

Green Bay Metropolitan Planning Area Transportation System Performance Measures



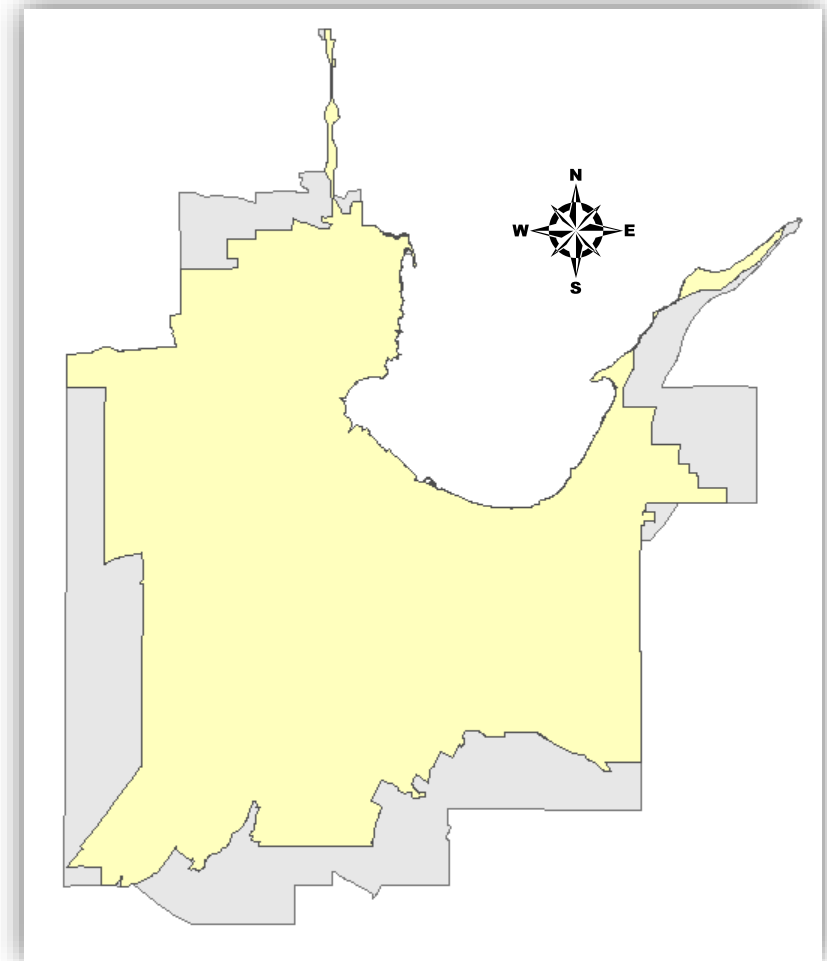
Introduction



The Green Bay Metropolitan Planning Organization (MPO) is the agency responsible for transportation planning in the Green Bay Metropolitan Planning Area (MPA). The Metropolitan Planning Area is also comprised of the 2010 Green Bay Urbanized Area (See map to the right).

These communities are in the MPA.

- City of Green Bay
- City of De Pere
- Village of Allouez
- Village of Ashwaubenon
- Village of Bellevue
- Village of Howard
- Village of Hobart (partial)
- Village of Suamico (partial)
- Town of Lawrence (partial)
- Town of Ledgeview (partial)
- Town of Rockland (partial)
- Town of Scott (partial)

Performance measures and targets were established for set goals and objectives in the Green Bay MPO 2045 Long Range Transportation Plan (LRTP) for the Green Bay MPA. This report provides current and historical data on the progress towards meeting these goals.



-  2010 Green Bay Urbanized Area
-  2045 Metropolitan Planning Area

Transportation Area Goals

The performance measures in this report address seven transportation area goals. These goals are:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

This report also addresses performance measures and targets set in Green Bay Metro's Transit Asset Management (TAM) plan and Public Transportation Agency Safety Plan (PTASP).

The status and performance of local networks and services including bike/pedestrian, air, port, and transportation services for seniors and individuals with disabilities are addressed.



Transportation Safety

Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.

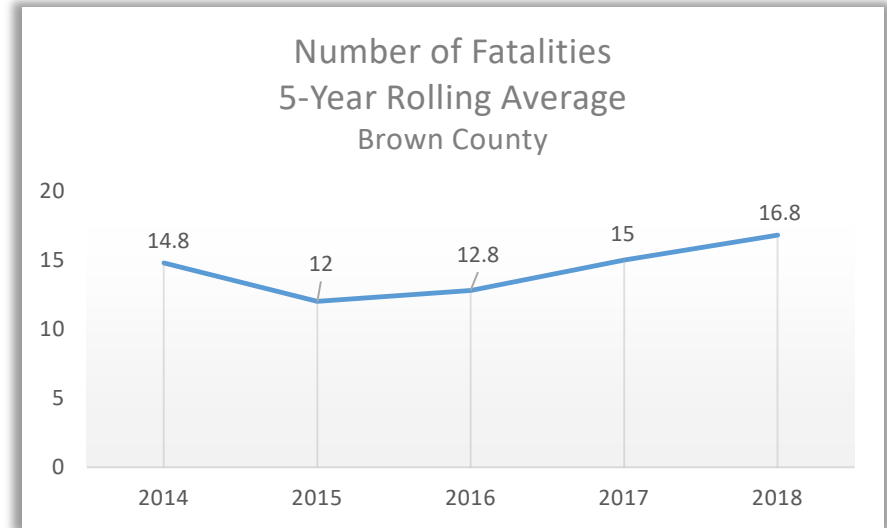


Number of Fatalities

Brown County

The graph to the right shows the 5-year rolling average of traffic fatalities for Brown County. For example, the 2014 average of 14.8 fatalities was the rolling average from 2010-2014, the 2015 average of 12 fatalities was the rolling average from 2011-2015, and so forth. This method was used for all the safety measures in this section.

The 5-year rolling average of fatalities in 2018 was 16.8. This was an increase of 1.8 (12 percent) fatalities from 2017. Between 2015 and 2018, the 5-year rolling average of fatalities slowly increased.



Statewide

The 5-year rolling average of fatalities for the state was 576 in 2018 (See table below). This was an increase of 1.6 percent from 2017.

This target was not met at the state level.

	Number of Fatalities				
	(2013-2017) 2017	(2014-2018) 2018	(2014-2018) Target 2018	Percent Changed	Met Target
Statewide	567	576	556.1	1.6%	No
Brown County	15	16.8	-	12%	-

Transportation Safety

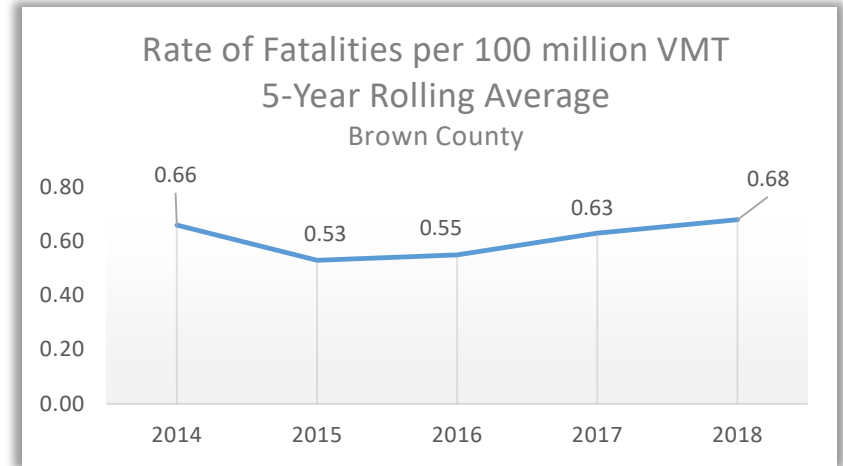
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Rate of Fatalities per 100 Million VMT

Brown County

The 5-year rolling average rate of fatalities per 100 million Vehicle Miles Traveled (VMT) increased from 0.63 in 2017 to 0.68 in 2018. Similar to the number of fatalities, between 2015 and 2018, fatalities per 100 million VMT also slowly increased (See graph to the right).



