

2023

TRANSPORTATION SYSTEM PERFORMANCE INDICATORS

Sheboygan Metropolitan Planning Organization



Prepared by:
Bay-Lake Regional Planning Commission
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Bay-Lake Regional Planning Commission

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2023 Update by:

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The contents of this report reflect the views of the Bay-Lake Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views and policies of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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Key Findings of the Report

Positive Trends

- While the number of people driving to work alone over the past 5 years has remained about the same, the overall percentage of people driving alone to work has steadily decreased.
- Steadiness in the number of bridges and culverts considered in good condition.
- Percentage of person-miles traveled on the Interstate remains at 100% and reliability on non-interstate NHS roads is increasing.
- After major decrease in transit ridership during COVID-19, there has been an increase in transit ridership, since.
- The number of transit vehicles beyond their useful lives in the fleet continues to decrease.
- Use of inter-city bus lines has been increasing.

Negative Trends

- While remaining below the state goal, the number of fatality crashes has increased each year.
- The number of serious injury crashes has increased each year, and exceeded the state goal in 2023
- The number of non-motorized fatalities & serious injuries has been increasing and has exceeded the state goal each year.
- Increase in the number of deficient bridges.
- Increase in number of preventable transit crashes.

This report presents a set of system performance indicators and the base data relevant to the indicators. The purpose of the performance indicators is to provide some quantitative evaluation of the ability of the Sheboygan Metropolitan Planning Area to move toward the goals stated in the *Year 2050 Sheboygan Area Transportation Plan (SATP)*; (these goals can be found in Chapter 4 of the plan, Mission Statement, Goals and Objectives). At this time, the majority of the indicators are not tied to any specific performance goals, and are only intended as a planning tool. Over time, it will become possible and/or desirable to compile realistic performance goals; however, some experience and trend data will be necessary to develop such quantitative goals. Overall, this report has been prepared to assist the Sheboygan Metropolitan Planning Organization (MPO) with general transportation planning.

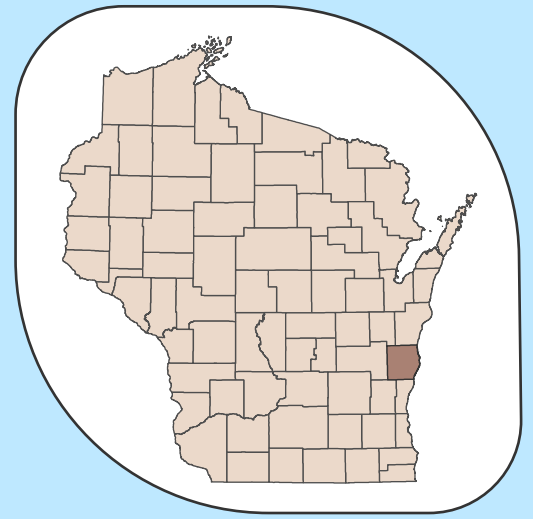
It should be noted that some of the performance indicators in this report were impacted by the COVID-19 pandemic, which started to seriously impact activities across Wisconsin in March 2020.

About the Sheboygan MPO

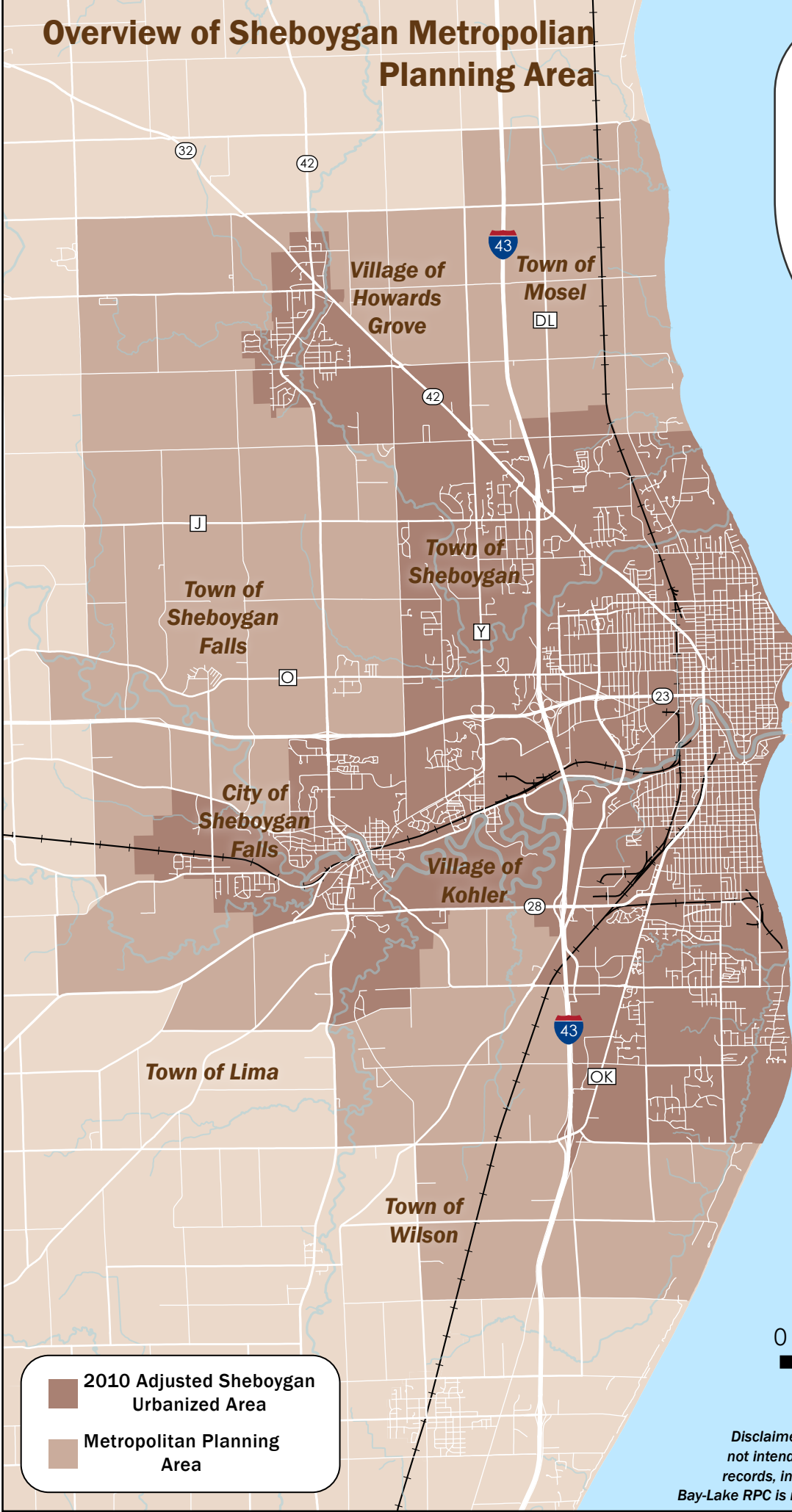
The Sheboygan Metropolitan Planning Organization (MPO) is the policy board created and designed to carry out the area's metropolitan transportation planning process in the Sheboygan Metropolitan Planning Area (MPA). MPA boundaries are the official jurisdiction of the MPOs. These boundaries define the extent of the expected growth for the metropolitan area during the next 20 years, and comprise the area within which the MPO will conduct transportation planning activities over the next 10 years — until the next decennial census. The MPA boundary must include the entire area within the Adjusted Urbanized Area (UZA) boundary. The UZA boundary are adjusted every 10 years, following the release of decennial census data.

