

**2022 Report**

# **Green Bay Metropolitan Planning Area**

## Transportation System Performance Measures



The Brown County Planning Commission/Metropolitan Planning Organization (MPO) for the Green Bay Urbanized Area invites you to visit our:

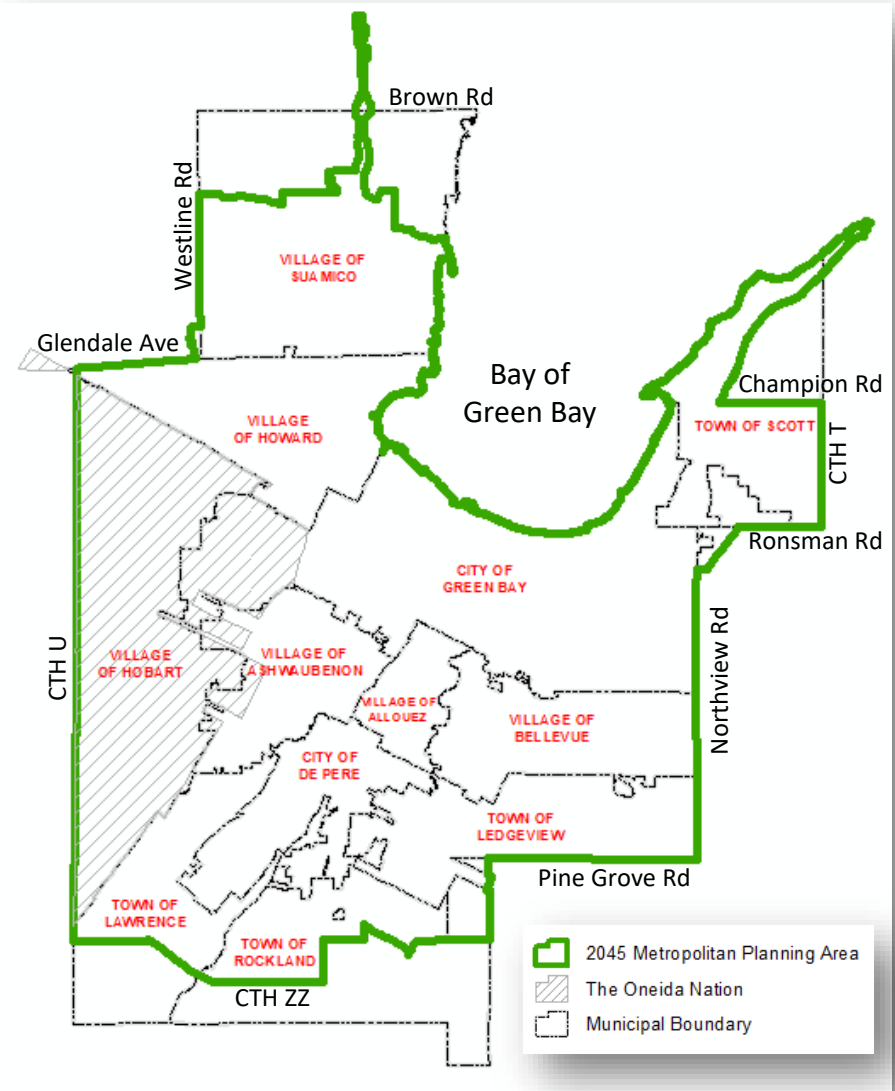
- Website: [www.browncountywi.gov/BCPCGreenBayMPO](http://www.browncountywi.gov/BCPCGreenBayMPO)
- Facebook: [www.facebook.com/BCPCGreenBayMPO](http://www.facebook.com/BCPCGreenBayMPO)
- Twitter: [www.twitter.com/BCPCGreenBayMPO](http://www.twitter.com/BCPCGreenBayMPO).



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# Metropolitan Planning Area

The Metropolitan Planning Area (MPA) is approximately 220 square miles. The MPA is comprised of two cities, six villages and nine towns. Some of these communities are only partially within the MPA. In addition, a portion of the Oneida Nation is located within the MPA on its western border. Its boundary is shown on the map to the right.

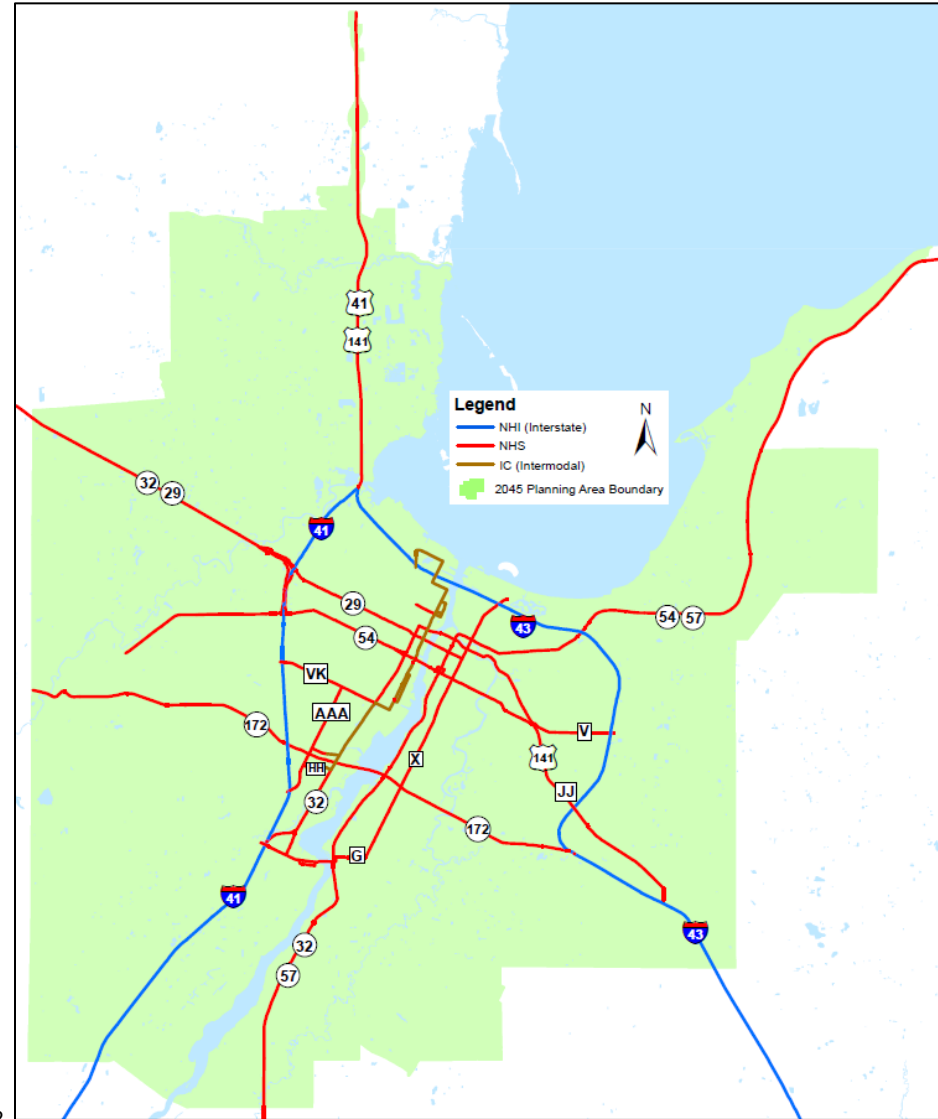


# National Highway System

The National Highway System (NHS) in the MPA is shown on the map to the right. The NHS consists of the following roadways:

- NHS Interstate – Interstates 41 and 43.
- NHS Routes - State Highways 29, 172, 57, 54 and 32, US 41 and 141. County Highways AAA, HH, G, X, VK, and JJ.
- NHS Intermodal Connectors (IC) - These are roads that connect to intermodal facilities and other NHS roadways.