Statewide

The 5-year rolling average rate of fatalities per 100 million VMT for the state was 0.906 in 2018 (See table below). This was a decrease of 0.4 percent from 2017.

This target was met at the state level.

	Rate of Fatalities (per 100 million VMT)				
	(2013-2017) 2017	(2014-2018) 2018	(2014-2018) Target 2018	Percent Changed	Met Target
Statewide	0.91	0.906	0.917	-0.4%	Yes
Brown County	0.63	0.68	-	7.9%	-

Transportation Safety

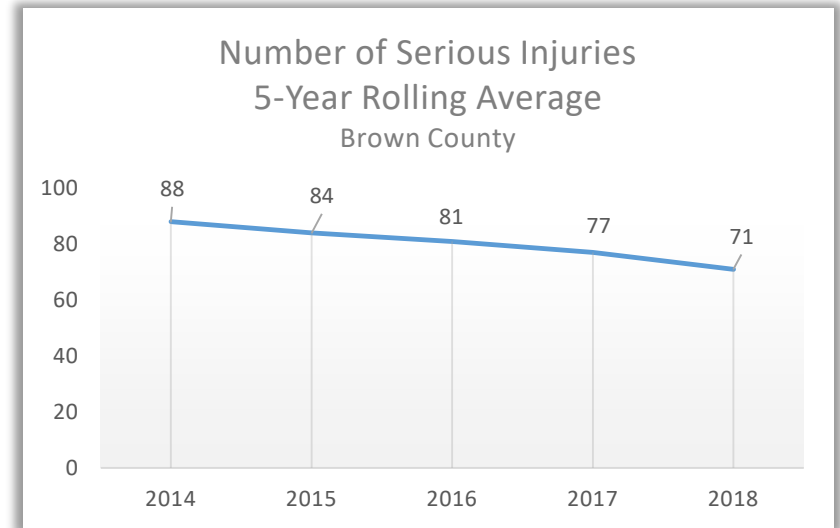
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Number of Serious Injuries

Brown County

The 5-year rolling average of serious injuries in 2018 was 71 (See graph to the right). This was a decrease of 6 from 77 in 2017 to 71 in 2018. Between 2014 and 2018, the average number of serious injuries continued to slowly decrease.



Statewide

The 5-year rolling average of serious injuries for the state was 3,060 in 2018 (See table below). This was a decrease of 1.9 percent from 2017.

This target was not met at the state level.

	Number of Serious Injuries				
	(2013-2017) 2017	(2014-2018) 2018	(2014-2018) Target 2018	Percent Changed	Met Target
Statewide	3120.8	3060	3023.9	-1.9%	No
Brown County	77	71	-	-7.8%	-

Transportation Safety

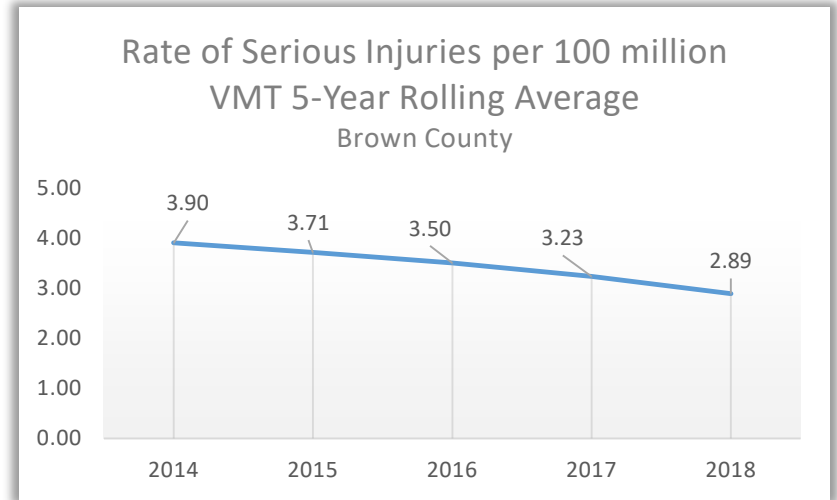
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Rate of Serious Injuries per 100 Million VMT

Brown County

The 5-year rolling average of serious injuries per 100 million VMT decreased from 3.9 in 2014 to 2.89 in 2018. Between 2014 and 2018, the rolling average of serious injuries per 100 million VMT continued to slowly decrease (See graph to the right).



Statewide

The 5-year rolling rate of serious injuries per 100 million VMT for the state was 4.8 in 2018 (See table below). This was a decrease of 3.9 percent from 2017.

This target was met at the state level.

	Rate of Serious Injuries (per 100 million VMT)				
	(2013-2017) 2017	(2014-2018) 2018	(2014-2018) Target 2018	Percent Changed	Met Target
Statewide	5.024	4.824	4.997	-3.9%	Yes
Brown County	3.23	2.89	-	-10.5%	-

Transportation Safety

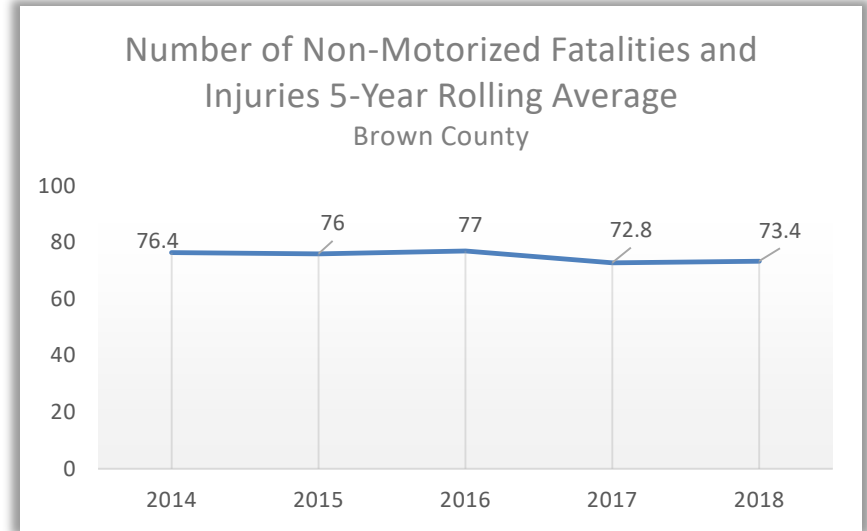
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Number of Non-Motorized Fatalities and Injuries

Brown County

The 5-year rolling average of non-motorized fatalities and injuries in 2018 was 73.4. This was an increase of 0.6 non-motorized fatalities and injuries from 2017.



Statewide

The 5-year rolling average of non-motorized fatalities and injuries for the state in 2018 was 362.8 (See the table below). This was a increase of 0.9 percent from 2017.

This target was not met at the state level.

	Number of Non-Motorized Fatalities				
	(2013-2017) 2017	(2014-2018) 2018	(2014-2018) Target 2018	Percent Changed	Met Target
Statewide	359.6	362.8	343.3	0.9%	No
Brown County	72.8	73.4	-	0.8%	-

Highway & Street Operation, Safety & Accessibility

Improve traffic operations & reduce traffic congestion on the Green Bay Metropolitan Planning Area's functionally classified highway & street system.

