



GREEN BAY METROPOLITAN PLANNING AREA TRANSPORTATION SYSTEM PERFORMANCE MEASURES 2024 REPORT



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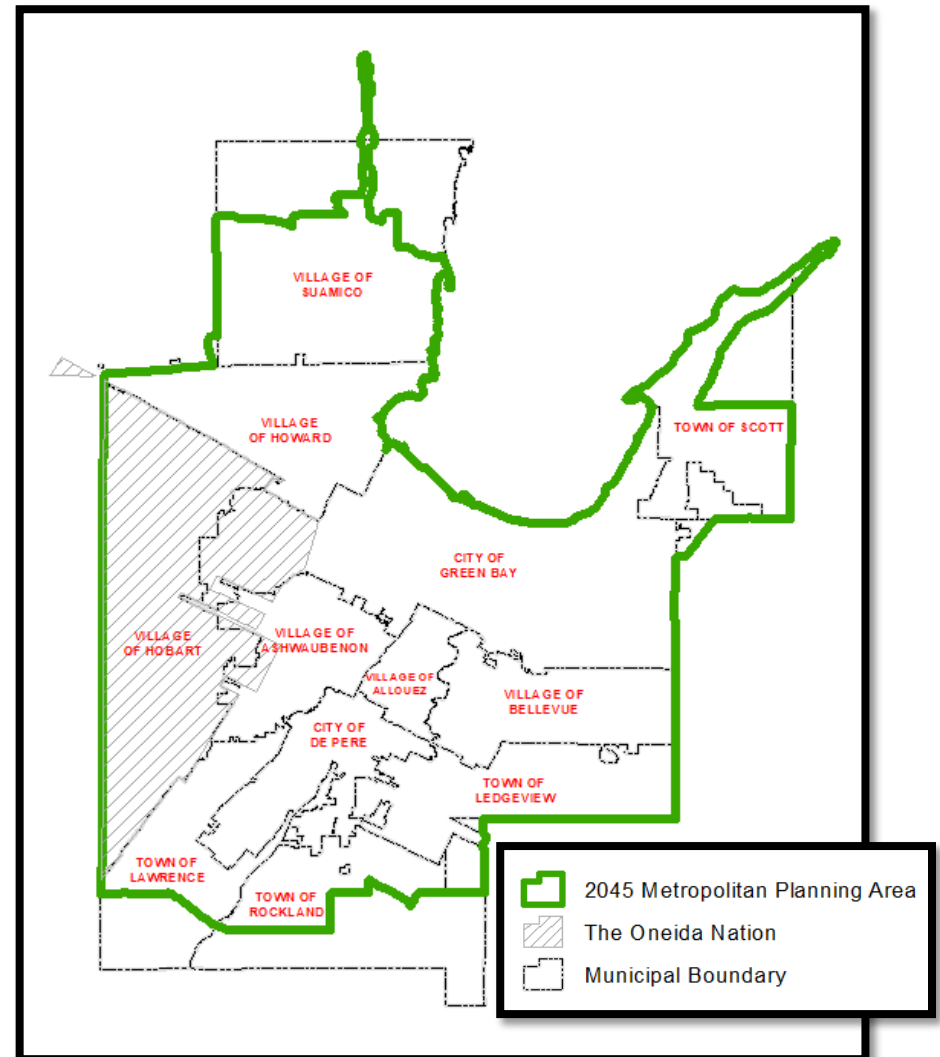
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Green Bay Metropolitan Planning Area

The Green Bay Metropolitan Planning Area (MPA) is shown on the map to the right. The MPA consists of approximately 220 square miles and incorporates the following communities:

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

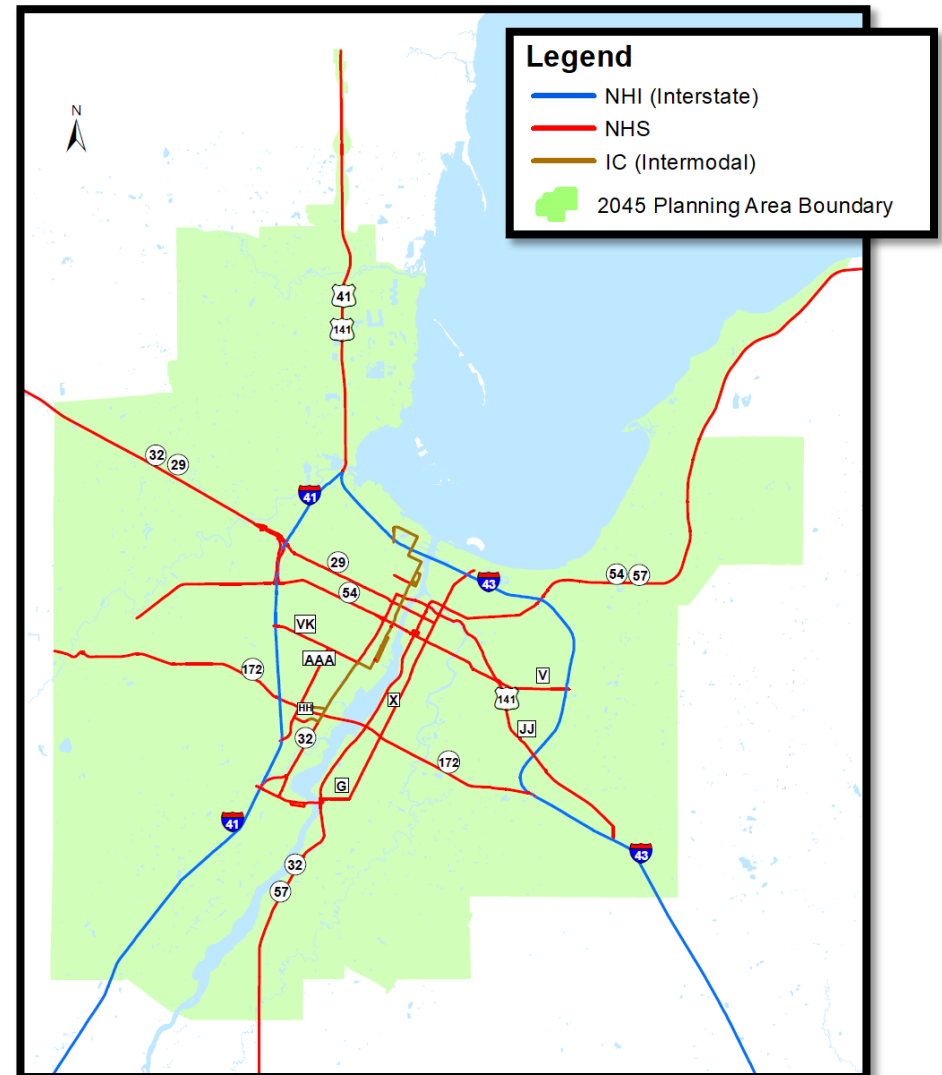
In addition, a portion of the Oneida Nation is located within the MPA on the western border.



