2023 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:

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U.S. Department of Transportation
Federal Highway Administration

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Federal Transit Administration

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Metropolitan Planning Area

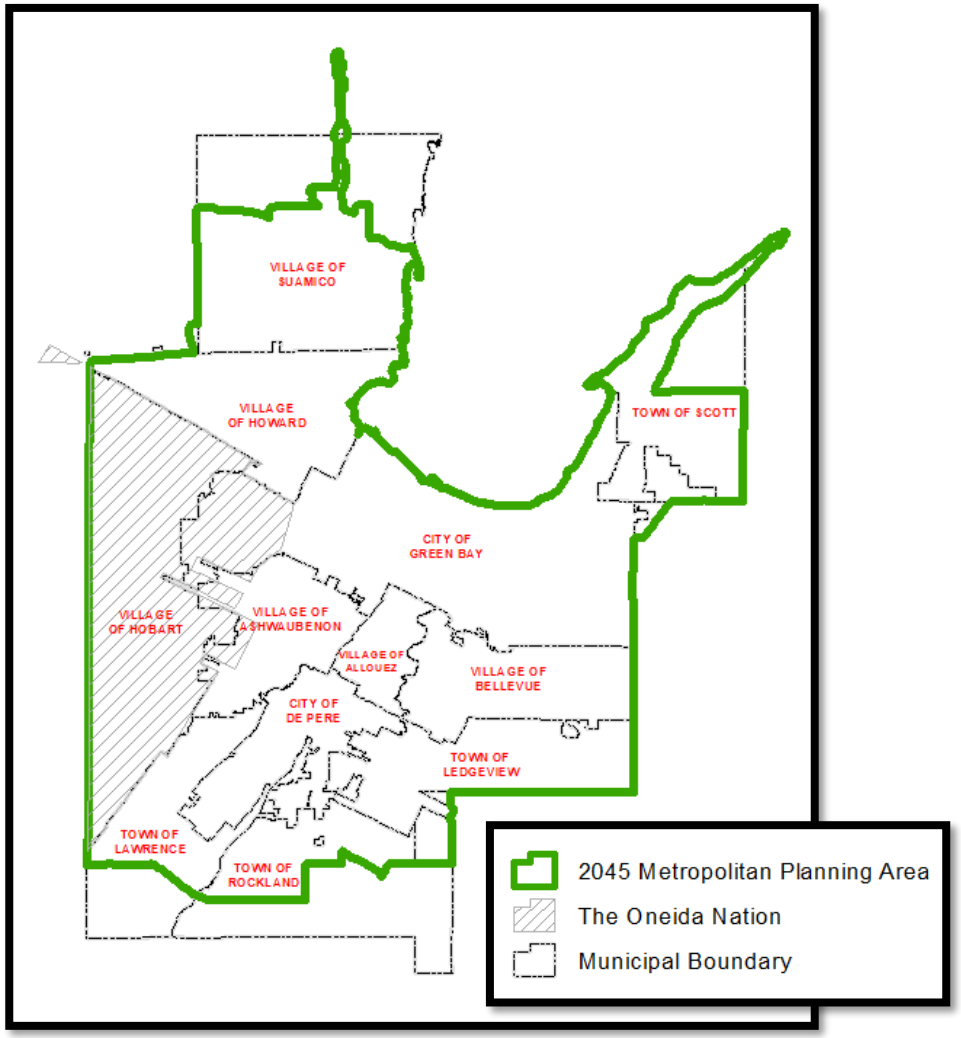
The Green Bay Metropolitan Planning Organization (MPO) is the agency responsible for transportation planning in the Green Bay Metropolitan Planning Area (MPA). The MPA consists of approximately 220 square miles and incorporates multiple communities.

These communities are located 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)

Additionally, a portion of the Oneida Nation is located within the MPA on the western border.

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 toward meeting these goals.



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, VV, and JJ.
- NHS Intermodal Connectors (IC) – These are roads that connect to intermodal facilities and other NHS roadways.

Transportation Area Goals

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 Transpiration Plan (LRTP) and Transportation Improvement Program.

The Green Bay Metropolitan Organization (MPO) is responsible for transportation planning in the Metropolitan Planning Area (MPA). The 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 toward 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 Transpiration 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

- **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.

Transportation Safety

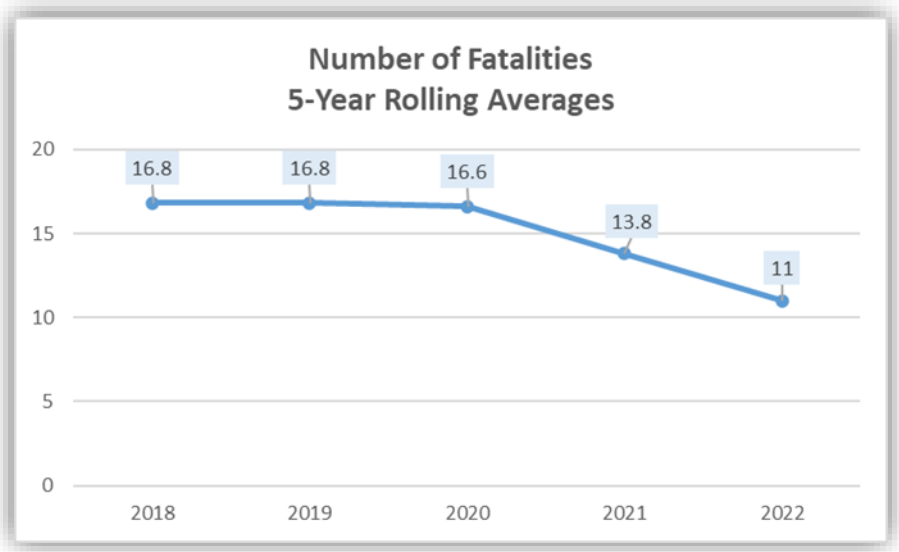
Improve safety on the Green Bay Metropolitan Planning Area's multimodal transportation system.

Number of Fatalities

Brown County

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

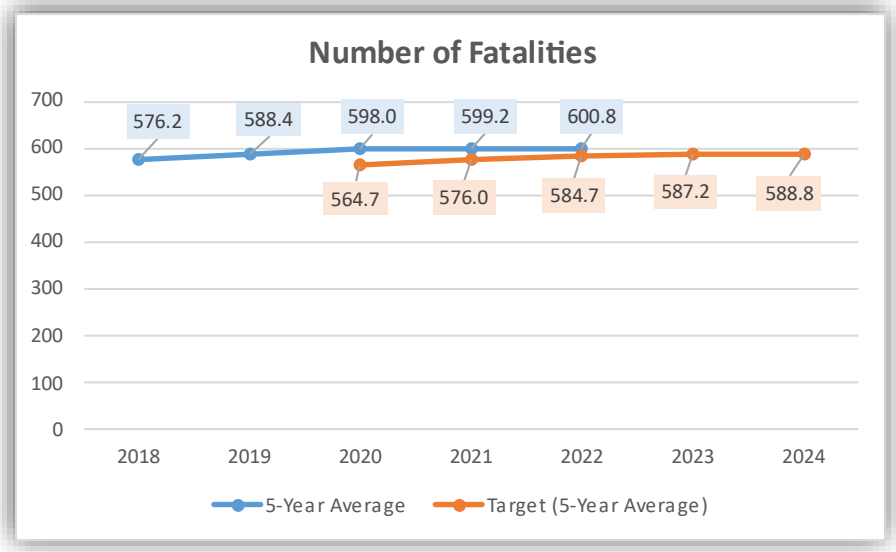
The five-year rolling average for number of fatalities decreased from 13.8 in 2021 to 11 in 2022.