Design arterial, collector, & local streets to maximize efficient traffic circulation while enabling people of all ages & physical abilities to conveniently cross & travel along them.



Congestion Areas

Traffic congestion areas were identified by the public and observed by MPO staff when developing the Congestion Management Plan in 2017 (See map to the right).

Planning efforts to reduce traffic congestion:

A. **(Lineville Rd)** The existing two- and three-lane county highway is scheduled to be expanded. Construction is planned to begin in 2024 from Belmont Rd to Velp Avenue. In 2025, construction will begin from Velp Avenue to U.S. 41.

B. **(W Mason St)** No immediate plan

C. **(Downtown Green Bay)** No immediate plan

D. **(University Ave)** No immediate plan

E. **(E Mason St)** No immediate plan

F. **(I-43 & E Mason St)** No immediate plan

G. **(I-43 & Manitowoc Rd)** No immediate plan

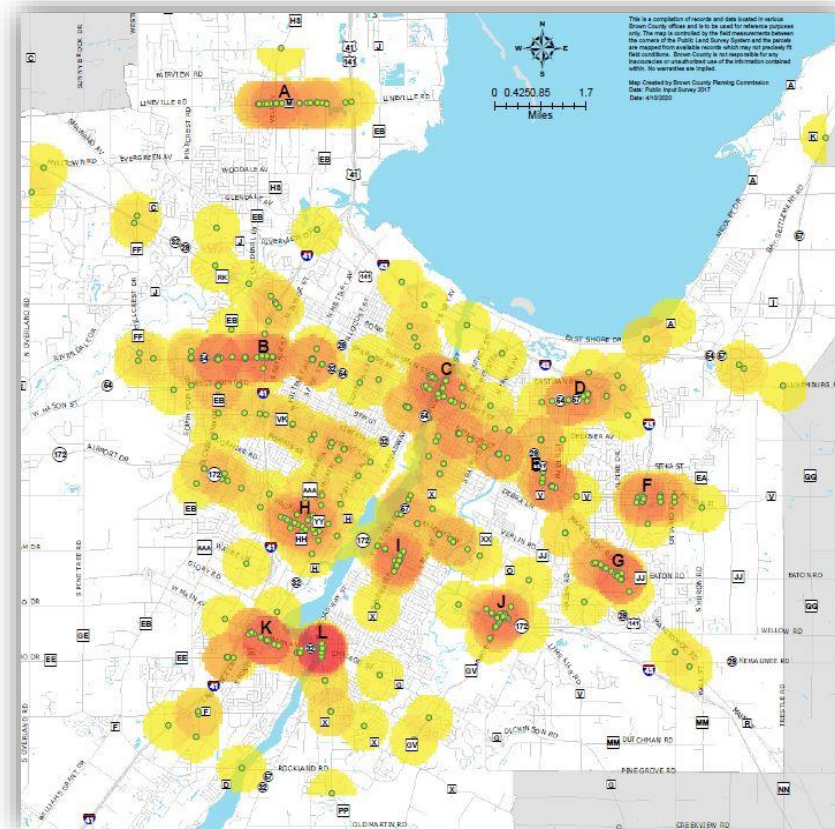
H. **(STH 172 & S Oneida)** No immediate plan

I. **(STH 172 & Webster Avenue)** No immediate plan

J. **(STH 172 & CTH GV)** Reconstruction of GTH GV south of 172 was completed in 2019 between Hoffman and STH 172.

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Congestion Areas Identified by the Public (2017)



K. **(Main Avenue)** A roundabout was added at the west end of this corridor in 2018. (Main Ave and Lawrence Dr.)

L. **(Claude Allouez Bridge)** The planning of a southern bridge connector will help decrease traffic volume at the Claude Allouez Bridge.

Highway & Street Operation, Safety & Accessibility

Improve traffic operations & reduce traffic congestion on the Green Bay Metropolitan Planning Area's functionally classified highway & street system.

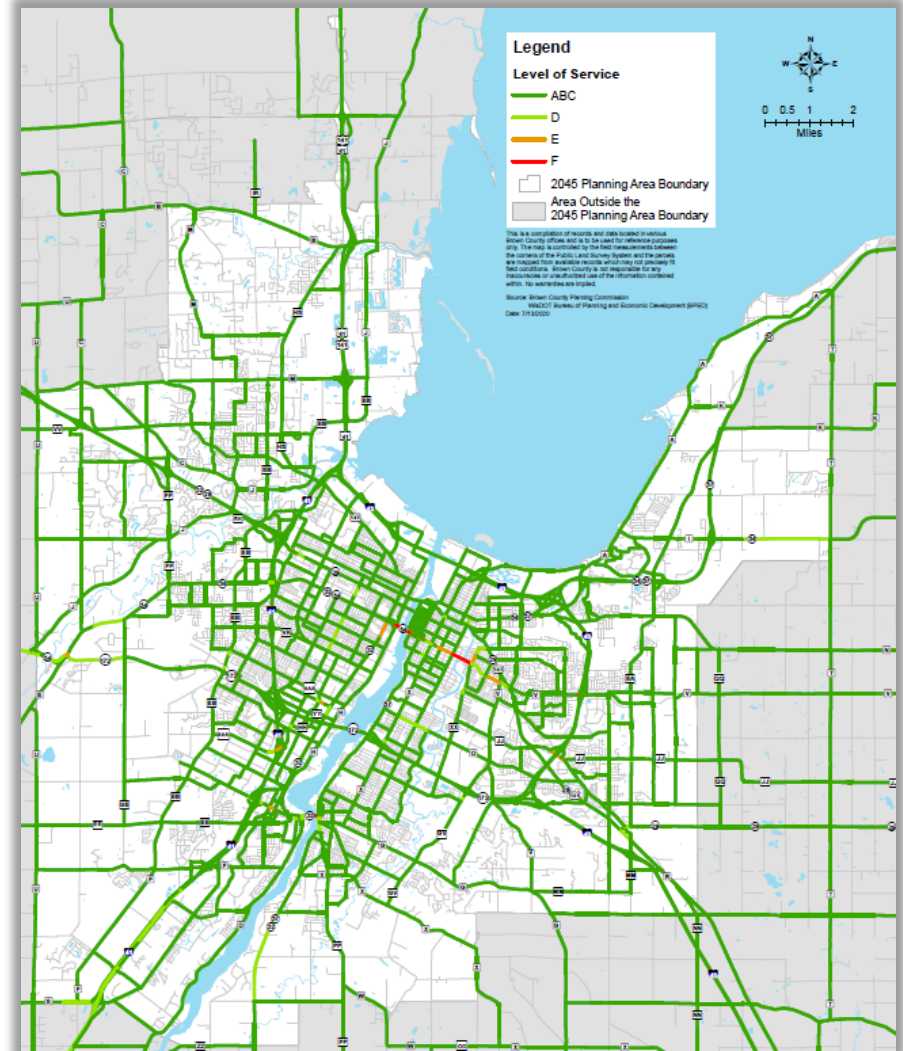
Design arterial, collector, & local streets to maximize efficient traffic circulation while enabling people of all ages & physical abilities to conveniently cross & travel along them.



Level of Service

A traffic model was used to identify the current level of service for the Functional Classification System and some non-classified roads in the Planning Area Boundary. The goal is to achieve a Level of Service (LOS) rating of D or better.

According to the traffic model as shown on the map to the right, the majority of the street system in the planning area and Functional Classification System has a LOS rating of D or above. However, there are some streets that have a LOS rating below D as shown in the downtown area.



Highway & Street Operation, Safety & Accessibility

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Design arterial, collector, & local streets to maximize efficient traffic circulation while enabling people of all ages & physical abilities to conveniently cross & travel along them.