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 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). 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 identified in the Green Bay MPO 2045 LRTP Update. The report also addresses performance measures set by 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 (NHS)*
- *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*

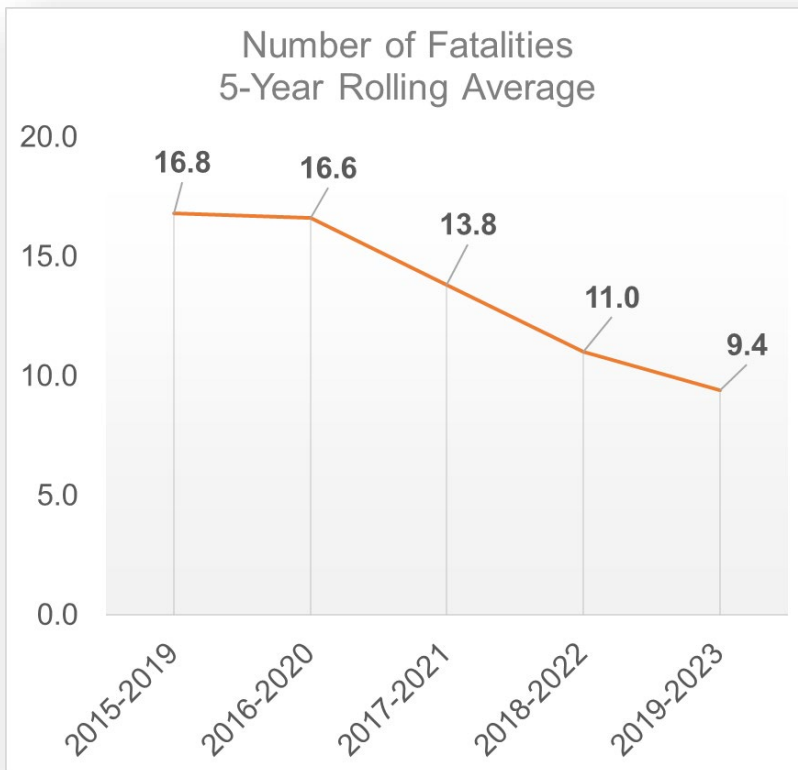
Transportation Safety

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

Number of Fatalities

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

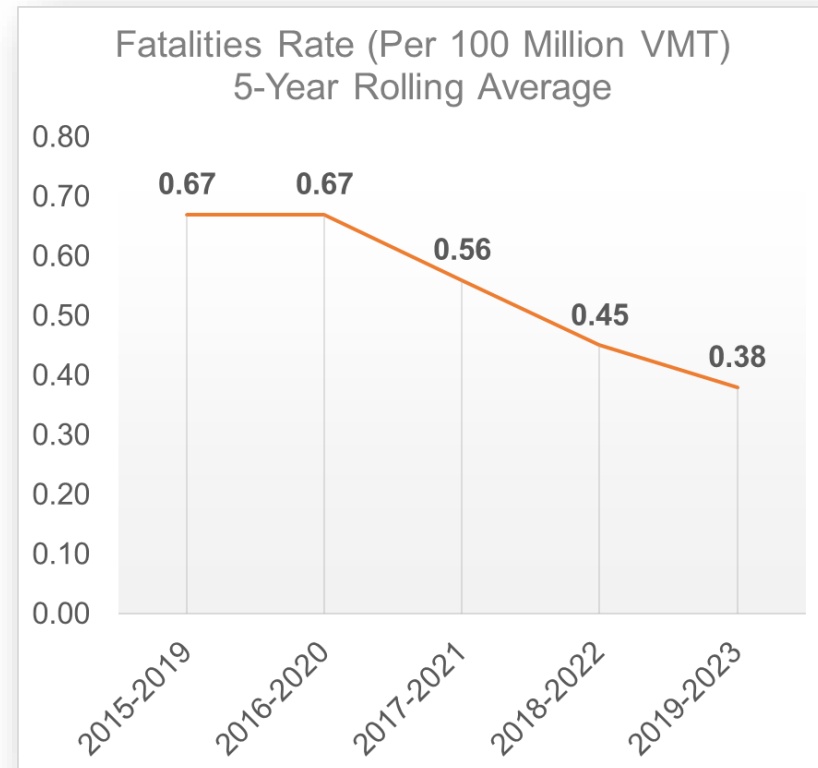
The five-year rolling average for number of fatalities has been on a downward trend.



Source: TOPS Lab

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

Like the number of fatalities, the five-year rolling average for rate of fatalities has been on a downward trend for the past few years.