Source: TOPS Lab

Statewide

The graph below shows the five-year average for the number of fatalities (2018-2022) and five-year average target set by the WisDOT for number of fatalities (2020-2024). The targets were not met for 2022, but the WisDOT continues to work towards its 2023 and 2024 targets.



Source: Wisconsin Department of Transportation

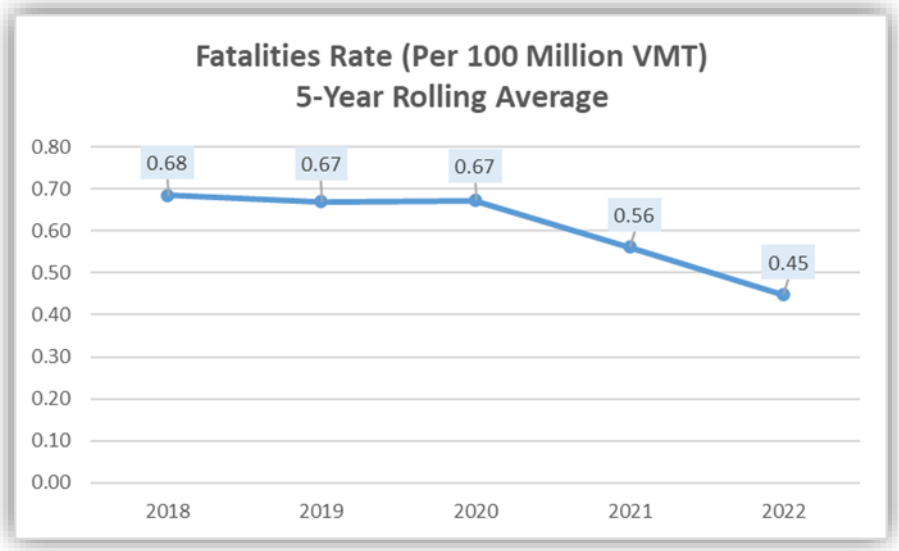
Transportation Safety

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

Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)

Brown County

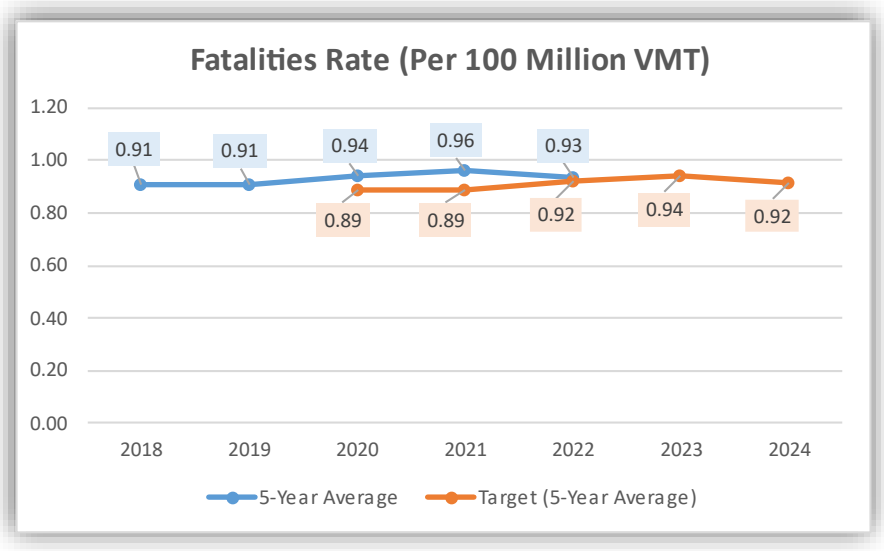
The five-year rolling average for rate of fatalities per 100 million miles traveled continued to decrease from 0.56 in 2021 to 0.45 in 2022.



Source: TOPS Lab
Note: 2022 VMT is preliminary

Statewide

The graph below shows the five-year average for the rate of fatalities per 100 million miles traveled (2018-2022) and five-year average target set by WisDOT for the rate of fatalities per 100 million miles traveled (2020-2024). The 2022 target was not met but the WisDOT continues to work towards its 2023 and 2024 targets.