Congestion Management Techniques

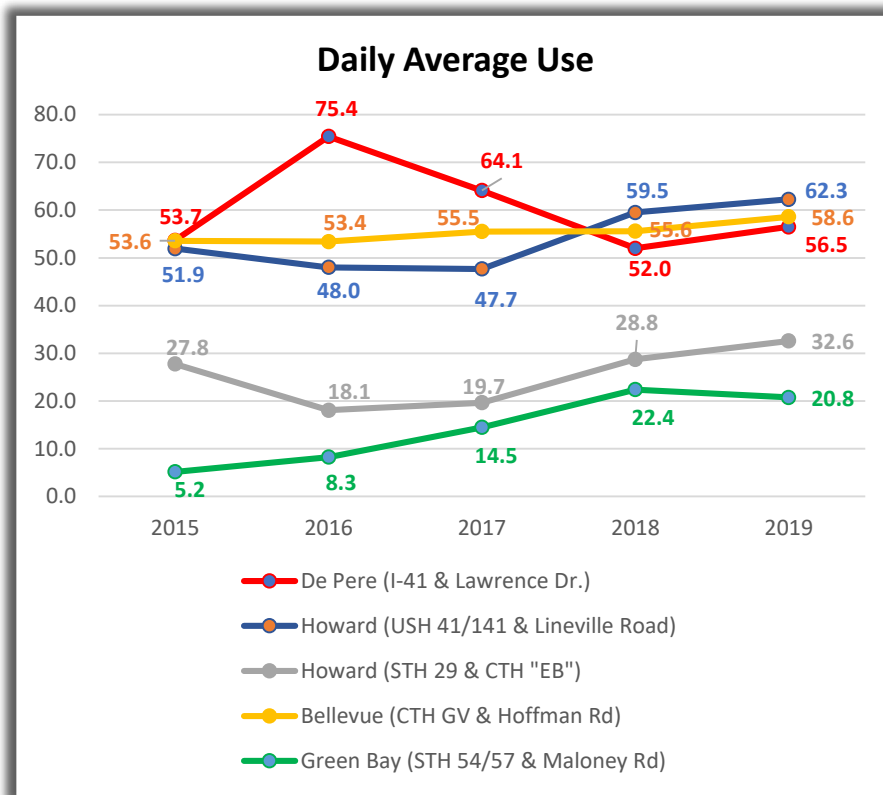
Park and Ride Lots

There are seven park and ride lots in Brown County and five lots are located within the Green Bay Metropolitan Planning Area. These five lots can accommodate a maximum capacity of 50 to 105 cars depending on the location (See table below).

The graph to the right shows the daily average use for each lot. The park and ride lots are well used with capacity to accommodate additional commuters in the future.

2019 Daily Average Use

Park and Ride Lot	Capacity	2019	Percent Use
De Pere (I-41 & Lawrence Dr.)	105	56.5	54%
Howard (USH 41/141 & Lineville Rd)	82	62.3	76%
Howard (STH 29 & CTH "EB")	50	32.6	65%
Bellevue (CTH GV & Hoffman Rd)	95	58.6	62%
Green Bay (STH 54/57 & Maloney Rd)	50	20.8	42%



Source: WisDOT

Highway & Street Operation, Safety, & Accessibility



Improve traffic operations & reduce traffic congestion on the Green Bay Metropolitan Planning Area's functionally classified highway & street system.

Design arterial, collector, & local streets to maximize efficient traffic circulation while enabling people of all ages & physical abilities to conveniently cross & travel along them.

Roundabouts

Studies have shown that roundabouts reduce traffic delays and improve traffic flow. Instead of a full stop at a red light, motorists yield at roundabouts which helps traffic flow quicker through an intersection.

There are currently 81 roundabouts in the Green Bay Metropolitan Planning Area and 7 roundabouts are planned for construction in the near future.

State Highway 29 & Huron Rd in the Village of Bellevue



Curb Extension/Bump-Outs

A curb extension is a method of calming traffic. It shortens the crossing distance and allows better visibility for pedestrians at an intersection or mid-block crossing. Curb extensions narrow the roadway and slow down motorists.

The City of De Pere has curb extensions/bump-outs at intersections in their downtown business district. Bump-outs can also be found along Broadway and George Streets and in other locations in the Metropolitan Planning Area. A bump-out was installed on Main Avenue (mid-block between 3rd Street and 4th Street) in June of 2020.

Main Avenue (3rd Street & 4th Street) in the City of De Pere



Pavement & Bridge Condition on the NHS

Ensure that pavement & bridge conditions on the National Highway System (NHS) within the Green Bay Metropolitan Planning Area are in good condition.



Pavement Condition on the Interstate and Non-Interstate NHS

The road condition on the National Highway System (NHS) is measured by five variables. These variables are International Roughness Index, cracking percent, rutting, faulting, and PSR (only use with posted speed limit < 40 mph).

Metropolitan Planning Area

According to the data provided by WisDOT, 40 percent of the interstate NHS is in good condition and 60 percent is in fair condition in the MPA.

As for the non-interstate NHS, 17 percent is in good condition and 2 percent is in poor condition. The majority of the non-interstate NHS is in fair condition at 62 percent.

2019 Pavement Condition - MPA

	Good	Fair	Poor	Not Rated
Interstate	40%	60%	None	None
Non-Interstate	17%	62%	2%	19%

Statewide

No target was set for the Interstate NHS pavement condition at the state level for 2019. However, based on the 2018 statewide data in the table below, the state is performing well and on track toward the 2021 targets.

In 2018, 44.1 percent of the Non-Interstate NHS was in good condition and 16.4 percent was in poor condition (See table below). The state is on track toward meeting 3 of the 4 targets in 2021.

Measure	Base (2016)	Statewide (2018)	2-Year Target (2019)	4-Year Target (2021)
Interstate - Percentage of pavements in "good" condition	64%	59.1%	NA	≥ 45%
Interstate- Percentage of pavements in "poor" condition	1.3%	1.7%	NA	≤ 12%
Non-Interstate - Percentage of pavement in "good" condition	33.3%	44.1%	≥ 20%	≥ 20%
Non-Interstate - Percentage of pavement in "poor" condition	3.7%	16.4%	≤ 12%	≤ 12%

Pavement & Bridge Condition on the NHS

Ensure that pavement & bridge conditions on the National Highway System (NHS) within the Green Bay Metropolitan Planning Area are in good condition.



Bridge Condition on the NHS

The FHWA determines the condition of a bridge by four National Bridge Inventory (NBI) items (deck, superstructure, substructure, or culvert). A bridge is classified into one of the three categories (good condition, fair condition, or poor condition).

- GOOD: When lowest rating of the 4 NBI is 7, 8, or 9.
- FAIR: When lowest rating of the 4 NBI is 5 or 6.
- POOR: When lowest rating of the 4 NBI is 0, 1, 2, 3, or 4.

Metropolitan Planning Area

According to the 2019 National Bridge Inventory data, 77 percent of the bridges on the NHS are in good condition and 23 percent are in fair condition in the MPA.

Statewide

In 2018, 53 percent of the bridges on the NHS were in good condition and 1.9 percent were in poor condition.

Based on the 2018 statewide data, the state is performing well and is on track toward meeting the 2019 and 2021 targets.

2019 Bridge Condition - MPA

	Good	Fair	Poor
Bridge	77%	23%	None

Measure	Base (2016)	Statewide (2018)	2-Year Target (2019)	4-Year Target (2021)
Percentage of NHS bridges by deck area in "good" condition	57.2%	53%	≥ 50%	≥ 50%
Percentage of NHS bridges by deck area in "poor" condition	1.6%	1.9%	≤ 3%	≤ 3%

Pavement & Transportation Structures



Ensure that the condition of the Metropolitan Planning Area’s functionally classified highway & street system is adequate.

