

Green Bay

Metropolitan Planning Area

Transportation System Performance Measures

2021 Report



This page was intentionally
left blank

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 boundary is shown on the map to the right.

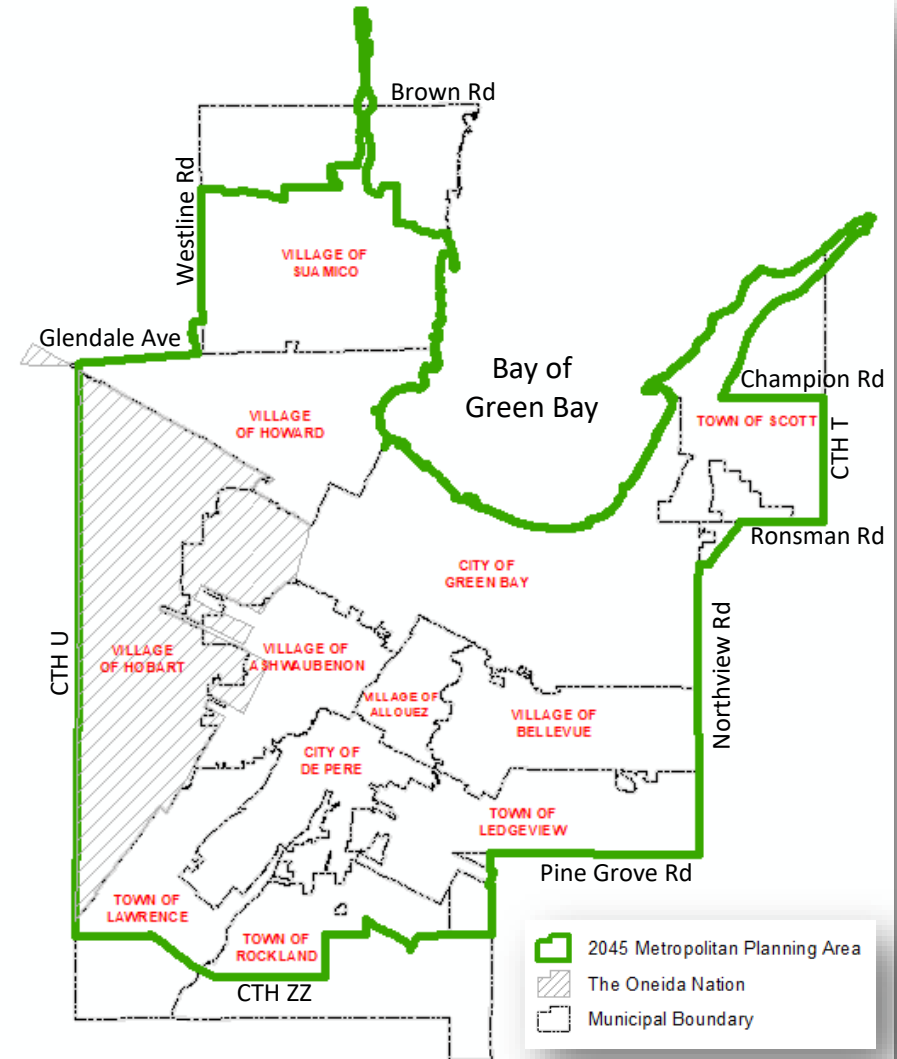
The following communities are within or partially in the MPA:

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

In addition, a portion of the Oneida Nation is located within the MPA on its western border.

Federal law, Moving Ahead for Progress in the 21st Century Act (MAP-21) and continue with the Fixing America's Surface Transportation Act (FAST), requires the incorporation of Performance-Based Planning and Programming be used in the development of the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Performance measures were established for goals and objectives in the Green Bay MPO 2045 LRTP for the Green Bay MPA.



Transportation Area Goals

The performance measures in this report address the following transportation area goals.

- **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.

This report provides current and historical data on the progress towards meeting these goals. The 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.

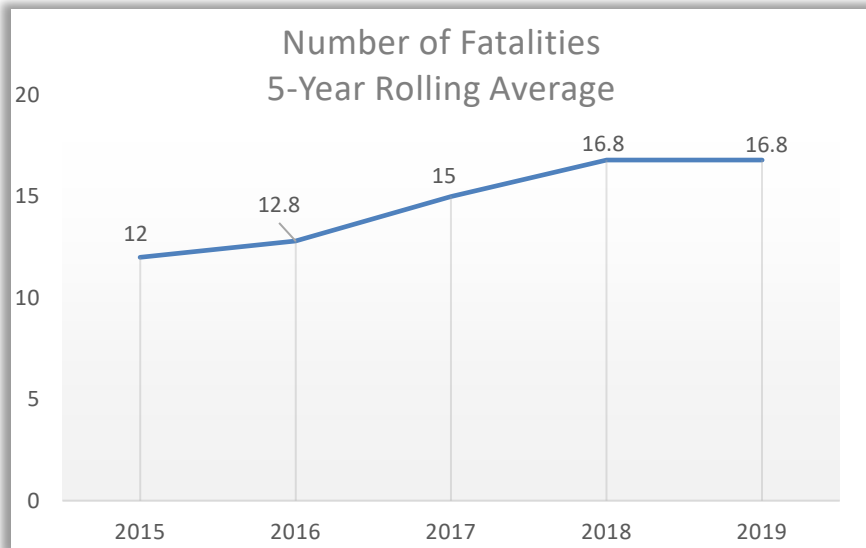


Number of Fatalities

Brown County

The graph below shows the 5-year rolling average of traffic fatalities for Brown County. For example, the 2015 average of 12 fatalities was the rolling average from 2011-2015, the 2016 average of 12.8 fatalities was the rolling average from 2012-2016, and so forth. This method was used for all the safety measures in this section.

