICES

Scenario 1 involves improvements in technology that will benefit the rider, driver, and management team at Metro Ride and the potential implementation of expanded hours of service and microtransit service to more completely serve the city of Wausau.

### **A. Transit Technology Enhancements**

A top priority for Metro Ride's technology enhancement plan is to improve the rider experience by making information available when onboard the vehicle, waiting at a bus stop or paying a fare. Metro Ride also intends to use technology improvements to improve the efficiency of administrative time for data collection and reporting requirements associated with performance measures and Federal and State funding sources. The following list summarizes some technology hardware and software that Metro Ride should consider as priorities, in order of recommended importance.

1. **Real time bus location technology:** Transit riders in small towns and large cities expect to know when the bus or train will arrive at their stop. Metro Ride can create and offer this information by procurement of GPS technology equipment for each bus that can transmit location to a cloud-based service and showing riders on a website and smartphone app.
2. **On-Board Annunciators:** On-board electronic annunciators provide real-time information about the next stops and upcoming transfer points (if applicable) to the transit rider while on-board buses. This technology also adds to Americans with Disabilities Act (ADA) compliance and relieves drivers from the obligation of announcing stops. Annunciators also help to reduce a passenger's anxiety about where the bus is and how long they have until their next stop.
3. **Advanced Fare Collection Technology:** Add in new fare collection technologies also available by app to allow pre-payment of fares, including by employers and human service agencies, ability to incrementally pay for monthly or weekly passes, and record transfer patterns between routes and by time-period. This technology would also make it easier to develop and assess the costs, potential revenues and rider benefits of possible service changes. Depending on the fare media adopted by Metro Ride, fare collection technology will require advancements in fareboxes.
4. **Automated Passenger Counters (APCs):** Metro Ride management should be able to automatically count passengers by time-period, route, and each bus stop. This information can be obtained by installation of automated passenger counter (APC) equipment on each bus which would Automatically correlating each GPS/APC data transmission with the nearby geo-coded bus stop location from a Metro Ride bus stop database. APCs equipment can also document use of wheelchair lifts and bike racks.

5. **Bus Stop Database:** Implementation of a Metro Ride bus stop database with GPS locations by route and direction for every stop. The bus stop database should show each amenity, status of ADA compliance, ease of access to the stop, and nearby street intersection information.

The technology improvements must be gradual with time for implementation, staff, and rider training. It is recommended that Metro Ride procure one or more vendors through a formal procurement process. Coronavirus Aid, Relief, and Economic Security Act (CARES Act) funding is available to Metro Ride for procurement to procure new technology.

## **B. Fare Structure and Fare Media**

With the implementation of new fare collection technology, Metro Ride has the opportunity to update its fare media and fare structure.

Peer assessment revealed that Metro Ride's current fare structure is similar to transit systems of similar size and characteristics. Furthermore, fare revenue is an important part of Metro Ride's revenue, making up 10 to 11 percent of the annual budget. Free fares have been considered during this planning process. However, because of Metro Ride's already limited revenue sources, free fares are not recommended at this time. Metro Ride fare structure alternatives offer options for individuals with limited personal budgets while maintaining an important revenue stream.

### **Weekly Pass**

The Metro Ride fare structure offers a deep discount monthly pass (Adult Pass \$42.00/ Student, Senior/Disabled Pass \$21.00), and other discounts through the purchase of Tokens or Tickets, but no discounted weekly pass. The Weekly Pass would offer unlimited trips on a weekly basis.

The Weekly Pass could be set at an equal price to the Adult Fare Tokens (\$11), but would expire within one week (five or six service days if Saturday service is implemented) of its purchase date or initial use. At this price, Weekly Pass riders may make an unlimited number of trips within the one-week period. Such a strategy is likely to increase ridership among the current Adult Cash and Adult Token Riders who switch to the Weekly Pass because they are able to ride at any time during the week without paying an additional fare. The Weekly Pass would be offered at a discounted rate for adults age 65 and older or individuals with disabilities who have a Medicare card or Reduced Fare Card issued by Metro Ride.

The other discounted option of Metro Ride Student Tickets (10 for \$9.50) and Adult Fare Tokens (10 for \$11.00) would still be available at the current distribution points. The Weekly Pass would be available for purchase at all locations where Monthly Passes are available.

Eventually, Metro Ride should consider replacing the Adult Tokens with the Weekly Pass when phasing in the user-facing app, especially if the app offers the option for passengers to purchase fares online. Eliminating Adult Tokens when another option becomes available to the rider will reduce administrative time to sell and count tokens when reconciling fares.

### **Weekly Pass Fare Capping**

Fare capping is an option for Metro Ride if mobile fares are implemented through an app or if rechargeable fare cards are issued. Therefore, this option is a mid- to long-term option to be considered after mobile-pay functions are implemented.

Fare capping offers transit agencies an opportunity for a more equitable fare structure, because frequent riders have the option to have the same access to weekly passes regardless of whether or not they can afford to pay for the \$11.00 pass as a lump sum. Fare capping, in this situation, refers to allowing passengers to pay-as-you-go until they reach the total cost of the weekly pass (\$11) within a given period of time. Once the sum of fares paid during the week reaches \$11.00, the passenger's fares for the rest of the week are at no additional charge. This structure benefits two groups. First, riders who purchase a weekly pass but do not travel frequently enough for it to be financially worthwhile (at least 6 one-way trips per week) now have the option to pay-as-you-go to ensure they don't pay for unused trips. Fare capping also protects riders with uncertain travel plans, ensuring that they pay the lowest cost.

Second, customers who do not purchase a weekly pass because of its upfront cost, even though they will travel frequently enough that it will be financially worthwhile at the end of the week, will benefit. Fare capping protects riders with the most limited monthly incomes by allowing them to spread their transportation budget throughout the week and not pay more than they would have for the weekly pass.

Another benefit to all riders is that fare capping allows more flexibility to employees who have a hybrid work environment that allows them to work from home some days. With fare capping, they can pay-as-they go and adjust their commute throughout the week worry-free.

The financial impacts of fare capping depend on the mix of riders, the extent of corporate pass programs (if implemented), and the price breakpoint between Adult Cash and Weekly Passes. While Metro Ride does not currently have corporate pass programs, future plans for such programs must be considered prior to implementing fare capping.

At \$11, the break-even point for the Weekly Pass compared to Adult Cash is six trips. So, if a passenger makes six trips within one week, he will have paid for his Weekly Pass. Based on the assumption that the majority of Metro Ride passengers do not ride five days a week, the potential loss of revenue from capping the Weekly Pass benefits the rider but does not pose a significant risk to Metro Ride's revenue. The risk is low even if Metro Ride expands service to include Saturdays.

At \$11, the risk of loss to Metro Ride increases if the system shifts its focus to improving access to the industrial park and other major employers where riders are more likely to use the service five days a week. It is recommended that the Weekly Pass be offered at a slightly higher rate of \$14 if the system focuses more on work commuter trips. At \$14, the breakeven point is eight trips. Additional assessments should be made to determine if employees typically commute to work five days a week or if employers have shifted to a hybrid work schedule.

Fare capping has generated interest among transit agencies like Metro Ride that are struggling to recapture ridership either post-COVID or from previously implemented service reductions. Metro Ride should consider fare capping as rider behavior post-COVID and workforce challenges stabilize because it may encourage people to ride more frequently.

## **C. SERVICE EXPANSIONS WITHIN WAUSAU**

### **C1. Expanded Hours of Fixed Route Service**

One of the top priorities revealed in the general public survey and other community outreach activities was expansion of operating hours beyond the current 6:30 AM to 6:30 PM, weekdays. This priority is further supported by the assessment of employers, restaurants, and entertainment venues that remain open until 10:00 PM or later or start the first shift before 6:30 AM.

Adding one to two hours on either end of each route's span of service would increase annual operating expenses. Because Metro Ride operates with a hub and spoke model, passengers travel from all routes into the transit center and then transfer to another route to complete their trip. Therefore, in order to most comprehensively address the potential demand during early morning and evening hours, operating times for all routes would need to be expanded.

Alternatively, Metro Ride may consider expanding the hours only on routes that serve major employers and the majority of their potential workforce. For example, expanding the hours of Routes I, A, and D would increase travel options to the Aspirus Hospital complex, stores and businesses along Stewart Ave., and serve portions of the city where the densities are highest for zero vehicle households and households below poverty. By expanding the service hours of select routes, the increase in annual operating costs is reduced. For example, adding one hour per day to three routes would cost approximately \$97,650 per year.

#### **Staffing Implications**

Expanding hours of service will provide opportunity for part-time drivers to work more hours or even full-time. The expansion may also require hiring additional drivers which may present a challenge in the

current workforce climate. It is important to note that a dispatcher/scheduler and driver supervisor must also be on duty during all hours of operation.

### **Rider Implications**

Assuming average ridership of five passengers per hour and the addition of one hour per day, Metro Ride's annual ridership would increase by approximately 8,575 one-way trips per year. A two-hour expansion per day would double those projections to approximately 17,150 trips. Expanding by 3.5 hours per day could increase ridership by 17,140 trips. This strategy would also address one of the top priorities for service improvements.

### **Cost Implications**

The projected operating costs per hour for 2023 is \$132.86. Expansion of seven routes by one hour each day of operation would cost approximately \$227,855 per year. Expanding by 3.5 hours per day would cost approximately \$797,492. Additional costs of approximately \$149.73 per hour for ADA paratransit service will also be incurred.

## **C2. Saturday Hours**

Metro Ride currently operates only on weekdays. Adding Saturday service would benefit the community by providing more options for shopping, entertainment and employment trips. These improvements are especially impactful for individuals who do not drive or do not have access to a vehicle.

Expanding all of the existing fixed route service to include Saturday hours for approximately six hours per day would require an increase in annual expenses and revenues. Assuming an average of 53 Saturdays per year, annual operating costs would increase by approximately \$49,291. Metro Ride would vehicles from its existing fleet to operate the service.

## **C3. Evening Microtransit Zones**

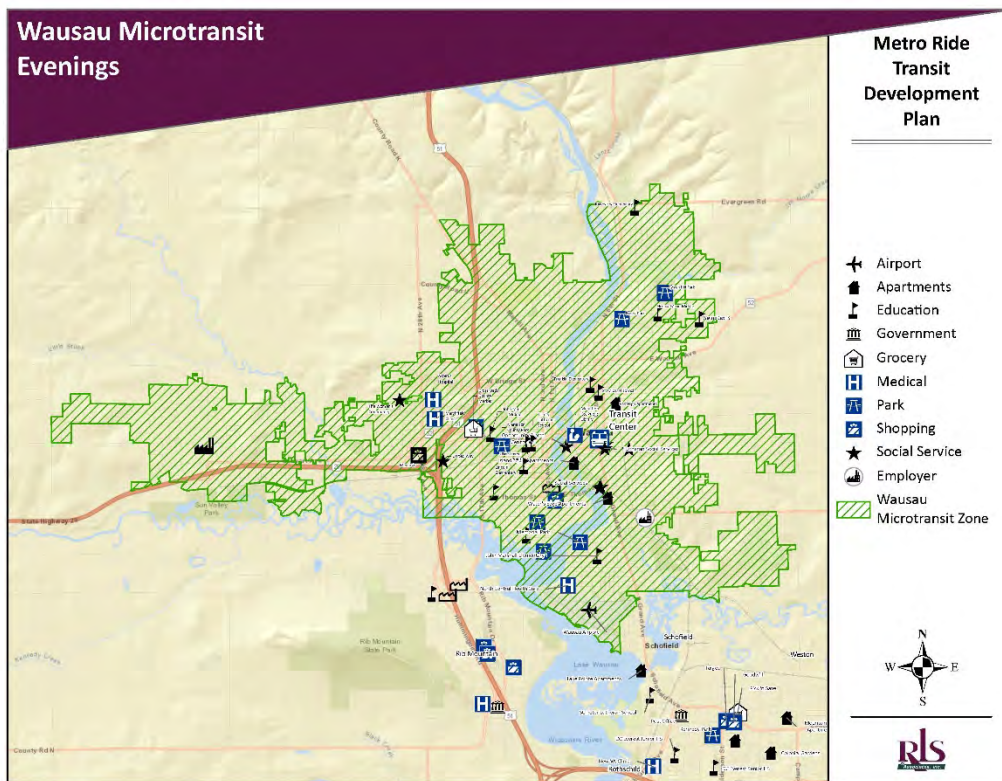
Microtransit service in this instance is a shared-ride transit service that is reserved in advance with short notice. The vehicle picks up the passenger at a virtual bus stop or the requested point of origin and drops them at or near the curb of the requested destination. The service area, or zone(s), can be defined as the entire city or portions of the city.

With identification of additional sustainable operating funds, microtransit would expand mobility and accessibility options in Wausau during evening hours. The advantage of operating microtransit service instead of fixed routes (Option C1) during the extended hours is that vehicles will not operate unless a trip has been requested. There is lower risk of vehicles operating with no passengers; however, costs for

the drivers' time are still incurred while they are waiting to be dispatched and there is also a cost for the scheduler/dispatcher on duty.

Microtransit could provide on-demand transportation by accepting trip requests by phone from riders and then dispatching a vehicle to pick up the passenger to take them to their destination within the service area boundary. All trips will be shared-rides, meaning the vehicle may be shared by multiple passengers. Wheelchair accessible vehicle will be available and service is open to the general public.