The Sheboygan MPO consists of 10 communities: the Cities of Sheboygan and Sheboygan Falls; the Villages of Kohler and Howards Grove; and the Town of Sheboygan which are completely within the Sheboygan MPA boundary, whereas the towns of Herman, Lima, Mosel, Sheboygan Falls, and Wilson are only partially within the Sheboygan MPA boundary. Some of the information within this report contains data for the entire communities, not just the portions within the MPA.

Overview of Sheboygan Metropolitan Planning Area

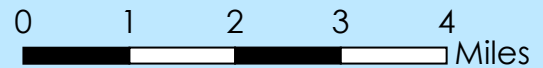


Sheboygan Metropolitan Planning Area (MPA)
Sheboygan County, Wisconsin



City of Sheboygan

Lake Michigan



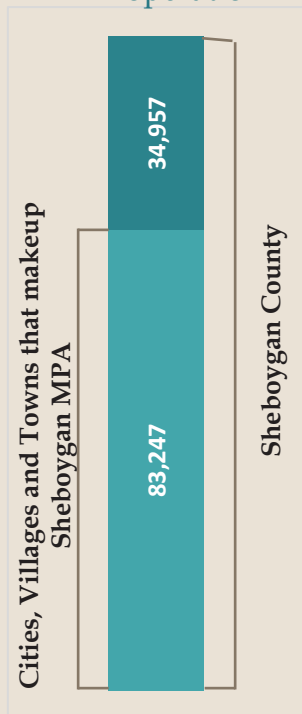
-  2010 Adjusted Sheboygan Urbanized Area
-  Metropolitan Planning Area

Sources: WDNR, 2023; WisDOT, 2023; Sheboygan County, 2023; Bay-Lake RPC, 2024.
Disclaimer: This map is neither a legally recorded survey and is not intended to be used as one. This drawing is a compilation of records, information, and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

Overview of the Sheboygan MPO



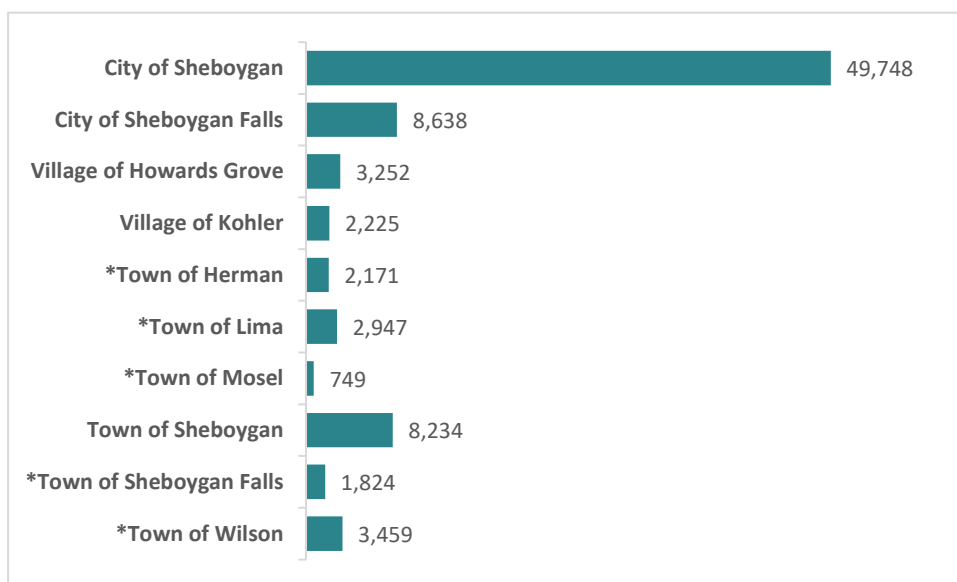
Population



Population

In 2023, the estimated population of Sheboygan County was 118,204. The Sheboygan Metropolitan Planning Area (MPA) consists of 31,162 acres and the population within the 10 communities of the MPA was 83,247.