The 5-year rolling average of fatalities in 2019 was the same as in 2018 at 16.8.



Statewide

The 5-year rolling average of fatalities for the state was 588.2 in 2019. A target of 555.7 was set for 2019. This target was not met.

Number of Fatalities			
(2014-2018) 2018	(2014-2019) 2019	Target 2019	Met Target
576	588.2	555.7	No

Source: State Highway Safety Report 2019

Transportation Safety

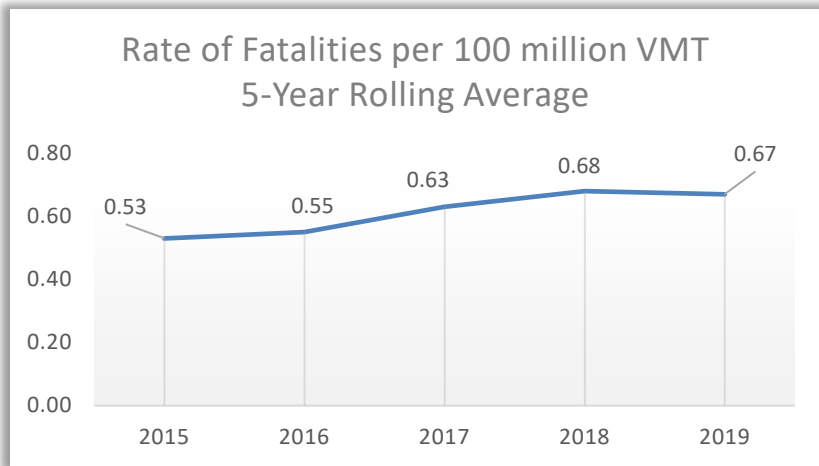
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Rate of Fatalities per 100 Million VMT

Brown County

The 5-year rolling average rate of fatalities per 100 million Vehicle Miles Traveled (VMT) decreased from 0.68 in 2018 to 0.67 in 2019.



Statewide

The 5-year rolling average rate of fatalities per 100 million VMT for the state was 0.908 in 2019. A target was set at 0.915 for 2019 and this target was met.

Rate of Fatalities per 100 million VMT			
(2014-2018) 2018	(2015-2019) 2019	Target 2019	Met Target
0.906	0.908	0.915	Yes

Source: State Highway Safety Report 2019

Transportation Safety

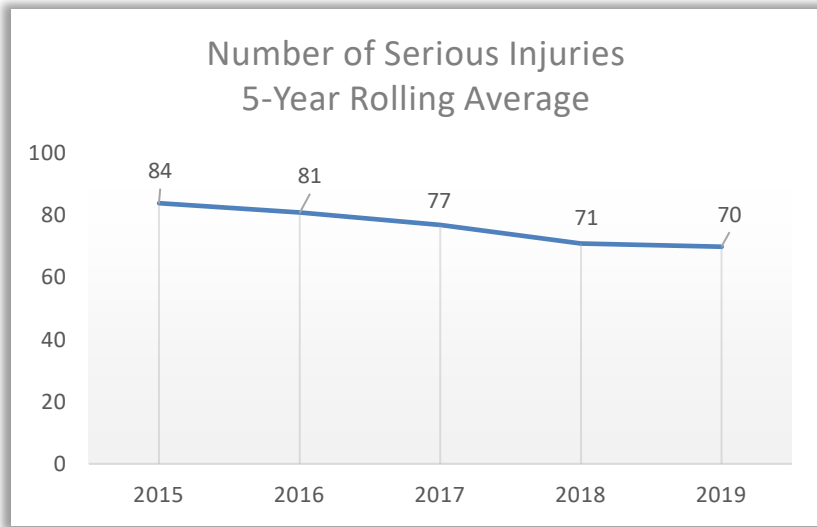
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Number of Serious Injuries

Brown County

The 5-year rolling average of serious injuries decreased from 71 in 2018 to 70 in 2019.



Statewide

The 5-year rolling average of serious injuries for the state was 3,050 in 2019. A target of 2967.6 was set for 2019 and this target was not met.

Number of Serious Injuries			
(2014-2018) 2018	(2015-2019) 2019	Target 2019	Met Target
3060	3050.4	2967.6	No

Source: State Highway Safety Report 2019

Transportation Safety

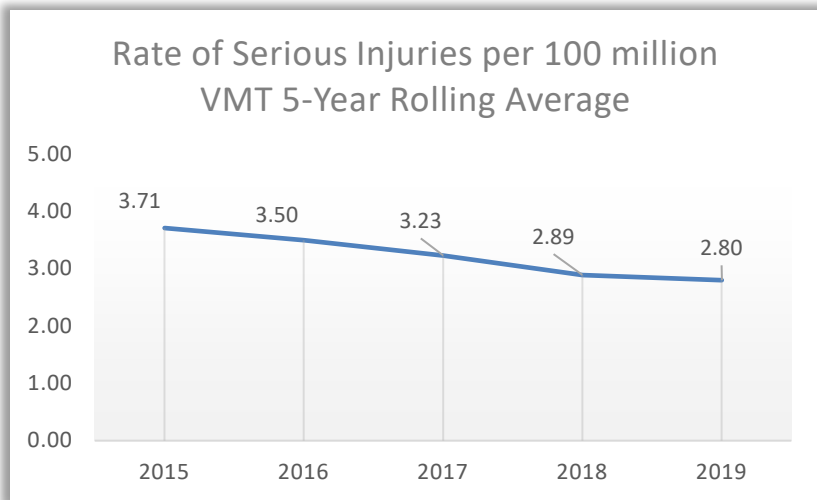
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Rate of Serious Injuries per 100 Million VMT

Brown County

The 5-year rolling average of serious injuries per 100 million VMT decreased from 2.89 in 2018 to 2.80 in 2019.