Source: Wisconsin Department of Transportation

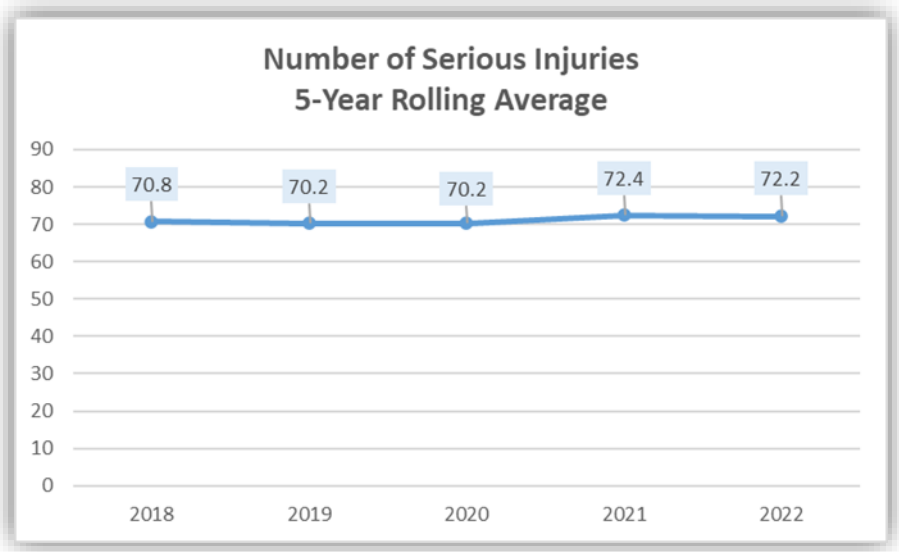
Transportation Safety

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

Number of Serious Injuries

Brown County

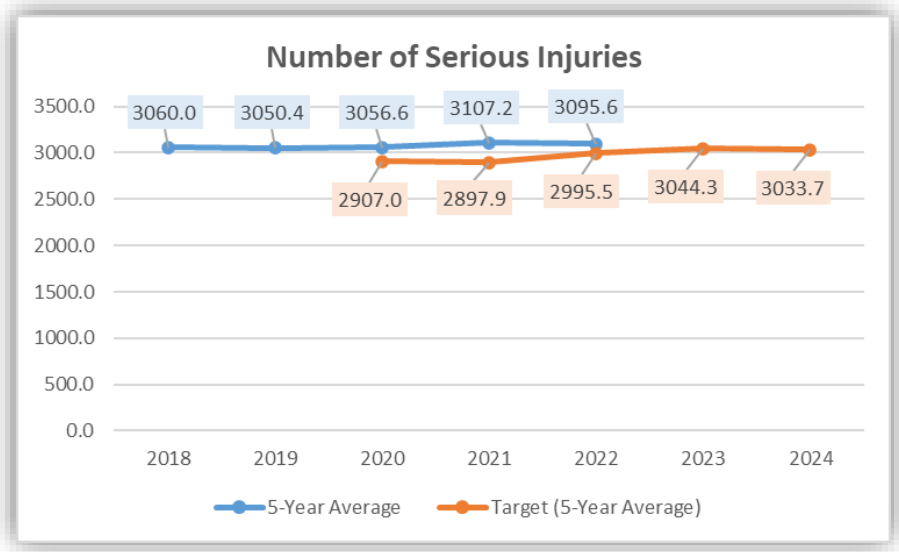
The five-year rolling average for number of serious injuries had a slight decrease from 72.4 in 2021 to 72.2 in 2022.



Source: TOPS Lab

Statewide

The graph below shows the five-year average for number of serious injuries (2018-2022) and targets set by WisDOT for number of serious injuries (2020-2024). The 2022 target set by the WisDOT was not met but WisDOT continues to work towards its 2023 and 2024 targets.



Source: Wisconsin Department of Transportation

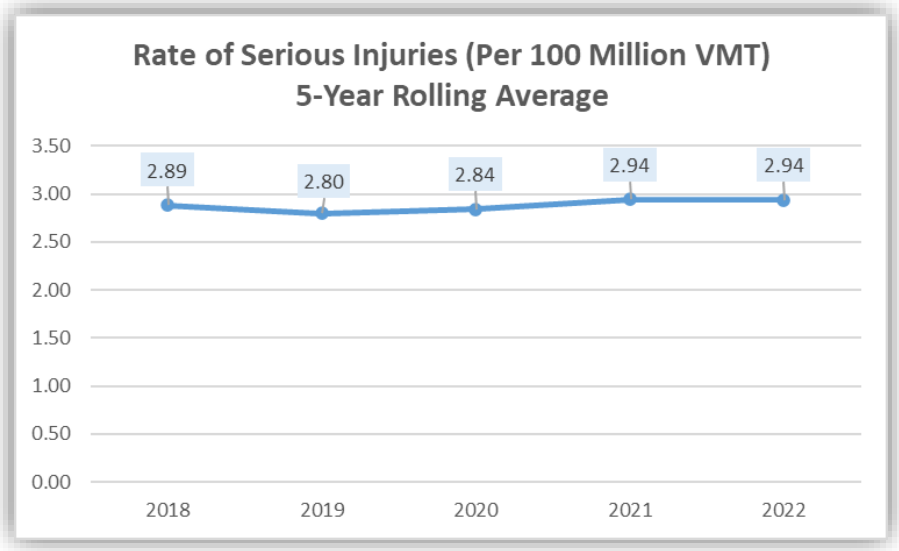
Transportation Safety

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

Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)

Brown County

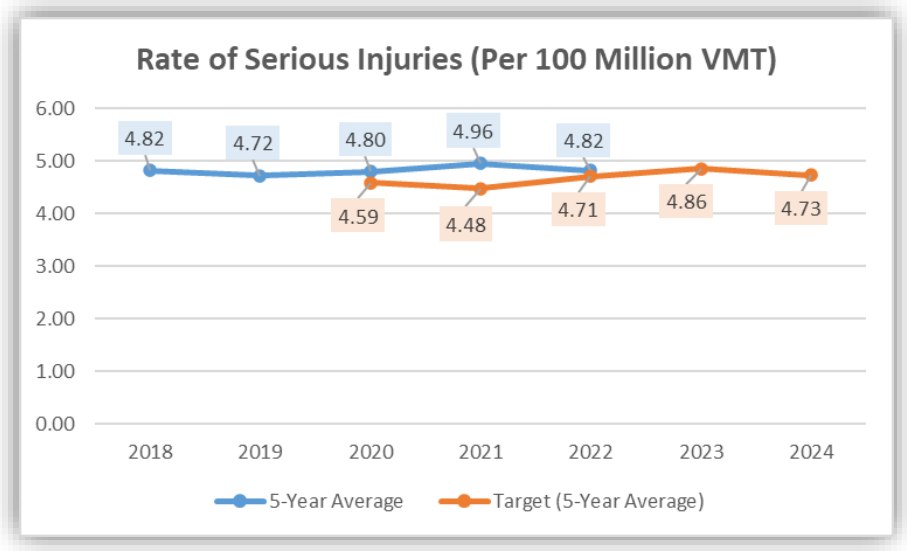
The five-year rolling average for rate of serious injuries per 100 million miles traveled remained the same from 2021 to 2022 at 2.94.



Source: TOPS Lab
Note: 2022 VMT is preliminary

Statewide

The graph below shows the five-year average for rate of serious injuries (2018-2022) and targets set by WisDOT for rate of serious injuries (2020-2024). The 2022 target was not met but WisDOT continues to work towards its 2023 and 2024 targets.



Source: Wisconsin Department of Transportation

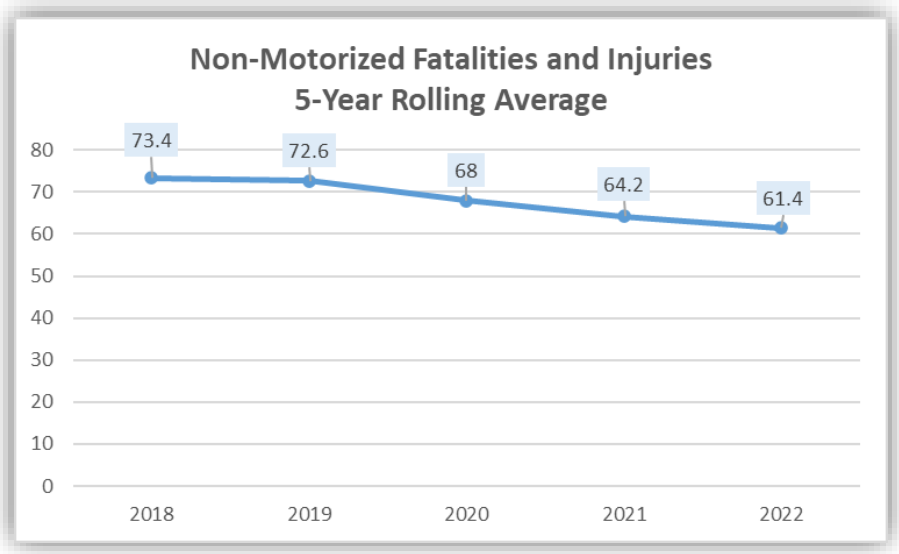
Transportation Safety

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

Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)