Ensure that all transportation structures within the Green Bay Metropolitan Planning Area are safe & accessible to all transportation modes.

Pavement Condition on Local Streets and County Highways

Road data and pavement condition for local streets and county highways are collected in odd years. Each jurisdiction is responsible to collect and submit road data to WisDOT using the Wisconsin Information System for Local Roads (WISLR), a internet-accessible system that manages local road data.

The Pavement Surface Evaluation and Rating (PASER) score scale is used to rate pavement conditions of local streets and county highways (see table below). According to the 2019 PASER data, 74.1% of the functionally classified local streets and county highways are in good condition and 5.2% are in poor condition in the MPA.

2019 Pavement Condition (PASER)

	Good	Fair	Poor
Local Streets & County Highways	74.1%	20.6%	5.2%

CTH J (Village of Howard)



Source: Brown County Highway DPW

CTH HH (Village of Ashwaubenon)



Source: Brown County Highway DPW

Pavement & Transportation Structures

Ensure that the condition of the Metropolitan Planning Area's functionally classified highway & street system is adequate.

Ensure that all transportation structures within the Green Bay Metropolitan Planning Area are safe & accessible to all transportation modes.



Bridge Condition not on NHS

According to the 2019 National Bridge Inventory data, 57% of the bridges not on the NHS are in good condition, 30% of the bridges are in fair condition and 12% of the bridges are in poor condition in the MPA.

2019 Bridge Condition

	Good	Fair	Poor
Bridge	57%	30%	12%



Source: Brown County Highway DPW



Source: Brown County Highway DPW

Travel and Freight Reliability on NHS

Ensure that the travel & freight reliability on the NHS is satisfactory



NHS Travel Reliability Targets

Metropolitan Planning Area

Interstate System

At the local level, the Green Bay Metropolitan Planning Area did better than the state with 100% of person-miles traveled on the Interstate System that are reliable.

Non-Interstate System

The Green Bay Metropolitan Planning Area also performed better on the Non-Interstate System at 96% compared to the state at 91.6%.

Statewide

Interstate System

WisDOT set a target of 94% for travel time reliability on the Interstate System (See table below). The percent of person-miles traveled on the Interstate System that are reliable in 2019, was 94.4% statewide. The state met its performance target.

Non-Interstate System

WisDOT did not set a target for travel time reliability on the Non-Interstate System for 2019, but the percent of person-miles traveled on the Non-Interstate System in 2019 was 91.6% statewide.

Measure	Statewide (2019)	MPA (2019)	2-Year Target (2019)	4-Year Target (2021)	Met Target
Percent of Person-Miles traveled that are on the Interstate System that are reliable	94.4%	100%	94%	90%	Yes
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	91.6%	96%	N/A	86%	N/A

Travel and Freight Reliability on NHS

Ensure that the travel & freight reliability on the NHS is satisfactory



NHS Freight Reliability Target

Freight movement is assessed and measured by the Truck Travel Time Reliability (TTTR) Index. Freight reliability is only measured for the Interstate System. The lower the TTTR Index, the more reliable trucks are able to travel with respect to congestion. For example, a trip that would normally take 20 minutes under free-flow conditions would take 30 minutes with a TTTR Index of 1.5.

Metropolitan Planning Area

The TTTR Index for the MPA was 1.26 in 2019.

Statewide

WisDOT set a target of 1.4 for the TTTR Index for 2019. The TTTR Index for the state in 2019 was 1.26.

Both the state and Green Bay Metropolitan Planning Area performed the same at 1.26 for TTTR on the Interstate System. This target was met at the state level.



Source: JOC.com

Measure	Statewide (2019)	MPA (2019)	2-Year Target (2019)	4-Year Target (2021)	Met Target
Truck Travel Time Reliability Index on the Interstate System	1.26	1.26	1.4	1.6	Yes

Freight & Passenger Transportation



Reduce fuel consumption & maximize the lifespan & existing capacity of the Green Bay Metropolitan Planning Area's highway & street system by increasing the proportion of freight shipped to & from the area by rail, water, & air.

Green Bay Austin Straubel International Airport

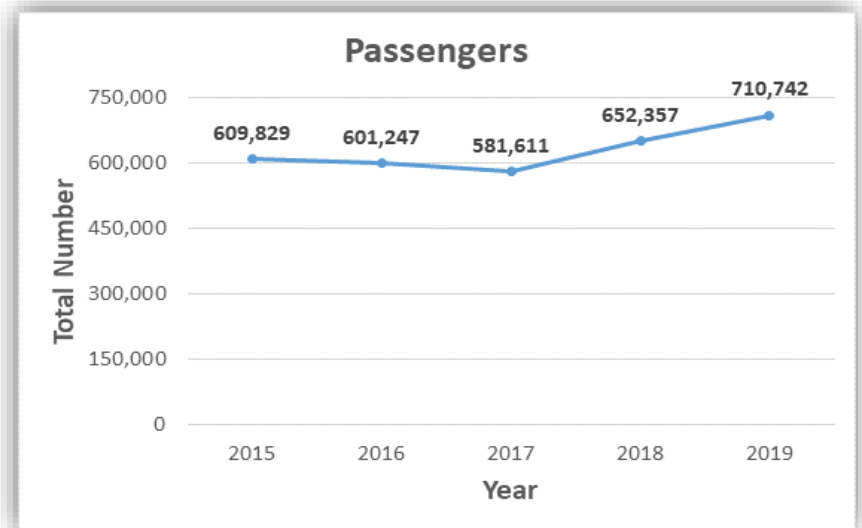
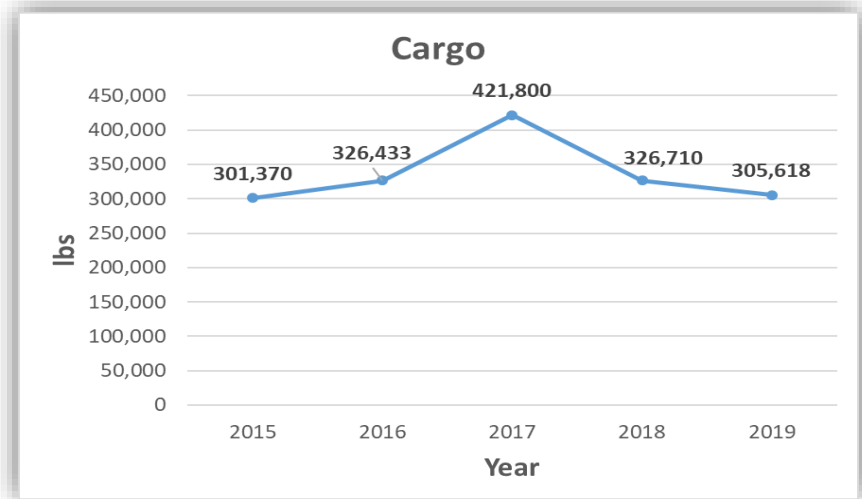
Air Cargo

Cargo and mail freight movement through the Green Bay Austin Straubel International Airport has been up and down for the past five years. The highest air cargo through the airport was in 2017 at 421,800 lbs. Since 2017, cargo freight has declined.

Passenger

There are currently four passenger airlines (American, Delta, Frontier, and United) serving people who fly in and out of the Green Bay Austin Straubel International Airport. In 2018, American, Delta and United airlines began using larger jets and added more flights in and out of the airport. Frontier began its seasonal service in May of 2019.

Passenger service at the Green Bay Austin Straubel International Airport slightly decreased from 2015 to 2017. However, there was an increase in passenger service from 2017 to 2019. The Green Bay Austin Straubel International Airport served 710,742 passengers in 2019, the highest passenger service in five years. This was an increase of 58,385 passengers from 2018.