Metro Ride's paratransit vehicles could support the microtransit service, depending on the scale of service to be implemented. Additional drivers would need to be hired. A larger scale effort (such as citywide) would require Metro Ride to hire additional drivers or contract service to a third party. If Metro Ride opts to operate the service in-house, it may contract with a third-party for the technology to schedule trips through an app in addition to having an option to phone in a trip request.



Microtransit zones can be set up with pick up points where the passenger requesting the trip would walk to the nearest pick-up point (also known as a virtual stop) and the vehicle will pick them up at a scheduled time (typically within 20 minutes to one-hour of the time the trip request is made) and take them to the destination within the geographic zone.

Alternatively, the service can be designed to pick up passengers at the origin of their request within the zone and drop them off at their destination within the zone. Regardless of how the pick-ups are structured, all rides will be shared-rides and scheduled with the potential of multiple passengers sharing a ride.



### **Staffing Implications**

Similar to alternative C1, expanding the daily hours of operation will require hiring additional drivers or contracting with a third-party operator which may present a challenge in the current workforce climate. It is important to note that a dispatcher/scheduler and driver supervisor must also be on duty during all hours of operation. The number of additional drivers will depend on the number of vehicles in operation. It is recommended that Metro Ride start with an expectation of two drivers per microtransit zone.

### **Rider Implications**

Assuming an average of three trips per vehicle per hour and four vehicles operating an additional 3.5 hours per weekday, Metro Ride ridership would increase by 10,284 trips.

### **Cost Implications**

Assuming the projected operating costs per hour for 2023 is \$132.86. The expansion 3.5 hours per weekday using four vehicles is \$455,710 per year. Additional costs of approximately \$149.73 per hour for ADA paratransit service will also be incurred.

## **C4. Employer Option for Wausau West Industrial Park**

The Wausau West Industrial Park is located at 72<sup>nd</sup> Avenue, within the city but outside of Metro Ride's current fixed route service area. Several employers in the Industrial Park have indicated that transportation is a barrier to employees who do not have reliable or consistent access to a vehicle. The lack of affordable and reliable transportation options also limits the workforce for employers in the industrial park, many of which are already struggling to restore the workforce to pre-COVID levels.

Private transit services, which is cost prohibitive for daily use or Wisconsin Automotive and Truck Education Association (WATEA) are currently the only transit options available for employees of the industrial park businesses that do not drive. WATEA is a non-profit organization that offers two options for transportation to the industrial park. Wheels to Work started in 2010 and has helped more than 300 clients with low incomes obtain or repair a vehicle so they can get or keep a job. Qualifying applicants receive affordable loans with payment plans so they can fix their current vehicle or obtain a new-to-them vehicle from WATEA's donated vehicle inventory. The Wheels to Work program is a key part of Marathon County's community service system. WATEA also manages the Commute2Careers (C2C) program which provides a regional employment shuttle available to new employees who lack reliable transportation when starting a job. The program will provide up to 12 weeks of rides to and/or from the workplace for just \$5 per trip. Riders who reserve two trips per day for five days get a discounted rate of \$40 per week. The WATEA program is a significant asset to the eligible clients but does not solve the transportation challenges for non-eligible riders.



It is recommended that Metro Ride explore developing a third-party agreement with a private and/or non-profit transportation provider to pick up Metro Ride passengers at a designated transfer point near Crossroads County Market (220 18<sup>th</sup> Avenue) and transport them to their destination within the geographic boundaries established for the service area. The boundaries will include the industrial park and could be expanded to also include Rasmussen University. Passengers would schedule their transfer to the third-party operator through Metro Ride if Metro Ride establishes such an agreement with the third-party provider.

#### **Staffing Implications**

Contracting with a third-party provider does not require Metro Ride to directly hire additional drivers but it would impose additional administrative and recordkeeping responsibilities on Metro Ride's existing staff. Those costs should be included in the fully allocated cost agreement established with the provider.

#### **Rider Implications**

The option expands the transportation opportunities for Wausau residents but ridership projections would vary based on demand from employees and employers. If employers participate in an incentive program by offering subsidized fares for employees, ridership is likely to improve.

#### **Cost Implications**

Projected costs for this recommendation will depend on the number of trips scheduled for the third-party operators and the operating costs for providing those trips. If this alternative is selected, Metro Ride will issue a Request for Proposals to evaluate potential costs. The costs could be structured so that the passenger pays a portion of the fare and the remaining costs are covered by grant funding and/or employer contributions. For example, if a taxi provider could operate a 5-mile trip for \$8, grant and employer contributions could cover \$6 of the trip and the passenger would be responsible for the remaining balance. In this way, Metro Ride and the employer can establish the budget for the program based on projected demand and utilization.

Public transit systems in many small cities are partnering with private or non-profit transportation providers to address challenges with access to specific geographic areas that are not suitable for fixed route. In Columbia, South Carolina, for example, the public transit system has partnered with a private on-demand transportation company for trips to grocery stores that offer fresh produce. The transit system uses local tax revenue funds to supplement the cost of the trip. The average cost to the transit system is approximately \$2 to \$3 per trip and the passenger pays the balance which is also approximately \$3.

## SUMMARY

The Scenario 1 alternatives focus on enhancements to service within the city of Wausau. Except for technology, each option requires additional funding to be derived from Federal, state, and local sources. Funding for technology improvements will be covered 100 percent by Federal CARES Act dollars. The CARES Act dollars are a one-time grant opportunity for Metro Ride.

Service expansion recommendations range in price and ridership impact. While expanding fixed route weekday hours of service could be done incrementally with as little as one hour per day for each route, the option to provide evening service with microtransit zones is likely to be more impactful for riders if it is implemented to run between 6:30 PM and 10:00 PM (3.5 additional hours per day). Estimates for microtransit ridership can be refined in the final report if these options are desired for implementation.

A summary of potential costs and revenue associated with annual implementation and maintaining the alternatives is provided in the following table. Expenses are based on projected Metro Ride costs and revenue are estimated based on historic trends or potential new partnerships.

Summary of Operating Expenses and Revenues Scenario 1

	2021	2022	2023	2024	2025	2026
OPERATING, MAINTENANCE, ADMIN. EXPENSE	Budget	Budget	Projected	Projected	Projected	Projected
Vehicle Operations	\$2,114,519.27	\$2,135,769.01	\$2,199,842.08	\$2,265,837.34	\$2,333,812.46	\$2,403,826.84
Paratransit Services	\$216,994.51	\$200,615.77	\$206,634.24	\$212,833.27	\$219,218.27	\$225,794.82
Vehicle Maintenance	\$390,263.72	\$416,597.56	\$429,095.49	\$446,259.31	\$459,647.09	\$473,436.50
Non-Vehicle Maintenance	\$201,461.63	\$240,231.78	\$247,438.73	\$254,861.90	\$262,507.75	\$270,382.98
General Administration	\$778,999.82	\$795,524.68	\$819,390.42	\$843,972.13	\$869,291.30	\$895,370.04
Contract Expense (s.85.205 ADA Funds)	(\$34,108.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)
CARES Act Funds	(\$425,000.00)					
<b>Subtotal Existing Expenses</b>	<b>\$3,243,130.95</b>	<b>\$3,752,059.80</b>	<b>\$3,865,721.96</b>	<b>\$3,987,084.95</b>	<b>\$4,107,797.87</b>	<b>\$4,232,132.17</b>
<b>SCENARIO 1 EXPANSIONS AND IMPROVEMENTS</b>						
Real Time Bus Location, APC, Annunciators, Bus Stop Database			\$ 970,000.00			
New Fare Media				\$ 5,000.00		
Fare Collection Technology (replace existing fareboxes)			\$ 600,000.00			
Expand Service Hours one hour/day			\$ 227,855.00	\$ 227,855.00	\$ 227,855.00	\$ 227,855.00
Evening Microtransit Zone (3.5 hours/day with 4 vehicles)			\$ 455,710.00	\$ 455,710.00	\$ 455,710.00	\$ 455,710.00
Bus Shelters staff			\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
Bus Shelters structures			\$ 30,000.00		\$ 10,000.00	
First/Last Mile Option (Industrial Park, College)			\$ 312,000.00	\$ 312,000.00	\$ 312,000.00	\$ 312,000.00
Saturday Service (6 hours/day) All Routes			\$ 295,746.00	\$ 295,746.00	\$ 295,746.00	\$ 295,746.00
<b>TOTAL EXPENSES (Current plus New)</b>	<b>\$3,243,130.95</b>	<b>\$3,752,059.80</b>	<b>\$6,767,032.96</b>	<b>\$5,293,395.95</b>	<b>\$5,419,108.87</b>	<b>\$5,533,443.17</b>
<b>TOTAL REVENUE</b>						
	Budget	Budget	Estimated	Estimated	Estimated	Estimated
Federal Operating Assistance + State Operating Assistance s. 85.20	\$1,100,439.29	\$2,063,632.89	\$3,721,868.13	\$2,911,367.77	\$2,980,509.88	\$3,043,393.74
American Recovery Act Funds (Technology)						
American Recovery Act/WisDOT funds (Farebox Replacement)						
Federal Capital Assistance (Maintenance)	\$0.00	\$ -				
Marathon County Surcharge	\$0.00	\$ -				
State Elderly and Disabled - S85.21	\$73,008.31	\$ 64,286.10	\$73,008.31	\$73,008.31	\$73,008.31	\$73,008.31
Public Charges for Service (Fares)	\$259,206.24	\$ 237,843.06	\$261,798.30	\$267,034.27	\$269,704.61	\$272,401.66
Advertising Revenue	\$15,538.27	\$ 50,106.93	\$ 15,539.27	\$ 15,540.27	\$ 15,541.27	\$ 15,542.27
Paratransit Services	\$12,207.50	\$ 11,520.00	\$ 12,329.58	\$ 12,329.58	\$ 12,329.58	\$ 12,329.58
Intergovernmental Charges (Wausau School District)	\$12,488.20	\$ 11,900.52	\$ 12,488.20	\$ 12,488.20	\$ 12,488.20	\$ 12,488.20
Miscellaneous Revenue	\$0.00	\$ -				
ARPA Funds						
Employer Contributions for first/last mile			\$312,000.00	\$312,000.00	\$312,000.00	\$312,000.00
General Property Tax (City of Wausau)	\$889,891.72	\$1,312,770.30	\$2,358,001.18	\$1,689,627.55	\$1,743,527.02	\$1,792,279.42
<b>TOTAL REVENUE</b>	<b>\$3,243,130.95</b>	<b>\$ 3,752,059.80</b>	<b>\$ 6,767,032.96</b>	<b>\$ 5,293,395.95</b>	<b>\$ 5,419,108.87</b>	<b>\$ 5,533,443.17</b>
		16%	80%	41%	2%	2%
<b>Revenue Shortfall</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## SCENARIO 2: PUBLIC TRANSIT SERVICE INTO RIB MOUNTAIN, ROTHSCHILD, AND WESTON/SCHOFIELD

The following alternatives present options to expand the Metro Ride service area beyond Wausau city limits to Rib Mountain, Rothschild, Schofield, and Weston. An expansion would address the top priority indicated by riders and the general public. Expanding service would also require additional funding.

### **A. Route G - Connection to Rib Mountain**

The option to create a Rib Mountain route that connects with Route G at The Crossroads Country Market area and operates into Rib Mountain would serve the primary existing service area of Metro Ride's Route G and extend new fixed route service to Rib Mountain. The route is described below and depicted in Exhibit 1. The Rib Mountain route would meet Route G near the Crossroads Country Market where passengers have the option to transfer.

With the demolition of the Wausau Center Mall in May/June of 2021, Wausau residents were left with minimal in-person shopping areas within the city limits. However, in Rib Mountain, shopping areas have increased dramatically over the past few years with the addition of such outlets as Old Navy, Hobby Lobby, Old Navy, TJ Maxx, Best Buy, Sam's Club, and Walmart Supercenter to name a few. Numerous restaurants can also be found in Rib Mountain, as well as a DMV Service Center for Marathon County. Although on-line shopping has increased dramatically over the past few years, many people still enjoy in-person shopping. This route alternative would expand shopping options for Metro Ride riders, including access to the area's most affordable options for groceries and retail.

The passenger survey completed between October 18-21, 2021, identified that the second highest rated desire was for service to be expanded outside Wausau into neighboring communities. To the questions "How often would you like to travel outside of Wausau but do not have a ride," 20 respondents said weekly, 23 indicated 2-3 times a week, while 16 said daily. In total, 49 percent of respondents desire regular service outside Wausau for their needs. Moreover, the 2018 Transportation Development Plan (TDP) indicated in a passenger survey of 485 respondents that the number two service improvement desired was "service to other communities" (39%).