Brown County

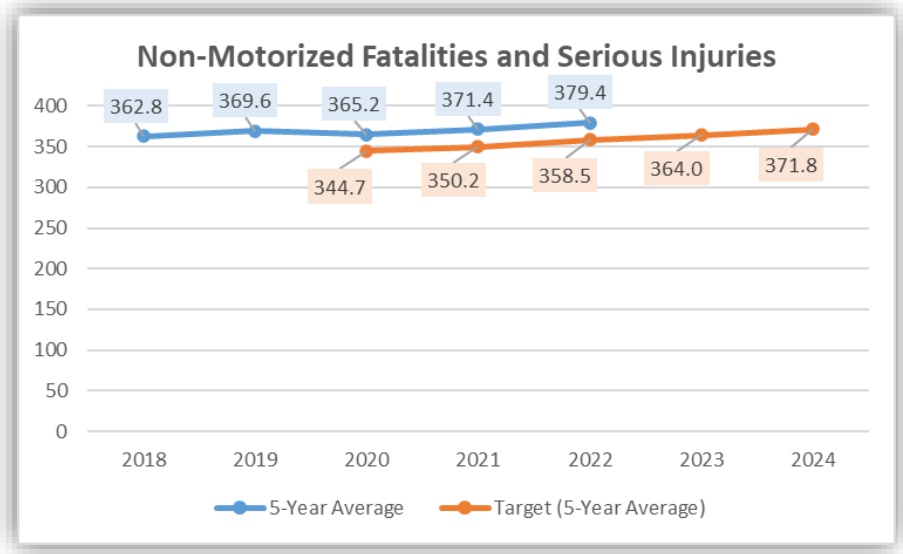
The five-year rolling average for non-motorized fatalities and injuries decreased from 64.2 in 2021 to 61.4 in 2022.



Source: TOPS Lab

Statewide

The graph below shows the five-year average for number of non-motorized fatalities and injuries (2018-2022) and targets set by WisDOT for number of non-motorized fatalities and injuries (2020-2024). The 2022 target was not met but WisDOT continues to work towards its 2023 and 2024 targets.



Source: Wisconsin Department of Transportation

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 conditions.

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 2020 and 2022. The pavement condition on the Interstate decreased from 90.5% in 2020 to 71.7% in 2022 in the "good" category.

The pavement condition on the Non-Interstate decreased from 83.3% in 2020 to 33.4% in 2022 in the "good" category.

2020 and 2022 Pavement Condition - MPA

	Interstate		Non-Interstate	
	2020	2022	2020	2022
Good	90.5%	71.7%	83.3%	33.4%
Fair	7.4%	28.2%	11.7%	59.0%
Poor	1.6%	0.1%	3.5%	7.6%

Source: WisDOT 2020 and 2022 PCI Data

Statewide

The most recent pavement condition for the NHS roads are shown in the table below. Pavement percentage in "good" condition grew in both Interstate and Non-Interstate systems while decreasing in "poor" condition. The state is trending to meet and surpass it 2023 targets.

2021 and 2022 Pavement Condition - Statewide

Measure	2021	2022	2-Year Target 2023
Interstate - Percentage of pavements in "good" condition	65.9%	71.3%	> 60.0%
Interstate - Percentage of pavements in "poor" condition	0.3%	0.2%	< 4.0%
Non-Interstate - Percentage of pavement in "good" condition	36.3%	39.0%	> 30.0%
Non-Interstate - Percentage of pavement in "poor" condition	4.2%	4.0%	< 10.0%

Source: 2022 HPMS Data

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 Conditions on the NHS

The table below shows the condition of bridges that are on the NHS and within the MPA for 2021 and 2022. In 2022, there were a total of 248 NHS bridges in the MPA.

Bridge Condition on NHS – MPA

	2021	2022
Good	56.9%	50.4%
Fair	43.0%	49.6%
Poor	None	None

Source: NBI 2021 and 2022 Data

Bridge Conditions not on the NHS

The table below shows the condition of bridges that are not on the NHS but within the MPA for 2021 and 2022. Bridges in "good" condition increased from 53% in 2021 to 56.3% in 2022. There are a total of 119 bridges located within the MPA but not apart of the National Highway System.

Bridge Condition – MPA

	2021	2022
Good	53%	56.3%
Fair	39%	36.1%
Poor	8%	7.6%

Source: NBI 2021 and 2022 Data

Statewide Bridge Conditions

The table below shows the percent of bridge condition on the NHS for the state in 2021. Data for 2022 was not available for this report when it was completed. WisDOT set 2023 targets for bridge condition and the state remains on track to meet the targets.

Bridge Condition - Statewide

	2021	2022	2-Year Target 2023
Good	51.3%	-	> 49.0%
Poor	2.6%	-	< 3.0%

Source: State Highway Infrastructure Report - Wisconsin

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

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 was constructed at the Packerland Drive/frontage road intersection south of Mason Street. A roundabout is programmed at the intersection of Trojan Drive and Packerland Drive for 2024 or 2025.