Freight & Passenger Transportation

Reduce fuel consumption & maximize the lifespan & existing capacity of the Green Bay Metropolitan Planning Area's highway & street system by increasing the proportion of freight shipped to & from the area by rail, water, & air.



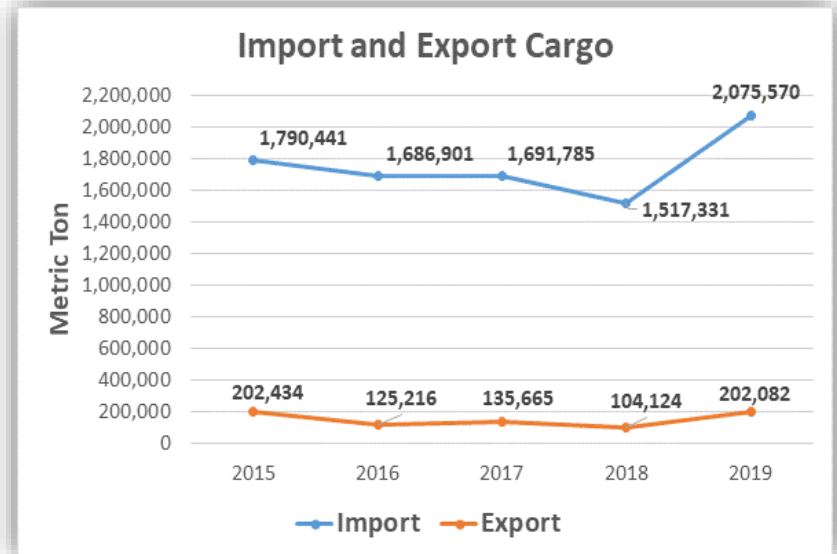
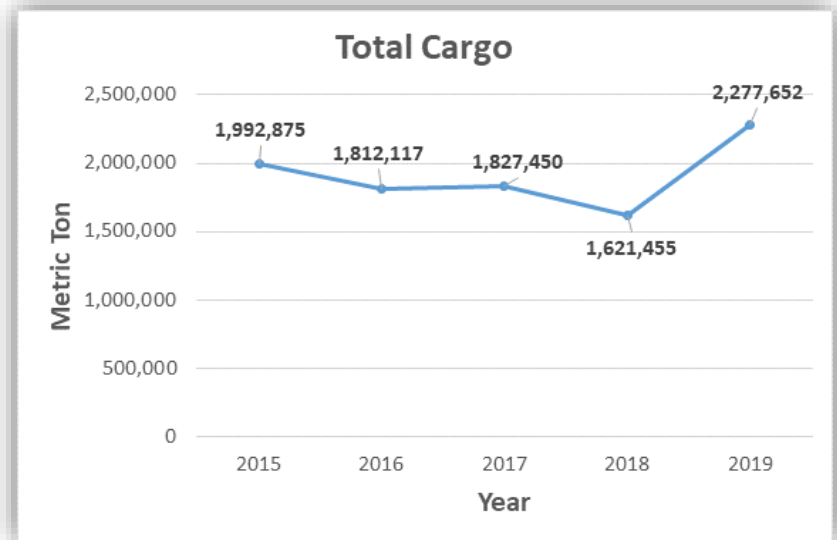
Port of Green Bay

Cargo

Currently, there are 14 port businesses that move raw goods and materials through the Port of Green Bay. These businesses handle commodities such as cement, coal, limestone, petroleum products, U.S. salt, and others.

Year-end cargo totals are shown in the graph to the right from 2015 to 2019. Shipping activities through the Port of Green Bay decreased between 2015 and 2018. Total cargo increased by 656,197 metric tons from 2018 to 2019. The import of petroleum products such as gasoline, diesel, and ethanol contributed to the increase of cargo moving through the port.

The breakdown of import and export of cargo moving through the Port of Green Bay is shown in the graph to the right. Import of bulk commodities increased by 558,239 metric tons from 2018 to 2019. Export of cargo nearly doubled from 2018 to 2019, an increase of 97,958 metric tons.



Public Transportation

Increase the annual number of revenue passengers on Green Bay Metro's buses to at least 1.4 million by 2030.

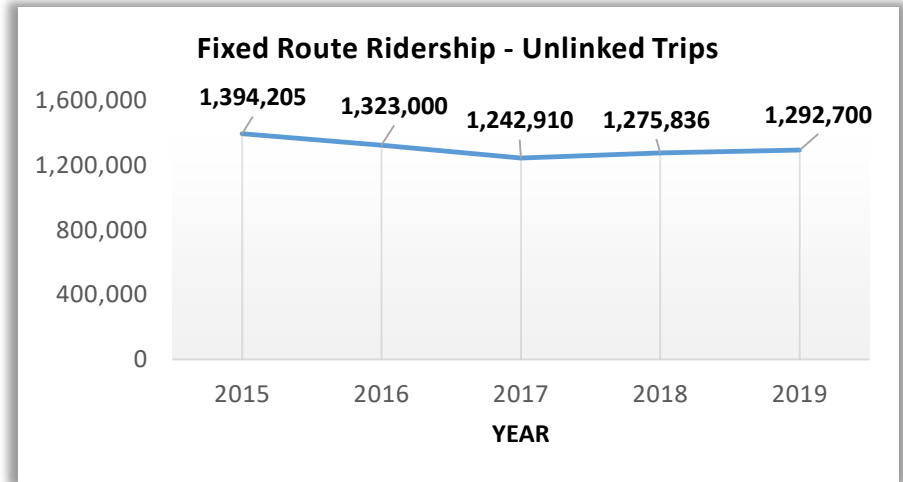
Consistent with the primary goal of the Green Bay Metro's adopted Public Transit Agency Safety Plan (PTASP), increase the safety performance of transit systems by proactively identifying, assessing, and controlling safety risks.



Fixed Route Bus - Unlinked Passenger Trips

Unlinked trips are considered as total boardings on an individual vehicle. Each time a passenger boards a vehicle, this is considered an unlinked trip.

Unlinked trips declined between 2015 to 2017. However, unlinked trips slowly increased from 1,242,910 trips in 2017 to 1,292,700 trips in 2019 (See graph to the right).



Microtransit Service

Green Bay Metro implemented a microtransit service in August 2020. This is a demand response transportation service to increase ridership in a targeted area. The microtransit service area is located on the east side of Green Bay (See map to the right).

September 2020

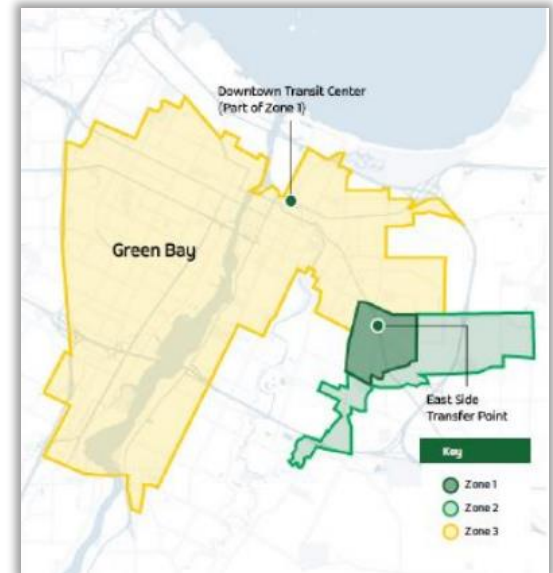
- 333 rides (227 Pilot and 106 night)
- 12.3 minutes per ride
- 3.9 miles per ride



Source: Green Bay Metro

Green Bay Metro Microtransit Service Area as of August 2020

- Yellow - Night Service Area
- Green - Pilot Service Area



Public Transportation



Ensure that rolling stock, major equipment, & facilities are adequately maintained & are in good repair in accordance with the Federal Transit Administration's State of Good Repair & Transit Asset Management (TAM) guidelines.