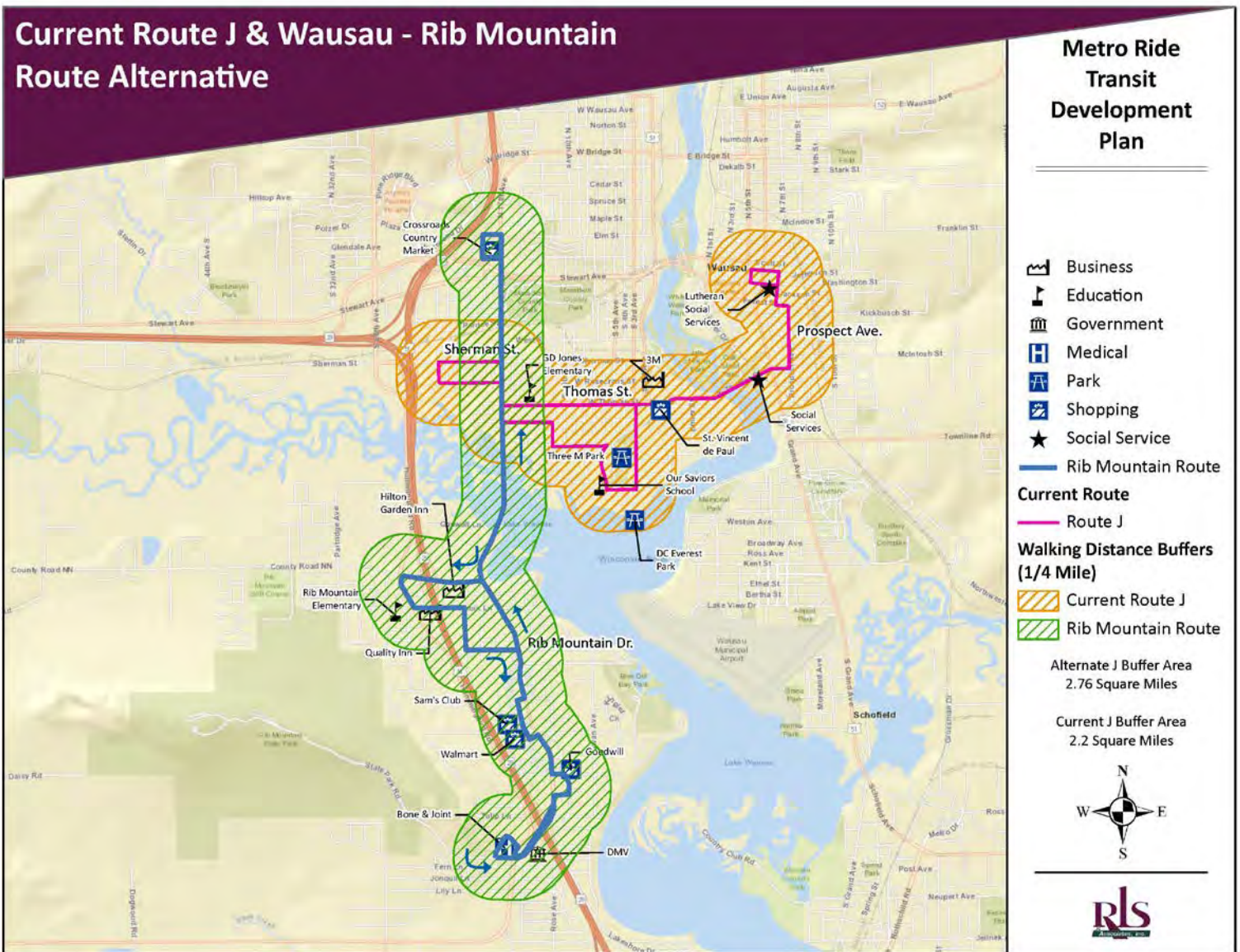
### **Funding Partnership Requirement with Neighboring Jurisdictions Receiving Transit Service**

For this alternative to be implemented, Rib Mountain must establish a funding partnership with Wausau through a Memorandum of Agreement. State of Wisconsin Statute 66.1021(12) prevents a city transit system from providing service outside its municipal boundaries without funding from the neighboring jurisdiction its system serves.

The funding partnership would identify the method of cost sharing. It is recommended that the two communities share costs based on the percentage of revenue miles within each jurisdiction. For example, since the new Rib Mountain Extension Route would operate a total of approximately 7.2 miles of which 1.7 miles are within Wausau city limits and 5.5 miles within Rib Mountain, then Wausau would pay for approximately 24 percent of the total cost of the fixed route service while Rib Mountain would pay 76 percent of the cost (minus passenger fares and Federal grant revenues).

To meet Americans with Disabilities (ADA) requirements, Rib Mountain would also be responsible for the cost of ADA complimentary paratransit service for individuals with disabilities that are unable to access the fixed route service due to a disability. Typically, paratransit operating miles are 20-25% of the total fixed route service provided. Paratransit mileage would fluctuate based on demand and an estimate of the annual mileage would be developed and agreed upon by both parties.

Exhibit 1: Current Metro Ride Routes J and G and Proposed Rib Mountain Extension



**Advantages**

This alternative meets nearly half of the current Metro Ride riders desire (identified in the October 2021 rider survey) for transit service outside of Wausau. The route alternative creates many more employment opportunities for Wausau residents. The DMV for Marathon County and many lower-cost shopping destinations are also located along this route alternative in the southern portion of Rib Mountain.



Rib Mountain will receive transit services that strengthen the local businesses' ability to hire, attract and retain employees that may live in Wausau with dependable transportation via Metro Ride, as well as giving its residents without sufficient mobility options to travel to and from Wausau and within its own jurisdiction. With rising fuel prices and inflation, it is anticipated that more residents may seek alternatives to their personal auto to save money. Likewise, employers on a bus route have access to a broader potential employee base. Based on U.S. Census data, approximately 7,819 residents would be within ¼ mile and 5,351 within ½ mile of the proposed service.

Finally, during the stakeholder interview process, one participant identified that "If it were available, the service would benefit young residents who need access to jobs or after school activities and international students attending technical college who need transportation during evenings and on weekends." This need would be more extensively met if Metro Ride service hours were expanded during the evenings past 6:30 PM (Scenario 1).

#### **Disadvantages**

The primary challenge is the development of an acceptable funding partnership between Wausau and Rib Mountain, which includes identifying new funding to support the route extension into Rib Mountain.

#### **Staffing Implications**

The service expansion would require one to three additional drivers for fixed route and ADA paratransit service.

#### **Rider Implications**

The alternative is estimated to operate with seven passengers per hour, five days per week. Approximately 20,580 one-way rides would be provided per year.

#### **Cost Implications**

Projected costs for this route are based on the projected 2023 hourly operating cost of \$132.86. With 2,940 hours per year, the total operating cost is estimated at \$390,608 for a fixed route operating 12 hours per day between Crossroads Country Market and the Bone & Joint Clinic in Rib Mountain as depicted in Exhibit 1. Additional ADA complementary paratransit service cost of approximately 149.73 per hour would need to be estimated in addition to fixed routes. Paratransit services and can be estimated based on expected demand. Assuming the new route will require 4 hours per day paratransit service, the cost of ADA paratransit would be \$146.735.

Total fixed route and ADA paratransit costs are estimated at approximately \$537,343.

**Revenue Scenario**

As previously noted, the costs for public transit service are covered by a combination of Federal, State, and Local revenue plus passenger fares. The total cost listed above represents the total operating cost for the new route (not including ADA paratransit service) and that cost would be shared across Federal, State, and local share. Passenger fare revenue also accounts for a portion of the revenue. The local share would need to be provided through an agreement between Rib Mountain and Wausau. It is recommended that the local share be divided based upon the number of miles operated in each community. Federal and State funding would be split as it is applied to all Metro Ride services. A scenario for the cost breakdown across revenue source is provided below for illustrative purposes. Numbers and percentages are estimates.

New Rib Mountain Route Revenue Breakdown Scenario (Estimated costs and percentages)

Estimated Total Annual Fixed Route and Paratransit Operating Cost	=	\$	<b>537,343.00</b>
<hr/>			
Federal and State Revenue Sources (60%)	=	\$	322,405.80
Local Funds (30%)	=		
		from Wausau (24%)	= \$ 38,688.70
		from Rib Mountain (76%)	= \$ 122,514.20
Passenger Fare Revenue (9%)	=	\$	48,360.87
*Other (1%)	=	\$	5,373.43

\* If a third party is identified, a minor portion of the local share (one percent or more) may also be provided through a contract with the third party. For example, if a local business or human service agency in Rib Mountain recognizes the benefit of public transit for its consumers, that business may also contribute to the cost of service in exchange for the benefits it receives from public transit service.

**B. Rib Mountain Hybrid On-Demand Microtransit and Point Deviation**

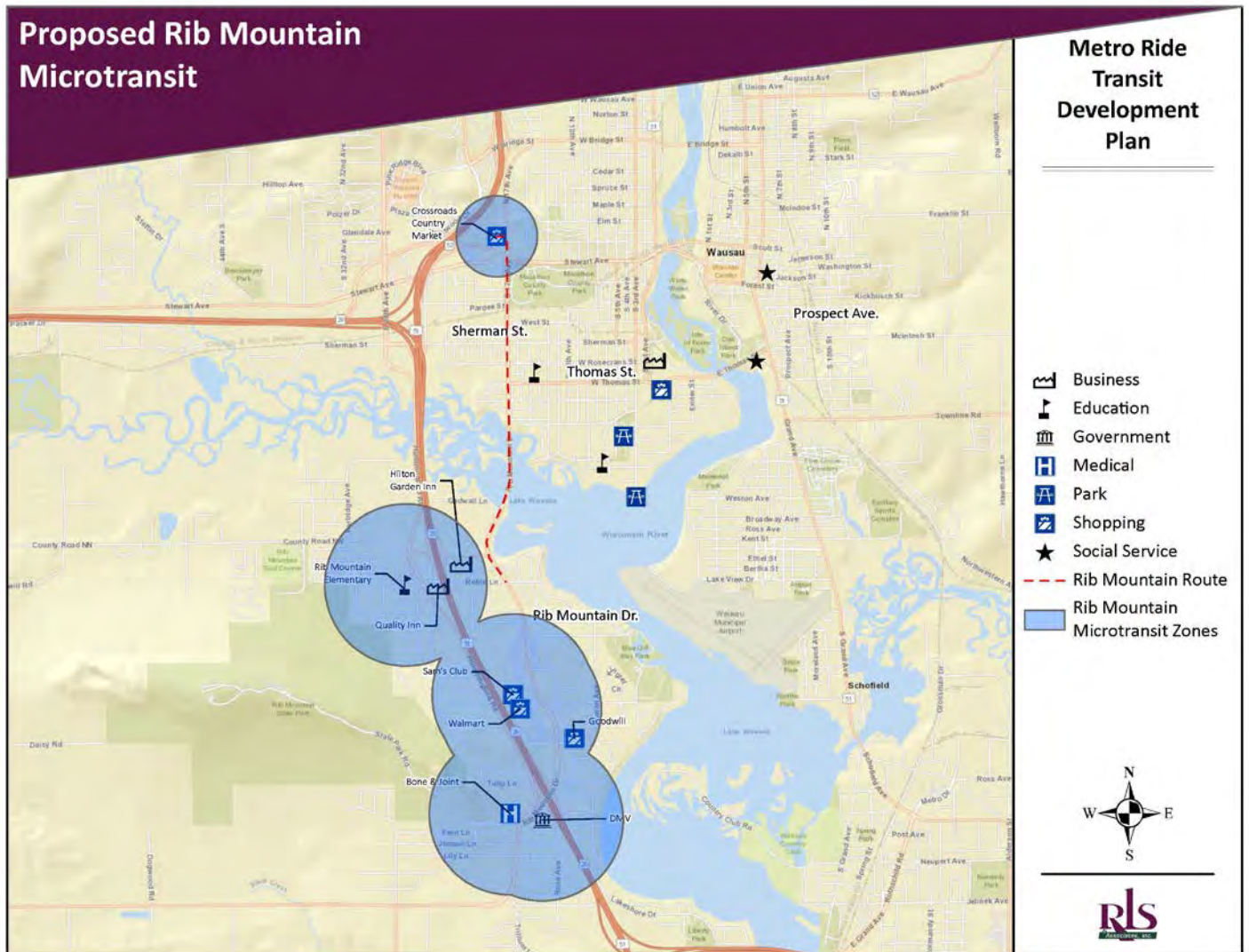
An alternative to fixed route service in Rib Mountain is a hybrid microtransit service using a point deviation route with designated time points at key destinations and a connection to Metro Ride fixed Routes (Route G). This option eliminates the requirement for ADA paratransit service, however, demand for ridership may still require multiple vehicles.

A 25-passenger (or similar) wheelchair accessible transit vehicle would travel along the designated route between Crossroads Country Market and Robin Lane in Rib Mountain. After it enters Rib Mountain, the vehicle would not operate on a fixed route but would have scheduled stops at the major destinations (including Walmart, Sams Club, and, on weekdays, the Bone and Join Clinic, Rib Mountain Elementary, and the DMV). In addition to its scheduled stops, the vehicle will also deviate within a ½ mile radius of the



bus stop to pick up or drop off passengers at requested destinations within the service zones. Passengers may call to request the vehicle picks them up at a specific location within the service zones or they have the option to walk to the nearest scheduled time point and board without a reservation. The On-Demand Curb2Curb option offers a hybrid of scheduled bus service and microtransit options for passengers. The bus does not travel on a set route but does stop at pre-determined time points. The schedule of when the bus will stop at the time points will be published. Connections with Route G at Cross Roads Country Market will occur at least once per hour.

Exhibit 2: Rib Mountain Hybrid On-Demand Microtransit and Point Deviation



### **Advantages**

The advantage of the hybrid model is that trip requests will need to be grouped around the scheduled timepoints which will help Rib Mountain and Metro Ride control costs even as demand for service grows. While passengers can call to request a trip, the trips will be grouped based on the time when the vehicle is scheduled to be in their area. With projected high demand for transportation in Rib Mountain, the hybrid model will force passengers to adjust their schedules slightly to accommodate the bus schedule rather than a more open microtransit option which could have vehicles running all over Rib Mountain strictly based on customer demand. With a point deviation service, Metro Ride is not obligated to offer ADA paratransit service so long as the vehicle is wheelchair accessible and will deviate to pick up any passenger within the established zone (of at least ¼ mile) from a designated time point.