CTH VV & STH 29 Interchange



## Purpose

The Bipartisan Infrastructure Law (BIL) continues the requirement of states and Metropolitan Planning Organizations (MPOs) to incorporate Performance-Based Planning and Programming in the development of the Long-Range Transportation Plan (LRTP) and Transportation Improvement Program.

The Green Bay Metropolitan Planning Organization (MPO) is responsible for transportation planning in the Metropolitan Planning Area (MPA). Goals and objectives were developed in the Green Bay MPO 2045 LRTP Update to create a comprehensive and balanced transportation system. The Green Bay MPO also incorporated and supports the performance targets established by the Wisconsin Department of Transportation (WisDOT) and Green Bay Metro Transit.

This report provides current and historical data on the progress towards meeting the goals and objectives in the Green Bay MPO 2045 LRTP Update. The report also addresses performance measures set by WisDOT and targets set in the 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.

## Performance Measure Categories

- *Transportation Safety*
- *Pavement and Bridge Condition on National Highway System*
- *Pavement and Transportation Structures*
- *Highway and Street Operation, Safety, and Accessibility*
- *Travel and Freight Reliability*
- *Freight and Passenger Transportation*
- *Public Transportation*
- *Transportation Service for Seniors and Individuals with Disabilities*
- *Intercity Bus Services*
- *Bicycle and Pedestrian Facilities*
- *Tourism*

# Transportation Safety

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

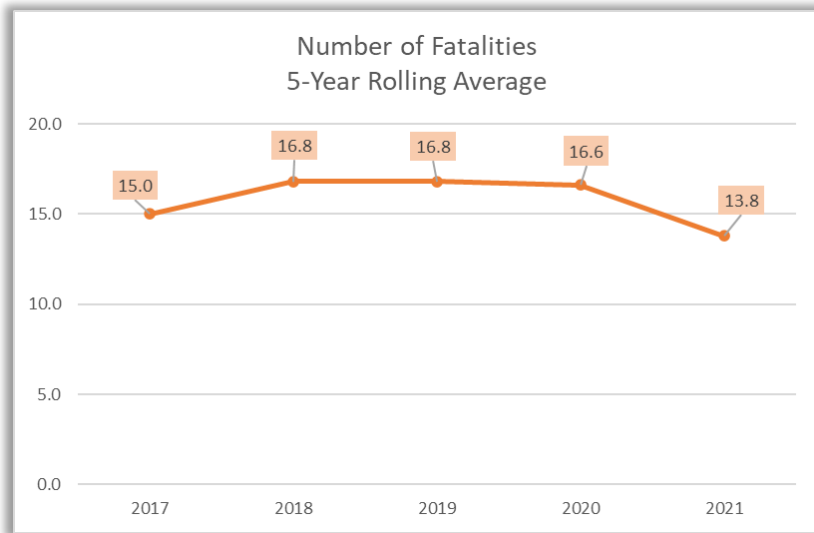


## Number of Fatalities

### Brown County

County data were used for the Transportation Safety performance measures because data were not available for the MPA.

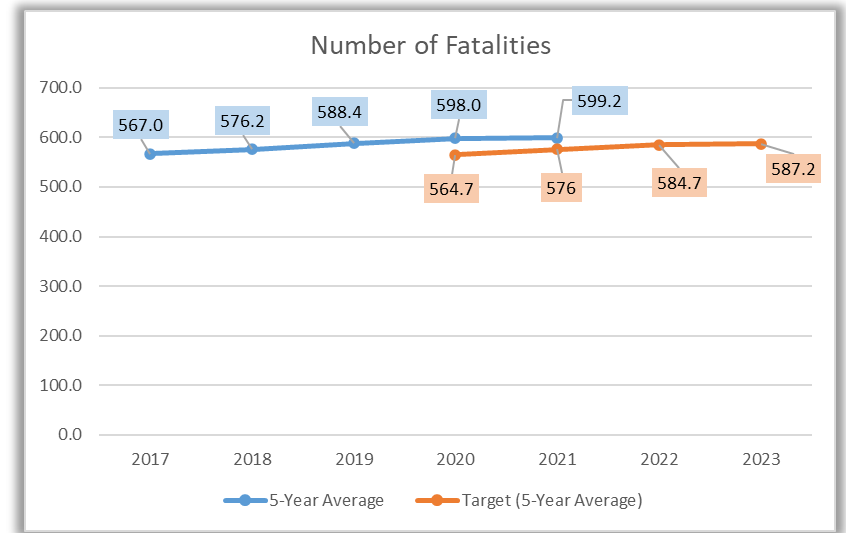
The five-year rolling average for number of fatalities decreased from 16.6 in 2020 to 13.8 in 2021.



Source: TOPS Lab  
Note: 2021 data is preliminary

### Statewide

The graph below shows the five-year average for the number of fatalities (2017-2021) and five-year average target set by the WisDOT for number of fatalities (2020-2023). The targets were not met for 2020 and 2021 but WisDOT continues to work towards its 2022 and 2023 targets.



Source: State Highway Safety Report 2020 - Wisconsin  
WisDOT 2023 Safety Performance Measures Targets

# Transportation Safety

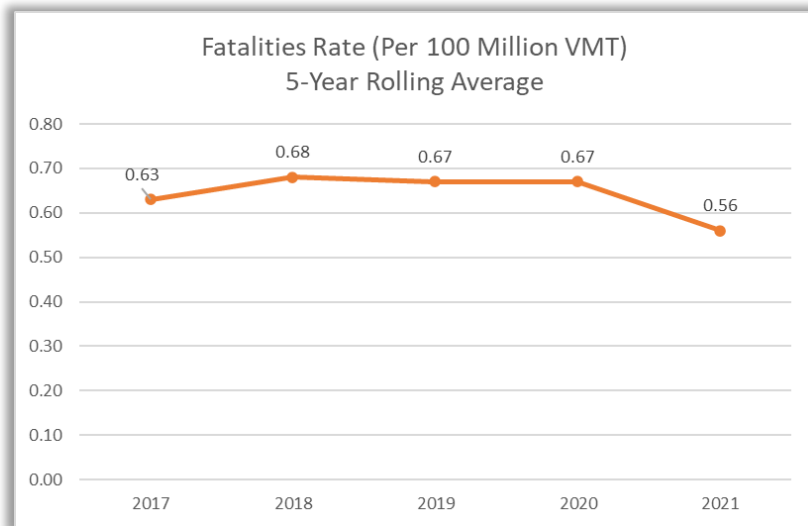
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