Sheboygan Metropolitan Planning Area Municipalities Population Estimates, 2023



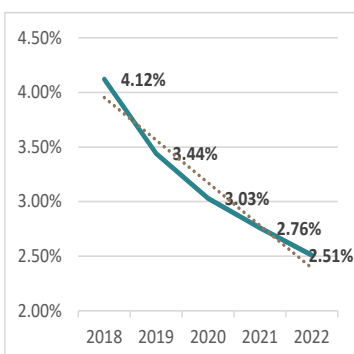
Source: WDOA, Demographic Services Center 2023 estimates

*Please note that the towns of Mosel, Lima, Sheboygan Falls, Herman and Wilson are only partially within the Sheboygan MPA boundary.

Employment

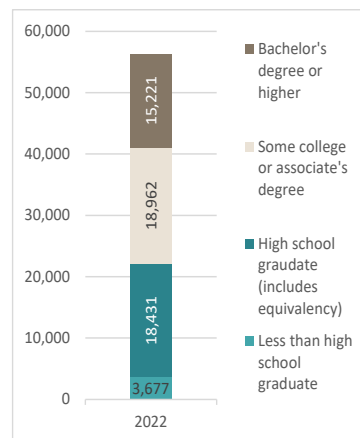
The 10 communities of the Sheboygan MPA had an average annual labor force of 44,519 in 2022. Of these, 43,407 were employed. The unemployment rate for the MPA in 2022 was 2.5% (1,118 persons).

Unemployment Rate for the Sheboygan MPA by Year



Source: U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics (Labor force and employment estimates by municipality, 2018-2022)

Education Attainment



Source: US Bureau of Census, American Community Survey (ACS), persons age 25+ (2018-2022), Sheboygan County

Unemployment Rate (2022)
2.51%

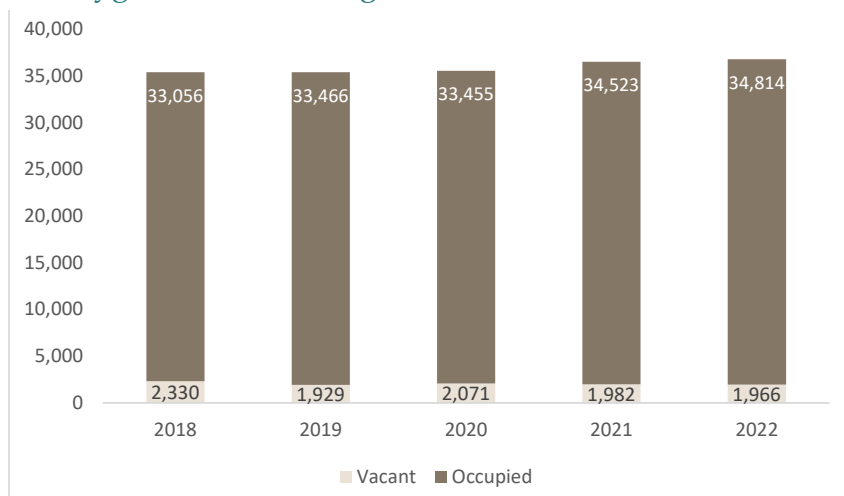


Labor Force Participation (2022)
44,519

Housing

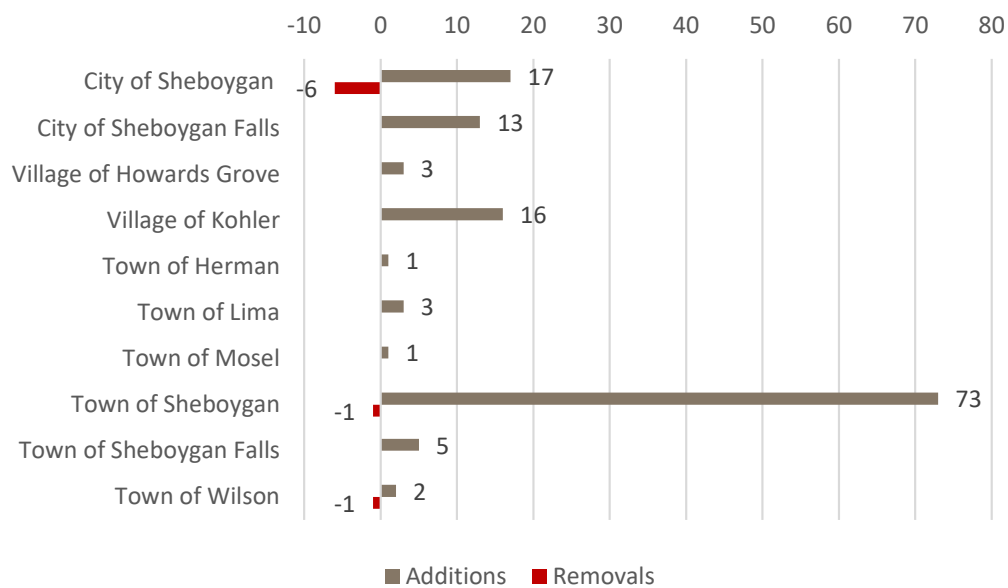
The US Census estimated that there were 36,780 housing units in the 10 communities of the Sheboygan MPA in 2022, of which 34,814 units were occupied and 1,966 were vacant.