Rolling Stock – Revenue vehicles.

- Percent of revenue vehicles (by type) exceeding Useful Life Benchmark (ULB). The standard ULB of a vehicle depends on the type of vehicle (heavy-duty, medium-duty, or light-duty).

Green Bay Metro has a total of 36 heavy duty buses and one was below the benchmark. The ULB standard for rolling stock is less than 2.8 percent of revenue vehicles exceeding 14 years old. Green Bay Metro is planning to replace this vehicle in the near future.

A target of 0 percent of revenue vehicles was set for 2021. As mentioned above, the percent of revenue vehicles in 2020 was 2.8 percent.

Equipment – All non-revenue vehicles and equipment valued over \$50,000.

- Percent of significant equipment (non- revenue service vehicles) exceeding ULB.

Green Bay Metro identified 22 pieces of equipment and eight were below the benchmark. The pieces of equipment include forklifts, bus lifts, fuel system, etc. The useful life of equipment varies depending on the type.

A target of 25 percent of significant equipment was set for 2021. The percent of equipment exceeding ULB in 2020 was 36.4 percent.

Facilities

- Percent of facilities rated under 3.0 on the TERM scale (See table to the right for the rating scale).

TERM Rating	Condition	Description
Excellent	4.8–5.0	No visible defects, near-new condition.
Good	4.0–4.7	Some slightly defective or deteriorated components.
Adequate	3.0–3.9	Moderately defective or deteriorated components.
Marginal	2.0–2.9	Defective or deteriorated components in need of replacement.
Poor	1.0–1.9	Seriously damaged components in need of immediate repair.

Green Bay Metro has one facility (Transit Center) which is not below the benchmark. The Transit Center was rated 4.0 as of June 2020 which is good according to the TERM scale.

A target of 3.0 rating was set for the Transit Center for 2021. As mentioned above, the Transit Center had a rating of 4.0 in 2020.

Infrastructure – Passenger rail service.

- Percent of track segments under performance restriction.

This performance measure is not applicable to Green Bay Metro.

* **Useful Life Benchmark (ULB)** – the expected lifecycle of a capital asset, or the acceptable period of use in service for a particular transit provider's operating environment.

Transportation Services for Seniors & Individuals with Disabilities

Meet the growing transportation needs of seniors & individuals with disabilities within the Green Bay Metropolitan Planning Area.

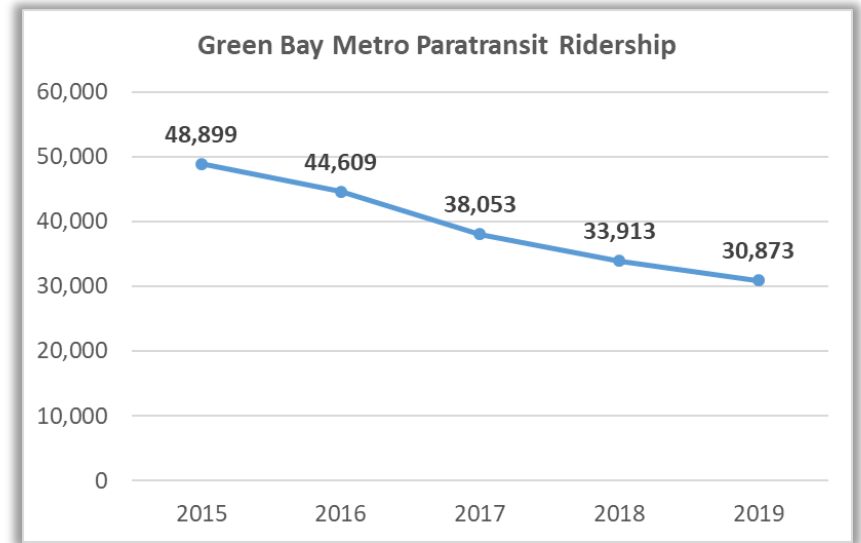


Specialized Transportation Services

There are various private, public, and non-profit transportation providers that provide transportation services to seniors and people with disabilities in Brown County. Non-profits and public transportation providers are working together to not duplicate transportation services.

Green Bay Metro Paratransit

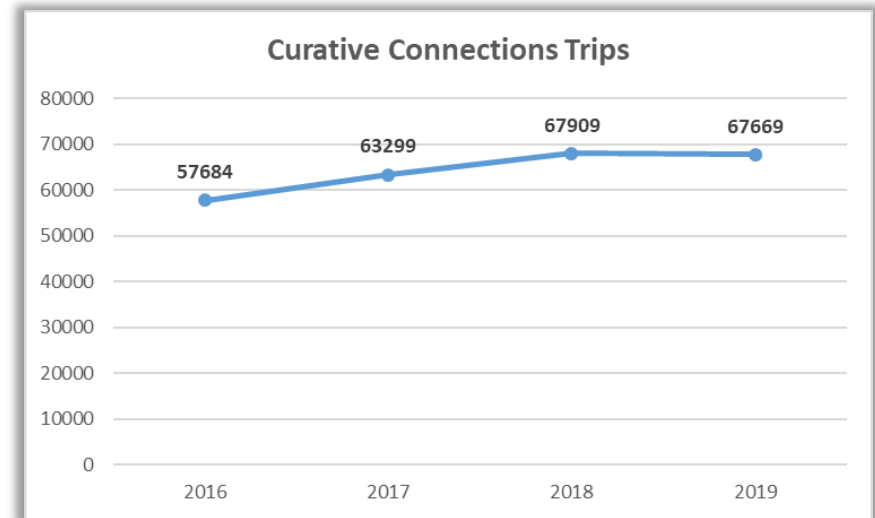
Paratransit ridership declined between 2015 and 2019 (See the graph Paratransit Ridership). The decline in ridership is due to a number of policy changes over the years. An example is the increase of Metro's agency fare from \$3 to \$15.



Curative Connections

The graph to the right shows the annual number of trips from 2016 to 2019. The number of trips increased from 57,684 in 2016 to 67,909 in 2018. Between 2016 and 2018, a paid driver and two vehicles were added to the program.

From 2018 to 2019, trips slightly decreased. The decrease is due to the fact that trips in rural areas take longer and are more time-consuming. Volunteer drivers for Curative Connections have also decreased.



Intercity Bus Services

Maintain daily intercity services to major transportation hubs including Chicago & Minneapolis.



Bus Services

There are four intercity bus providers in the Green Bay area. These providers are Lamers, Jefferson Lines, Amtrak Thruway, and Indian Trails. Their trip service are shown in the table below. The map to the right shows the route of each provider.

Service	Provider	Trips per Weekday	Trips per Saturday	Trips per Sunday
Green Bay to Madison	Lamers	1	1	1
Green Bay to Minneapolis	Jefferson Lines	1	1	1
Green Bay to Milwaukee	Amtrak, Indian Trails, Lamers, Jefferson Lines	5	5	5
Green Bay to Upper Peninsula, MI	Indian Trails	1	1	1



Source: WisDOT

- Amtrak Thruway
- Indian Trails
- Jefferson Lines
- Lamers Bus Lines

Bicycle and Pedestrian Facilities

Continue to develop a bicycling & walking culture in the Green Bay Metropolitan Planning Area that enables people of all ages & physical abilities to safely & conveniently travel throughout the area.