Statewide

The 5-year rolling rate of serious injuries per 100 million VMT for the state was 4.7 in 2019. A target of 4.785 was set for 2019 and this target was met.

Rate of Serious Injuries per 100 million VMT			
(2014-2018) 2018	(2015-2019) 2019	Target 2019	Met Target
4.824	4.716	4.785	Yes

Source: State Highway Safety Report 2019

Transportation Safety

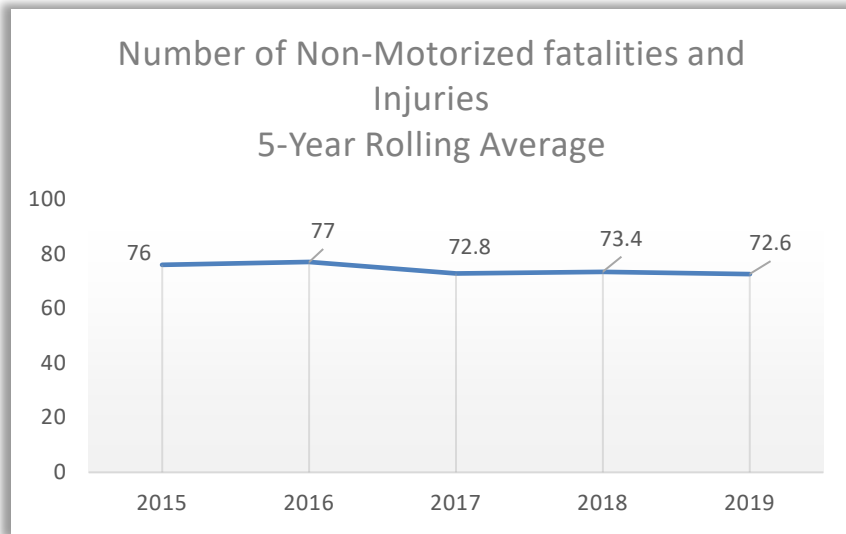
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



Number of Non-Motorized Fatalities and Injuries

Brown County

The 5-year rolling average of non-motorized fatalities and injuries in 2019 was 72.6. This was a decrease of 1 percent from the non-motorized fatalities and injuries in 2018.



Statewide

The 5-year rolling average of non-motorized fatalities and injuries for the state in 2019 was 368.6. A target of 342 was set for 2019 and this target was not met.

Number of Non-Motorized Fatalities			
(2014-2018) 2018	(2015-2019) 2019	Target 2019	Met Target
362.8	369	342	No

Source: State Highway Safety Report 2019

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

Metropolitan Planning Area

The table below shows the pavement condition for the Interstate and Non-Interstate on the NHS within the MPA for 2018 and 2020. The pavement condition on the Interstate decreased from 97.9 percent in 2018 to 90.5 percent in 2020 in the “good” category.

The pavement condition on the Non-Interstate decreased from 89.5 percent in 2018 to 83.3 percent in 2020 in the “good” category.

2018 and 2020 Pavement Condition - MPA

	Interstate		Non-Interstate	
	2018	2020	2018	2020
Good	97.9%	90.5%	89.5%	83.3%
Fair	None	7.4%	7.2%	11.7%
Poor	2%	1.6%	1.9%	3.5%

Source: WisDOT 2018 and 2020 PCI Data

Statewide

No target was set for the Interstate NHS pavement condition at the state level for 2019. However, the state performed better in 2019 at 67.5 percent compared to 59.1 percent in 2018 in the “good” condition. The state also performed better in 2019 at 0.3 percent compared to 1.7 percent in 2018 in the “poor” condition.

The 2019 “good” pavement condition on the Non-Interstate NHS was 36.8 percent which was worse compared to 44.1 percent in 2018. The state did not do well in the 2019 target for “poor” condition at 17.1 percent. The state met its target for “good” but did not meet its target for “poor.”

2018 and 2019 Pavement Condition - State

Measure	2018	2019	2-Year Target 2019	4-Year Target 2021
Interstate - Percentage of pavements in "good" condition	59.1%	67.5%	N/A	≥ 45%
Interstate- Percentage of pavements in "poor" condition	1.7%	0.3%	N/A	≤ 12%
Non-Interstate - Percentage of pavement in "good" condition	44.1.%	36.8%	≥ 20%	≥ 20%
Non-Interstate - Percentage of pavement in "poor" condition	16.4.%	17.1%	≤ 12%	≤ 12%

Source: FHWA Transportation Performance Management

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

There is a total of 249 bridges in the MPA that is on the NHS. The table below shows the condition of the bridges on the NHS in the MPA for 2019 and 2020. The bridges in good condition decreased from 77 percent in 2019 to 57 percent in 2020. The bridges in fair condition increased from 23 percent in 2019 to 43 percent in 2020.

Bridge Condition on NHS - MPA

	2019	2020
Good	77%	57%
Fair	23%	43%
Poor	None	None

Source: NBI 2019 & 2020 Data

Statewide

The table below shows the bridge condition for the state for 2018 and 2019. In 2019, 53.2 percent of the bridges on the NHS were in good condition and 1.7 percent were in poor condition. The state met both its 2019 targets.