### **Disadvantages**

There is potential for demand to quickly exceed capacity for a microtransit service in Rib Mountain. If demand exceeds resources, passengers will not be satisfied with extended wait times or lack of availability to get a ride when they want it. If demand increases beyond the capacity for the assigned vehicle(s), Rib Mountain and Metro Ride should consider transitioning to a fixed route using a larger transit bus (such as in Scenario 2.A). Alternatively, it could purchase microtransit vehicles that are larger than the existing Metro Ride paratransit vehicles (8 passenger) but smaller than a large transit bus. Optional vehicles could have up to 24 seats. The disadvantage is that if microtransit is not successful, Metro Ride will have vehicles that are not appropriate for the other services it offers and they would no longer have a use for the vehicles. The fixed route option will be the most economical choice because it requires fewer drivers and vehicles.

### **Staffing Implications**

One to three additional drivers would be needed for the expansion.

### **Rider Implications**

The alternative is estimated to operate with five passengers per hour, five days per week. Approximately 14,700 one-way rides will be provided per year. This alternative is projected to have lower ridership than the fixed route option (which estimates about 20,000 rides per year) because the vehicle will be deviating to pick up people at the curb and will not have the time to make as many stops as the schedule fixed route service.

### **Cost Implications**

Projected costs for this option are based on the Metro Ride projected 2023 hourly operating cost of \$132.86. With 2,940 hours per year, the operating cost is estimated at \$390,608 for the hybrid point deviation and microtransit service. An additional cost of \$40,000 is also included to support scheduling and dispatching for the on-demand service. The total cost is estimated to be \$430,608.

It is noted that the overall cost of Scenario 2.B. is less than Scenario 2.A because 2.B does not require ADA paratransit service. However, **Scenario 2.B will have more limited capacity and provide fewer trips. If an additional vehicle is needed to support demand for this mode of service in Rib Mountain, costs will quickly escalate to account for additional drivers and vehicles.**

**Revenue Scenario**

As previously noted, the costs for public transit service are covered by a combination of Federal, State, and Local revenue plus passenger fares. Rib Mountain and Wausau would share the cost of the on-demand service based upon the number of miles operated in each community. The exact cost sharing agreement would need to be negotiated. Initial recommendations are similar to the fixed route cost sharing percentages because the vehicle will spend most of its time in Rib Mountain.

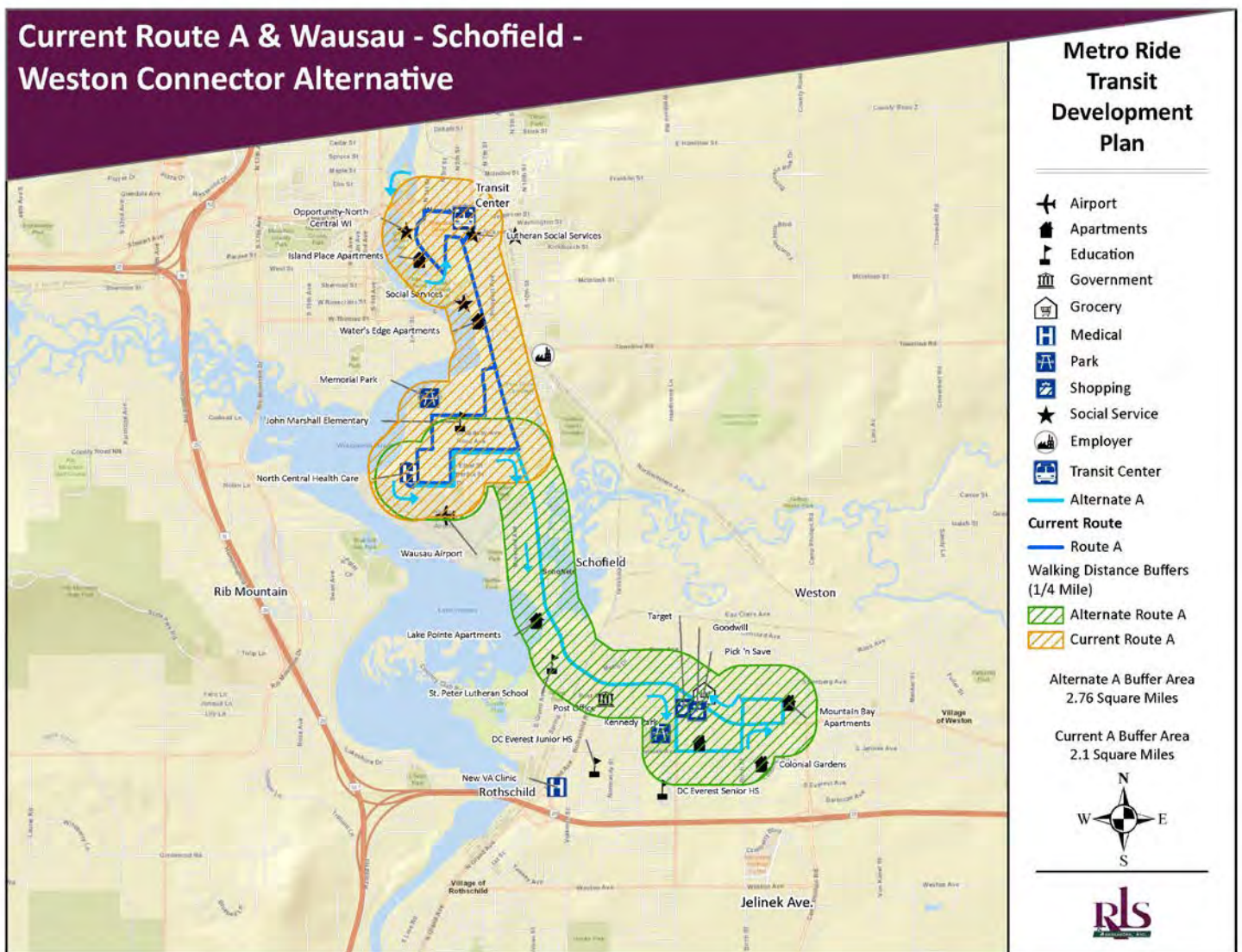
Estimated Total Annual Operating Cost	=	\$ 430,608.00
Federal and State Revenue Sources (60%)	=	\$ 258,364.80
Local Funds (30%)	=	
from Wausau (24%)	=	\$ 31,003.78
from Rib Mountain (76%)	=	\$ 98,178.62
Passenger Fare Revenue (9%)	=	\$ 38,754.72
*Other (1%)	=	\$ 4,306.08



**C. Route A Connection with Route into Schofield-Weston (Schofield-Weston Connector Route Alternative)**

This Schofield-Weston Connector Route alternative is designed to reinstitute service to much of the areas previously served but with more focus on attracting riders through convenient service to multi-house complexes. The proposed extension would connect with Route A at the North Central Health Care Center where passengers could transfer and complete their trip. The existing stop at North Central Health Care Center provides shelter and a safe waiting area.

Exhibit 3: Map of Route A with Connection to Schofield-Weston Alternative



**Advantages**

This alternative meets one of the top two Metro Ride rider and stakeholder priorities by expanding service into Schofield and Weston. The route would also provide access to major employers and shopping areas including Greenheck, Pick n-Save, Aldi, and Target.

In addition, as is evident from the demographic profiles, both Schofield and Weston having a significant number of adults aged 65 or older. Older adults and individuals with disabilities are highly likely to be regular transit riders. The two groups account for 16.10 percent and 7.6 percent in Schofield and Weston, respectively.

Furthermore, transit service would improve local access to affordable housing. The average rental cost in Schofield is about \$800 per month, which is more affordable than some other communities in the area. Weston also has a significant number of mobile homes, multiunit residential homes, and apartments along the proposed route corridor that are conducive to transit ridership in the Jalenek Avenue, Birch Street, and Mt. View Avenue areas for those desiring dependable transportation for work, shopping, or college.

Table 2: Key Demographics of Schofield and Weston, WI

Schofield	Schofield	Weston
Population	2,157	15,723
Square Miles	2.1	21.6
Median Household Income	\$48,654	\$77,388
Bachelor’s degree or Higher	18.10%	12.70%
65 years or older	17.10%	16%
Poverty rate (at or below)	21.70%	7.99%
Disability population	16.10%	7.60%
Auto ownership per household	2	2

Source: 2020 US Census and 2019 American Community Survey (ACS) estimate

The service provides employment opportunities for residents in Schofield, Weston, and Wausau in both directions. Furthermore, younger adults and older adults retraining for a new career can enhance mobility options for access to North Central Technical College in Wausau.

Another advantage to this service is that it could create a route connection with Rib Mountain which will be described later in this report. If a Rib Mountain-Weston Connector Route Alternative is implemented coupled with the Schofield-Weston Connector Route Alternative, it will form a complete loop and transit connection between Wausau, Rib Mountain, Weston and Schofield. This loop would significantly increase mobility options to most all desired destinations in the greater Wausau area for employment, shopping, educational, recreational, and social purposes.

**Disadvantages**

New fixed route service typically takes three to five years to reach its maximum ridership potential. With attractive and safe bus stops and shelters where stops are frequently used, over time the community will begin to see transit as a safe and reliable option for travel in and around the community. If a community is unwilling to be patient and enable the service to mature and be an integral asset to residents and businesses, the service may not withstand public scrutiny of its value in the first two to three years.

**Staffing Implications**

The expansion would require one or two additional part time Metro Ride operators if it operates on a reduced schedule (i.e., only at peak hours).

**Rider Implications**

The alternative is estimated to operate with five passengers per hour, five days per week, 10 hours per day. Approximately 14,700 one-way rides provided per year.

**Cost Implications**

Projected costs for this route are based on the 2023 hourly operating cost of \$132.86. With 2,450 hours per year, the operating cost is estimated at \$325,507 for fixed route service. There is also an additional cost for ADA paratransit service in this model of \$149.73 per hour. Assuming four hours per day of paratransit service (which could grow to as much as 12 hours per day), the total cost for paratransit would be an additional \$146,735. The total cost for the scenario is estimated to be \$472,242.

**Revenue Scenario**

As previously noted, the costs for public transit service are covered by a combination of Federal, State, and Local revenue plus passenger fares. Schofield, Weston and Wausau would share the cost of the route based upon the number of miles operated in each community.

Wisconsin requires Schofield and Weston to be funding partners with Metro Ride, as was previously done, in order for Metro Ride to serve the communities with fixed route service. A funding partnership between Schofield, Weston, and Wausau would specify the method of cost sharing. Many systems opt to share in funding for new service provided like this by calculating the percentage of revenue miles within each jurisdiction and paying its portion of the total cost of the route that services multiple cities.

Estimated Total Annual Operating Cost	=	\$ 472,242.00
Federal and State Revenue Sources (60%)	=	\$ 283,345.20
Local Funds (30%)	=	
from Wausau (24%)	=	\$ 34,001.42
from Schofield & Weston (76%)	=	\$ 107,671.18
Passenger Fare Revenue (9%)	=	\$ 42,501.78
*Other (1%)	=	\$ 4,722.42

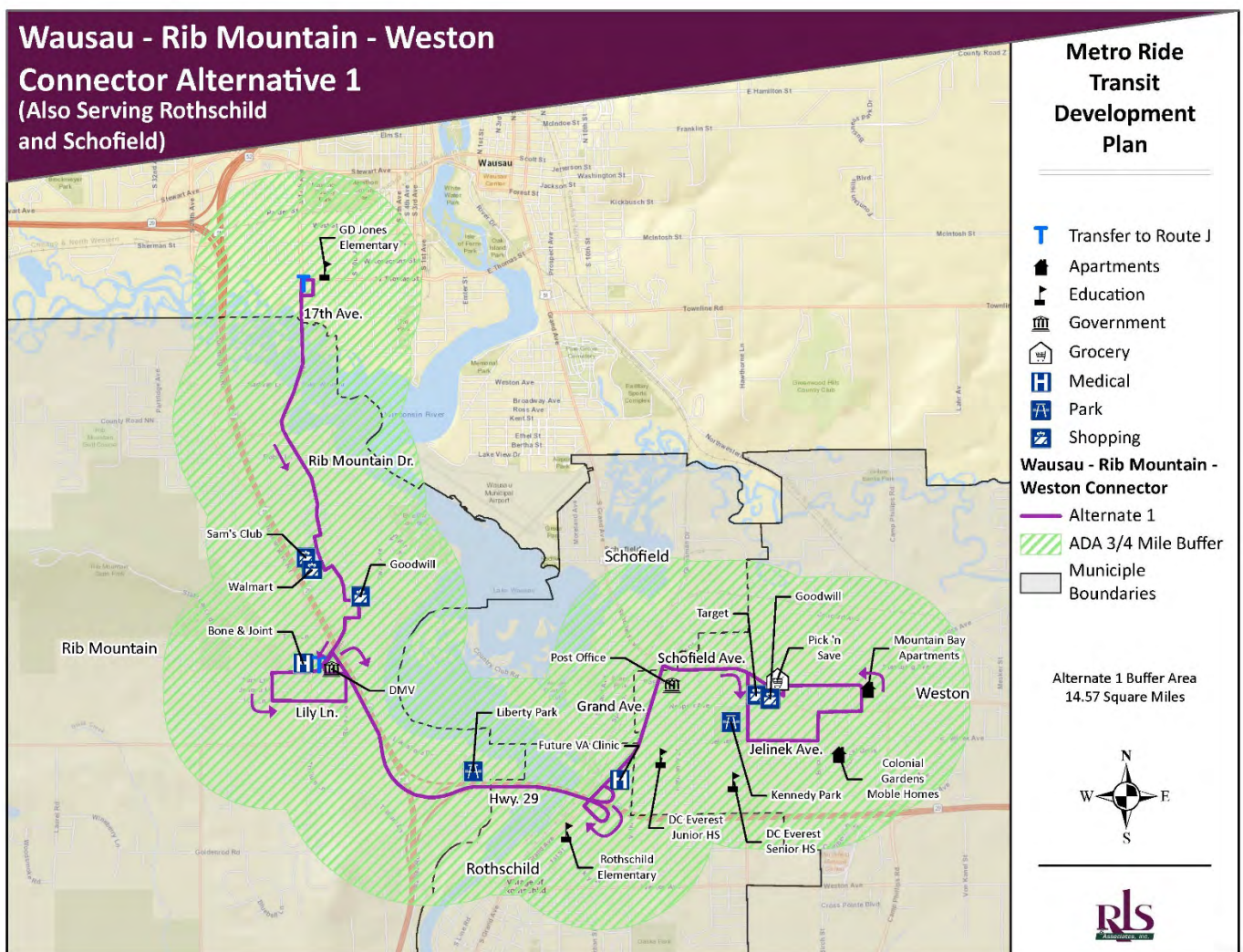


### D.1. Rib Mountain and Weston Connector Alternatives

Based on feedback from stakeholder interviews, there was interest among some participants for route alternatives to connect Rib Mountain and Weston. Survey results also indicate a strong pattern of travel needs between the two communities.