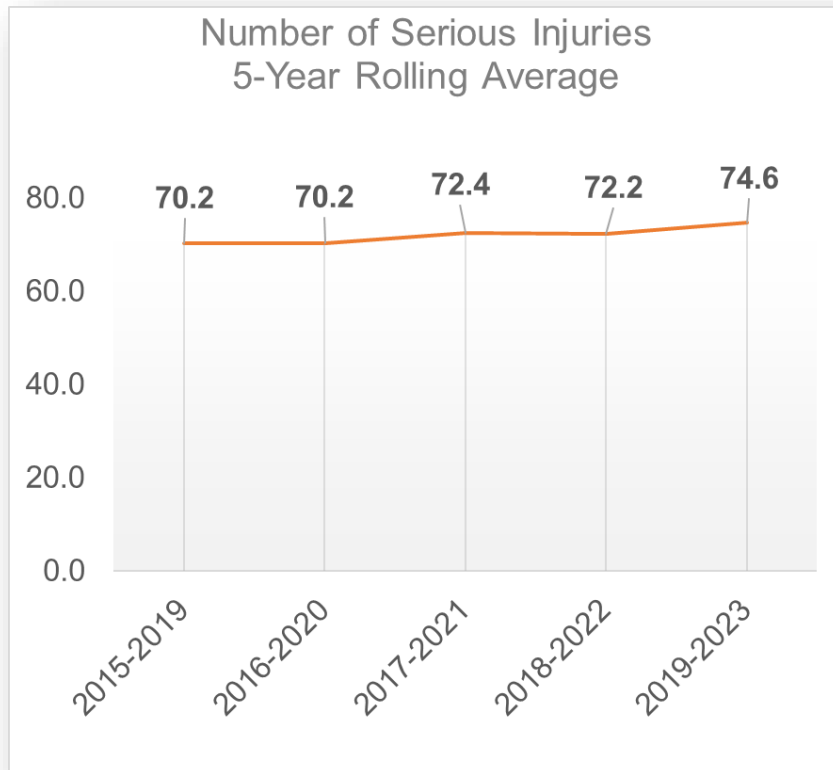
Source: TOPS Lab, WisDOT annual VMT for Brown County

Transportation Safety

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

Number of Serious Injuries

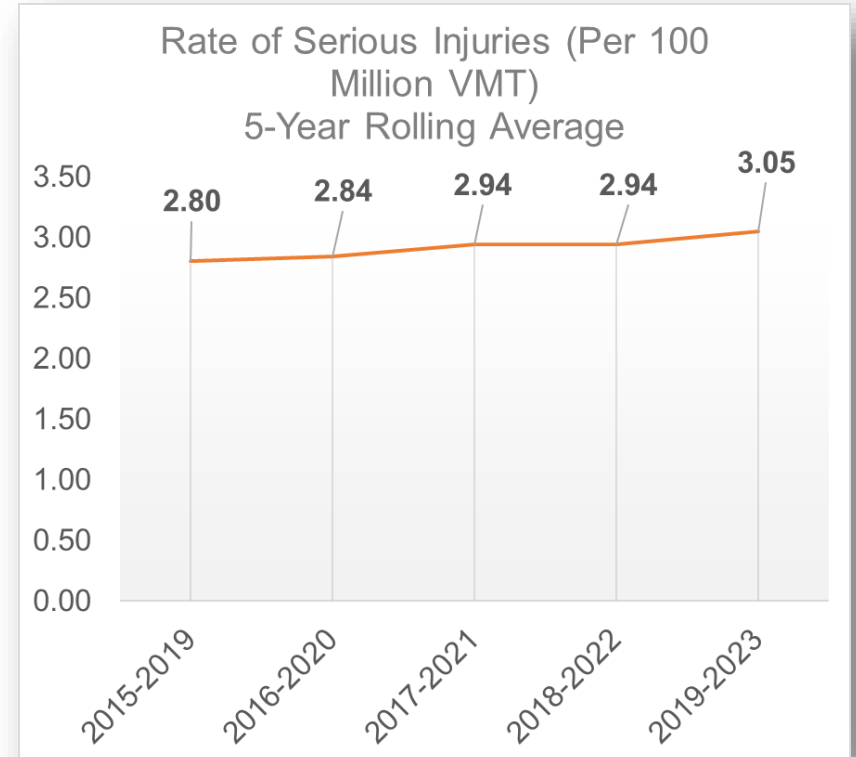
The five-year rolling average for number of serious injuries has been slowly rising.



Source: TOPS Lab

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

The five-year rolling average for rate of serious injuries per 100 million miles traveled has also been slowly rising.



Source: TOPS Lab, WisDOT annual VMT for Brown County

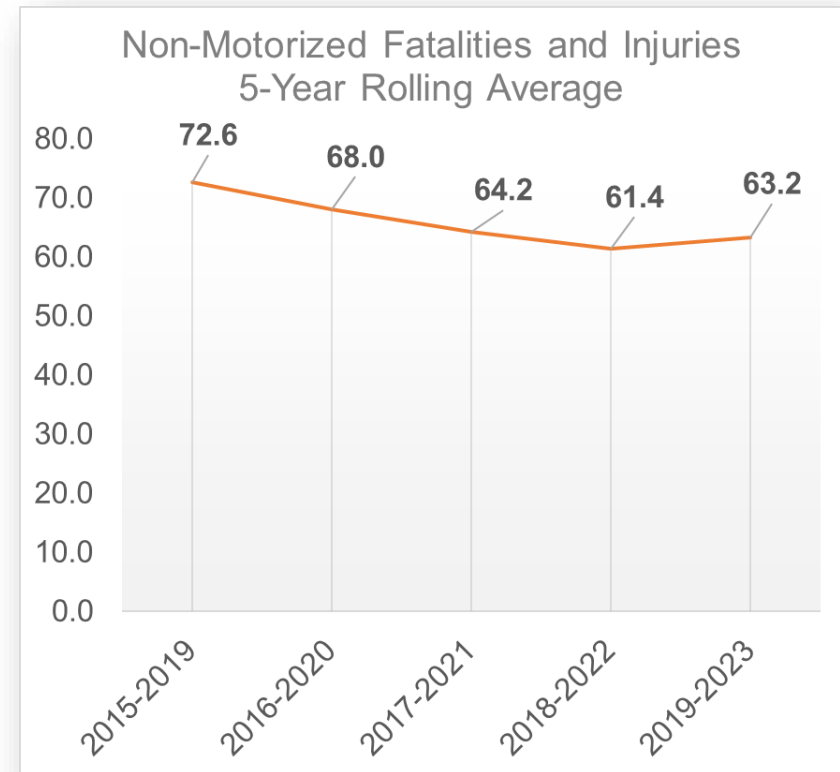
Transportation Safety

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

Number of Non-Motorized Fatalities and Injuries

The five-year rolling average for non-motorized fatalities and injuries slightly decreased.