Bicycle Facilities

Total Miles of Bicycle Lanes

Bicycle lanes provide another mode of transportation to travel. As of September 2020, there was a total of 51.8 miles of bicycle lanes in the MPA. A total of 7.6 miles were added between 2017 and September 2020. The total miles of bicycle lanes doubled in the past ten years from 22.9 miles in 2010 to 51.8 miles in 2020.

	Miles				Difference
	2010	2014	2017	(September) 2020	
Bike Lanes	22.9	35.6	44.2	51.8	28.9
Multi-use Trails	52.7	61.5	78	84.8	31.7

Total Miles of Multi-Use Trails

Multi-use trails provide a safe mode of travel for bicyclists and pedestrians. A well planned system of trails or greenways that connect to other bicycle facilities and sidewalks improves travel to desired destinations such as home, school, work, shopping, and recreation.

As of September 2020, there was a total of 84.8 miles of multi-use trails in the MPA. Over the past 10 years, a total of 31.7 miles of multi-use trails were added in the MPA.

Pedestrian Facilities

Total Miles of Sidewalks

Many people who do not have access to an automobile use sidewalks to get from one destination to another. Depending on the distance of travel, some will walk, bike, or use public transportation.

The total miles of sidewalks in the Metropolitan Planning Area as of September 2020 was 763.67 miles. This was an increase of 181.67 miles from 2014. The existing sidewalks in the Metropolitan Planning Area are mostly in the City of Green Bay, City of De Pere, Village of Allouez, and Village of Howard.

	Miles		Difference
	2014	(September) 2020	
Sidewalk	582	763.67	181.67

Bicycle and Pedestrian Facilities

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Bicycle and Pedestrian Plan

Nine of the twelve communities in the Metropolitan Planning Area currently have a bicycle and pedestrian plan.

Sidewalk Policy

Eleven of the twelve communities in the Metropolitan Planning Area currently have a sidewalk policy.



Community	Sidewalk Policy	Bike and Pedestrian Plan
City of Green Bay	Yes	Yes
City of De Pere	Yes	Yes
Village of Allouez	Yes	Yes
Village of Ashwaubenon	No	Yes
Village of Bellevue	Yes	Yes
Village of Howard	Yes	No
Village of Hobart	Yes	Yes
Village of Suamico	Yes	Yes
Town of Lawrence	Partial	Yes
Town of Ledgeview	Yes	Yes
Town of Rockland	Yes	No
Town of Scott	Yes	No

Bicycle and Pedestrian Facilities

Continue to develop a bicycling & walking culture in the Green Bay Metropolitan Planning Area that enables people of all ages & physical abilities to safely & conveniently travel throughout the area.



Education and Enforcement Programs

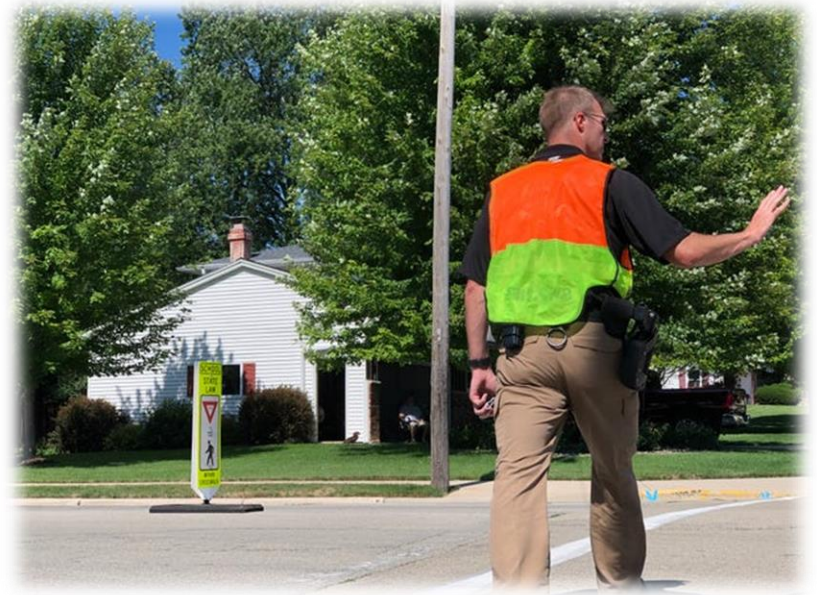
A community may have a well connected bike and pedestrian network, but if not used properly, it can lead to crashes between motorists, bicyclists, and pedestrians. Education and enforcement programs are important to educate not only motorists but also bicyclists and pedestrians when using bicycle and pedestrian facilities.

Operation Frogger

Frogger is an educational event held county-wide at various locations by local community members and law enforcement agencies to educate motorists about yielding to pedestrians at crosswalks. A Frogger event was held during the summer at ten locations throughout Brown County. The results are below.

July 21, 2020

- 114 stops
- 113 warnings
- 24 tickets
- Number of vehicles who properly yielded to pedestrians - 148



Source: Green Bay Press Gazette

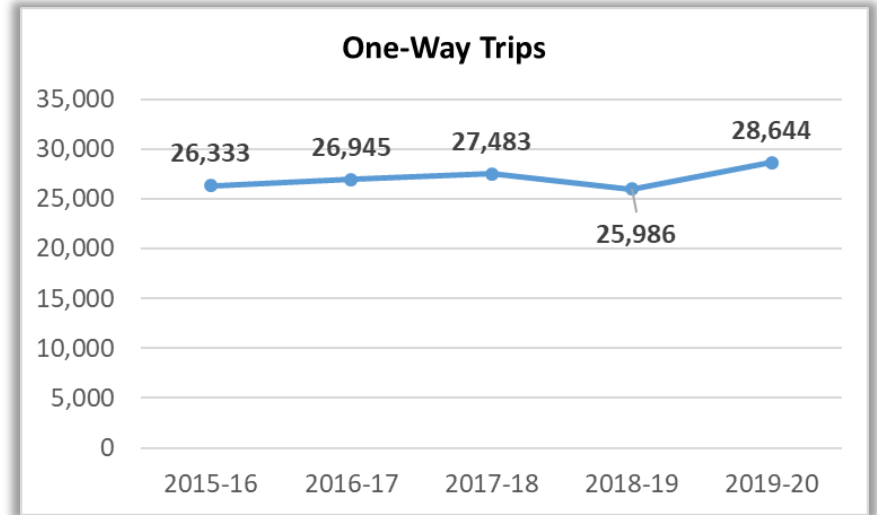
Tourism

Consider the impact on tourism when making transportation investments.



Packers Game Day

Green Bay Metro continues to provide free bus rides for fans during Packers home games. The graph to the right shows total one-way ridership for each football season for the past five years. Total ridership has increased every season since the 2015-2016 season with the exception of the 2018-2019 season. The Green Bay Packers will continue to provide free bus rides during Packer home games. The number of home games may vary each year due to home playoff games.



Downtown Green Bay & Titledown District

Green Bay Metro and the Green Bay Packers partnered at the end of July 2019 to provide free bus services from Downtown Green Bay to the Titledown District. This partnership provides free bus services for Route 8 and Route 9. The Packers offset any lost revenue with a direct payment to Green Bay Metro.

The table to the right compares two time periods when fares were charged and not charged for Route 8 and Route 9. Ridership increased for both routes during the time when no fare was charged.

Timeframe	Ridership		
	#8 Green	#9 Gold	Total
Sept 2018 - Feb 2019 (Fares Charged)	41,613	39,880	81,493
Sept 2019 - Feb 2020 (No Fare)	47,419	43,910	91,329
Increase:	14%	10.1%	12.1%

Note: It should be noted that passengers previously taking other routes may have shifted to the #8 and #9 routes. Ridership on the system as a whole increased approximately 1.3% during this time.