Bridge Condition - State

Measure	2018	2019	2-Year Target 2019	Met Target
Percentage of NHS bridges in "good" condition	53%	53.2%	≥ 50%	Yes
Percentage of NHS bridges in "poor" condition	1.9%	1.7%	≤ 3%	Yes

Source: FHWA Transportation Performance Management

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

Every municipality is responsible to collect and submit pavement road data to WisDOT using the Wisconsin Information System for Local Roads (WISLR), an internet-accessible system that manages local road data. Since pavement condition for local streets and county highways are collected in odd years, the 2021 pavement condition data will not be available until 2022.

The photo below shows a completed road project by the Brown County Highway Department.

CTH V (Village of Bellevue)



Source: Brown County Highway DPW

Bridge Condition not on NHS

The table below shows the condition of the bridges not on the NHS for 2019 and 2020. The bridges in poor condition decreased from 12 percent in 2019 to 10.1 percent in 2020. There was an increase of approximately 1 percent in both the good and fair condition categories.

Bridge Condition not on NHS

	2019	2020
Good	57%	59%
Fair	30%	31%
Poor	12%	10%

Source: NBI 2019 & 2020 Data

Highway & Street Operation, Safety & Accessibility

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

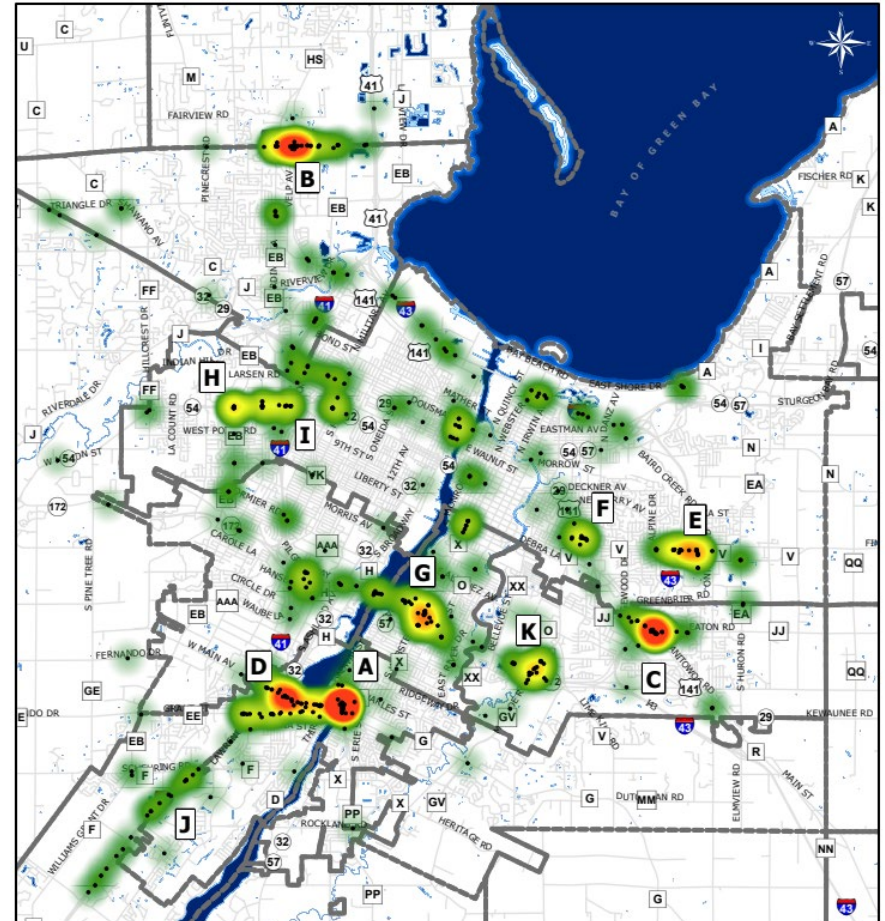


Congestion Areas

An interactive map survey was conducted in March of 2021 for the update to the Congestion Management Process. Map 1 to the right shows the congestion areas identified by the public.

- A. **Claude Allouez Bridge** - The planning of the southern bridge connector will help decrease traffic volume at the Claude Allouez Bridge.
- B. **Lineville Rd** - The existing two- and three-lane county highway is scheduled for expansion in 2024 and 2025.
- C. **I-43 & Manitowoc Rd** - No immediate plan
- D. **Main Avenue** - Installed left turn arrow at the intersection of Eighth St. and Main Ave.
- E. **I-43 & E Mason St** - No immediate plan
- F. **E Mason St/Main St** - No immediate plan
- G. **STH 172 & Webster Avenue** - No immediate plan
- H. **W Mason St & Packerland Dr** - Planned raised medium south of the intersection on Frontage Road and Packerland Dr. A roundabout is planned at the intersection of Trojan Dr. and Packerland Dr. in 2023.
- I. **I-41 & Mason St** - No immediate plan
- J. **I-41 South of Scheuring Rd** - Planned expansion south to Appleton.
- K. **STH 172 & CTH GV** - No immediate plan

Map 1
Congestion Areas Identified by the Public



Highway & Street Operation, Safety & Accessibility



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

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

The table below shows the daily average use for the park and ride lots for 2019 and 2020. The usage of all the lots decreased between 2019 and 2020. The park and ride lot use decreased as a result of the COVID-19 pandemic.

2019 and 2020 Daily Average Use

Measure	Capacity	2019	2020	Percent Change
De Pere (I-41 & Lawrence Dr.)	105	56.5	40	-29%
Howard (I-41 & Lineville Rd)	82	62.3	45.3	-27%
Howard (STH 29 & CTH EB)	50	32.6	30.1	-8%
Bellevue (CTH GV & Hoffman Rd)	95	58.6	31.2	-47%
Green Bay (STH 54/57 & Maloney Rd)	50	20.8	10.8	-48%

Roundabouts

Studies have shown that roundabouts reduce traffic delays and improve traffic safety. According to the American Association of State Highway and Transportation Officials (AASHTO), there is an 82 percent reduction in fatal and injury crashes when converting two-way stop-controlled intersection to a roundabout.