This alternative provides enhanced mobility for shopping, employment, social, and overall connectivity throughout the greater Wausau area with direct service between Rib Mountain and Weston.

Exhibit 4: Rib Mountain Connector Route Alternative 1



### **Advantages**

The Rib Mountain-Weston Connector Route Alternative 1 shown in Exhibit 6 below would provide enhanced mobility options for many residents. This alternative includes portions of Schofield and Rothschild whose jurisdictions border this route corridor. Furthermore, if the Schofield-Weston Route that includes service between Wausau (Route A connection), Schofield, and Weston is implemented, the Rib Mountain-Weston Alternative 1 would create a full circle of mobility options for this geographic area. Smaller buses that are less expensive than larger, heavy-duty buses could be used to provide this connector service.

This alternative would also provide a connection predominantly for Wausau, Rib Mountain and Weston residents needing services at the VA Clinic in Rothschild. The clinic is expected to offer services for vision, hearing, and dental work. According to data from the American Community Survey (ACS) from 2015-2019, it is estimated that 389 (3.1%) veterans reside in Rib Mountain, 2,559 (6.7%) in Wausau, and 1,077 (4.8%) in Weston for a total of 4,025 residents – a significant population group in the area that could benefit greatly to access to VA Clinic medical services.

NOTE: If the Rib Mountain alternative is implemented, then the Rib Mountain-Weston Alternative 2 would be most appropriate to prevent duplication or overlap of routes as it already provides service from Route J to the DMV Office in Rib Mountain.

### **Disadvantages**

As described previously, a funding partnership in the form of a Memorandum of Agreement (MOA) would have to be executed by all jurisdictions agreeing to implement such a service under State of Wisconsin requirements. The agreement would also require financial commitments on ADA paratransit requirements. Specialized services (vans, taxis or other) must be provided for persons with disabilities who cannot access bus stop locations.

### **Staffing Implications**

The expansion would require an additional part time Metro Ride operator, at minimum, if it operates on a reduced schedule (i.e., only at peak hours).

### **Rider Implications**

The alternative is estimated to operate with three passengers per hour, five days per week, 10 hours per day. Approximately 7,350 one-way rides provided per year.

### **Cost Implications**

Projected costs for this route are based on the 2023 hourly operating cost of \$132.86. With 2,450 hours per year, the operating cost is estimated at \$325,507 for fixed route service. There is also an additional cost of approximately \$149.73 per hour for ADA paratransit service in this model. Assuming the route



could require four hours per day of paratransit service, the total cost would increase to \$472,242 per year.

**Revenue Scenario**

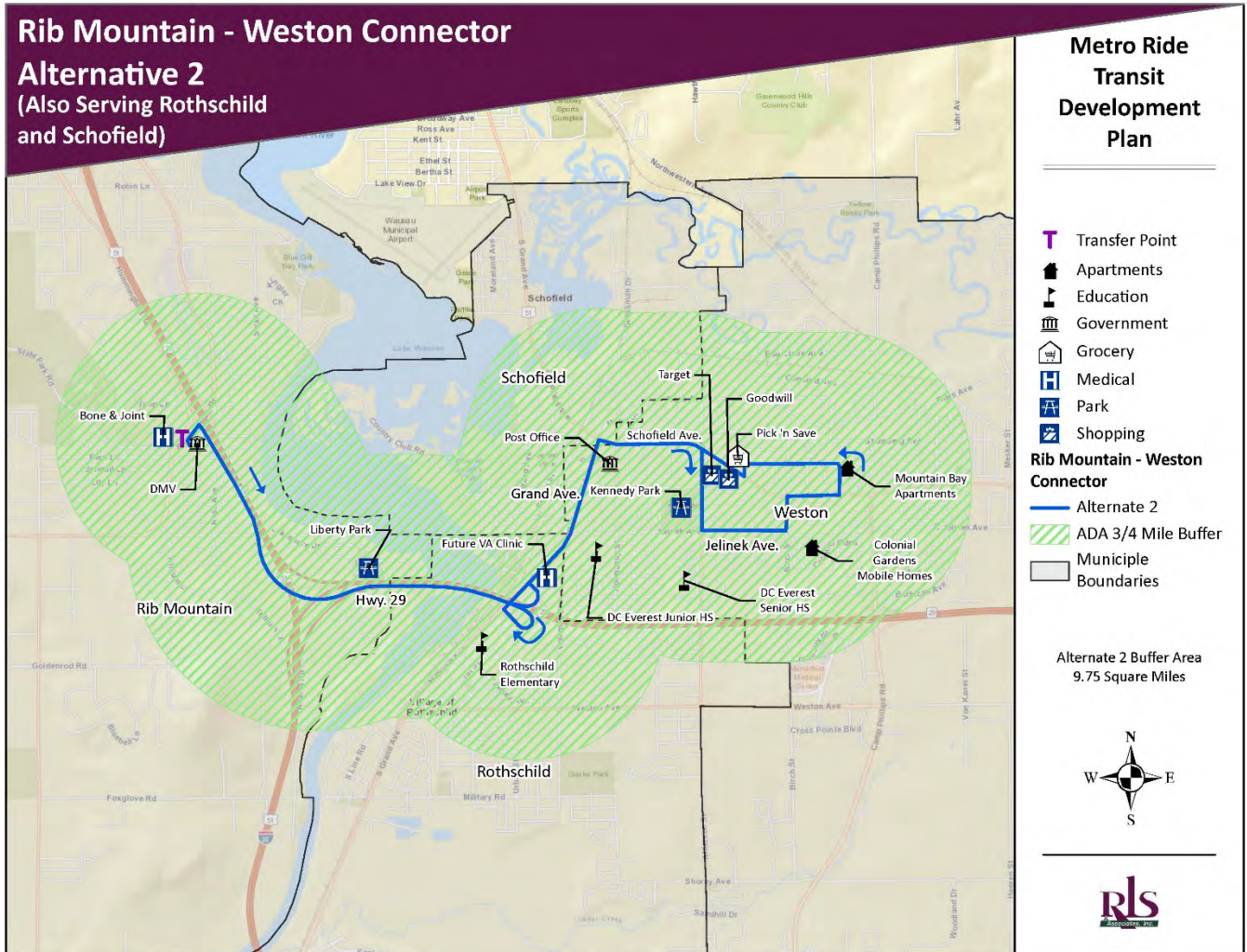
As previously noted, the costs for public transit service are covered by a combination of Federal, State, and Local revenue plus passenger fares. Rib Mountain and Weston would establish a cost sharing agreement based on passenger miles operated within each community. An example scenario is provided below for illustration. Exact percentages and amounts would need to be defined prior to implementation.

Estimated Total Annual Operating Cost	=	<b>\$ 472,242.00</b>
Federal and State Revenue Sources (60%)	=	\$ 283,345.20
Local Funds (30%)	=	
from Wausau (15%)	=	\$ 21,250.89
from Weston (30%)		\$ 42,501.78
from Rib Mountain (55%)	=	\$ 77,919.93
Passenger Fare Revenue (9%)	=	\$ 42,501.78
*Other (1%)	=	\$ 4,722.42

**D.2. Rib Mountain-Weston Connector Route Alternative 2**

This alternative does not extend into Wausau itself but would rely on the Rib Mountain alternative route with service from Wausau to Rib Mountain (Route G connection). Thus, if Rib Mountain service is not implemented, it would be of little advantage to residents of Rib Mountain or Schofield and Weston.

Exhibit 5: Rib Mountain-Weston Connector Route Alternative 2



**Advantages**

Similar to Rib Mountain – Weston Connector Route Alternative 1, this route would significantly improve non-auto mobility options between the communities for a variety of trip purposes for needs such as employment, shopping, medical, educational, and social purposes.

### **Disadvantages**

This alternative relies on implementation of the new service from Wausau to Rib Mountain. Without it, the service would only be from a small portion of Rib Mountain to Weston and not be highly productive in terms of ridership.

### **E. Schofield Microtransit Zone**

With the understanding that expanding transit services into communities where no service currently exists will take time and further consideration by the local officials, this option offers an alternative for Schofield in case Weston does not wish to implement public transit service. Popular destinations in Schofield and just outside the town line that would support demand response or microtransit service include Target, Pick-n-Save, ACE Hardware, and Greenheck.

With identification of additional sustainable operating funds, it is possible to expand transit services into Schofield with microtransit or demand response services rather than fixed route. The advantage of operating microtransit service is that vehicles will not operate unless a trip has been requested; however, it is important to note that costs for driver and scheduler labor will be incurred while the driver is waiting for a trip request. There is lower risk of vehicles operating with no passengers, and the service levels can be gradually expanded based upon demand. The microtransit service would involve dedicating a specific number of paratransit vehicles to Schofield. Such services are scheduled to pick up riders for trips within a geographic zone at a time requested by the rider.

The Schofield microtransit service zone will include the option for passengers to transfer to Route A at North Central Health Care in order to complete a trip into Wausau.

Microtransit could provide on-demand transportation by accepting trip requests by phone from riders and then dispatching a vehicle to pick up the passenger to take them to their destination within the service area boundary. All trips will be shared-rides, meaning the vehicle may be shared by multiple passengers. Wheelchair accessible vehicle will be available and service is open to the general public. It is possible that Metro Ride's paratransit drivers and paratransit vehicles could provide the microtransit service, depending on the scale of service to be implemented. If Metro Ride opts to operate the service in-house, it may either purchase technology or contract with a third-party for the technology to schedule trips through an app in addition to having an option to phone in a trip request.

### **Staffing Implications**

The expansion requires 1.5 additional Metro Ride operators. Service may warrant an additional small transit vehicle if a Metro Ride paratransit vehicle is not available.

**Rider Implications**

The alternative is estimated to operate with 2.5 passengers per hour, five days per week, 12 hours per day. Approximately 7,350 one-way rides provided per year.

**Cost Implications**

Projected costs for this service are based on the 2023 hourly operating cost of \$132.86. With 2,450 hours per year, the operating costs are projected to be approximately \$390,608. An additional cost of \$40,000 per year will be added to support the scheduler/dispatcher hours. This additional cost could be shared across multiple local communities if other microtransit services are implemented. Costs could be reduced if a non-CDL driver is hired to operate the service and smaller vehicles are used. Costs could also be reduced by limiting the hours of operation. Total estimated operating costs are \$430,608.

**Revenue Scenario**

The majority of service will be provided within Schofield and therefore costs will also be the responsibility of Schofield. It is recommended that partnerships with local businesses and medical facilities that will benefit from the service also develop with financial support (and multi-year commitments).

Estimated Total Annual Operating Cost	=	<b><u>\$ 430,608.00</u></b>
Federal and State Revenue Sources (60%)	=	\$ 258,364.80
Local Funds (30%)	=	
from Wausau (10%)	=	\$ 12,918.24
from Schofield (60%)		\$ 77,509.44
*Other (30%)	=	\$ 38,754.72
Passenger Fare Revenue (10%)	=	\$ 43,060.80

**SUMMARY**

Each alternative offers advantages and disadvantages associated with the level of service and convenience to the customer. The alternatives can be adjusted by modifying the daily hours of operation. For example, if certain connector routes operated only at peak hours, the annual operating costs would be appropriately reduced.

The Rib Mountain route connecting with Route G is projected to yield the highest ridership and therefore the most trips hour, mile, and dollar spent. Ridership on the other alternative routes is slightly lower due to the service area, mode of service, or reduced potential for demand. However, over time, ridership is likely to increase as more people become aware of the routes and start to ride. The projected operating characteristics are summarized below.