Sheboygan MPA Housing Units Estimates



Source: WDOA, Demographic Service Center

Sheboygan Metropolitan Planning Area Municipalities: Housing Unit Additions and Deletions: 2022



Source: WDOA, Demographic Services Center, Housing Unit Additions and Deletions for Wisconsin Minor Civil Divisions, 2022

Sheboygan MPA

Source: US Census, 2018-2022
American Community Survey



Total Housing
Units (2023)

36,780



Occupied Housing
Units (2022)

34,814

(94.65%)

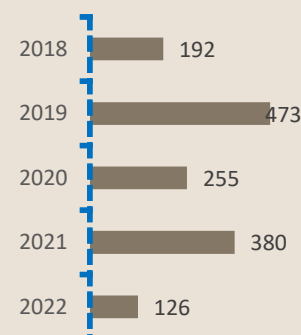


Vacant Housing
Units (2022)

1,966

(5.35%)

Net Change in Housing Units by Year in Communities of the Sheboygan MPA (2023)



Impact of Transportation on the Environment

Modes of Transportation to work in Sheboygan County



Mean Travel Time
to Work (2022)

17.6 minutes



Percent No-
Vehicle
Households (2022)

1.8 %

DESIRED TREND



Decrease in % of
population driving to
work alone

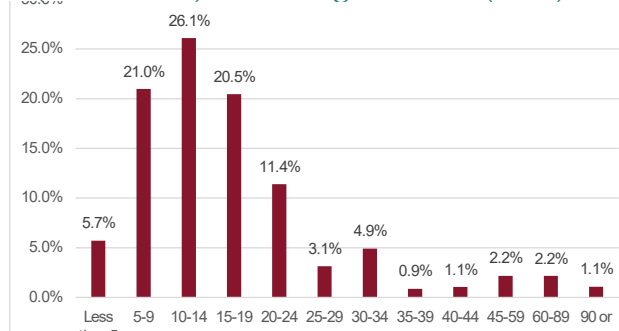
ACTUAL TREND
2018-2022



4.4% decrease in % of
population driving to
work alone

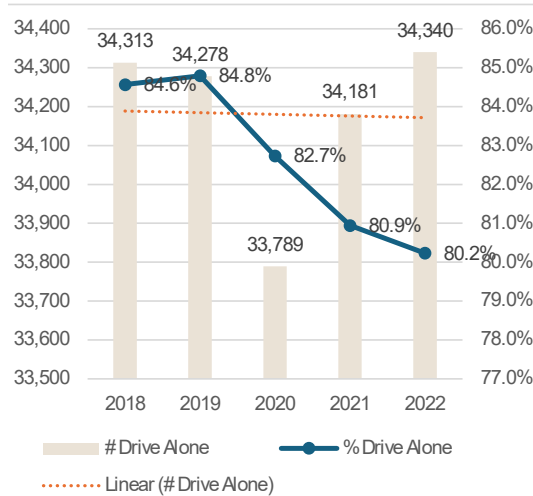
A bit over 50% of the Sheboygan County's total population is over 16 years and considered workforce population. In 2022, 53% of the population commuted to work in less than 15 minutes and 32.1% commuted in 15-30 minutes.

Time (in minutes) Traveling to Work (2022)

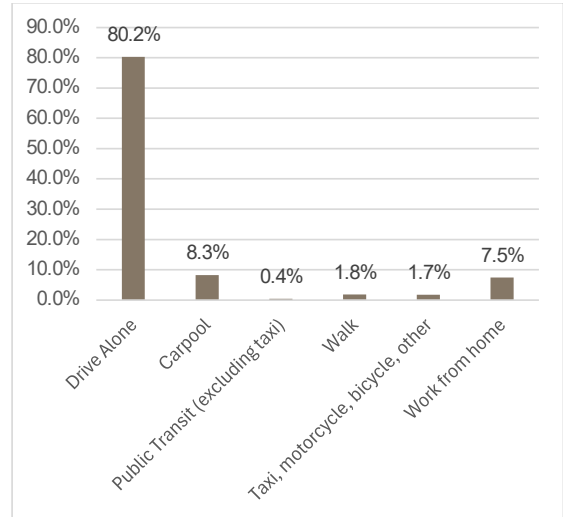


The goal is to reduce the number of work trips made by single occupant vehicles (SOVs), ultimately resulting in reduction of greenhouse gas emissions and increase the efficiency of the transportation network.

Persons Driving Alone to Work (2018-2022)



Means of Transportation to Work (2022)



The number of people driving alone has trended even over the 5-year period, however, the percentage of the workforce driving alone to work has decreased by about 5% during the same period. The largest change has been with people working from home, which went from 3.3% of the workforce in 2018 to 7.5% of the workforce in 2022. There was about a 1% increase in the percentage of people carpooling to work during the 5-year period and a 1% decrease in the percentage of people walking to work during the same period. The use of public transit and the percentage in use of alternate modes of transportation remains about the same during the 5-year period.

Source: US Census, ACS, 5-Year estimates, 2018 - 2022

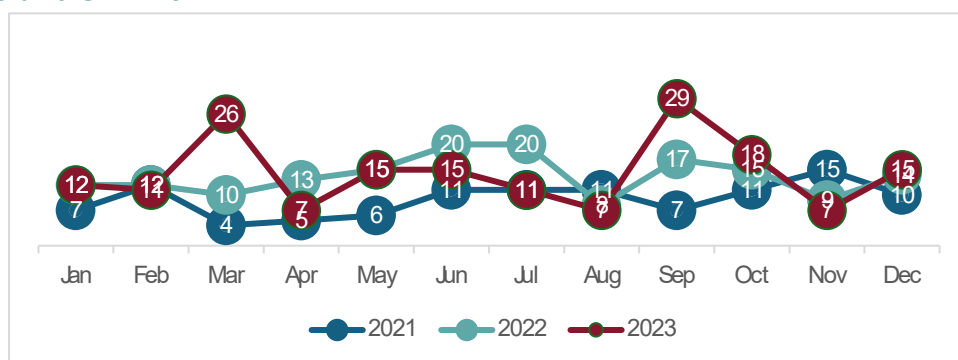
Park-and-Ride Lots

Park-and-ride lots are provided for people who want to carpool to work or any other places. Increased use of park-and-ride lots indicates more people are carpooling or opting for alternate mode of transport which in turn reduces the impact of transportation on the environment. There are total of three lots in Sheboygan County of which two park-and-ride lots are located within the Sheboygan MPA. Average annual usage for the park-and-ride lots are in the table below and monthly use of the park-and-ride lots within the Sheboygan MPA is in the graphs below. All of the park-and-ride facilities have been underused throughout each month every year.