There are currently 81 roundabouts in Brown County and 74 roundabouts are in the Metropolitan Planning Area. There are 9 roundabouts planned for construction in the MPA.

Dickenson Rd & Bower Creek Rd (Town of Ledgeview)



Travel and Freight Reliability on NHS

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



Travel Reliability Targets

Metropolitan Planning Area

Travel Reliability for Interstate and Non-Interstate Systems in the MPA are shown in the table below for 2019 and 2020. The percent of person-miles traveled on the Interstate System for 2020 was 99 percent. This was a decrease of 1 percent from 2019.

The percent of person-miles traveled on the Non-Interstate System was 97 percent in 2020. This was an improvement of 1 percent from 2019.

Travel Reliability - MPA

Measure	2019	2020
Percent of Person-Miles traveled that are on the Interstate System that are reliable	100%	99%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	96%	97%

Source: Traffic Operations and Safety Laboratory

Statewide

The percent of person-miles traveled on the Interstate System in 2020 was 99.6 percent (See table below). The percent of person-miles traveled on the Non-Interstate System in 2020 was 94.1 percent statewide. The state is meeting the 2021 targets for both the Interstate and Non-Interstate systems for travel reliability.

Travel Reliability - State

Measure	2019	2020	2-Year Target 2019	4-Year Target 2021
Percent of Person-Miles traveled that are on the Interstate System that are reliable	94.4%	99.6%	94%	90%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	91.6%	94.1%	N/A	86%

Source: Traffic Operations and Safety Laboratory

Travel and Freight Reliability on NHS

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



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 can 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. So, the lower the Index number the more reliable the facility.

Metropolitan Planning Area

The TTTR Index for the MPA improved in 2020 at 1.23 from 1.26 in 2019.

MPA

Measure	2019	2020
Truck Travel Time Reliability Index on the Interstate System	1.26	1.23

Source: Traffic Operations and Safety Laboratory

Statewide

The TTTR Index for the state improved in 2020 to 1.16 when compared to the TTTR Index in 2019 at 1.26. The state met its target in 2019 and is meeting its 2021 target.

State

Measure	2019	2020	2-Year Target 2019	4-Year Target 2021
Truck Travel Time Reliability Index on the Interstate System	1.26	1.16	1.4	1.6

Source: Traffic Operations and Safety Laboratory

Freight & Passenger Transportation

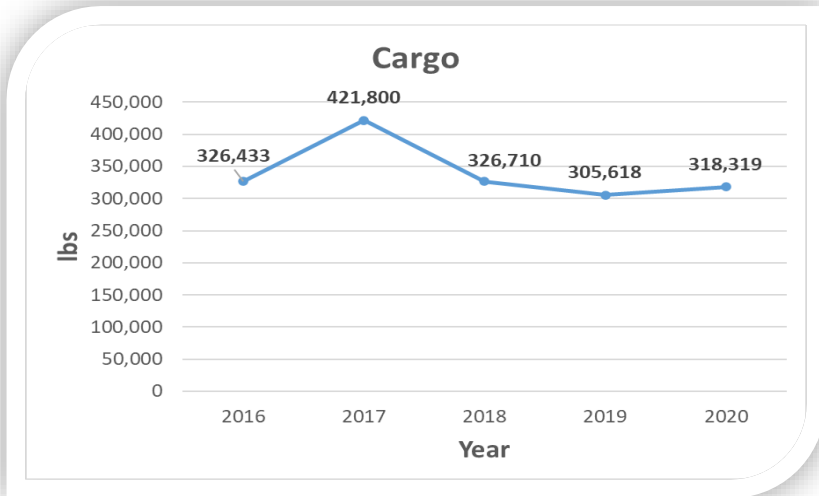


Reduce fuel consumption & maximize the lifespan & existing capacity of the Green Bay Metropolitan Planning Area's highway & street system by increasing the proportion of freight shipped to & from the area by rail, water, & air.

Green Bay Austin Straubel International Airport

Air Cargo

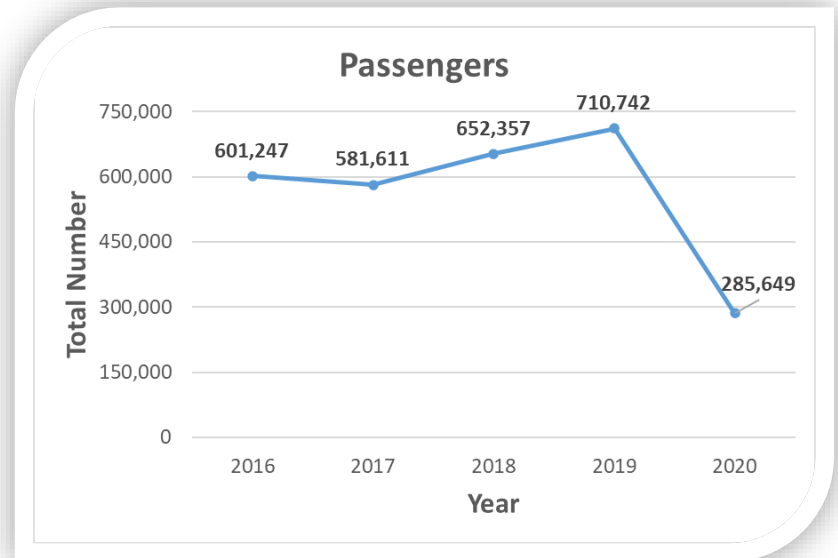
Cargo and mail freight movement through the Green Bay Austin Straubel International Airport has been up and down for the past five years. Air cargo slightly increased from 305,618 in 2019 to 318,319 in 2020.