## Rate of Fatalities per 100 Million VMT

### Brown County

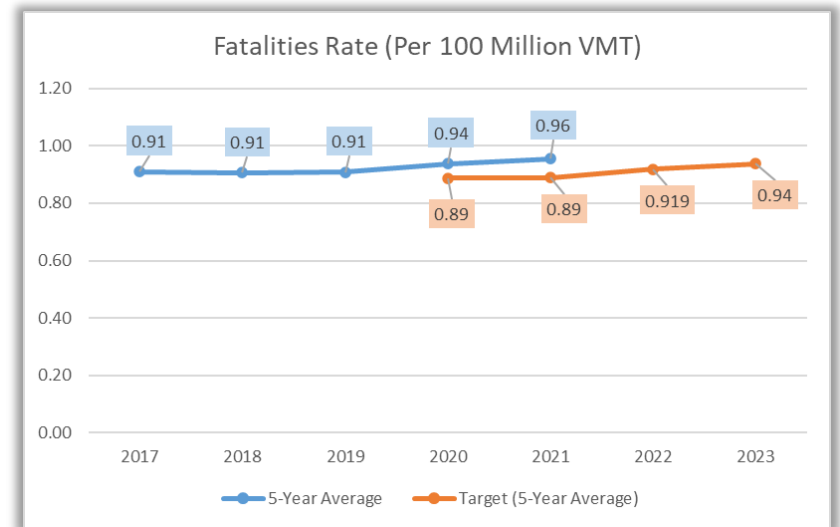
The five-year rolling average for rate of fatalities per 100 million miles traveled decreased from 0.67 in 2020 to 0.56 in 2021.



Source: TOPS Lab  
Note: 2021 VMT is preliminary

### Statewide

The graph below shows the five-year average for the rate of fatalities per 100 million miles traveled (2017-2021) and five-year average target set by WisDOT for the rate of fatalities per 100 million miles traveled (2020-2023). The targets were not met for 2020 and 2021 but WisDOT continues to work towards its 2022 and 2023 targets.



Source: State Highway Safety Report 2020 - Wisconsin  
WisDOT 2023 Safety Performance Measures Targets



# Transportation Safety

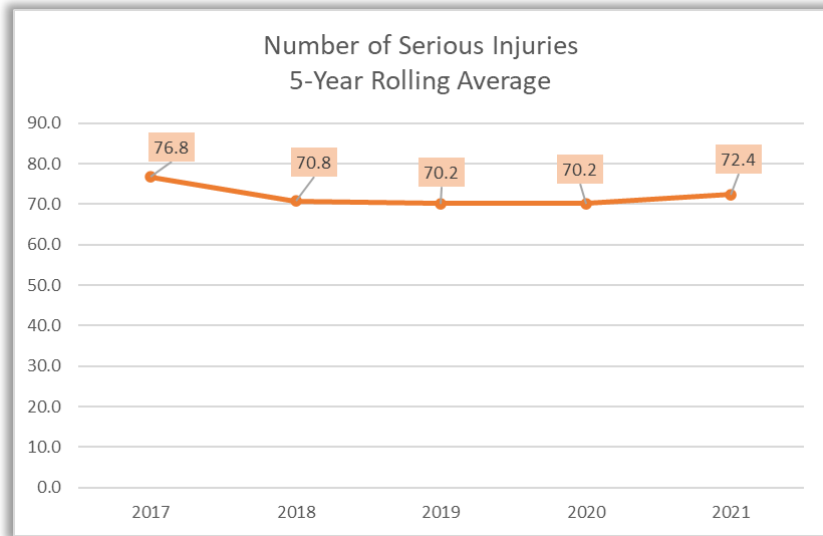
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.



## Number of Serious Injuries

### Brown County

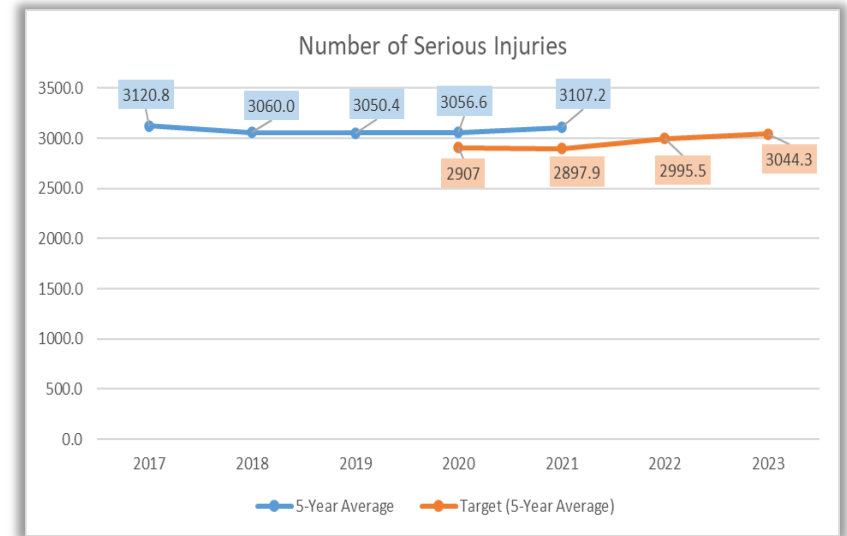
The five-year rolling average for number of serious injuries increased from 70.2 in 2020 to 72.4 in 2021.



Source: TOPS Lab  
Note: 2021 data is preliminary

### Statewide

The graph below shows the five-year average for number of serious injuries (2017-2021) and targets set by WisDOT for number of serious injuries (2020-2023). The targets set by WisDOT were not met for 2020 and 2021 but WisDOT continues to work towards its 2022 and 2023 targets.



Source: State Highway Safety Report 2020 - Wisconsin  
WisDOT 2023 Safety Performance Measures Targets