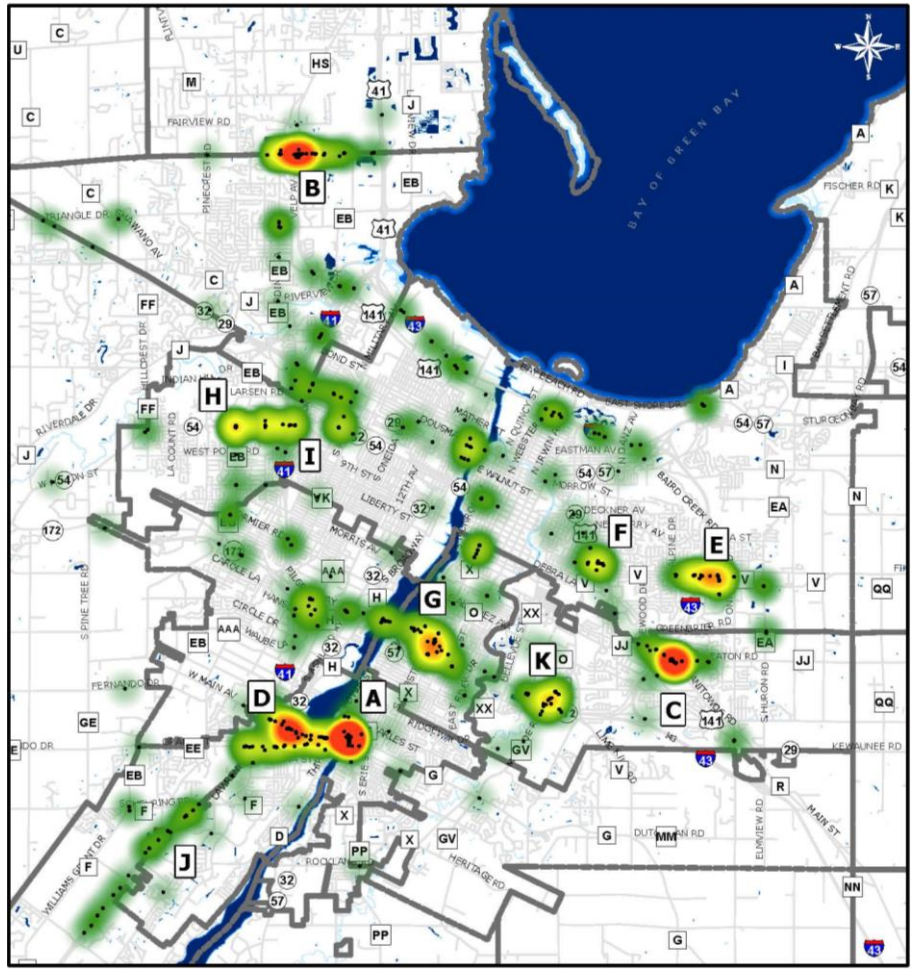
I. **I-41 & Mason St** – No immediate plan

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



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, with five of those lots being 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 average monthly use rate for the park-and-ride lots for 2021 and 2022, the park-and-ride lots have the capacity to accommodate additional commuters.

Average Monthly Use Rate
2021 and 2022

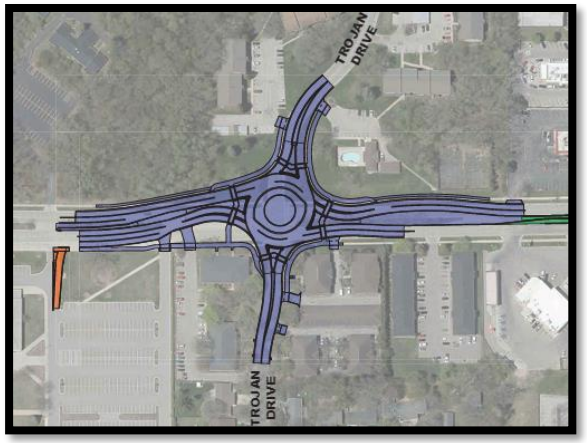
Park-and-Ride Lot	Capacity	Percent Use 2021	Percent Use 2022
De Pere (I-41 & Lawrence Dr.)	105	46.5%	52.4%
Howard (USH 41/141 & Lineville Road)	82	53.4%	44.7%
Howard (STH 29 & CTH "EB")	50	58.8%	59.2%
Bellevue (CTH GV & Hoffman Rd)	95	37.7%	43.0%
Green Bay (STH 54/57 & Maloney Rd)	50	34.4%	20.5%

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 crashers when converting two-way stop-controlled intersections to a roundabout.

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

Future CTH EB (Packerland Dr) and Trojan Drive Roundabout



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 2022 was 100% reliable compared to 99.3% reliable in 2021.

The percent of person-miles traveled on the MPA's portion of the Non-Interstate System in 2022 was 95.7% reliable compared to 92.5% in 2021.

Travel Time Reliability – MPA

Measure	2021	2022
Percent of Person-Miles traveled that are on the Interstate System that are reliable	99.7%	100%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	92.5%	95.7%

Source: Wisconsin Traffic Operation and Safety Laboratory

Statewide

The percent of person-miles traveled on the statewide Interstate System in 2022 was 95.6% reliable and percent of person-miles traveled on the statewide Non-Interstate System in 2022 was 94.7% reliable. The State remains on track to meet its 2023 targets.

Travel Time Reliability – Statewide

Measure	2021	2022	2-Year Target 2023
Percent of Person-Miles traveled that are on the Interstate System that are reliable	96.4%	95.6%	92.5%
Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable	93.9%	94.7%	91.0%

Source: Wisconsin Traffic Operation 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 decreased from 1.25 in 2021 to 1.21 in 2022. This means that truck trips times were slightly shorter within the MPA in 2022 compared to 2021.

MPA

Measure	2021	2022
Truck Travel Time Reliability Index on the Interstate System	1.25	1.21

Source: Wisconsin Traffic Operation and Safety Laboratory

Statewide

The TTTR Index for the state in 2022 was slightly higher compared to the TTTR Index in 2021. However, the state remains on track to meet its 2023 targets.

State

Measure	2021	2022	2-Year Target 2023
Truck Travel Time Reliability Index on the Interstate System	1.20	1.21	1.30