Passenger

Four passenger airlines (American, Delta, Frontier, and United) serve people who fly in and out of the Green Bay Austin Straubel International Airport.

Passenger service at the Green Bay Austin Straubel International Airport decreased significantly from 710,742 in 2019 to 285,649 in 2020. The decrease of passenger service was the result of the COVID-19 pandemic.



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.



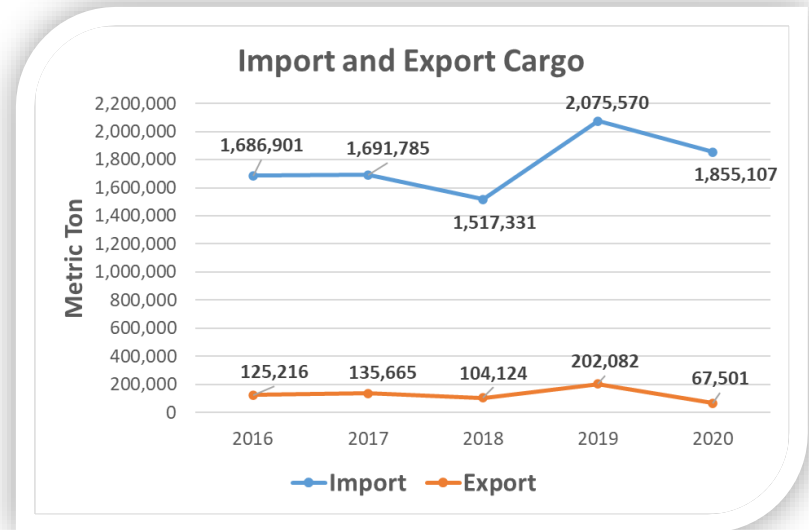
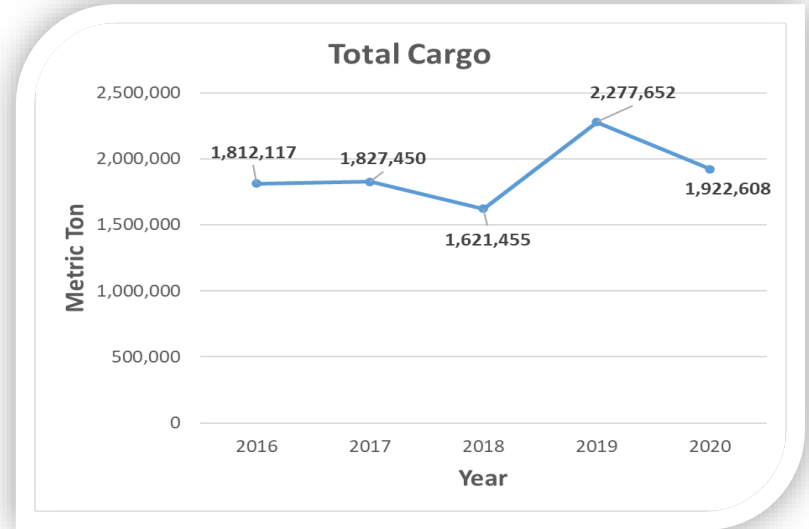
Port of Green Bay

Cargo

There are 14 terminal operators that move raw goods and materials through the Port of Green Bay. These businesses handle commodities such as cement, coal, limestone, petroleum products, and salt.

Year-end cargo totals are shown in the graph to the right from 2016 to 2020. Total cargo decreased from 2.3 metric tons in 2019 to 1.9 metric tons in 2020.

The breakdown of import and export of cargo moving through the Port of Green Bay is shown in the second graph to the right. Both import and export cargo decreased between 2019 and 2020.



Source: Port of Green Bay

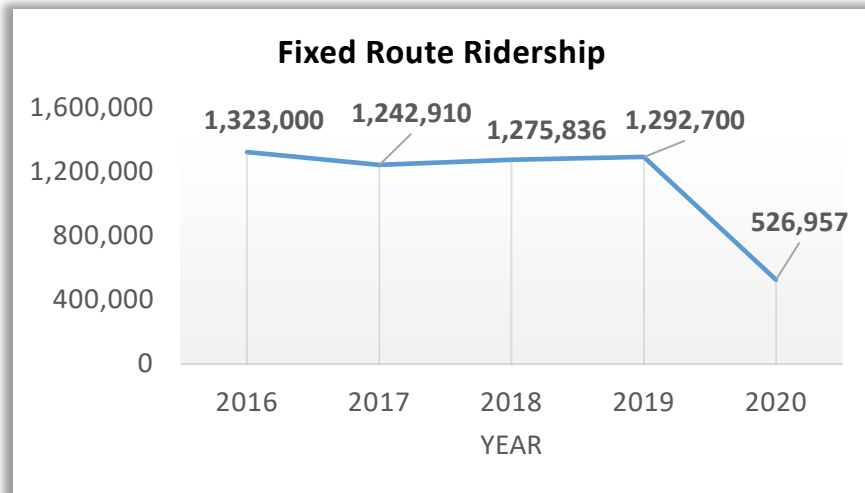
Public Transportation

Increase the number of revenue passenger boardings on Green Bay Metro services to 1.4 million.



Fixed Route System

The number of unlinked passenger trips is shown in the graph below. The unlinked passenger trips decreased from 1,292,700 in 2019 to 526,957 in 2020. The decrease in ridership was the result of the COVID-19 pandemic.