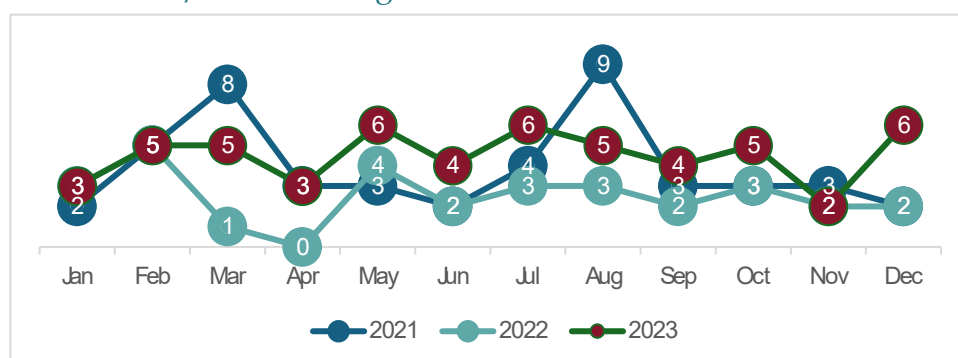
Average annual usage of park and ride lots in Sheboygan County

Park & Ride Lot	Capacity	Percent of Capacity				
		2019	2020	2021	2022	2023
Kohler I-43 & WIS-28	5	↑ 352%	→ 263%	↓ 204%	↑ 306%	↑ 320%
I-43 & CTH V/ West Frontage Rd	30	↑ 136%	↑ 136%	↑ 131%	↓ 8.3%	↑ 150%
Oostburg: I-43 & CTH-AA	30	↑ 26.1%	↓ 164%	↓ 133%	↓ 139%	→ 197%

I-43 and STH 28



I-43 and CTH V/ West Frontage Road



Source: WisDOT Northeast Region office – Park-and-ride capacity and use statistics for 2021 through 2023 (total spaces available per average weekday, spaces occupied per average weekday, and percent in use per average weekday)



Total MPA Park & Ride Annual Capacity (2023)

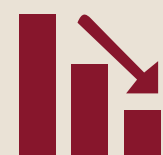
25.2 %

DESIRED TREND



Increase in Annual Usage

ACTUAL TREND 2019-2023



3.1% Decrease in Annual Usage

I-43 and STH 28

ACTUAL TREND 2019-2023



1.4% Increase in Annual Usage

I-43 & CTH V

Safety and Security on Roadways (PM1)

Roadway Safety & Crashes

Sheboygan MPA



Roadway Miles (2022)
654.09



Motorist Fatalities
(2022)
10

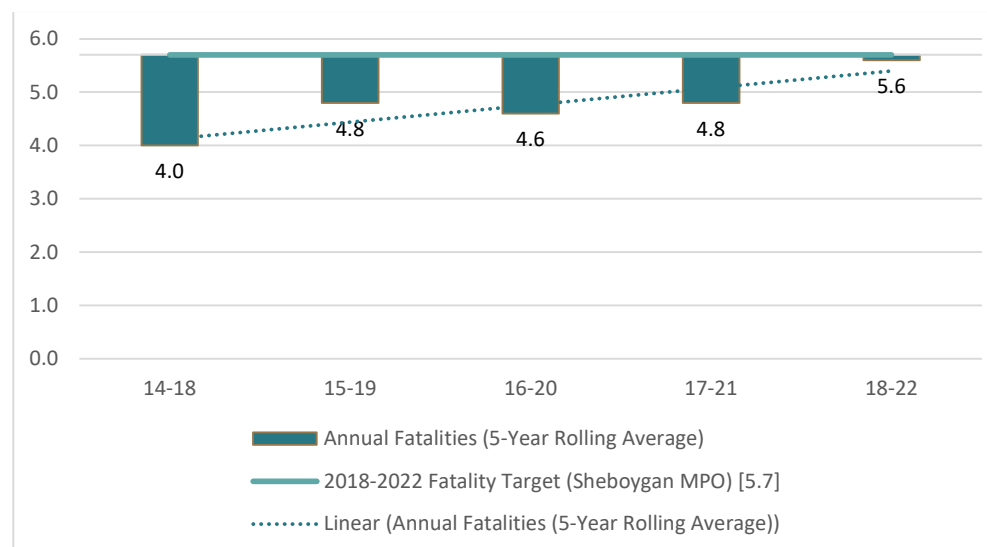


Motorist Serious
Injuries (2022)
40

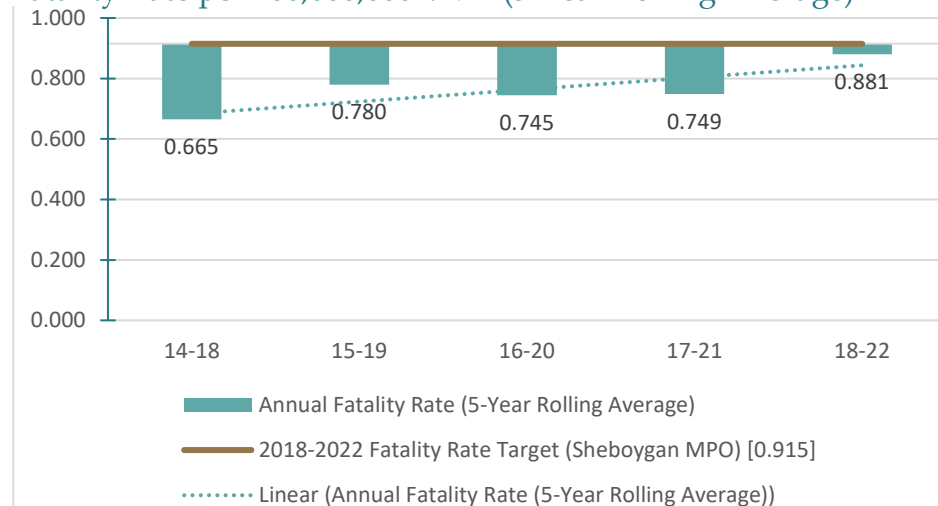
Roadway Crash Fatalities, 2018 - 2022

Over the past 5 years, the fatality rate has been below the state set goals. However, the desired trend is for the fatality and serious injury rates to decline but the rates have been trending upwards during the 5-year period between 2018 - 2022.