Non-motorized transportation is any mode of transportation such as walking, biking, tricycles, skateboards, push scooters, and wheelchairs.



Source: TOPS Lab

Pavement & Bridge Condition on 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 table below show the bridge conditions on the NHS within the Green Bay MPA. Bridge conditions decreased in the good category and increased in the fair category between 2019 and 2023. No bridge was identified as in the poor category.

| | 2019 | 2023 |
|-------------|------|-------|
| Good | 77% | 49.8% |
| Fair | 23% | 50.2% |
| Poor | None | None |

Source: NBI 2019 & 2023 Data

Bridge Condition not on the NHS

The table below shows the non-NHS bridge conditions within the MPA. Bridge conditions in the good category slightly decreased between 2019 to 2023. This caused the slight increase in the fair category.

| | 2019 | 2023 |
|-------------|------|-------|
| Good | 57% | 53.4% |
| Fair | 30% | 37.9% |
| Poor | 12% | 8.7% |

Source: NBI 2019 & 2023 Data

Bridge conditions in the Green Bay MPA exceed the state's NHS Interstate and Non-Interstate NHS bridge condition targets in the good category.

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 Conditions on the Functionally Classified Road System

According to the 2023 Wisconsin Information System for Local Roads (WISLR) data, 60.1% of the local roads and county highways are in good condition, 33.9% are in fair condition, and 6.0% are in poor condition.

Pavement condition in the good category decreased when comparing 2019 and 2023.

| Functional Classified Roads | 2019 | 2023 |
|-----------------------------|-------|-------|
| Good | 74.1% | 60.1% |
| Fair | 20.6% | 33.9% |
| Poor | 5.2% | 6.0% |

Source: 2019 & 2023 WISLR Data

Select NHS roads are not included in the table above.

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.

Park-and-Ride Lots

Park-and-ride lots help reduce the number of vehicles on the roads. Brown County has seven park-and-ride lots, with five lots located within the Green Bay Metropolitan Planning Area. The park-and-ride lots are owned and maintained by WisDOT.

The five park-and-ride lots can accommodate a maximum capacity of 50 to 105 vehicles depending on the location (see table below for average usage per month in 2023). According to the percent usage, all lots have the capacity to accommodate additional commuters.

| Park and Ride Lot | Capacity | Percent Usage |
|--------------------------------------|----------|---------------|
| | | 2023 |
| De Pere (I-41 & Lawrence Dr.) | 105 | 54.0% |
| Howard (USH 41/141 & Lineville Road) | 82 | 43.4% |
| Howard (STH 29 & CTH "EB") | 50 | 58.0% |
| Bellevue (CTH GV & Hoffman Rd) | 95 | 36.8% |
| Green Bay (STH 54/57 & Maloney Rd) | 50 | 16.7% |

Roundabouts

There are 79 roundabouts within the Metropolitan Planning Area boundary. Currently, 10 additional roundabouts are proposed/programmed for the MPA.



Velp Avenue and Cornell Road roundabout. Scheduled for construction in 2025.

Travel and Freight Reliability on the NHS

Ensure that travel & freight reliability on the National Highway System is satisfactory

Travel Time Reliability

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.

Although the TTR for the interstate and non-interstate facilities have slightly decreased in 2023 in the Green Bay Metropolitan Planning Area (MPA), both targets are performing better than the state 2-year target.

| Measure | Green Bay MPA Actual | | State 2-Year Target 2023 |
|--|----------------------|------|--------------------------|
| | 2022 | 2023 | |
| Percent of Person-Miles traveled that are on the Interstate System that are reliable | 100% | 98% | 92.5% |
| Percent of Person-Miles traveled that are on the Non-Interstate System that are reliable | 95.7% | 94% | 91.0% |

Source: Wisconsin Traffic Operation and Safety Laboratory

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.

The TTTR in the Green Bay Metropolitan Planning Area slightly increased from 1.21 in 2022 to 1.33 in 2023. This is slightly above the state’s 2023 target of 1.30.

| Measure | Green Bay MPA Actual | | State 2-Year Target 2023 |
|--|----------------------|------|--------------------------|
| | 2022 | 2023 | |
| Truck Travel Time Reliability Index on the Interstate System | 1.21 | 1.33 | 1.30 |

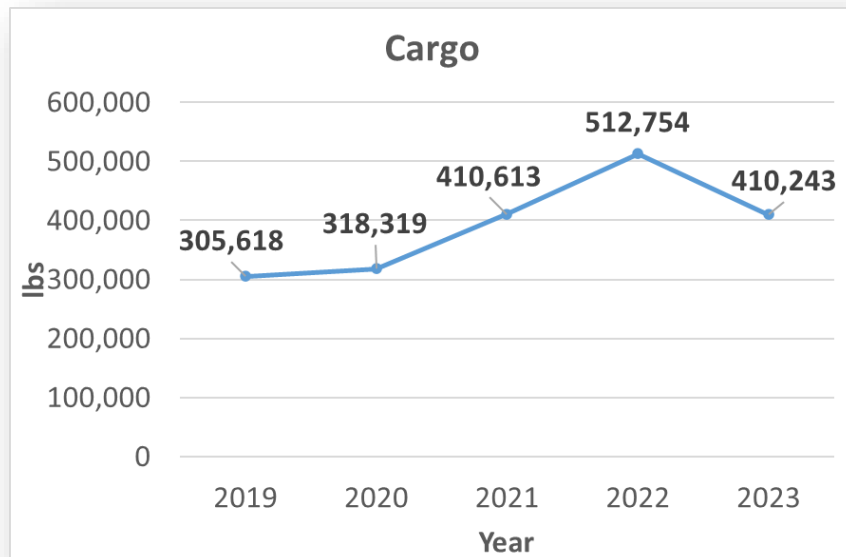
Source: Wisconsin Traffic Operation and Safety Laboratory

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.