**Table 3: Summary of Estimated Total Annual Operating Parameters**

Service Component	Passenger Trips/Hour	Hours	Miles	Pass. Trips	Estimated Annual Operating Cost*
Route G Connect to Rib Mountain	7.0	2,940	23,667	20,580	\$537,343.80
Rib Mountain Hybrid Microtransit	5.0	2,940	23,667	14,700	\$430,608.40
Schofield Weston Connector	5.0	2,450	17,150	12,250	\$472,242.40
Rib Mountain Weston Connector	3.0	2,450	29,400	7,350	\$472,242.40
Schofield Microtransit Zone	2.5	2,940	TBD	7,350	\$430,608.40

\*Does not include paratransit for fixed route services.

The following table summarizes the total cost of implementation if all options in Scenario 2 are selected. The table also indicates the significant revenue shortfall that would need to be recovered through partnerships with local municipalities and private businesses.

Summary of Expenses and Revenue Needed to Implement Scenario 2 in Total

	2021 Budget	2022 Budget	2023 Projected	2024 Projected	2025 Projected	2026 Projected
<b>OPERATING, MAINTENANCE, ADMIN. EXPENSE</b>						
Vehicle Operations	\$2,114,519.27	\$2,135,769.01	\$2,199,842.08	\$2,265,837.34	\$2,333,812.46	\$2,403,826.84
Paratransit Services	\$216,994.51	\$200,615.77	\$206,634.24	\$212,833.27	\$219,218.27	\$225,794.82
Vehicle Maintenance	\$390,263.72	\$416,597.56	\$429,095.49	\$446,259.31	\$459,647.09	\$473,436.50
Non-Vehicle Maintenance	\$201,461.63	\$240,231.78	\$247,438.73	\$254,861.90	\$262,507.75	\$270,382.98
General Administration	\$778,999.82	\$795,524.68	\$819,390.42	\$843,972.13	\$869,291.30	\$895,370.04
Contract Expense (s.85.205 ADA Funds)	(\$34,108.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)	(\$36,679.00)
CARES Act Funds	(\$425,000.00)					
<b>Subtotal Existing Expenses</b>	<b>\$3,243,130.95</b>	<b>\$3,752,059.80</b>	<b>\$3,865,721.96</b>	<b>\$3,987,084.95</b>	<b>\$4,107,797.87</b>	<b>\$4,232,132.17</b>
<b>SCENARIO 2 EXPANDED SERVICE AREA</b>						
Route G - Connection to Rib Mountain or Rib Mountain Hybrid Microtransit			\$ 537,303.80	\$ 548,049.88	\$ 559,010.87	\$ 570,191.09
Route A Connection with Schofield Weston Route w/ Paratransit			\$ 472,700.00	\$ 589,507.00	\$ 589,507.00	\$ 589,507.00
Rib Mountain and Weston Connector Alternatives			\$ 472,242.00	\$ 457,507.00	\$ 457,507.00	\$ 457,507.00
Schofield Microtransit Zone (12 hours/day)			\$ 430,608.00	\$ 390,608.00	\$ 390,608.00	\$ 390,608.00
<b>TOTAL EXPENSES (Current plus New)</b>	<b>\$3,243,130.95</b>	<b>\$3,752,059.80</b>	<b>\$5,778,575.76</b>	<b>\$5,972,756.82</b>	<b>\$6,104,430.74</b>	<b>\$6,239,945.26</b>
<b>TOTAL REVENUE</b>	<b>Budget</b>	<b>Budget</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>
Federal Operating Assistance + State Operating Assistance s. 85.20	\$1,100,439.29	\$2,063,632.89	\$3,178,216.67	\$3,285,016.25	\$3,357,436.91	\$3,431,969.89
American Recovery Act Funds (Technology)						
American Recovery Act/WisDOT funds (Farebox Replacement)						
Federal Capital Assistance (Maintenance)	\$0.00	\$ -				
Marathon County Surcharge	\$0.00	\$ -				
State Elderly and Disabled - S85.21	\$73,008.31	\$ 64,286.10	\$73,008.31	\$73,008.31	\$73,008.31	\$73,008.31
Public Charges for Service (Fares)	\$259,206.24	\$ 237,843.06	\$264,390.36	\$269,678.17	\$272,374.95	\$275,098.70
Advertising Revenue	\$15,538.27	\$ 50,106.93	\$ 15,539.27	\$ 15,540.27	\$ 15,541.27	\$ 15,542.27
Paratransit Services	\$12,207.50	\$ 11,520.00	\$ 12,329.58	\$ 12,329.58	\$ 12,329.58	\$ 12,329.58
Intergovernmental Charges (Wausau School District)	\$12,488.20	\$ 11,900.52	\$ 12,488.20	\$ 12,488.20	\$ 12,488.20	\$ 12,488.20
Miscellaneous Revenue	\$0.00	\$ -				
ARPA Funds						
General Property Tax (City of Wausau)	\$889,891.72	\$1,312,770.30	\$916,588.47	\$916,588.47	\$916,588.47	\$916,588.47
<b>TOTAL REVENUE</b>	<b>\$3,243,130.95</b>	<b>\$ 3,752,059.80</b>	<b>\$ 4,472,560.86</b>	<b>\$ 4,584,649.25</b>	<b>\$ 4,659,767.69</b>	<b>\$ 4,737,025.42</b>
Projected Revenue Increase		16%	19%	22%	2%	2%
<b>Revenue Shortfall (to be addressed through additional local match)</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>(\$1,306,014.90)</b>	<b>(\$1,388,107.57)</b>	<b>(\$1,444,663.05)</b>	<b>(\$1,502,919.84)</b>

### SCENARIO 3: OPPORTUNITIES FOR FIXED ROUTE EFFICIENCIES

Based on the project's teams initial and high-level perspective of the overall system, prior to rider surveys and community feedback, opportunities for cost savings within the fixed route structure are achievable and those savings could be reapplied to service improvements that are most desired by the riders and community. The fixed route service level (seven primary fixed routes operating on 30-minute frequencies) is high for Wausau's population of 39,994 (2020 US Census Data) compared to other communities of similar size. Scenario 3 alternatives are intended to sustain that high level of transit service while also identifying opportunities for cost savings that could be translated into service expansions. Potential service expansions may include adding hours to the current schedule for early morning or later evening trips, adding demand-response modes of service, or potentially expanding the service area coverage.

After a more detailed analysis, it was determined that four of the existing fixed routes (B and D serving the northeastern portion of the City and G and I serving the northeastern Wausau) could potentially be operated using two routes instead with a minimal decrease in service levels for the population living within a  $\frac{1}{4}$  and  $\frac{1}{2}$  mile of the service area. In other words, the changes would have minor negative impact to the vast majority of existing and potential transit riders. The impact felt by all riders, however, is a decrease in the frequency of buses. To achieve the service reduction, the frequency on each route would decrease from 30 minutes to 40 minutes. The ultimate impact on passengers would be five minutes added to the commute time per route direction (inbound and outbound from the Transfer Center), as well as a total of seven less round-trip options [from 24 to 17 round trips] on each fixed route over the course of each service day (Monday through Friday from 6:30 AM to 6:30 PM). In exchange, merging the routes would achieve operating cost savings for Metro Ride that could be applied to desired service improvements.

It is important to note that, with the implementation of a real-time bus information system utilizing Automated Vehicle Locator (AVL) technology and a customer-facing App prior to these potential route changes, Metro Ride would be able to enhance the riders' experience by enabling all passengers with access to the internet (smart phone, tablet, or computer) to know precisely when the bus would arrive at their bus stop location. Employing this technology removes any guesswork and uncertainty of the bus arrival as it is typically within a few seconds of being accurate. Riders during inclement or cold weather would not have to leave their temperature controlled indoor environment until just prior to projected bus arrival time. Passengers without access to the internet will need to rely on printed bus schedules which have proven to be confusing in the past compared to the current 30-minute frequency schedule which is easy to remember. Ridership could decline if schedules are confusing or not user-friendly.

To ensure that all buses maintain the same arrival time at the Transfer Center in the current "pulse system" manner, it is necessary for the remaining three routes (A, H, and J) to also be altered slightly by



lengthening to also have a 40-minute frequency. All of the following alternatives will be described in this report:

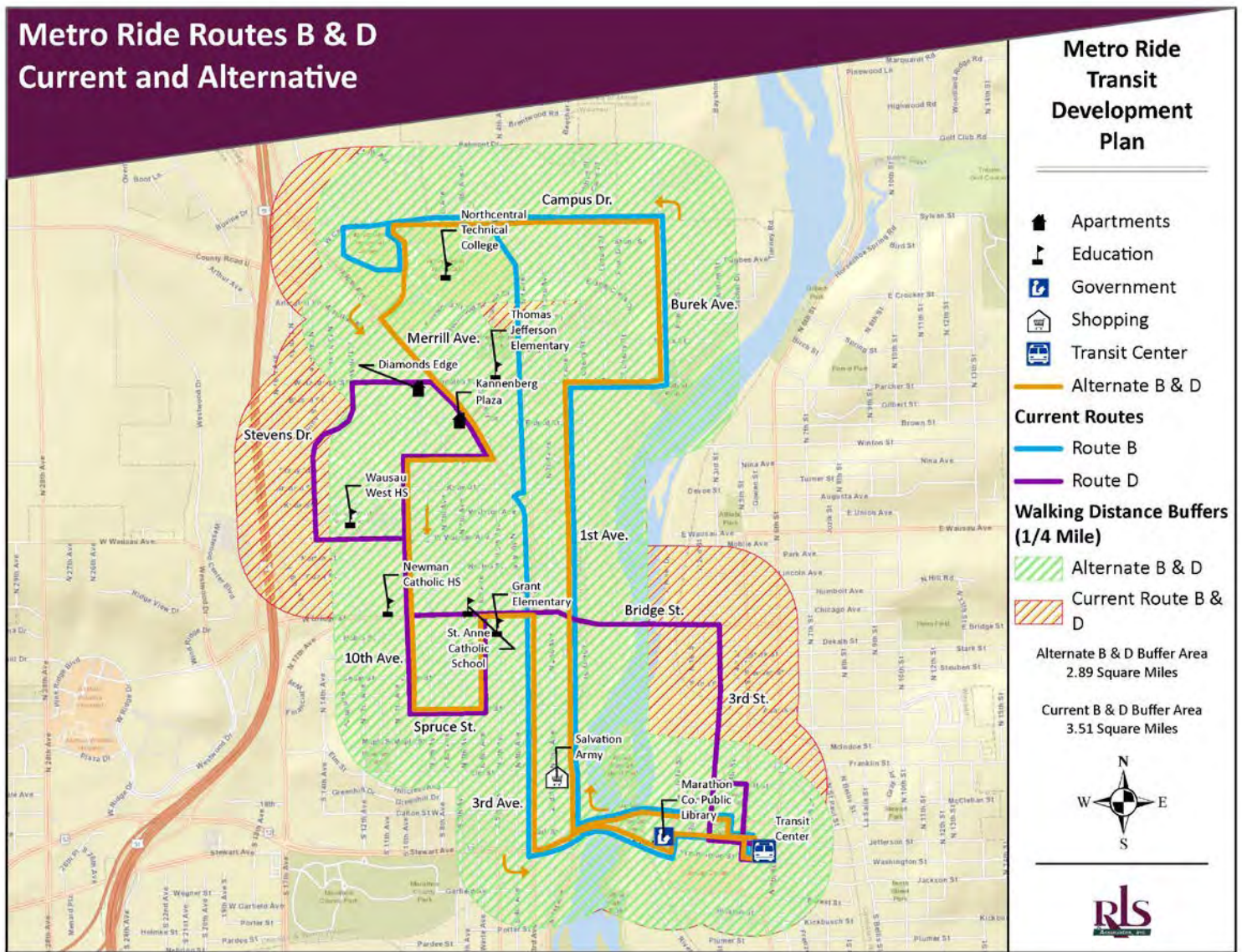
- A. Combining Routes B and D into One Route Serving Northwest Wausau
- B. Combining Routes G and I into One Route Serving West Wausau
- C. Extending Route H to East Wausau High School (but continue X4)
- D. Route J - Adjusted Extension to Rib Mountain
- E. Route A – *In progress*

The following fixed route analysis and determination of potential alternatives will not evaluate the special and limited grocery shopping trip service provided to some apartment complexes and senior living facilities. It is assumed that Metro Ride desires to maintain these highly productive trips that provide important access to fresh food.

**A. Combining Routes B and D into One Route Serving Northwest Wausau**

Merging Routes B and D into one route that serves the northwest portion of Wausau will still cover over 89 percent of the same service area within a half mile and over 82 percent within a quarter mile, respectively. Based on Metro Ride’s FY23 projected revenue hour cost of \$132.86 and at 11.88 revenue hours of daily service for 245 service days annually, the savings that could be realized if Routes D & B serving the northwest portion of the city were combined (See Exhibit 6 – Metro Ride Routes B & D Current and Alternative) would be approximately \$386,702.

Exhibit 6: Metro Ride Routes B and D Current and Alternative





**Advantages**

The potential cost savings of approximately \$386,702 could be applied to extending service hours, expanded service coverage or some Saturday or Sunday service without a significant impact to those currently being served on the existing four routes.

**Disadvantages**

The combined route would lack capacity during peak hours (particularly during the school year) and additional vehicles would need to be operated during peak. The addition of peak vehicles reduces the overall cost savings.