Source: Wisconsin Traffic Operation and Safety Laboratory

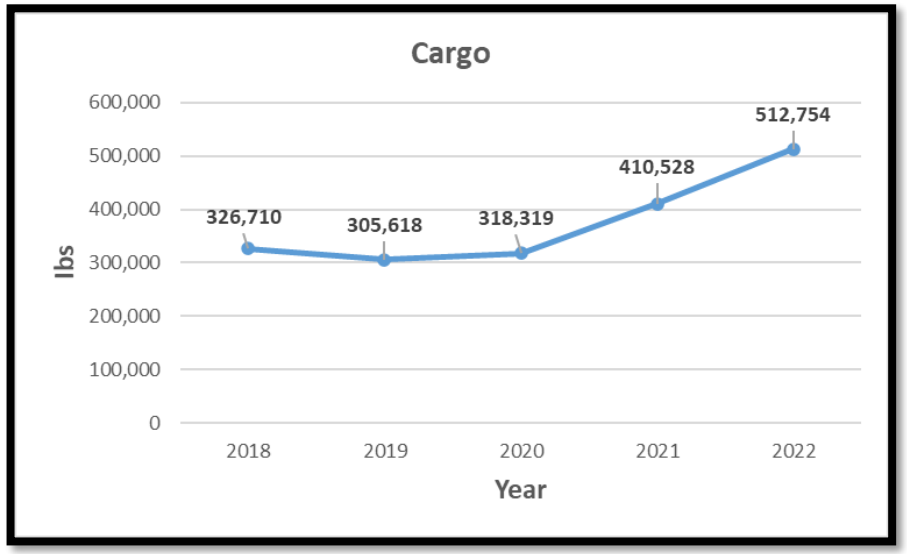
Freight & Passenger Transportation

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

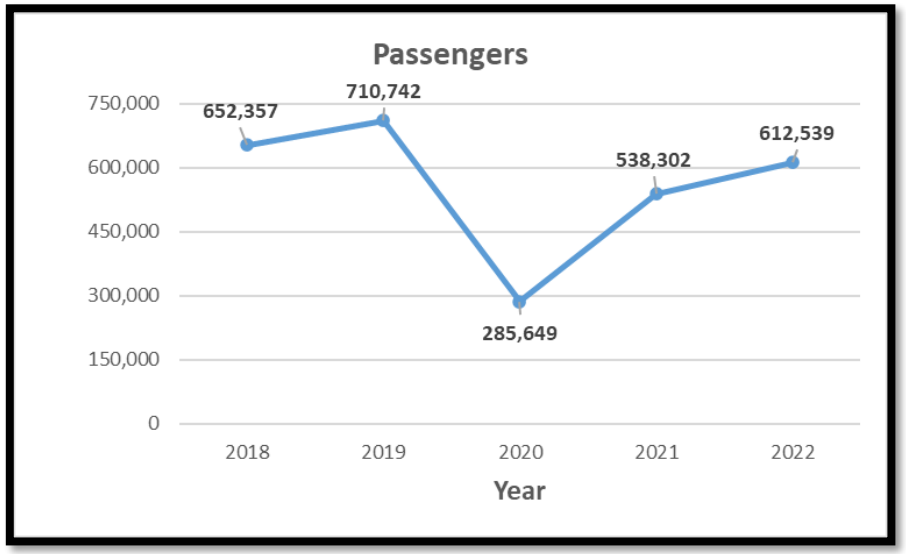
The amount of cargo transported by air in and out of the airport from 2018 to 2022 is shown in the table below. The amount of cargo transported by air had a slight decrease from 2018 to 2019 and 2020 but has continued to increase since.



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 2018 to 2022. Passenger totals dropped dramatically during the COVID-19 pandemic and have yet to return to pre-pandemic levels.



Freight & Passenger Transportation

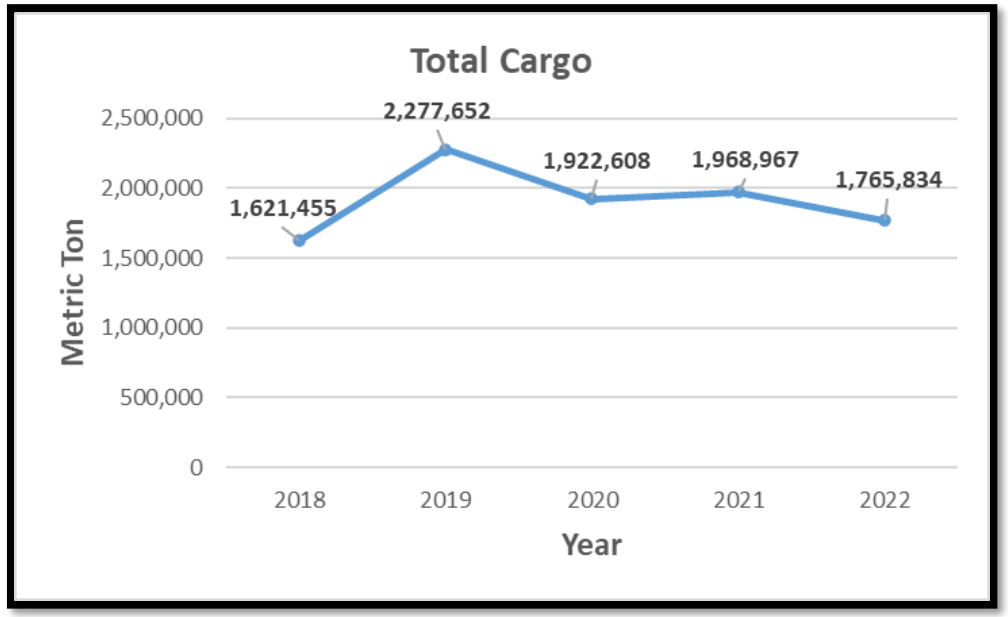
Reduce fuel consumption & maximize the lifespan & existing capacity of the Green Bay Metropolitan Planning Area's highway & street system by increasing the proportion of freight shipped to & from the area by rail, water, & air.

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 2018 to 2022. Total cargo decreased from 1.9 metric tons in 2021 to 1.7 metric tons in 2022.

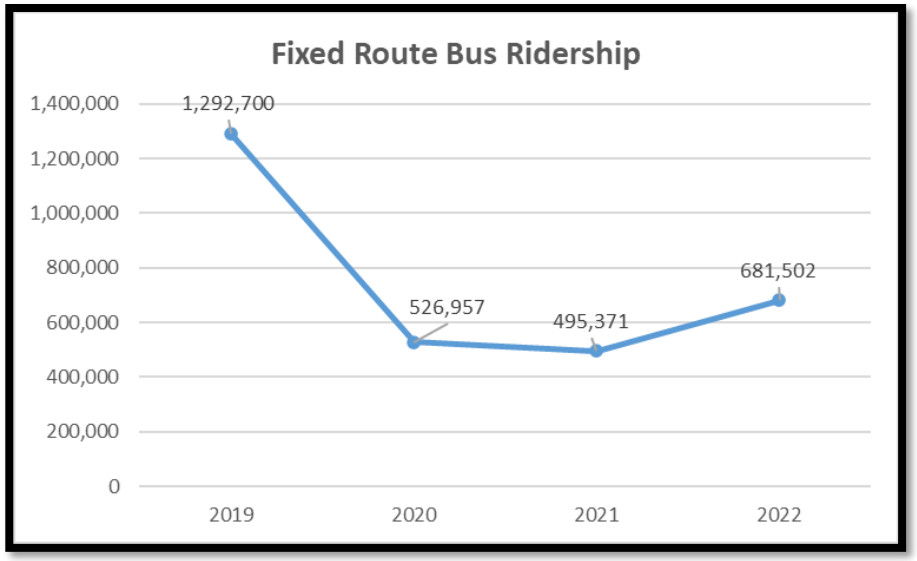


Public Transportation

Increase the number of revenue passengers boardings on Green Bay Metro Services to 1.4 million.

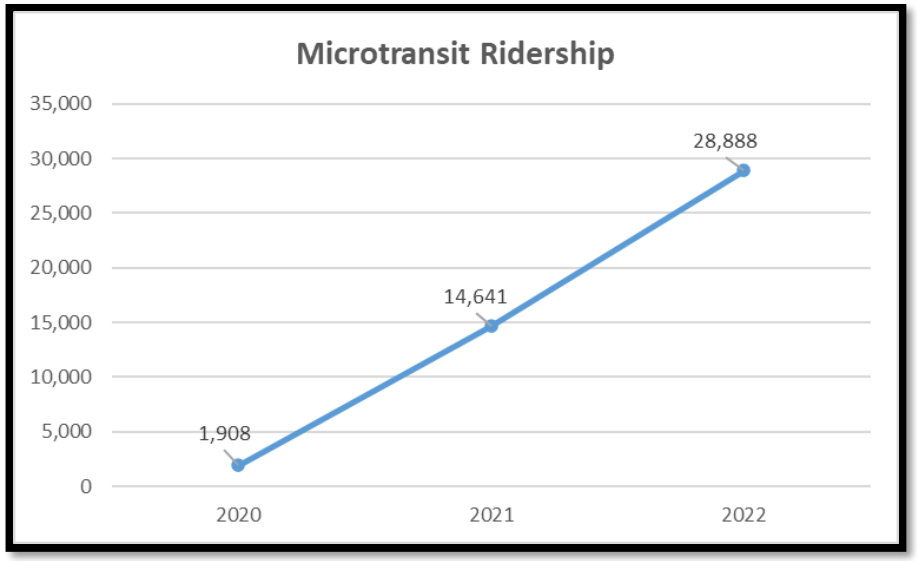
Fixed Route Bus Services

The graph below shows ridership for the Green Bay Metro Fixed Route Bus Service for 2019-2022. The decline in ridership between 2019 to 2020 was due to the COVID-19 pandemic. Ridership continued to decline into 2021 but is trending to pre-pandemic ridership levels.