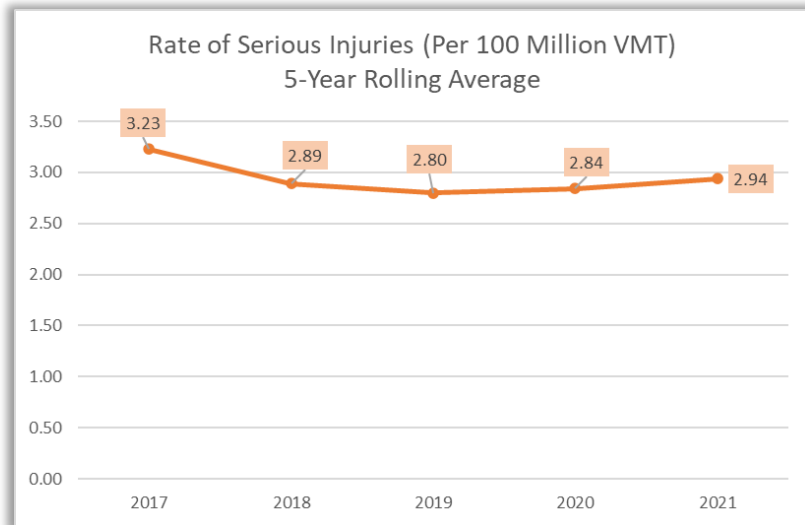




## Rate of Serious Injuries per 100 Million VMT

### Brown County

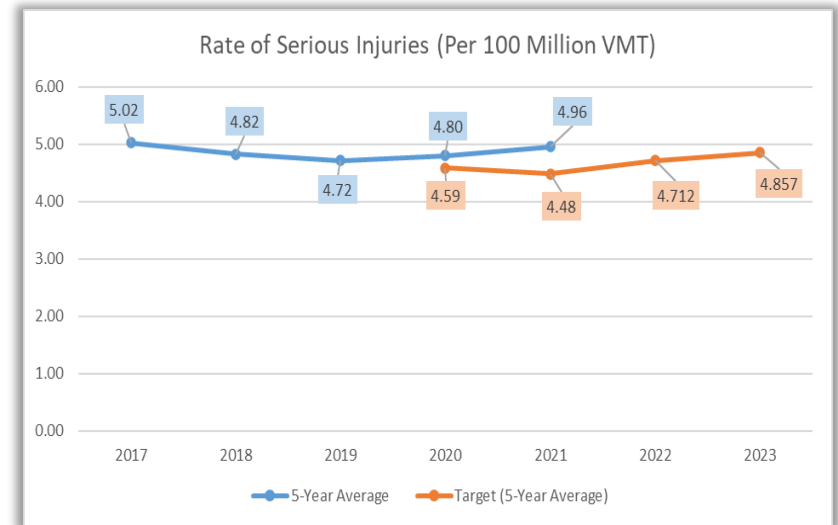
The five-year rolling average for rate of serious injuries slightly increased from 2.84 in 2020 to 2.94 in 2021.



Source: TOPS Lab  
 Note: 2021 VMT is preliminary

### Statewide

The graph below shows the five-year average for rate of serious injuries (2017-2021) and targets set by WisDOT for rate of serious injuries (2020-2023). The targets were not met for 2020 and 2021 but WisDOT continues to work towards its 2022 and 2023 targets.



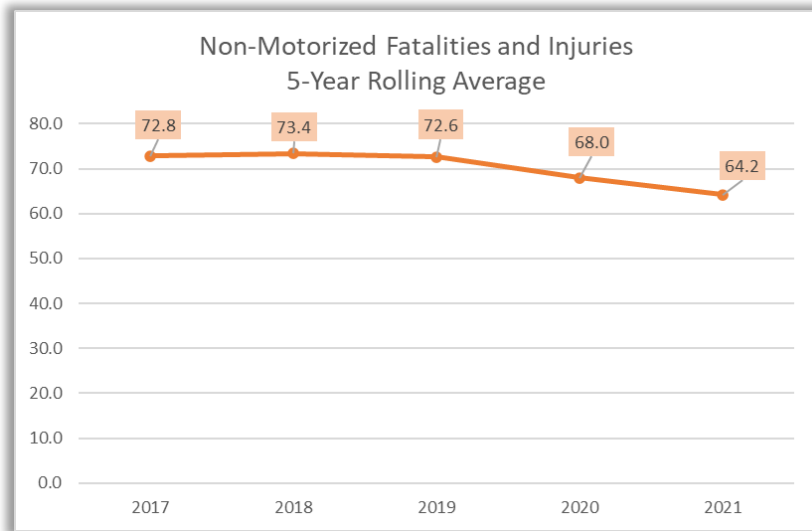
Source: State Highway Safety Report 2020 - Wisconsin  
 WisDOT 2023 Safety Performance Measures Targets



## Number of Non-Motorized Fatalities and Injuries

### Brown County

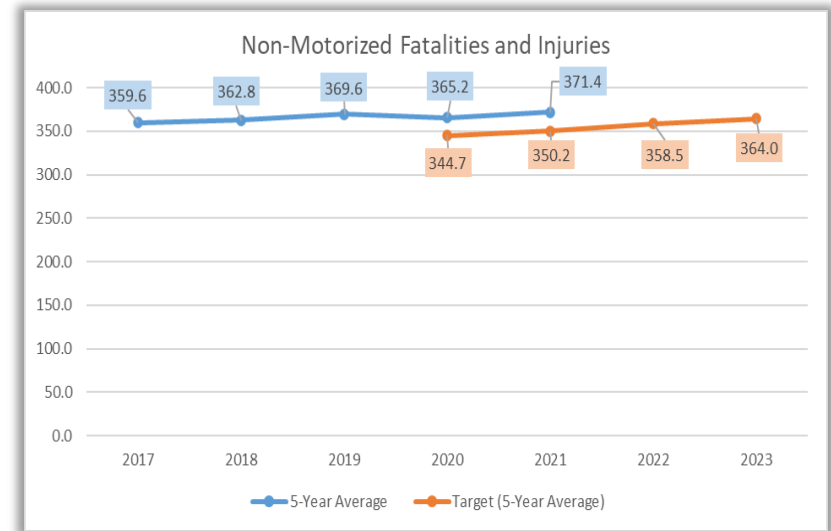
The five-year rolling average for non-motorized fatalities and injuries decreased from 68 in 2020 to 64.2 in 2021.



Source: TOPS Lab  
Note: 2021 data is preliminary

### Statewide

The graph below shows the five-year average for number of non-motorized fatalities and injuries (2017-2021) and targets set by WisDOT for number of non-motorized fatalities and injuries (2020-2023). The targets were not met for 2020 and 2021 but WisDOT continues to work towards its 2022 and 2023 targets.



Source: State Highway Safety Report 2020 - Wisconsin  
WisDOT 2023 Safety Performance Measures Targets

# 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

### Statewide

The most recent pavement condition for the NHS roads are shown in the table below. The state met all its 2021 targets for pavement condition.

#### 2021 Pavement Condition - Statewide

Measure	2021	4-Year Target 2021
Interstate - Percentage of pavements in "good" condition	65.9%	≥ 45%
Interstate- Percentage of pavements in "poor" condition	0.3%	≤ 12%
Non-Interstate - Percentage of pavement in "good" condition	36.3%	≥ 20%
Non-Interstate - Percentage of pavement in "poor" condition	4.2%	≤ 12%

Source: 2021 HPMA Data

Pavement condition data for the NHS roads specifically within the Green Bay MPA were not available when this report was completed. Also, pavement and bridge condition performance goals established by WisDOT apply to the NHS roads within the Green Bay MPA.

## Bridge Condition on the NHS

The table below shows the condition of bridges that are on the NHS in the MPA for 2020 and 2021. In 2021, there were 244 NHS bridges in the MPA.

#### Bridge Condition - MPA

	2020	2021
<b>Good</b>	57.4%	56.9%
<b>Fair</b>	42.5%	43.0%
<b>Poor</b>	None	None

Source: NBI 2020 & 2021 Data

The table below shows the percent of bridge condition on the NHS for the state in 2020. WisDOT set 2021 targets for bridge condition. Data were not available for 2021 when this report was completed. Based on the 2020 condition data, it appears that WisDOT is performing well towards its 2021 targets.