An average distance people walk to a fixed route bus stop is ¼ mile. Distances of up to ½ mile are also typical for some communities. The impact of altering portions of each of the routes would impact individuals living within ¼ and ½ mile of some stops on current Routes B and D. In general, there the portion of the total population who are currently within ¼ or ½ mile of Routes B and D after combining the routes will decrease. Table 3 below compares the number of estimated populations within ¼ and ½ of a mile of Routes B and D as they currently operate and after implementation of Alternative 1. It is important to note that Table 3 illustrates the impact on the total population of the immediate service area; however, not all people use Metro Ride.

Table 4: Impact of Alternative 3A

Existing Route Coverage		Alternative 1 Route Coverage	Percent Change in Total Population within the immediate area of the route
Routes B+D	Population	Population	
1/4 Mile	12,706	10,489	-17.45%
1/2 Mile	16,997	15,057	-11.41%

Source: Wisconsin Department of Administration Demographic Services Center, MCD and Municipal Population Projections (2010-2040)

On average, approximately two percent of the population within a transit system service area ride fixed route public transit on a regular basis. If two percent of individuals living in Wausau ride Metro Ride for non-school transit purposes, then we can assume that 44 potential passengers could be affected by the change because they would no longer live within ¼ of a mile from the newly designed merged route. Within ½ of a mile of the new route design, 39 potential riders could be negatively impacted. **NOTE:** The negative impacts are not necessarily implying that these riders would not receive service, but it indicates their walking distance may increase by a few minutes which could have a negative impact for individuals with mobility limitations.

Furthermore, by looking at data from the recent boarding and alighting survey, 12 passengers boarded or exited Route B at stops that would be changed if routes B and D were streamlined. The streamlined service would have different stops in the areas that are more than ¼ mile of the existing stops which would be options for these passengers. Likewise, the boarding and alighting count indicated 74 passengers (65 percent of all riders that day) boarded at Route D stops that would be changed; 48 of the 74 passengers were boarding at Wausau West High School’s most used stop, and the streamlined route would still stop at Wausau West High School – only at a different stop. The streamlined Route D would adjust the number of stops at Wausau West High School from three (currently) down to one. The impact is summarized in Table 4 below.

Table 5: Service Impact of Combining Route B and D into One New Alternative Route

Total Resulting Service Area Impact of Combining B + D				
Routes B+D	Population With Increased Walking Distance	2% of Population Impacted	Square Mileage Covered from Existing B & D Routes to B & D Alternative Route	Number of Average Daily Boardings at Bus Stops Eliminated (outside ¼ mile buffer) by Alternative*
1/4 Mile	2,217	44	82%	12
1/2 Mile	1,940	39	89%	N/A

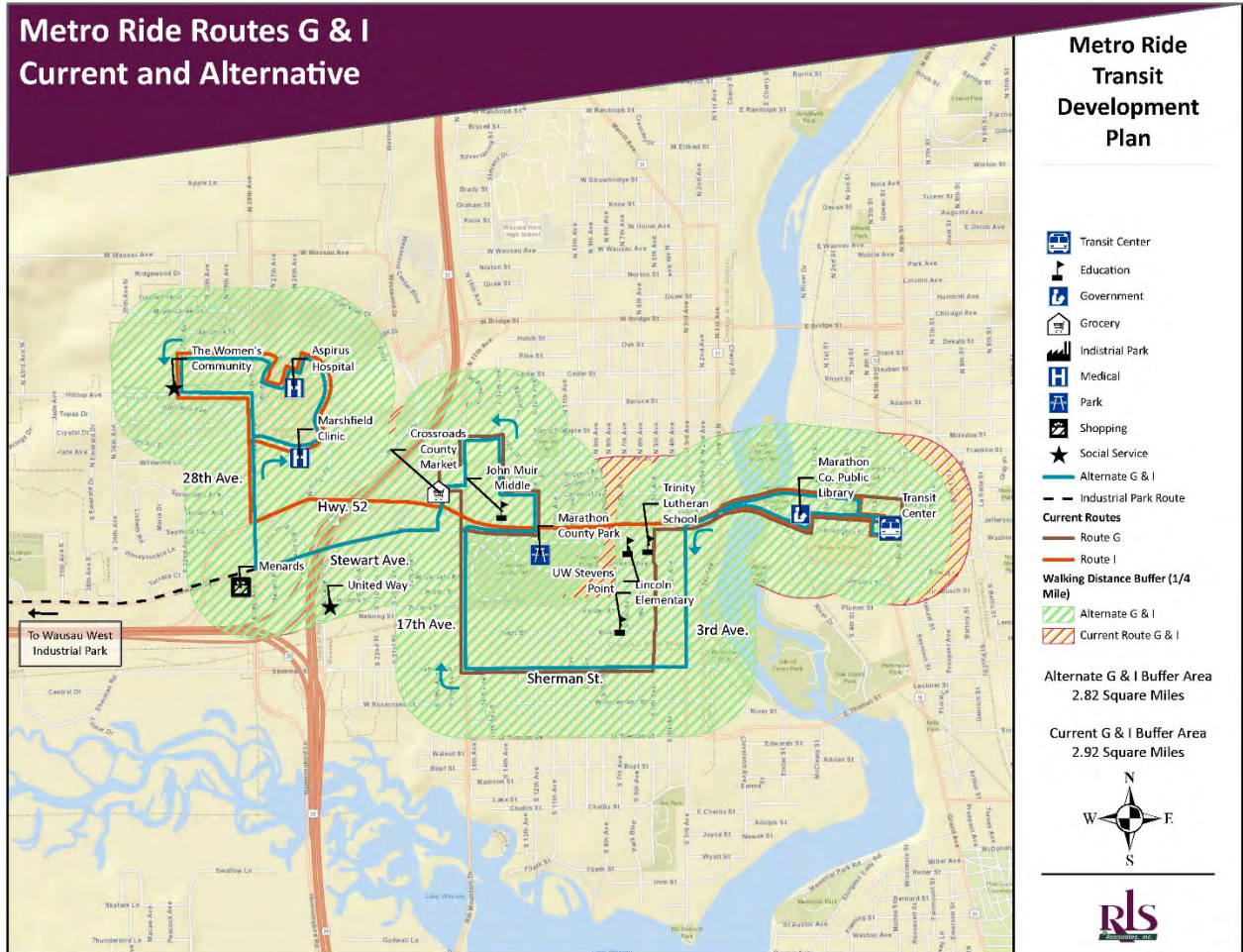
\*Based on on-board/off-board survey completed between October 28-31, 2021.

The other disadvantage, as mentioned previously, would be that passenger ride time on both outbound and inbound routes would increase by five minutes in each direction to achieve the change from 30-minute frequency to 40-minute frequency.

**B. Combining Routes G and I into One Route Serving West Wausau**

Similar to Alternative A, merging Routes G and I into one route that serves the western portion of Wausau will still cover over 98 percent of the same service area within a half mile and over 97 percent within a quarter mile, respectively.

Exhibit 7: Merged Routes G and I Alternative:



**Advantages**

Based on Metro Ride’s FY23 projected revenue hour cost of \$132.86 and at 11.88 revenue hours of daily service for 245 service days annually, the savings that could be realized if Routes G & I were combined (See Exhibit 2) would be approximately \$386,702. These potential savings could then be applied to extending service hours, expanded service coverage or some Saturday or Sunday service without a significant impact to those currently being served on the existing four routes.

**Disadvantages**

Table 6 illustrates that after combining routes G and I into a single route, the population living within ¼ mile of the streamlined routes will decrease by 7.32 percent and the population within ½ mile would decrease by 5.72 percent.

Table 6: Existing Coverage of Routes G and I

Existing Route Coverage		Alternative 2 Route Coverage		Percent Change in Population Served
Routes G+I	Population	Population		
Population within 1/4 Mile	7,140	6,617		-7.32
Population within 1/2 Mile	14,844	13,995		-5.72

Source: Wisconsin Department of Administration Demographic Services Center, MCD and Municipal Population Projections (2010-2040)

As shown in Table 7 below, the impact of essentially combining Routes G and I, yet altering portions of each of the routes slightly would result in some impact to those individuals within ¼ and ½ mile of the new service area. If two percent of individuals living in Wausau ride Metro Ride for non-school transit purposes, then we can assume that 10 passengers could be affected by the change if they are within ¼ of a mile from the newly designed merged route. Within ½ of a mile of the new route design, **17 passengers** could be negatively impacted. **Note:** These negative impacts are not necessarily implying that these riders would not receive service, but it indicates that their walking distance may increase by a few minutes.

Furthermore, the total number of boarding at stops where each route (G & I) would be streamlined (removed) and place them outside ¼ of a mile of the new route is 1 as also noted in Table 4 below.

Table 7: Resulting Impact of Combining Route G and I into One New Route Alternative

Total Resulting Service Area Impact of Combining G & I				
Routes G & I	Population With Increased Walking Distance	2% of Population Impacted	Square Mileage Covered from Existing to G & I Routes to G & I Alternative Route	Number of Average Daily Number of Boardings at Bus Stops Eliminated (outside ¼ mile buffer) by Alternative*
1/4 Mile	523	10	97%	1
1/2 Mile	849	17	98%	N/A

\*Based on on-board/off-board survey completed October 28-31, 2021.

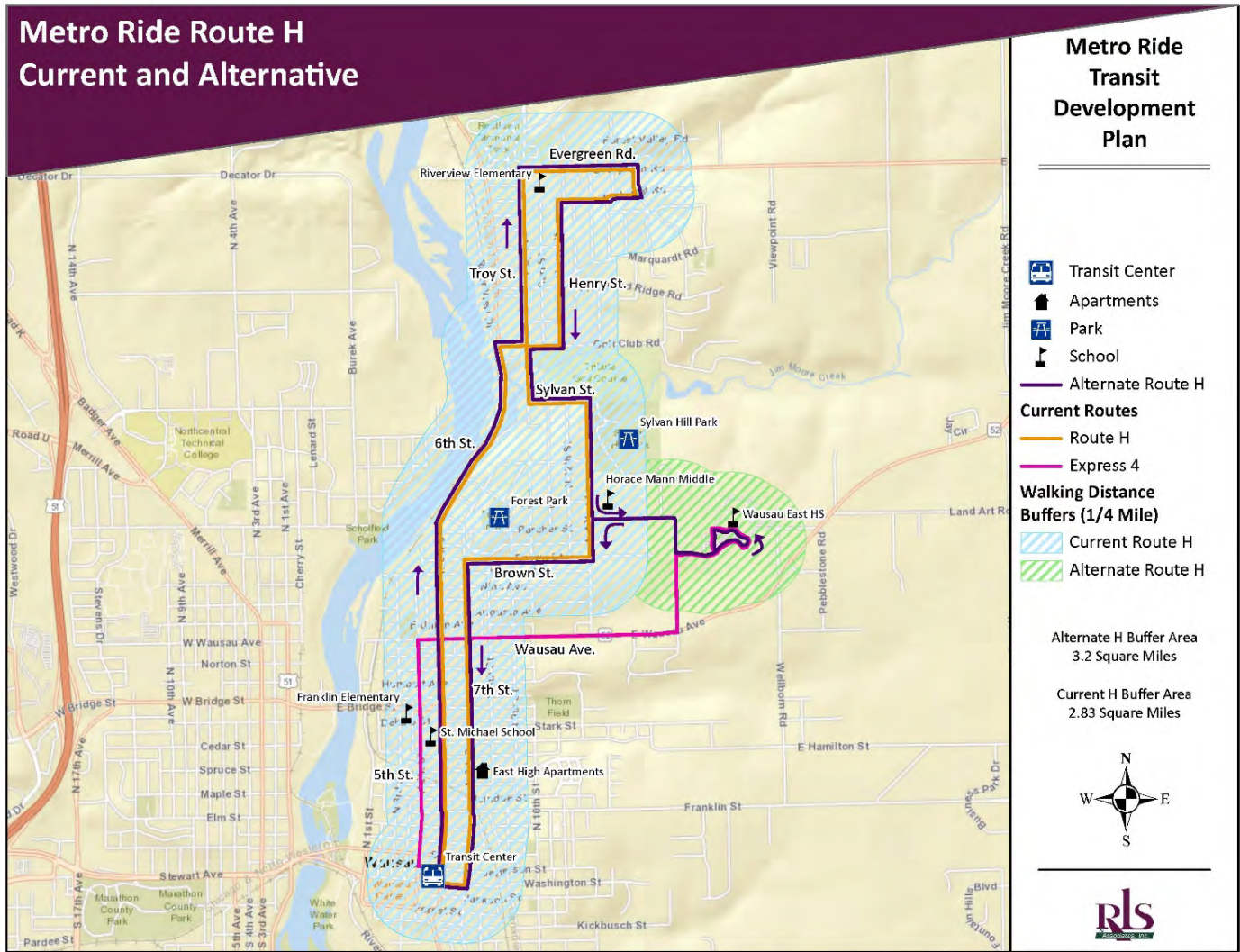


The other disadvantage mentioned previously would be that outbound and inbound routes would require ride time to increase five minutes in each direction – outbound and inbound to achieve the change from 30-minute frequency to 40-minute frequency.

**C. Extending Route H to East Wausau High School and Keeping X4**

As previously discussed, to implement systemwide 40-minute frequencies, adjustments must be made to lengthen service for other routes. For Route H, the project team, in consultation with Metro Ride staff, explored the potential for adding service to East Wausau High School which would help alleviate high demand on X4 during peak hours but would not replace X4.