Air Cargo

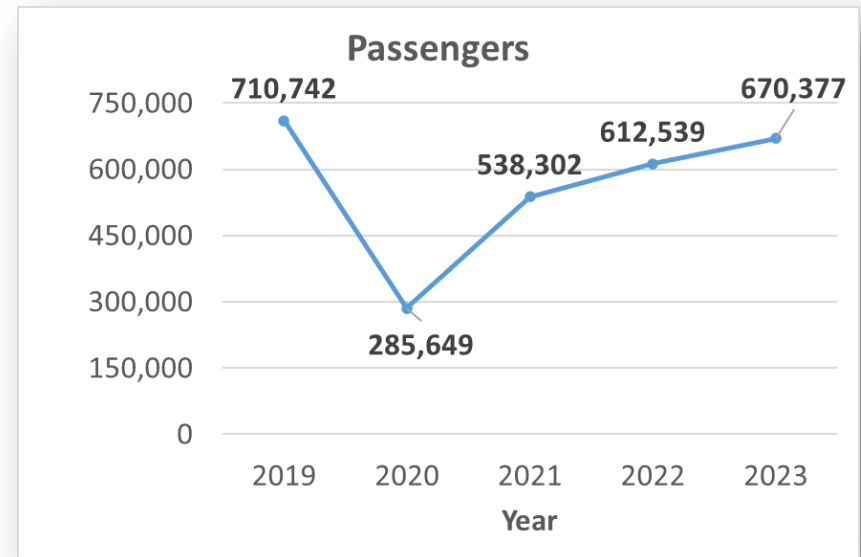
The amount of cargo transported by air increased between 2019 and 2022 but declined between 2022 and 2023 by 102,511 lbs.



Passenger

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

Passenger totals dropped dramatically during the COVID-19 pandemic in 2020, but they have been consistently rising since 2020.



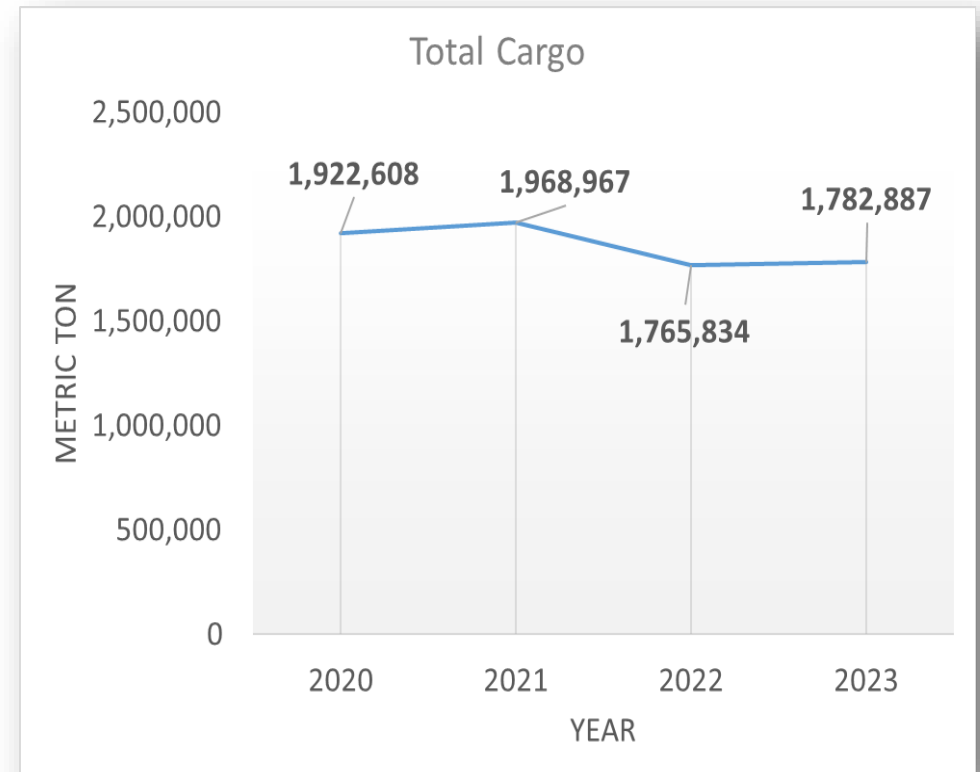
Freight & Passenger Transportation

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 Cargo

There are 14 terminal operators that move raw goods and minerals 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 on the graph to the right from 2020 to 2023. The total cargo increased from just over 1.76 million metric tons in 2022 to just over 1.78 million metric tons in 2023.