#### Bridge Condition - Statewide

	2020	2021	Target 2021
<b>Good</b>	53.2%	-	≥ 50%
<b>Fair</b>	1.7%	-	≤ 3.0%

Source: State Highway Infrastructure Report - Wisconsin

# 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 data to WisDOT using the Wisconsin Information System for Local Roads (WISLR), an internet-accessible system that manages local road data. The rating scale is 1 to 10. See below for rating scale.

Quality	Rating
Excellent	9-10
Good	7-8
Fair	5-6
Poor	3-4
Failed	1-2

The table below shows pavement condition rating for the Functional Classification System within the MPA for 2019 and 2021. The percent of “good” pavement condition decreased from 74 percent in 2019 to 53 percent in 2021.

### Pavement Condition on the Functional Classification System - MPA

	2019	2021
<b>Good</b>	74%	53%
<b>Fair</b>	21%	40%
<b>Poor</b>	5%	7%

Source: WISLR 2021 Data

## Bridge Condition not on NHS

The table below shows the condition of bridges that are not on the NHS in the MPA for 2020 and 2021. Bridges in the “good” category slightly decreased from 59 percent in 2020 to 53 percent in 2021.

### Bridge Condition - MPA

	2020	2021
<b>Good</b>	59%	53%
<b>Fair</b>	31%	39%
<b>Poor</b>	10%	8%

Source: NBI 2020 & 2021 Data



Source: Brown County DPW  
Nicolet Dr (CTH A)

# Highway & Street Operation, Safety, & Accessibility

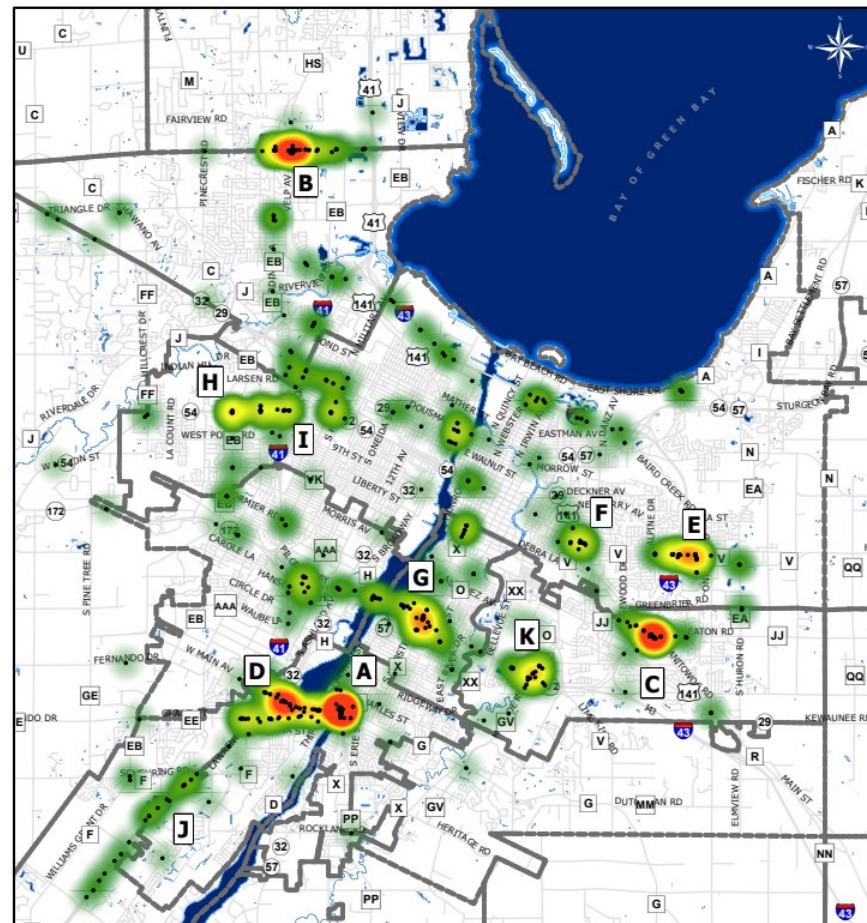
Improve traffic operations & reduce traffic congestion on the Green Bay Metropolitan Planning Area's functionally classified highway & street system.



## Operation, Safety, and Accessibility Improvement Strategies Identified in the Green Bay MPO's 2021 Congestion Management Process (CMP) document.

- A. **Claude Allouez Bridge** - The construction of the south bridge connector will help decrease traffic volumes near 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** – A left turn arrow was Installed 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** – A raised median is programmed for the Packerland Drive/frontage road intersections north and south of W Mason Street in 2023. A roundabout is also programmed 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

Congestion Areas Identified by the Public  
March 2021







## Examples of Congestion Management Techniques

### Park and Ride Lots

Brown County has seven park and ride lots, and five of these lots 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.

According to the 2021 average monthly use rate for the park-and-ride lots in the table below, the park-and-ride lots have the capacity to accommodate additional commuters.

**Average Monthly Use Rate  
2020 and 2021**

Park-and-Ride Lot	Capacity	Percent Use	
		2020	2021
De Pere (I-41 & Lawrence Dr.)	105	38.1%	46.5%
Howard (USH 41/141 & Lineville Road)	82	55.3%	53.4%
Howard (STH 29 & CTH "EB")	50	60.2%	58.8%
Bellevue (CTH GV & Hoffman Rd)	95	32.7%	37.7%
Green Bay (STH 54/57 & Maloney Rd)	50	21.5%	34.4%

Source: WisDOT

### 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 intersections to a roundabout.

There are currently 86 roundabouts in Brown County, and 75 of these roundabouts are in the Metropolitan Planning Area. There are currently 14 additional roundabouts planned for construction in the MPA.

### Overland Road and Larsen Orchard Parkway (Village of Howard)



# Travel and Freight Reliability on NHS

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



## Travel Time Reliability

### Metropolitan Planning Area

Travel Time Reliability (TTR) is “the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.” Both traffic volume and average vehicle occupancy are used to calculate the person miles that are reliable.

The percent of person-miles traveled on the MPA’s portion of the Interstate System in 2021 was 99.7 percent reliable compared to 99.3 percent reliable in 2020.

The percent of person-miles traveled on the MPA’s portion of the Non-Interstate System was 97.1 percent reliable in 2020 compared to 92.5 percent reliable in 2021.

### Travel Time Reliability - MPA

Measure	2020	2021
Percent of Person-Miles traveled that are on the Interstate System that are reliable	99.3%	99.7%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	97.1%	92.5%

Source: Wisconsin Traffic Operations and Safety Laboratory

### Statewide

The percent of person-miles traveled on the statewide Interstate System in 2021 was 96.4 percent reliable and percent of person-miles traveled on the statewide Non-Interstate System in 2021 was 93.9 percent reliable. The statewide targets were met for both performance measures in 2020 and 2021.

### Travel Time Reliability - Statewide

Measure	2020	2021	4-Year Target 2021
Percent of Person-Miles traveled that are on the Interstate System that are reliable	99.6%	96.4%	90%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	94.1%	93.9%	86%

Source: Wisconsin Traffic Operations and Safety Laboratory



# Travel and Freight Reliability on NHS

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



## Freight Reliability

Freight movement is assessed and measured by the Truck Travel Time Reliability (TTTR) Index. Truck speed and travel time are used to calculate the TTTR Index.