Microtransit Service

Green Bay Metro’s microtransit service, GBM On Demand, was implemented on August 2, 2021. The table below shows ridership trips for the first three months of operation. Ridership trips have been consistent for the first three months.

Service Hours	2021 Trips		
	August	September	October
Weekday – Zone Service Monday-Friday 5:45 am – 8:45 pm	1611	1865	1671
Weeknight – Expanded Service Area Monday-Friday 8:45 pm to 10:45 pm	235	300	328
Saturday – Zone Service 7:45 am – 3:45 pm	48	55	88

Bird – “E-Scooter”

An electric scooter pilot program was approved by the City of Green Bay’s Common Council in June 2021.

The goal of Bird dockless electric scooters is to increase transportation options and expand access to transit in the City of Green Bay.



Public Transportation



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 & Microtransit

The table below shows the safety performance per NTD standard for Green Bay Metro’s Fixed Route System. Between 2018 and 2020, Green Bay Metro has not had any reported number of fatalities, injuries, or accidents.

The target for each safety measure in 2022 is 0. The measure will be for both the Fixed Route and Microtransit Services in 2022.

	2018	2019	2020	Target 2022
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	0	0
Number of Reportable Accidents	0	0	0	0

Paratransit

The table below shows the safety performance per NTD standard for Green Bay Metro’s paratransit service. Between 2018 and 2020, there were no reported number of fatalities, injuries, or accidents. The target for each safety measure in 2022 is 0.

	2018	2019	2020	Target 2022
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	0	0
Number of Reportable Accidents	0	0	0	0



Source: Green Bay Metro

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.

Percentage of Passenger Vehicles Beyond Useful Life as Defined by the Federal Transit Administration

Program	Vehicle Type	Vehicle Quantity	Useful Life Benchmark in Years	Beyond Useful Life 2021	Target 2022
Green Bay Metro	Heavy Duty Bus	36	14	2.8%	0%
Curative Connections	Medium Duty Bus	10	10	0%	0%
Curative Connections	Light Duty Vehicles	3	10	0%	0%
Disable American Veterans	Light Duty Vehicles	1	8	0%	0%

The table above shows the percentage of passenger vehicles beyond useful life for Green Bay Metro, Curative Connections and Disable American Veterans. Curative Connection and Disable American Veterans have no vehicles that are beyond useful life. Approximately, 2.8 percent of Green Bay Metro's heavy-duty busses are beyond useful life.

Percentage of Major Equipment Beyond Useful Life as Defined by the Federal Transit Administration

Program	Major Equipment Type	Quantity of Equipment (21)	Useful Life Benchmark in Years	Beyond Useful Life 2021	Target 2022
Green Bay Metro	Various	4 Beyond Useful Life	Varies	19%	25%

The table above shows the percentage of major equipment beyond useful life for Green Bay Metro. Approximately, 19 percent of Green Bay Metro's major equipment are beyond useful life. Green Bay Metro is meeting its 2022 target.

Condition of Major Transportation Facility based on the Transit Economic Requirements Model (TERM) Rating System of 1 (poor) to 5 (excellent).

Program	Facility	Quantity	Age in Years	Term Score 2021	Target 2022
Green Bay Metro	901 University Ave	1	20	3.9	3

The table above shows the rating score for Green Bay Metro's major facility. Green Bay Metro's one major facility had a score of 3.9 in 2021. Green Bay Metro is meeting its 2022 target.

Transportation Services for Seniors & Individuals with Disabilities



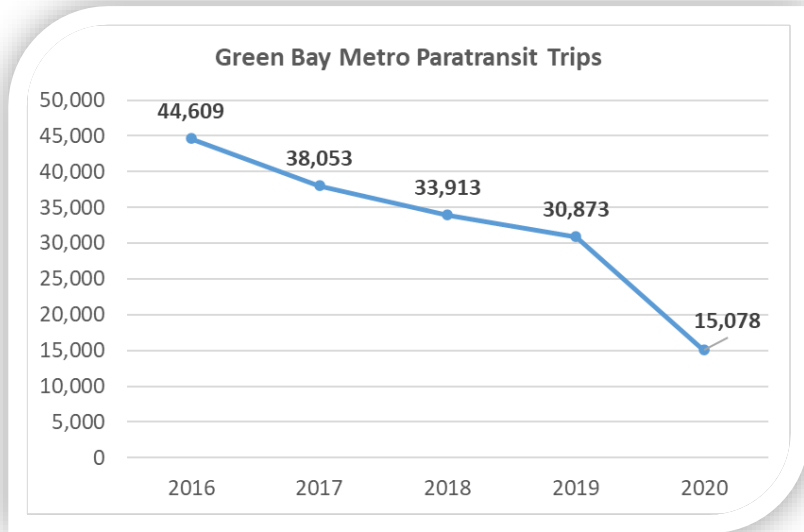
Meet the growing transportation needs of seniors & individuals with disabilities within the Green Bay Metropolitan Planning Area.

Specialized Transportation Services

Private, public, and non-profit transportation providers 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.