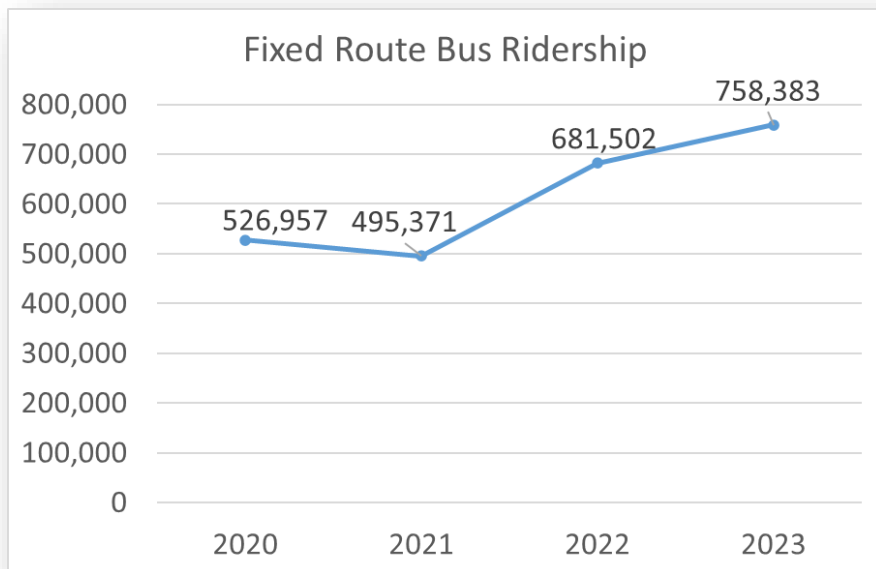


Public Transportation

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

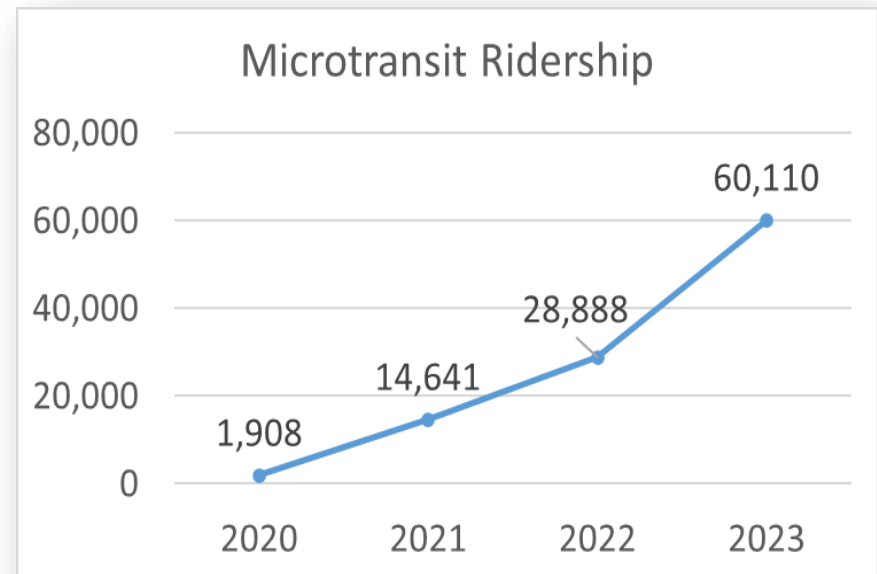
Fixed Route Bus Services

Fixed route ridership has been rebounding since the pandemic.



Microtransit Service

The Green Bay Metro On-Demand microtransit service began as a pilot program in August 2020 and was expanded in August 2021. Ridership continued to increase between 2021 and 2023 and is expected to see a continued rise.



Public Transportation

Consistent with the primary goal of 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, & Paratransit Services

According to FTA, the 2025 target must be the average of the last 5-year period. Green Bay Metro is performing well towards the 2025 targets for all three services.

| Fixed Route System | | | | | |
|--------------------------------|-------------|-------------|-------------|----------------|-------------|
| | 2021 Actual | 2022 Actual | 2023 Actual | 3-Year Average | 2025 Target |
| Number of Fatalities | 0 | 0 | 0 | 0 | 0 |
| Number of Reportable Injuries | 0 | 1 | 1 | .67 | 1 |
| Number of Reportable Accidents | 1 | 0 | 2 | 1 | 1 |

Source: Green Bay Metro

| Paratransit Service | | | | | |
|--------------------------------|-------------|-------------|-------------|----------------|-------------|
| | 2021 Actual | 2022 Actual | 2023 Actual | 3-Year Average | 2025 Target |
| Number of Fatalities | 0 | 0 | 0 | 0 | 0 |
| Number of Reportable Injuries | 0 | 0 | 0 | 0 | 0 |
| Number of Reportable Accidents | 0 | 1 | 0 | 0 | 0 |

Source: Green Bay Metro

| Microtransit Service | | | | | |
|--------------------------------|-------------|-------------|-------------|----------------|-------------|
| | 2021 Actual | 2022 Actual | 2023 Actual | 3-Year Average | 2025 Target |
| Number of Fatalities | 0 | 0 | 0 | 0 | 0 |
| Number of Reportable Injuries | 0 | 0 | 0 | 0 | 0 |
| Number of Reportable Accidents | 0 | 0 | 0 | 0 | 0 |

Source: Green Bay Metro

Public Transportation

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

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

| Vehicle Type | Vehicle Quantity | Useful Life Benchmark in Years | Beyond Useful Life 2024 | Target 2025 |
|----------------|------------------|--------------------------------|-------------------------|-------------|
| Heavy Duty Bus | 36 | 14 (500,000 miles) | 16.7% | 32.0% |

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% in 2024. The target goal for 2025 is 32.0%.

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

| Facility | Quantity | Age in Years | Median Composite TERM Score (2024) | Target 2025 |
|--------------------|----------|--------------|------------------------------------|-------------|
| 901 University Ave | 1 | 23 | 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 2023. The target in 2025 is to have a TERM score of 3 or better.

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

| Major Equipment Type | Quantity of Equipment (22) | Useful Life Benchmark in Years | Beyond Useful Life 2024 | Target 2025 |
|----------------------|----------------------------|--------------------------------|-------------------------|-------------|
| Various | Nine Beyond Useful Life | Varies | 40.9% | 29.0% |

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. Nine pieces of equipment are beyond their useful life in 2024. The target for 2025 is 29.0%.