Freight reliability is only measured for the Interstate System. The lower the TTTR Index, the more reliably 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 slightly increased from 1.23 in 2020 to 1.25 in 2021. This means that trucks trips times were slightly longer within the MPA in 2021 than in 2020.

#### MPA

Measure	2020	2021
Truck Travel Time Reliability Index on the Interstate System	1.23	1.25

Source: Wisconsin Traffic Operations and Safety Laboratory

### Statewide

The TTTR Index for the state in 2021 was slightly higher compared to the TTTR Index in 2020. However, the state did meet its target for 2021.

#### State

Measure	2020	2021	4-Year Target 2021
Truck Travel Time Reliability Index on the Interstate System	1.16	1.20	1.60

Source: Wisconsin Traffic Operations and Safety Laboratory

# Freight & Passenger Transportation

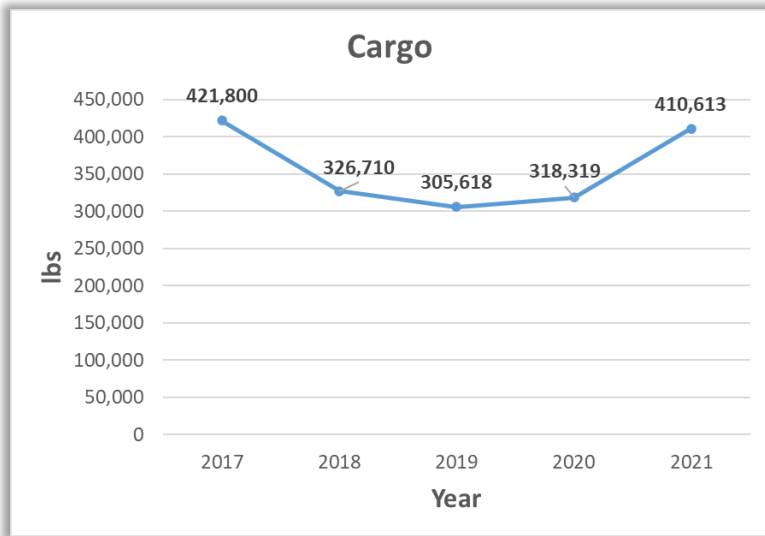


Reduce fuel consumption & maximize the lifespan & existing capacity of the Green Bay Metropolitan Planning Area's highway & street system by increasing the proportion of freight shipped to & from the area by rail, water, & air.

## Green Bay Austin Straubel International Airport

### Cargo

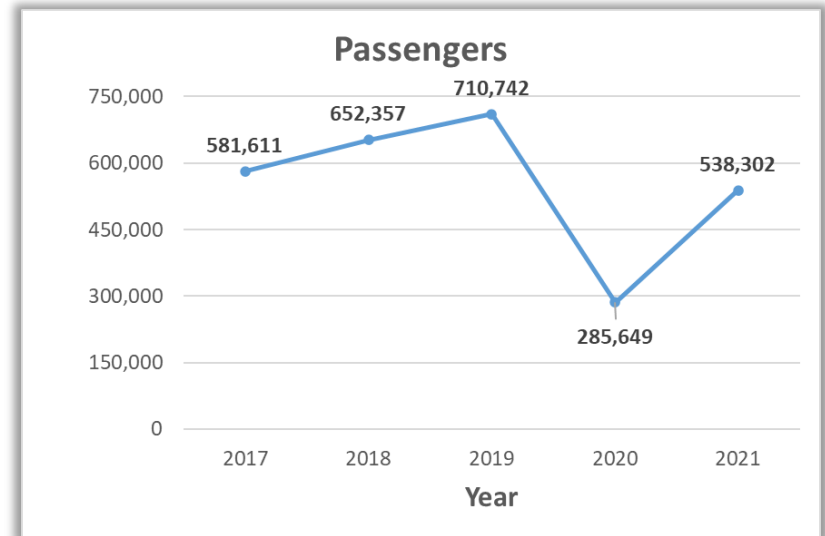
The amount of cargo transported by air in and out of the airport from 2017 to 2021 is shown in the table below. The amount of cargo transported by air decreased from 2017 to 2019 but increased between 2019 and 2021.



### Passenger

Five passenger airlines (American, Delta, Frontier, United, and Sun Country) serve people in and out of the Green Bay Austin Straubel International Airport.

Airline passenger service fluctuated from 2017 to 2021. Due to COVID-19, airline passenger service decreased more than half from 2019 to 2020 but has increased between 2020 to 2021.



# 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.

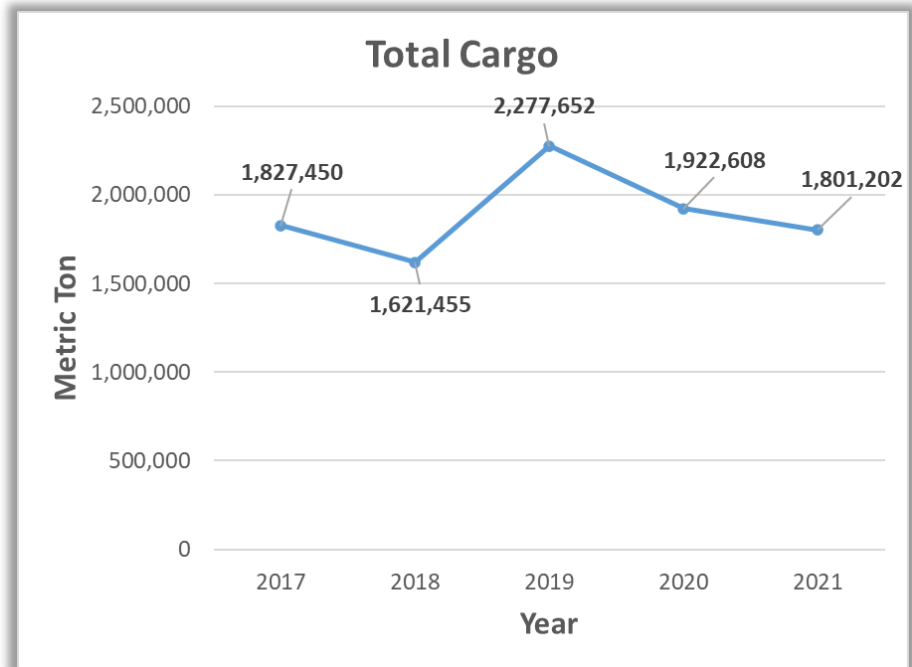


## Port of Green Bay

### 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.

Total year-end cargo is shown in the graph to the right from 2017 to 2021. Total cargo decreased from 1.9 metric tons in 2020 to 1.8 metric tons in 2021.