Number of Fatalities in Sheboygan MPA (5-year rolling average)



Fatality Rate per 100,000,000 VMT (5-Year Rolling Average)



Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

DESIRED TREND



Decrease in # of
crash fatalities

ACTUAL TREND 2018-2022



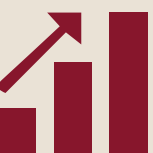
35% increase in #
of crash fatalities

DESIRED TREND



Decrease in Rate of
Fatalities per 100M
VMT

ACTUAL TREND 2018-2022

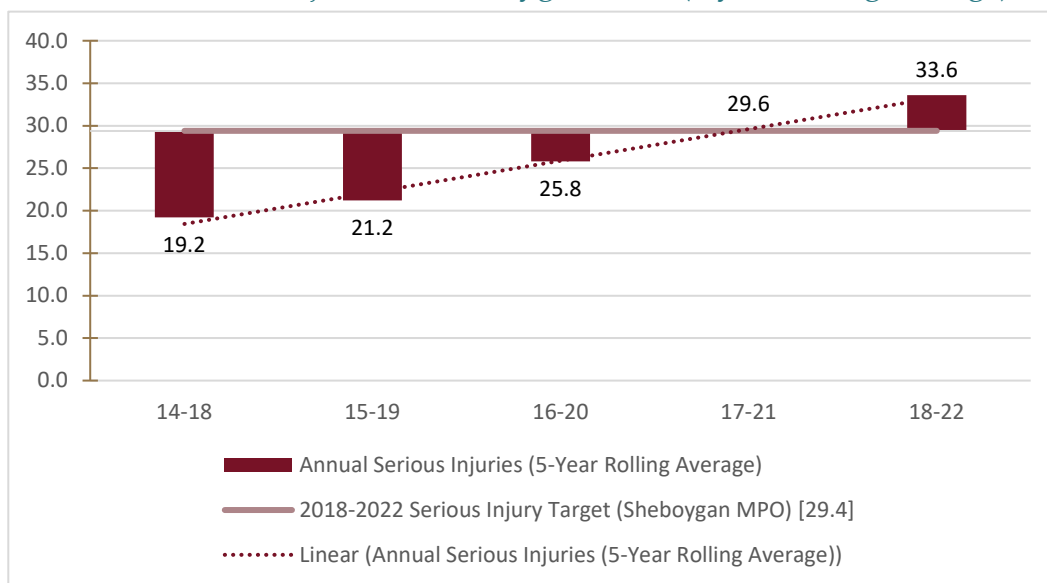


32.5% increase in
rate of fatalities per
100M VMT

Roadway Serious Injuries, 2018 - 2022

From 2018 through 2021, the 5-year rolling average for serious injuries has remained below the state set goals. In 2022, the serious injury rate in the MPA went above the state set rate. The desired trend is for the serious injury rates to decline but the rates have been trending upwards during the 5-year period between 2018 - 2022.

Number of Serious Injuries in Sheboygan MPA (5-year rolling average)



DESIRED TREND



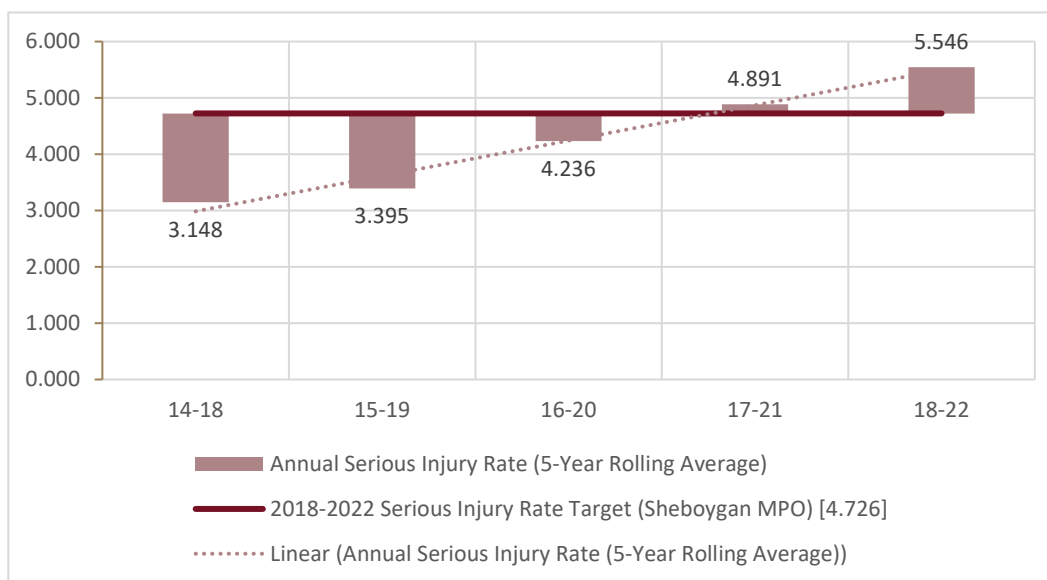
Decrease in # of Serious Injuries

ACTUAL TREND 2018-2022



46.4% Increase in # of serious injuries

Serious Injury Rate per 100,000,000 VMT (5-year rolling average)