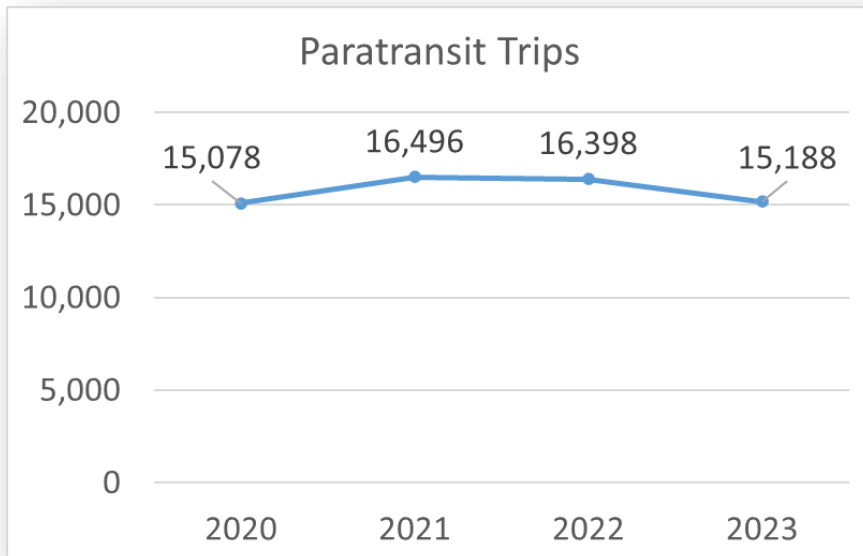
Source: Green Bay Metro

Transportation Services for Seniors & Individuals with Disabilities

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

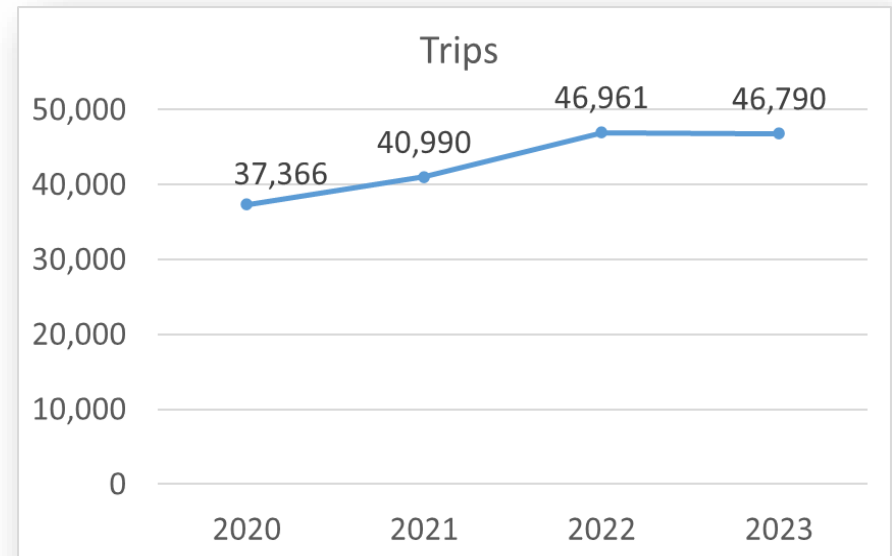
Green Bay Metro Paratransit

Paratransit trips for the past four years have been constant. Riders now have the option to utilize the microtransit service as another means of transportation because of the availability of ADA accessible microtransit vehicles.



Curative Connections

Curative provides demand response trips to seniors and individuals with disabilities throughout Brown County. The graph below shows the annual number of specialized transportation trips provided by Curative from 2020 to 2023. Paratransit trips increased from 2020-2022 and slightly decreased from 2022 to 2023.



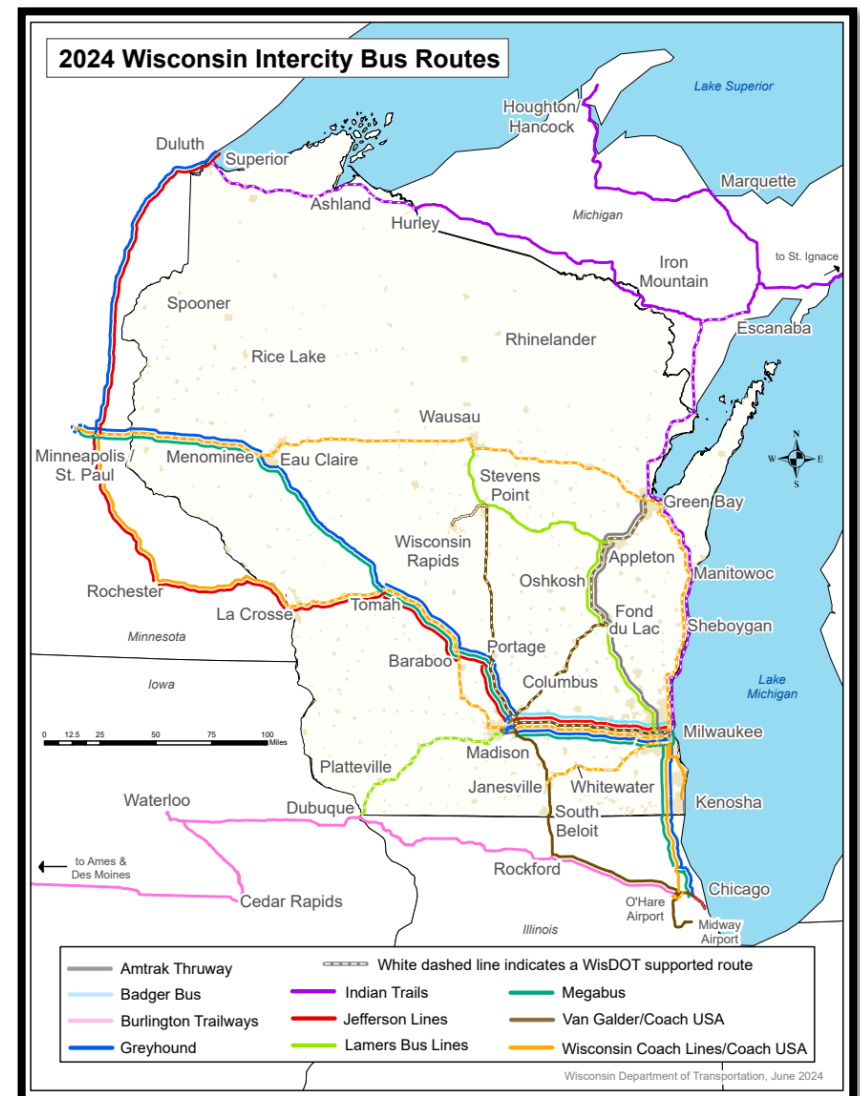
Intercity Bus Service

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

Intercity Bus Services

The 2024 intercity bus services for Wisconsin are shown on map to the right.