# Public Transportation

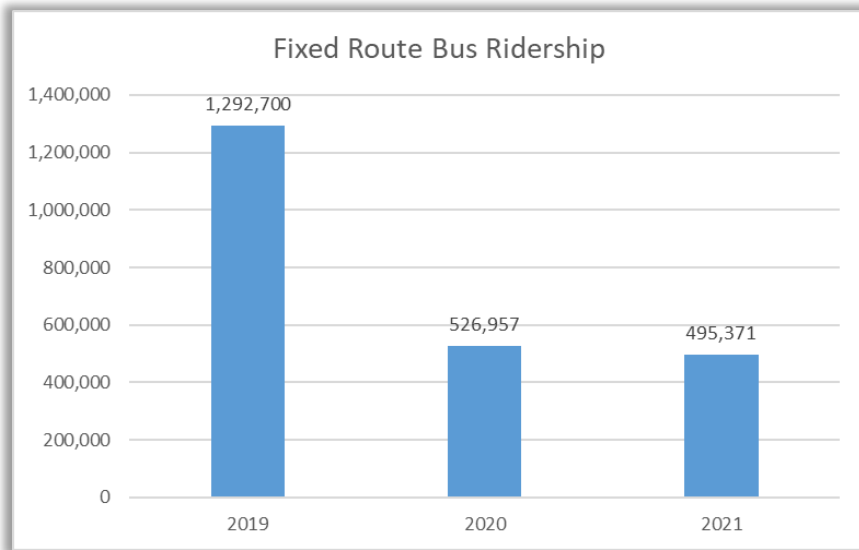


Increase the number of revenue passenger boardings on Green Bay Metro services to 1.4 million.

## Fixed Route Bus Service

The graph below shows ridership for the Green Bay Metro Fixed Route Bus Service for 2019-2021. The decline in ridership between 2019 and 2020 was due to the COVID-19 pandemic and reduction of bus route service. Ridership was slightly higher in 2020 than in 2021 because bus service was normal during the months of January-March of 2020.

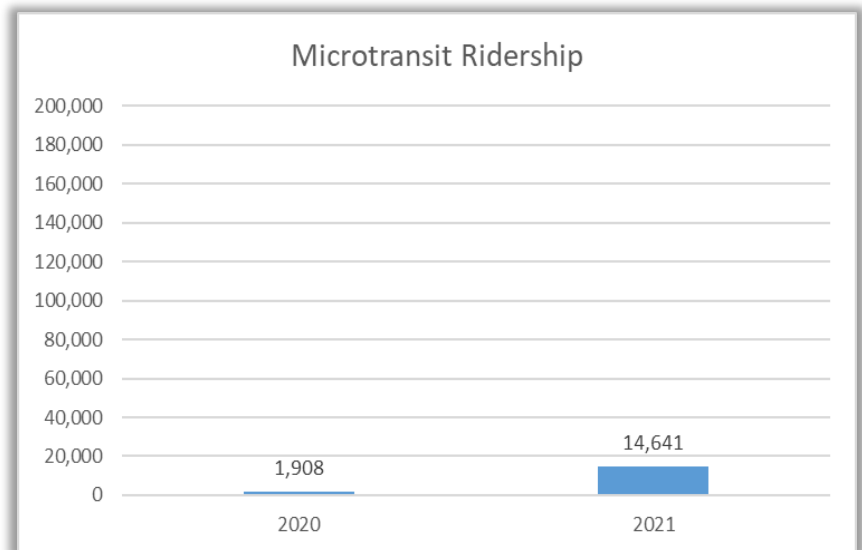
Ridership in 2022 is expected to exceed the 2021 ridership.



Source: Green Bay Metro

## Microtransit Service

Microtransit service started as a pilot program in August 2020 and was expanded in August 2021. The ridership for 2020 and 2021 are shown in the graph below.



Source: Green Bay Metro

# 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 Bus & Microtransit Services

The tables below show some of the safety performance per National Transit Database (NTD) standards for Green Bay Metro’s Fixed Route System and microtransit service. Green Bay Metro is performing well.

Fixed Route System				
	2020	2021	2022 Target	2023 Target
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	0	≤ 1
Number of Reportable Accidents	0	0	0	≤ 1

Source: Green Bay Metro - Public Transportation Agency Safety Plan

Microtransit Service		
	2021	2023 Target
Number of Fatalities	0	0
Number of Reportable Injuries	0	≤ 1
Number of Reportable Accidents	0	≤ 1

Source: Green Bay Metro - Public Transportation Agency Safety Plan

## Paratransit

The table below shows some of the safety performance per NTD standards for Green Bay Metro’s paratransit service. Green Bay Metro is performing well.

Paratransit Service				
	2020	2021	2022 Target	2023 Target
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	0	≤ 1
Number of Reportable Accidents	0	0	0	≤ 1

Source: Green Bay Metro - Public Transportation Agency Safety Plan



# 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 2022	Target 2023
Green Bay Metro	Heavy Duty Bus	36	12	27.8%	0%

Source: Green Bay Metro - State of Good Repair and Transit Asset Management Plan

The table above shows the percentage of passenger vehicles beyond useful life for Green Bay Metro. Approximately, 27.8 percent of Green Bay Metro's heavy-duty busses are beyond their useful life in 2022. The target for 2023 is 0 percent.

## 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 2022	Target 2023
Green Bay Metro	Various	9 Beyond Useful Life	Varies	45%	25.0%

Source: Green Bay Metro - State of Good Repair and Transit Asset Management Plan

The table above shows the percentage of major equipment beyond useful life for Green Bay Metro. Approximately, 45 percent of Green Bay Metro's major equipment is beyond their useful life in 2022. The target for 2023 is 25 percent.

## 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 2022	Target 2023
Green Bay Metro	901 University Ave	1	21	4	3

Source: Green Bay Metro - State of Good Repair and Transit Asset Management Plan

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 4 in 2022. The target in 2023 is a TERM Score of 3 or better.



Source: Green Bay Metro

# Transportation Services for Seniors & Individuals with Disabilities



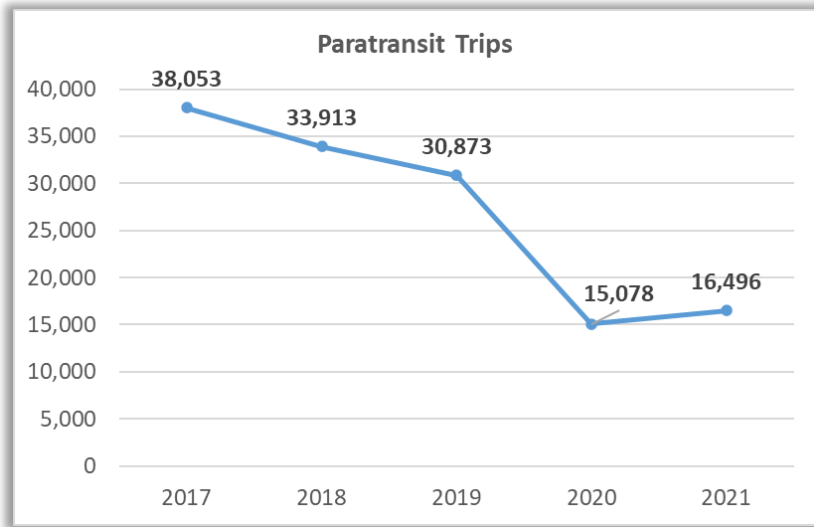
Meet the growing transportation needs of seniors & individuals with disabilities within the Green Bay Metropolitan Planning Area.