Exhibit 8: Map of Route H Current/Alternative/Express Route 4



**Advantages**

If Metro Ride implemented this change without a significant, negative impact for student riders, and based on 8.25 revenue hours per day, 173 revenue days a year (nine months for school schedule only), resulting in a total of 1,560 revenue hours annually with a projected cost of \$132.86 per revenue hour, Metro Ride could reduce its operating expenses by \$189,624 annually. As described in previous alternatives, Metro Ride could reprogram funds for expanded service and enhanced technologies to attract more riders. No Route H bus stops would be eliminated under this alternative.

No analysis of the negative impact of potential loss in coverage is required for the Route H Alternative since it is merely adding service area on the fixed route service that also matches the Express Route 4 area between the existing Route H and the high school. Table 8 below compares the population within ¼ and ½ mile that would be served by the current and new route.

Table 8: Existing Coverage of Routes H

Existing Route Coverage		New Route H Coverage	Percent Change in Population Served
Route H	Population	Population	
1/4 Mile	10,078	10,285	+2.05
1/2 Mile	13,264	13,648	+2.89

Source: Wisconsin Department of Administration Demographic Services Center, MCD and Municipal Population Projections (2010-2040)

As shown in Table 8 below, no existing service corridor would be eliminated with Route H Alternative as the route would use the same streets with the exception of extending to the east to the high school.

Table 9: Resulting Impact of Route H Alternative on General Public Riders

Total Resulting Service Area Impact of Combining G & I			
Routes G & I	Population With Increased Walking Distance	Square Mileage Covered from Existing Route H to Alternative Route H	Number of Average Daily Number of Boardings at Bus Stops Eliminated (outside ¼ mile buffer) by Alternative*
1/4 Mile	0	100%	0
1/2 Mile	0	100%	N/A

**Disadvantages**

The disadvantage, as mentioned previously would be that outbound and inbound routes would require ride time to increase five minutes in each direction – outbound and inbound to achieve the change from 30-minute frequency to 40-minute frequency.

Also, capacity would exceed maximum standards during peak hours. An additional vehicle would need to be added during peak morning and afternoon hours. Some cost savings would occur, but operating the additional vehicle during peak would reduce the overall cost savings from combining the routes. The additional peak service may also require an additional part-time driver.

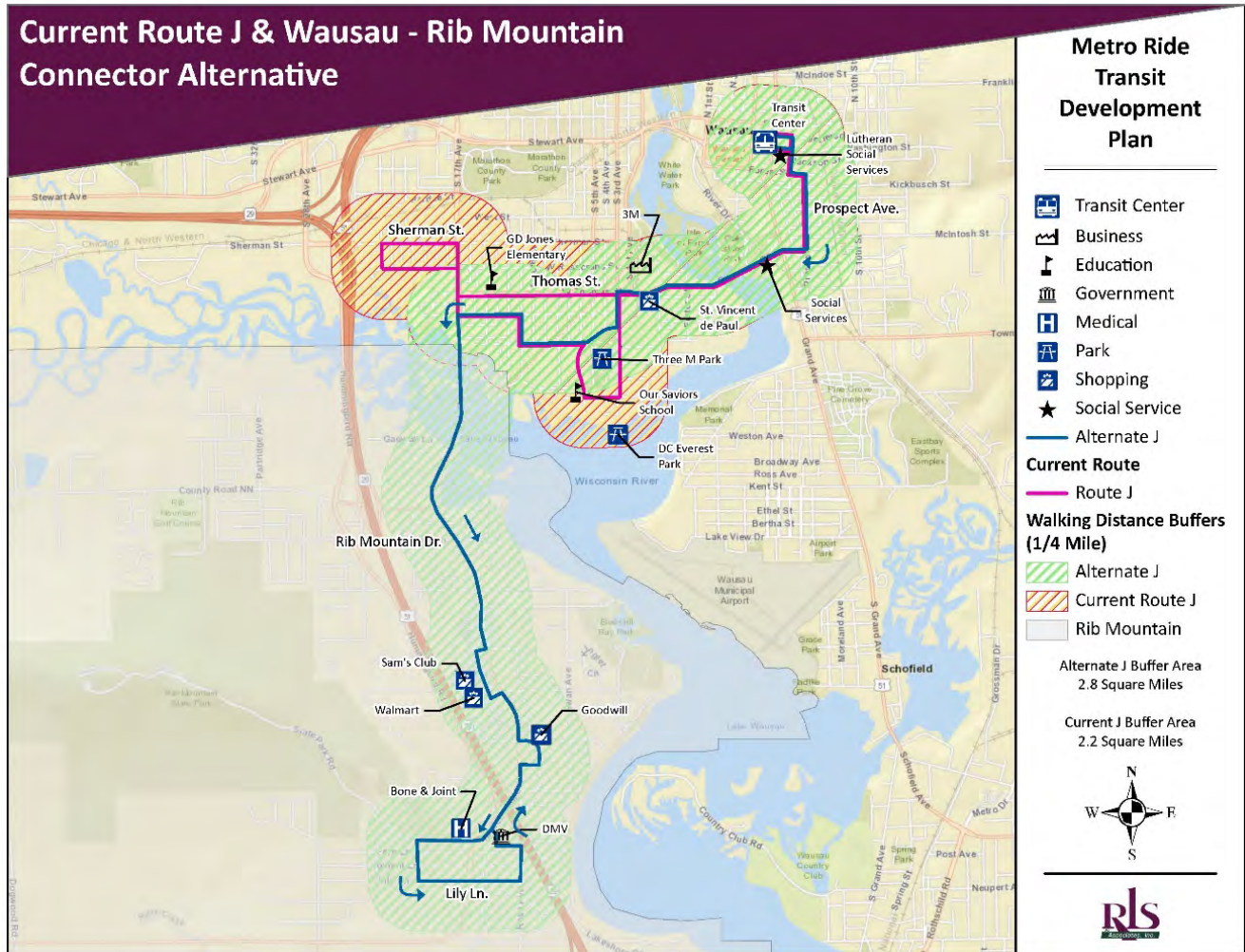
#### **D. Extend Route J to Rib Mountain**

Another alternative that Metro Ride could consider is one that would both serve the primary existing service area of Metro Ride's Route J and provide new fixed route service to Rib Mountain. This is described below and seen in Exhibit 6 – Route J Current and Alternative. This alternative is also designed to achieve the needed 40-minute frequency similar to other alternatives previously described.

With the demolition of the Wausau Center Mall in May/June of 2021, Wausau residents were left with minimal in-person shopping areas within the city limits. However, in Rib Mountain, shopping areas have increased dramatically in the past few years with the addition of Old Navy, Hobby Lobby, TJ Maxx, Best Buy, Sam's Club, and Walmart Supercenter, to name a few. Numerous restaurants can also be found in Rib Mountain and a DMV Service Center for Marathon County. Although online shopping has increased dramatically over the past few years, many people still enjoy in-person shopping. This route alternative would expand shopping options for Metro Ride riders, including access to the area's most affordable options for groceries and retail.



**Exhibit 9: Metro Ride Route J Current and Alternative**



**Funding Partnership Requirement with Neighboring Jurisdictions Receiving Transit Service**

For this alternative to be implemented, Wausau would have to form a funding partnership through a Memorandum of Agreement with Rib Mountain. The State of Wisconsin has legislation that prevents a city transit system from providing service outside its municipal boundaries without funding from the neighboring jurisdiction its system serves. The funding partnership would identify the method of cost-sharing. Many systems opt to have new services provided by calculating the percentage of revenue miles within each jurisdiction. For example, the Route J – Rib Mountain Alternative Route is a total of 7.84 miles, of which 3.33 miles are within Wausau city limits, and 4.51 miles are within Rib Mountain. Wausau would pay for approximately 42.5 percent of the total cost of the fixed route service (minus passenger revenues and Federal grant revenues), while Rib Mountain would pay 57.5 percent. To meet Americans with Disabilities (ADA) requirements, Rib Mountain would also be responsible for the cost of ADA



complimentary paratransit service for those with disabilities that are unable to access the fixed route service due to a disability which typically is 20-25% of the total fixed route service provided.

### **Advantages**

This alternative meets nearly half of the current Metro Ride riders' desire (identified in the October 2021 rider survey) for regular fixed route service outside Wausau. In addition, the streamlining of Route J permits an extension of this new service area in Rib Mountain while still maintaining the proposed 40-minute frequency goal. The route alternative also creates many more employment opportunities for Wausau residents. The DMV for Marathon County is also located along this route alternative in the southern portion of Rib Mountain.

Rib Mountain will receive transit services that strengthen the local businesses' ability to hire, attract, and retain employees that may live in Wausau with dependable transportation via Metro Ride and give its residents without sufficient mobility options to travel to and from Wausau and within its jurisdiction. With rising fuel prices and inflation, it is anticipated that more residents may seek alternatives to their personal auto to save money. Based on U.S. Census data, approximately 7,819 residents would be within ¼ mile and 5,351 within ½ mile of the proposed service.

Also, during the stakeholder interview process, one participant identified that "If it were available, the service would benefit young residents who need access to jobs or after-school activities and international students who are attending technical college who need transportation during evenings and on weekends." This particular need would be more extensively met if Metro Ride service hours were expanded during the evenings past 6:30 p.m.

### **Disadvantages**

The primary challenge is the development of an acceptable funding partnership between Wausau and Rib Mountain, which includes identifying new funding to support the route extension into Rib Mountain.

**SUMMARY**

Table 10 summarizes cost savings for each potential service change.

Table 10: Cost Savings Summary of Alternatives

Summary of Potential Operational Cost Savings			
Alternative	Revenue Hours Reduced	Projected FY23 Cost/Revenue Hour	Total Cost Savings Per Alternative
New Northwest Wausau Route/Streamlined B & D Replaces One All Day Bus Route (Operates 245 days/yr., 11.88 hrs./day)	2,911	\$132.86	\$386,702.32
Additional Vehicle During Peak Hours (average 3 hours/day)			-\$75,730
New Northwest Wausau Route/Streamlined G & I Replaces One All Day Bus (Operates 245 days/yr., 11.88 hrs./day)	2,911	\$132.86	\$386,702.32
Estimated Annual Total Operations Savings			\$773,404.64
Additional Vehicles (x2) during Peak School Year Hours (Avg. 3 hours/day/vehicle)			-\$151,460.4
<b>Estimated Annual Total Operations Savings</b>			<b>\$621,944.24</b>

## CHAPTER 8. RECOMMENDED SERVICE IMPROVEMENTS

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### OVERVIEW

Based on feedback from existing riders and public stakeholder groups (as documented in Technical Memoranda 1 and 2), the following system improvements are recommended.

### TECHNOLOGY IMPROVEMENTS

The project team recommends that when exploring and prioritizing what and when system improvements are needed, it is critical to balance operational goals with technology-upgrade needs. Recommended priority for technology improvements are as follows.

- 1) GPS Source – Real-time access for Metro Ride and the riders
- 2) Metro Ride app offering mobile payment options and real-time tracking of vehicles
- 3) Annunciators on vehicles
- 4) Mobile Data Terminals on vehicles that auto-upload into the Metro Ride servers

### OPERATIONS IMPROVEMENTS

#### ***Extended Service Hours (Morning or Evening)***

Based on passenger surveys during this planning project, as well as previous plans, and stakeholder interviews have reinforced that there is a strong desire for more service hours provided for each weekday. Much of the feedback centered around the need for Metro Ride's ability to meet more employees work schedules that may begin or end outside the current service hours of 6:30 AM to 6:30 PM, Monday through Friday.

#### ***Limited Saturday Service***

Rider and stakeholder feedback also suggested the desire for Saturday service for shopping, employment and other purposes. A number of options can be explored to meet this need with variable hours and frequency. It is common for transit systems Metro Ride's size to provide limited service which typically means fewer total hours than a regular weekday schedule and less frequent service. One option for limited Saturday service would be to combine Routes B and D into a single route and Routes G and I into another single route as described in Scenario 3. Other routes would operate as usual. A key to success for Saturday Service is to include an expansion service in Rib Mountain and or Schofield/Weston on Saturdays. With those destinations included in the service area, ridership will be stronger and the service will benefit more people.

**Extended Service to the Wausau West Industrial Park**

National and local studies have demonstrated that transportation is a barrier to gaining and sustaining employment, particularly for people entering or re-entering the workforce. Research is ongoing as to the most appropriate mode of service for the Wausau West Industrial Park businesses. Metro Ride should continue to explore the opportunity to operate or partner with third party to provide customizable shared-ride transportation service for the businesses at the industrial park. A microtransit or vanpool like service that can be customized by the employer is likely the most appropriate mode of service to meet demand. With employer subsidies and/or advertising on the vehicles, all or a portion of the trip costs for the employee could be covered.

**Extended Service to Rib Mountain, Schofield, Rothschild, and Weston**

Discussions with each community to identify the alternative mode or service design are encouraged so that each community and Metro Ride are satisfied with the options available to them and understand the necessary additional revenue. The local cost of implementing service is shared by Federal Transit Administration funding. Local revenue must come, at least in part, from the community that is receiving the service. However, contract revenue or advertising revenue provided by private business or other contracts can help cover local revenue requirements.

**Focus on Community Education and Engagement**

Finally, it is strongly recommended that Metro Ride enhance its community education campaign through informative outreach efforts using local media, its website, and face-to-face customer engagement. The Metro Ride passengers and many people and business leaders throughout the community recognize the value of public transit but feel disconnected from their own transit system. Metro Ride is an important part of Wausau and the region. A “champion” to keep people informed of Metro Ride’s commitment to improving service would help to strengthen local support and move beyond the hurdles that Metro Ride has faced in previous years.