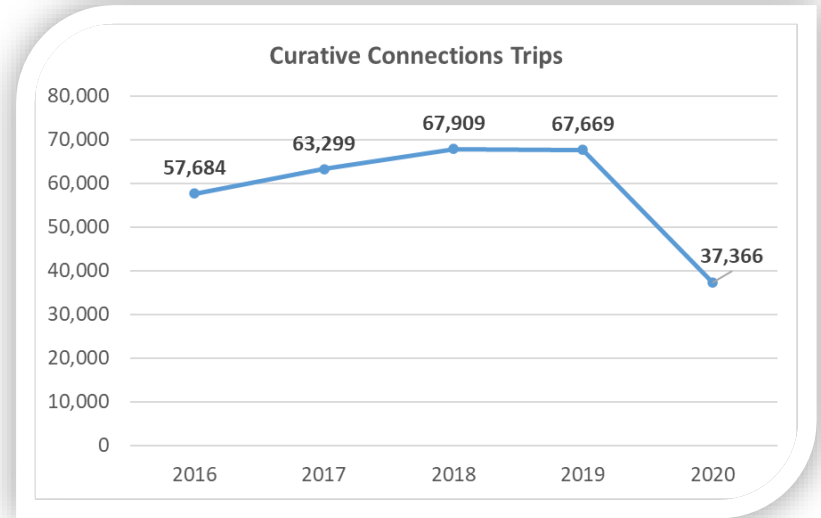
Green Bay Metro Paratransit

Paratransit trips decreased from 30,873 trips in 2019 to 15,078 trips in 2020. The decrease in paratransit trips was the result of the COVID-19 pandemic.



Curative Connections

The graph below shows the annual number of trips from 2016 to 2020. From 2019 to 2020, the number of trips decreased by 30,303 trips. The decrease in the number of trips was the result of the COVID-19 pandemic.



Intercity Bus Services

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



Bus Services

The Green Bay area is served by four intercity bus companies including Lamers, Jefferson Lines, Amtrak Thruway, and Indian Trails. Their daily trip service are shown in the table below. Bus services go to cities such as Madison, Minneapolis, Milwaukee, and other cities in the Upper Peninsula, Michigan. The map to the right shows the routes of the bus providers.

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
- White dashed line indicates a WisDOT supported route

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

Bike Lanes

Communities in the MPA continue to add various bike lanes on local roads for bicyclists. Bike lanes help improve traffic flow and provide bicyclists a place in the roadway.

In 2020, the City of Green Bay added its first buffer bike lane on Walnut Street to help bicyclists feel safer when riding on the roadway.

Buffer Bike Lane
Walnut Street (City of Green Bay)



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.

The table below shows the total trail users on the Fox River Trail and Mountain Bay Trail for 2019 and 2020. The total users such as hikers, bikers, and rollerblades on the Fox River Trail increased by 162,410 between 2019 and 2020.

Total users for the Mountain Bay Trail such as hikers, bikers and snowmobiling decreased by 20,729 between 2019 and 2020. The decrease in trail users was the result of counter not working properly.

	Trail Users		
	2019	2020	Difference
Fox River Trail	118,021	280,431	162,410
Mountain Bay Trail	34,234	13,505	-20,729

Source: Brown County Park Department

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.



Pedestrian Facilities

Sidewalks

Pedestrians use sidewalks to get from one destination to another. A well-connected sidewalk network provides many benefits to residents such as safety, mobility, and healthier communities. Communities in the MPA continue to install and improve their sidewalk network connectivity for pedestrians.

Pedestrian Pushbuttons

Pedestrian pushbuttons allow individuals to activate a pedestrian signal so they can walk and cross at an intersection. The City of Green Bay installed pedestrian pushbuttons at various intersections along Mason Street between Oneida Street and I-41.



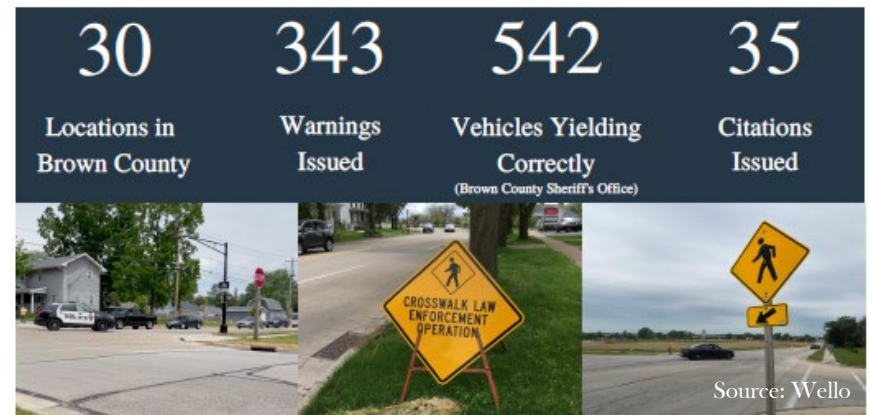
Education and Enforcement Programs

Yield to Your Neighbor Campaign

Wello and community partners held a Yield to Your Neighbor campaign kickoff in May of 2021. The campaign is to educate motorists, pedestrians, and bicyclists to follow the law and yield to their neighbor to improve safety and reduce crashes throughout communities in Brown County.

Regional Crosswalk Event – “Frogger”

Three frogger events were held throughout communities in Brown County in 2021. These events are to educate motorists about yielding to pedestrian at crosswalks. The results are shown in the table below.



Tourism

Consider the impact on tourism when making transportation investments.



Downtown Green Bay & Tiletown District

Green Bay Metro and Green Bay Packers continue to provide free bus services from Downtown Green Bay to the Tiletown District on Route 8 Green Line and Route 9 Gold Line. The Green Bay Packers offset lost revenue with a direct payment of \$21,000 to Green Bay Metro. The Green Bay Packers also made a commitment to pay for two wrapped buses annually.



Source: Green Bay Packers

Packers Game Day

Green Bay Metro continues to offer free bus rides during Green Bay Packers home games for the 2021-2022 football season. Riders can utilize one of the four routes offered. Route details can be found on the Green Bay Metro website.

Cheesehead Route (PDF)	Quarterback (QB) Sneak Route (PDF)	Quick Slant Route (PDF)	Lambeau Leap Route (PDF)
			