Microtransit Service

The graph below shows the ridership for the Green Bay On Demand microtransit service. The microtransit service began as a pilot program in August 2020 and was expanded in August 2021. Ridership between 2021 and 2022 nearly doubled and is expected to see a continued rise.



Public Transportation

Consistent with the primary of 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.

Fixed Route System				
	2021	2022	2023 Target	2024 Target
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	1	≤ 1	≤ 1
Number of Reportable Accidents	1	0	≤ 1	≤ 1

Source: Green Bay Metro – Public Transportation Agency Safety Plan

Microtransit Service				
	2021	2022	2023 Target	2024 Target
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	≤ 1	≤ 1
Number of Reportable Accidents	0	0	≤ 1	≤ 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				
	2021	2022	2023 Target	2024 Target
Number of Fatalities	0	0	0	0
Number of Reportable Injuries	0	0	≤ 1	≤ 1
Number of Reportable Accidents	0	1	≤ 1	≤ 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 Sate 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 2023	Target 2024
Green Bay Metro	Heavy Duty Bus	36	12	16.7%	25.0%

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. Six buses of the heavy-duty fleet are beyond the useful life benchmark, accounting for approximately 16.7% below the 25.0% target goal.

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	Median Composite TERM Score (2023)	Target 2024
Green Bay Metro	901 University Ave	1	22	4	3

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

The table above shoes 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 2024 is a TERM score of 3 or better.

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

Program	Major Equipment Type	Quantity of Equipment (23)	Useful Life Benchmark in Years	Beyond Useful Life 2023	Target 2024
Green Bay Metro	Various	Thirteen Beyond Useful Life	Varies	56.5%	25.0%

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

The table above shows the percentage of major equipment (replacement cost of $50,000 or more) beyond useful life for Green Bay Metro. Thirteen pieces of equipment are beyond their useful life in 2023, ten pieces are being addressed in the Transportation Improvement Plan. The target for 2024 is 25.0%.

Source: Green Bay Metro

Transportation Services for Seniors & Individuals with Disabilities

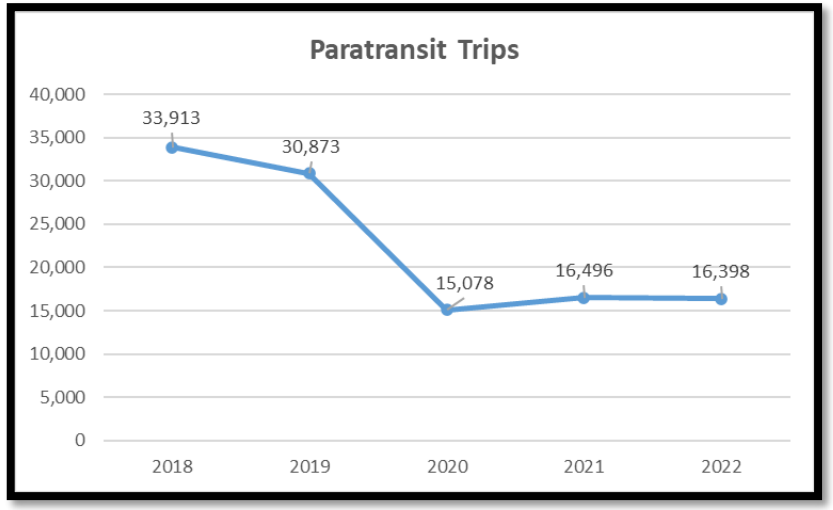
Meet the growing transportation needs of seniors & individuals with disabilities within the Green Bay Metropolitan Planning Area.

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 are working together to not duplicate transportation services.

Green Bay Metro Paratransit

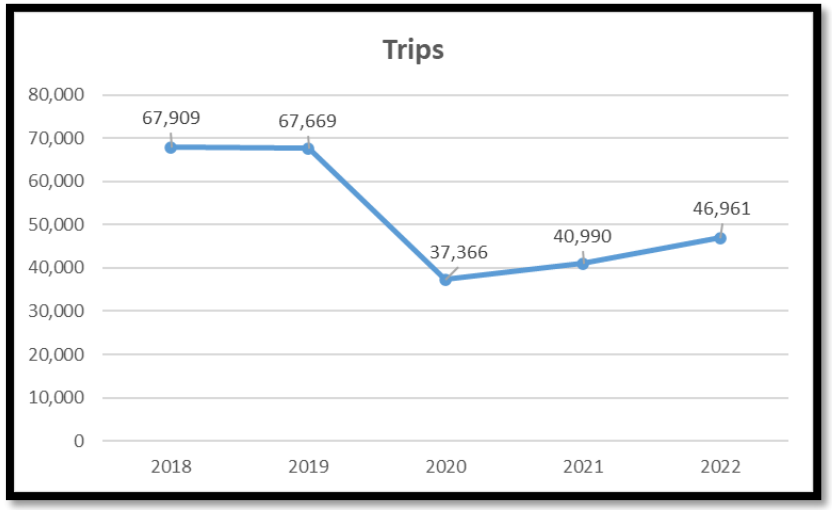
Paratransit Trips declined by half between 2019 and 2020 due to the COVID-19 pandemic. With the introduction of microtransit, many clients have shifted some or all of their trips to this service as all microtransit vehicles can accommodate mobility devices.



Curative Connections

The graph below shoes the annual number of specialized transportation trips provided by Curative from 2018 to 2022. 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 has seen a continued increases since 2020 but has not returned to pre-pandemic levels.