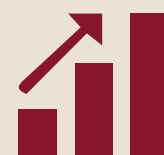


DESIRED TREND



Decrease in Rate of Serious Injuries per 100m VMT

ACTUAL TREND 2018-2022



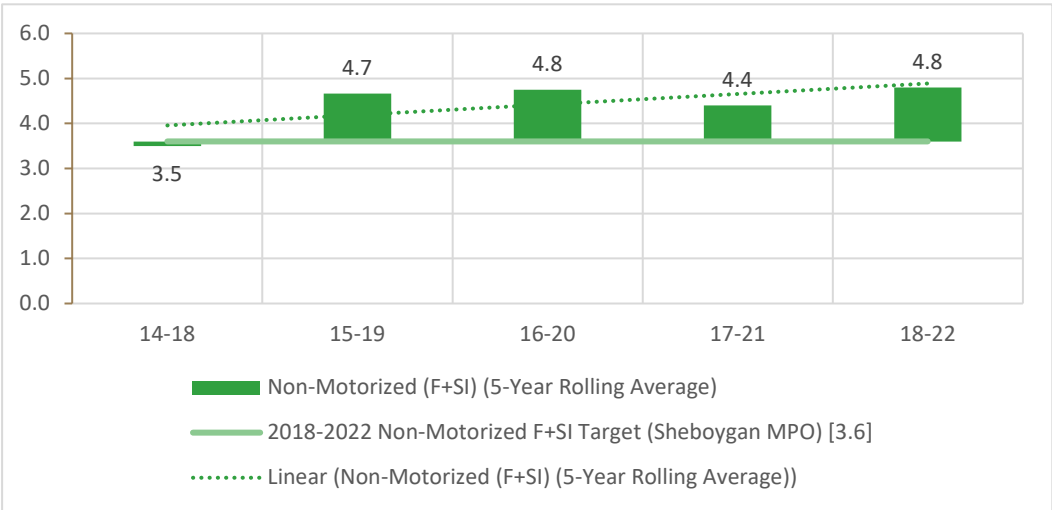
49.3% Increase in Rate of Serious Injuries per 100m VMT

Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

Non-Motorized Fatalities & Serious Injuries

The number of non-motorized fatalities has remained above the state set goal of 3.6 from 2018-2022. The actual rate has been trending upwards during this time, while the desired trend is for the rate to decline each year.

Number of Non-Motorized Fatalities & Serious Injuries (5-year rolling average)