The Green Bay area is served by three intercity bus companies including Amtrak Thruway, Indian Trails, and Coach USA/Megabus. Intercity bus services that serve the Green Bay area go to cities such as Madison, St. Paul, Minneapolis, Milwaukee, and Escanaba (Upper Peninsula of Michigan).



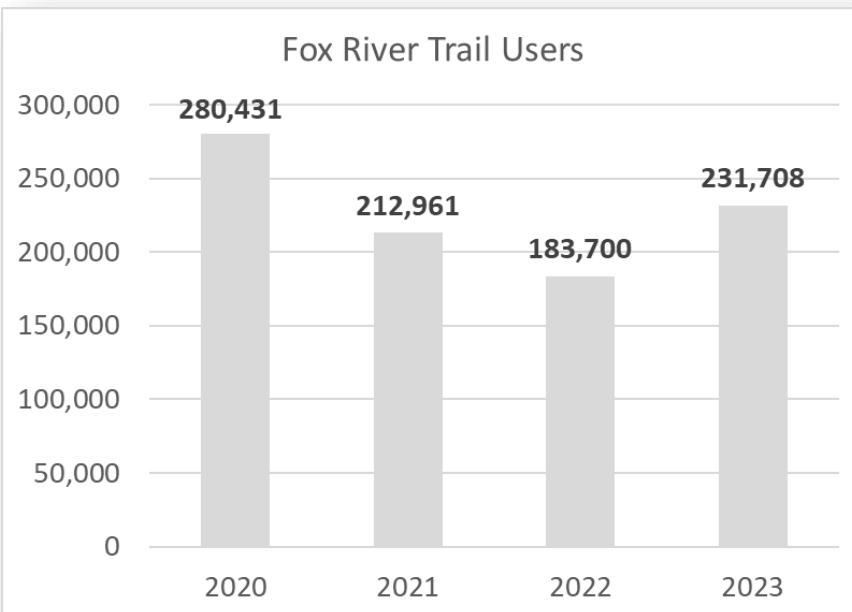
Bicycle and Pedestrian Facilities

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.

Multi-Use Trails

The Fox River Trail is used for a variety of activities such as hiking, biking, and rollerblading. The number of users on the trail declined from 2020 to 2022, but the number of users increased by 48,008 between 2022 and 2023.

Other popular trails include the Mountain Bay Trail and East River Trail but the number of trail users is not available.

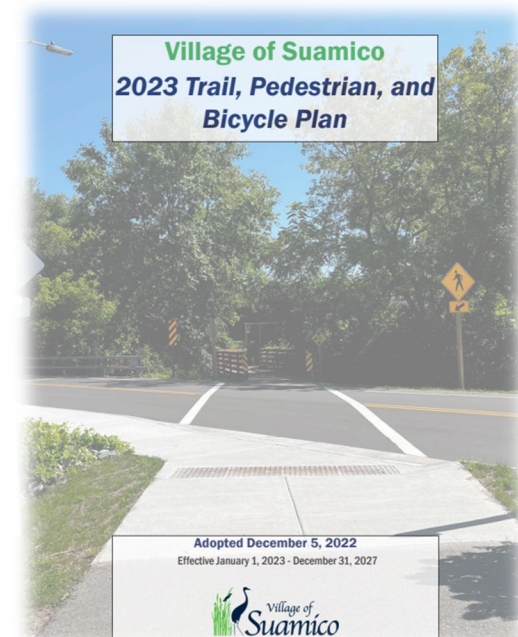


Source: Brown County Parks Department

Bicycle and Pedestrian Plans

Nine communities within the MPA have adopted a bicycle and pedestrian plan and other communities have incorporated recommendations to improve bike and pedestrian facilities in their comprehensive plan or park and recreational plan.

The county-wide *Brown County Bicycle and Pedestrian Plan* was last adopted in 2022 and is scheduled to be updated again in 2026.



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.

Safe Routes to School Program

The Center for Childhood Safety staff continues to work closely with elementary schools within the urbanized area.

A total of 1,614 students were educated on safe walking and bicycling practices in 2023. A total of 1,610 helmets, 52 bikes, and 1,500 reflector lights were provided to students free of charge.



Education and Enforcement Program

Three Regional Crosswalk Education and Enforcement Events, or “frogger” events were held in Brown County in 2024. These events are conducted to raise awareness and educate motorists to yield to pedestrians at crosswalks.

The results of all three events are shown in the table below.

| | June 27 | August 22 | October 2 |
|-------------------------------------|------------|--------------|--------------|
| Warning Issued for Failing to Yield | 111 | 88 | 89 |
| Vehicles Yielding Correctly | 861 | 611 | 850 |
| Compliance Rate | 89% | 87% | 90% |

In addition to the frogger events, a Green Bay Metro bus was wrapped with the slogan, “Yield To Your Neighbor – It’s Safer, It’s Courteous, It’s The Law.” This is to promote awareness in the community. A picture of the bus is on the cover of this report.

Tourism

Consider the impact on tourism when making transportation investments.

Packer Game Day Public Transportation Service

Green Bay Metro continues to offer free bus rides during Green Bay Packers home games. Riders can utilize one of four routes offered. During the 2023-2024 season, Green Bay Metro provided a total of 22,546 one-way trips for 11 home games.

Source: Titledown Development LLC



Source: Green Bay Press-Gazette

Tourism

Consider the impact on tourism when making transportation investments.

E-Scooters and E-Bikes

The City of Green Bay currently partners with BIRD to offer this fee-for-service program. The e-scooters and e-bikes are programmed to operate in the City of Green Bay only and cannot be used in other parts of Brown County. Operation of the program begins each year in the spring and continues into fall.

During the first year of the program's operation in 2021, the program recorded a total of 28,226 rides for e-scooters.

In 2022, the City of Green Bay brought back the e-scooters and added e-bikes to the program. This generated a total of 46,032 rides.

In 2023, the program generated a total of 28,075 rides. The decrease in rides between 2022 and 2023 was largely due to a change in use policy. Only individuals 18-years-old and above can access the equipment.