Intercity Bus Services

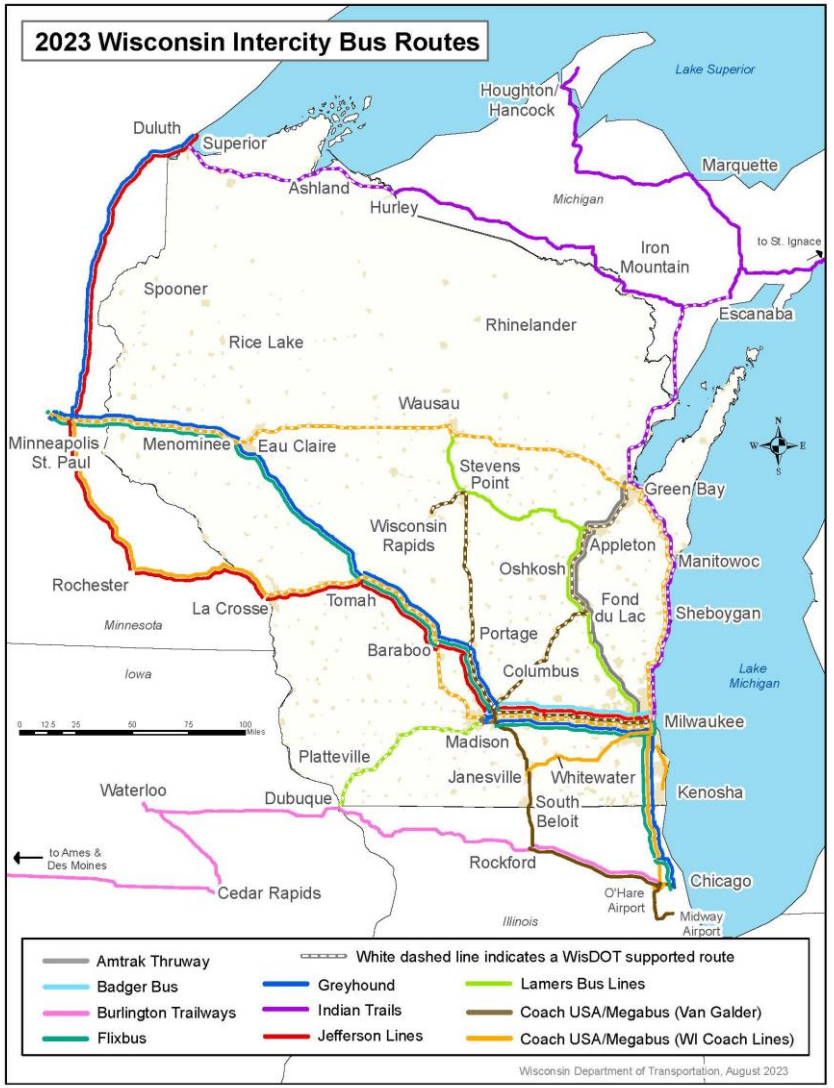
Maintain daily intercity services to major transportation hubs including Chicago & Minneapolis.

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 cites such as Madison, St. Paul, 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.

Service	Provider	Trips per Weekday	Trips per Saturday	Trips per Sunday
Green Bay to Madison	Lamers	1	1	1
Green Bay to Minneapolis	Coach USA/Megabus	1	1	1
Green Bay to Milwaukee	Amtrak, Indian Trails, Coach USA/Megabus	4	4	4
Green Bay to Escanaba, MI	Indian Trails	1	1	1



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

Safe Routes to School Program

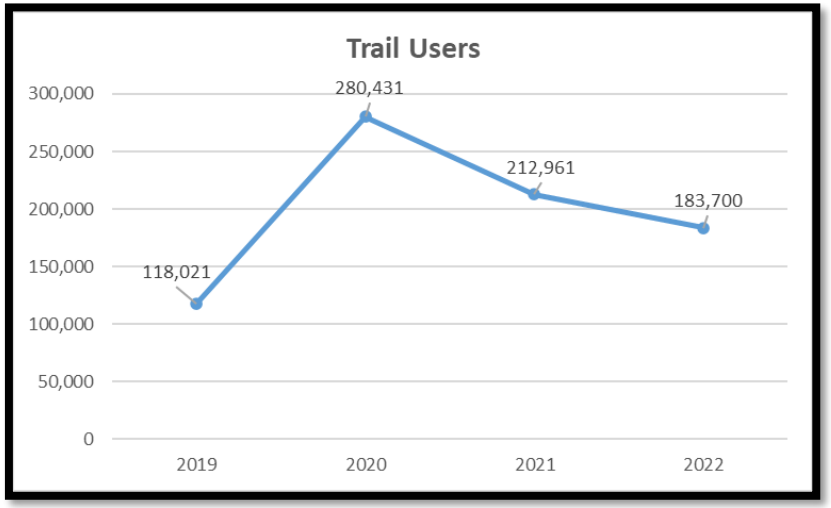
The Center for Childhood Safety works closely with the community and families to provide education and programs to prevent and eliminate childhood injury. Safe Routes to School provides helmets and bikes to school students as well as provide practice courses to test their newly-learned skills.

This past year there were 32 Safe Routes to School events at local schools around the community.

- 1,610 helmets were distributed
- 50 bikes were distributed

Multi-Use Trails

The graph below shows the trail usage of the Fox River Trail from 2019 to 2022. The Fox River Trail is used for a variety of activities such as hiking, biking, and rollerblading. The number of users on the trail has been decreasing since 2020. The 137% increase of trail users from 2019 to 2020 was likely the result of the COVID-19 pandemic and limitations of other social spaces.



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Pedestrian Facilities

Sidewalks

Communities within the MPA continue to install sidewalks and improve their sidewalk network connectivity. The table below shows the miles of sidewalk within the MPA in 2020 and 2023.

	Miles	
	2020	2023
Sidewalk	764	797

Education and Enforcement Programs

Regional Crosswalk Event – "Frogger"

Three Crosswalk Education and Enforcement Events, or "Frogger" events were held countywide in 2023. These events are used to 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 the cities of Green Bay and De Pere, and the villages of Allouez, Bellevue, Howard and Suamico.

	June 22	August 31	October 4
Warning Issued for Failing to Yield	70	104	80
Vehicles Yielding Correctly	712	620	598

Tourism

Consider the impact on tourism when making transportation investments.

Free Bus Service

Students attending Ashwaubenon Public Schools, Green Bay Public Schools, and the University of Wisconsin-Green Bay may ride Green Bay Metro fixed route bus and microtransit services for free. Green Bay Metro is reimbursed.

BIRD E-Scooters and E-Bikes

The City of Green Bay introduced e-scooters in July 2021. In 2022, there was a total of 46,032 rides on e-scooters throughout the city for a total of 92,879 miles traveled and 13 metric tons of CO^2 saved if those trips were made by conventional auto travel.

Packers Game Day

Green Bay Metro continues to offer free bus rides during Green Bay Packers home games for the 2023-2024 football season. Riders can utilize one of the four routes offered. Route details can be found on the Green Bay Metro website.

During the 2022-2023 season Green Bay Metro provided 22,467 one-way trips.

- Cheesehead Route: 7,742 trips
- QB Sneak: 4,613 trips
- Lambeau Leap: 5,594 trips
- Quick Slant: 4,518 trips