## 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 continue to work together so services are not duplicated.

### Green Bay Metro Paratransit

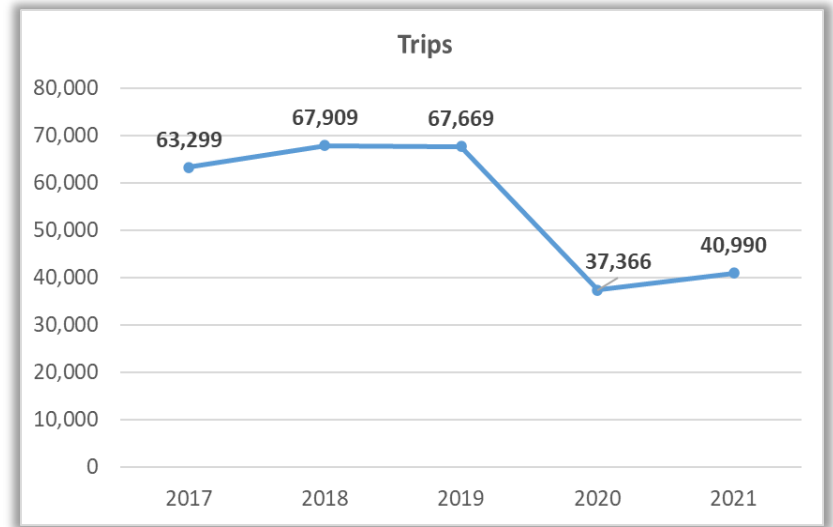
Paratransit trips slowly declined from 2017 to 2019. Trips dropped by half between 2019 and 2020 due to the COVID-19 pandemic. However, ridership has increased between 2020 and 2021.



### Curative Connections

The graph below shows the annual number of specialized transportation trips provided by Curative from 2017 to 2021. Curative provides demand response trips to seniors and individuals with disabilities throughout Brown County.

From 2019 to 2020, the number of trips decreased almost by half as a result of COVID-19. However, the number of trips increased between 2020 and 2021.





# 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 Amtrak Thruway, Indian Trails, Van Galder/Coach USA and Wisconsin Coach Lines/Coach USA. The bus services are shown in the table below.

Bus services go to cities such as Madison, St. Paul and Minneapolis, Milwaukee, and Escanaba in the Upper Peninsula of Michigan. The map to the right shows the routes and the table below shows the service of each provider.

Providers	Service
Van Galder/Coach USA	Green Bay to Madison
Wisconsin Coach Lines/Coach USA	Green Bay to Minnesota
Amtrak	Green Bay to Milwaukee
Indian Trails	
Wisconsin Coach Lines/Coach USA	
Indian Trails	Green Bay to Escanaba, MI



Source: WisDOT

- Amtrak Thruway
- Indian Trails
- Wisconsin Coach Lines/Coach USA
- Van Galder/Coach USA
- 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 bike lanes on roads for bicyclists. Bike lanes help improve traffic flow and provide bicyclists a place in the roadway.

In 2021, the Town of Scott added bike lanes as part of the reconstruction of Bay Settlement Road between Bay Settlement Court and VanLaanen Road.

The Village of Bellevue added bike lanes on Manitowoc Road from Allouez Ave to STH 29.

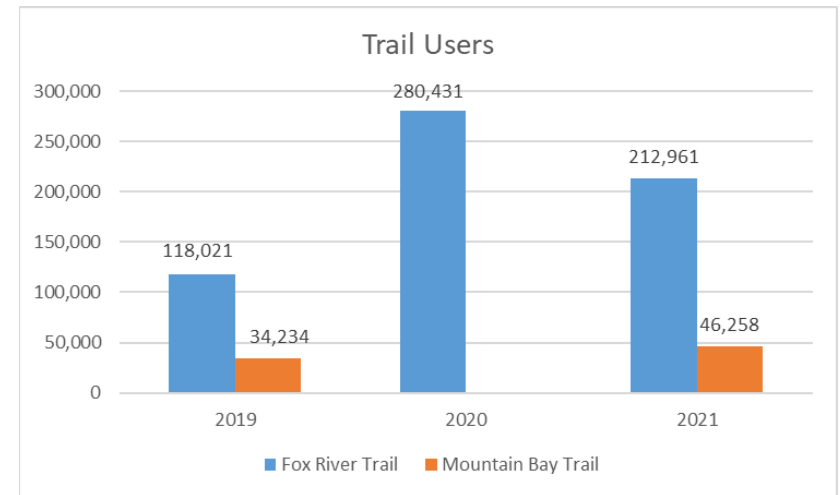


Bay Settlement Road (Town of Scott)

### Multi-Use Trails

The graph below shows trail usage on the Fox River Trail and Mountain Bay Trail from 2019 to 2021. Trail users such as hikers, bikers, and rollerbladers on the Fox River Trail decreased from 280,431 in 2020 to 212,961 in 2021.

Trail users on the Mountain Bay Trail such as hikers, bikers and snowmobilers increased from 34,234 in 2019 to 46,258 in 2021. There was an error with a counter not working properly in 2020 so the data are not available.



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

Communities in the MPA continue to install sidewalks and improve their sidewalk network connectivity. The table below shows the miles of sidewalks in 2014, 2020, and 2022.

	Miles		
	2014	(September) 2020	(September) 2022
<b>Sidewalk</b>	582	764	780

East River Drive (Village of Allouez)



## Education and Enforcement Programs

### Regional Crosswalk Event – “Frogger”

Three Crosswalk Education and Enforcement Events, or “Frogger” events were held countywide in 2022. These events raise awareness and educate motorists to yield to pedestrians in a crosswalk.

The results of these events are shown in the table below. Communities within the MPA who participated in these events included Cities of Green Bay and De Pere, and Villages of Allouez, Bellevue, Howard and Suamico.

	June 2	August 30	October 5
<b>Warning Issued for Failing to Yield</b>	149	126	76
<b>Vehicles Yielding Correctly</b>	398	499	401



Source: Fox 11 News

Consider the impact on tourism when making transportation investments.



## Downtown Green Bay, Ashwaubenon Shopping Centers & Titledown District

### Free Bus Service

Green Bay Metro and the Green Bay Packers continue to provide free bus services between Downtown Green Bay, shopping centers (Bay Park Square Mall and Village at Bay Park), and the Titledown District. Individuals can ride Route 8-Green Line and Route 9-Gold Line free of charge.

### E-Scooters and E-Bikes

The City of Green Bay introduced e-scooters in July 2021. From July through mid-November, there was a total of 28,226 rides on e-scooters throughout the city. BIRD is the provider of the e-scooters.



In 2022, the City of Green Bay brought back the e-scooter program. The program also added e-bikes for users. E-scooters and e-bikes are only operational within the city limits. Only persons who are 18-years and older are allowed to access these e-scooters and e-bikes.

## Events at Lambeau Field

### Packers Game Day

Green Bay Metro continues to offer free bus rides during Green Bay Packers home games for the 2022-2023 football season. Riders can utilize one of the four routes offered. Route details can be found on the Green Bay Metro website.

Green Bay Metro provided 21,813 one-way trips during the 2021/2022 season.



Green Bay Metro also provided free bus services during events at Lambeau Field. Events in 2022 included the first-ever soccer match between Manchester City and Bayern Munich and during Packer Family Night.