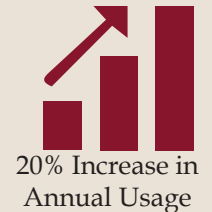


Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

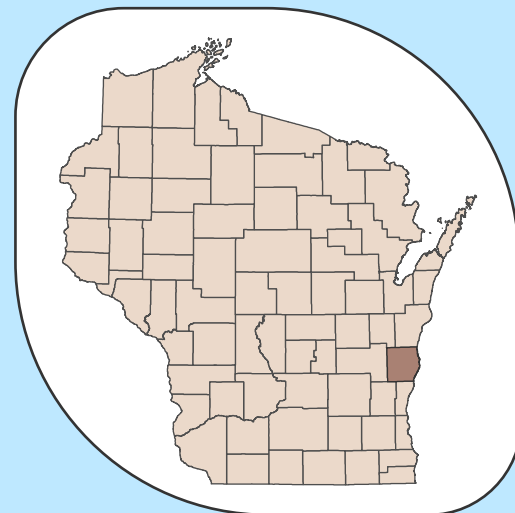
DESIRED TREND



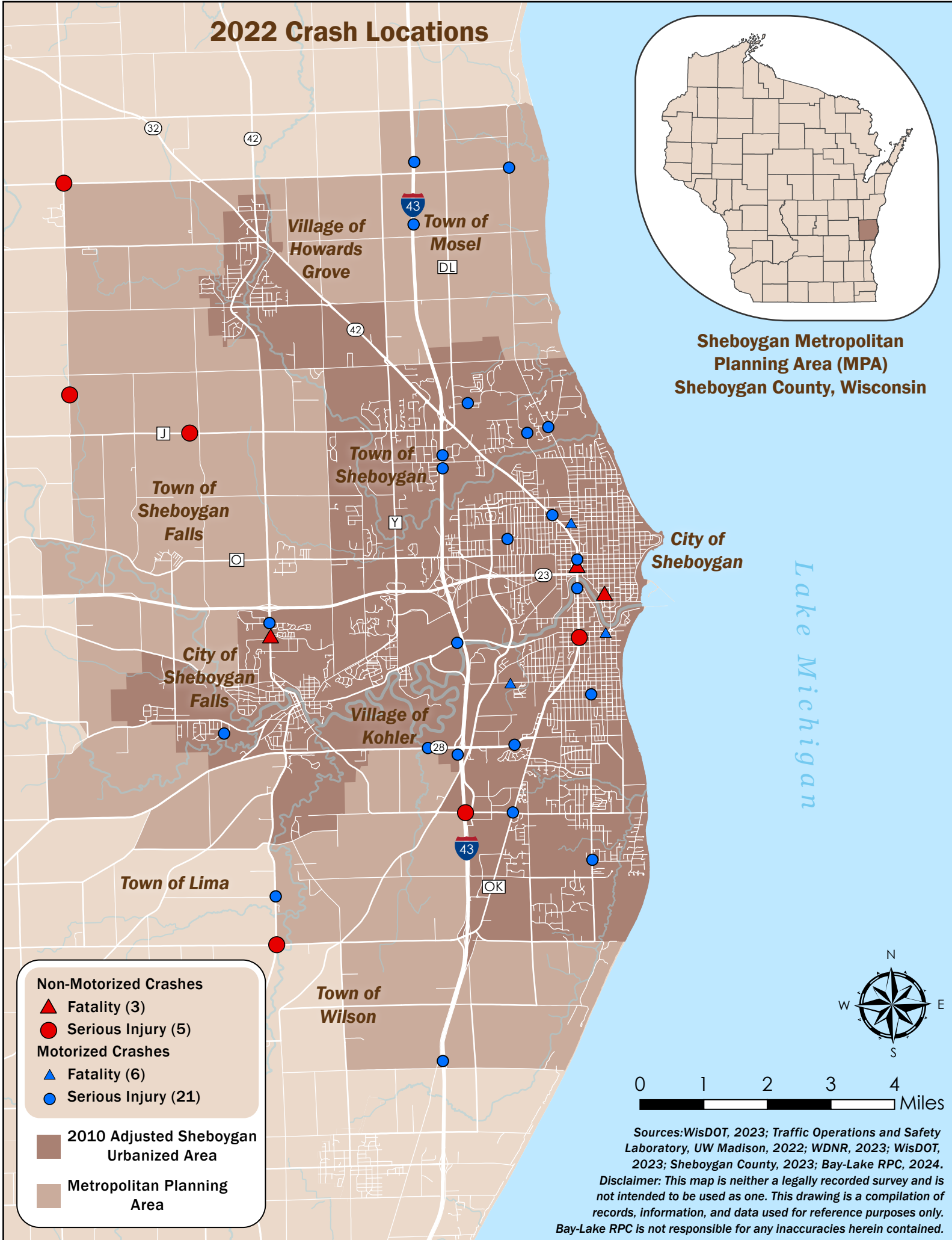
ACTUAL TREND 2018-2022



2022 Crash Locations



**Sheboygan Metropolitan
Planning Area (MPA)**
Sheboygan County, Wisconsin

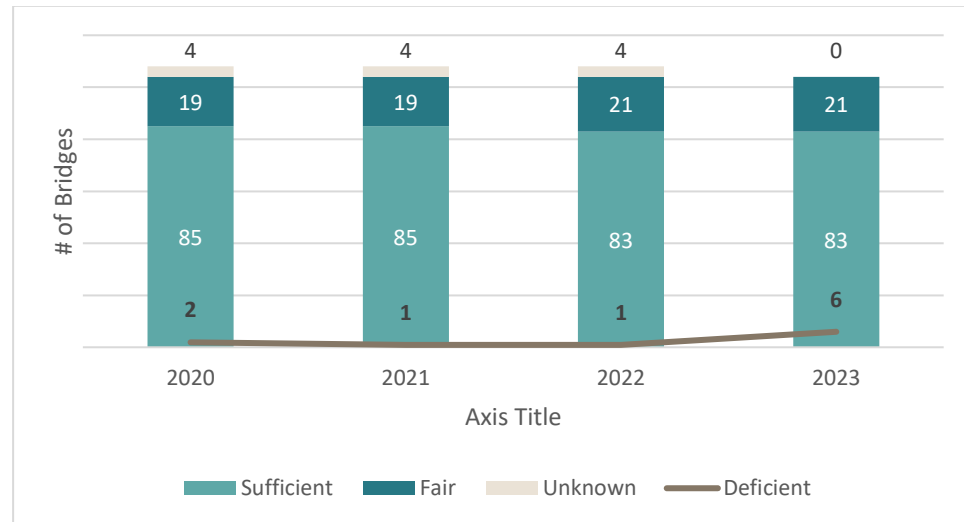


Transportation Infrastructure (PM2)

Bridge Conditions

Bridges are assessed using a 0- to 100-point scale known as a “sufficiency rating.” WisDOT considers bridges with a sufficiency rating of 0 to 49.99 as being “deficient,” while bridges with a sufficiency rating of 50 to 79.99 are considered to be in “fair” condition, and bridges with a sufficiency rating of 80 and higher are “sufficient,” or in good condition.

Bridge Ratings



Source: WisDOT, 2023 Bridge Conditions Survey

Includes only those that fall within the MPA boundary or on the border of the MPA boundary. The bridges where the condition was mark as unknown from 2020 - 2022, where marked as deficient in 2023.

Pavement Condition Index (PCI)

WisDOT supplies the MPO with Pavement Condition Index (PCI) data for the state trunk highway system. The PCI is a numerical rating that ranges from 0 for a totally failed pavement to 100 for a pavement in perfect condition.

Pavement Condition Index Ratings State Trunk Highways, 2023

Condition	Rating	2023 Miles	2023 Percent
Failed	0-9.99	0	0.0%
Serious	10-24.99	0	0.0%
Very Poor	35-39.99	0	0.0%
Poor	40-54.99	0	0.0%
Fair	55-69.99	6.28	5.4%
Good	70-84.99	54.13	46.8%
Very Good to Excellent	85-100	55.16	47.7%
Not Available	NA	0	0.0%
Total		115.57	100.0%

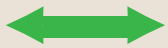
Source: WisDOT, 2023 PCI Survey

DESIRED TREND



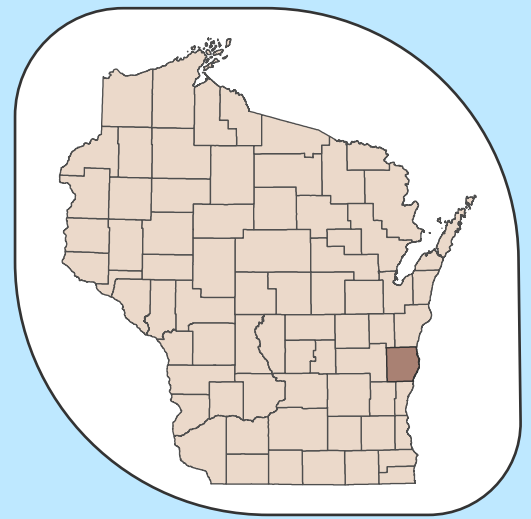
Decrease in % of Deficient Rating

ACTUAL TREND 2020-2023

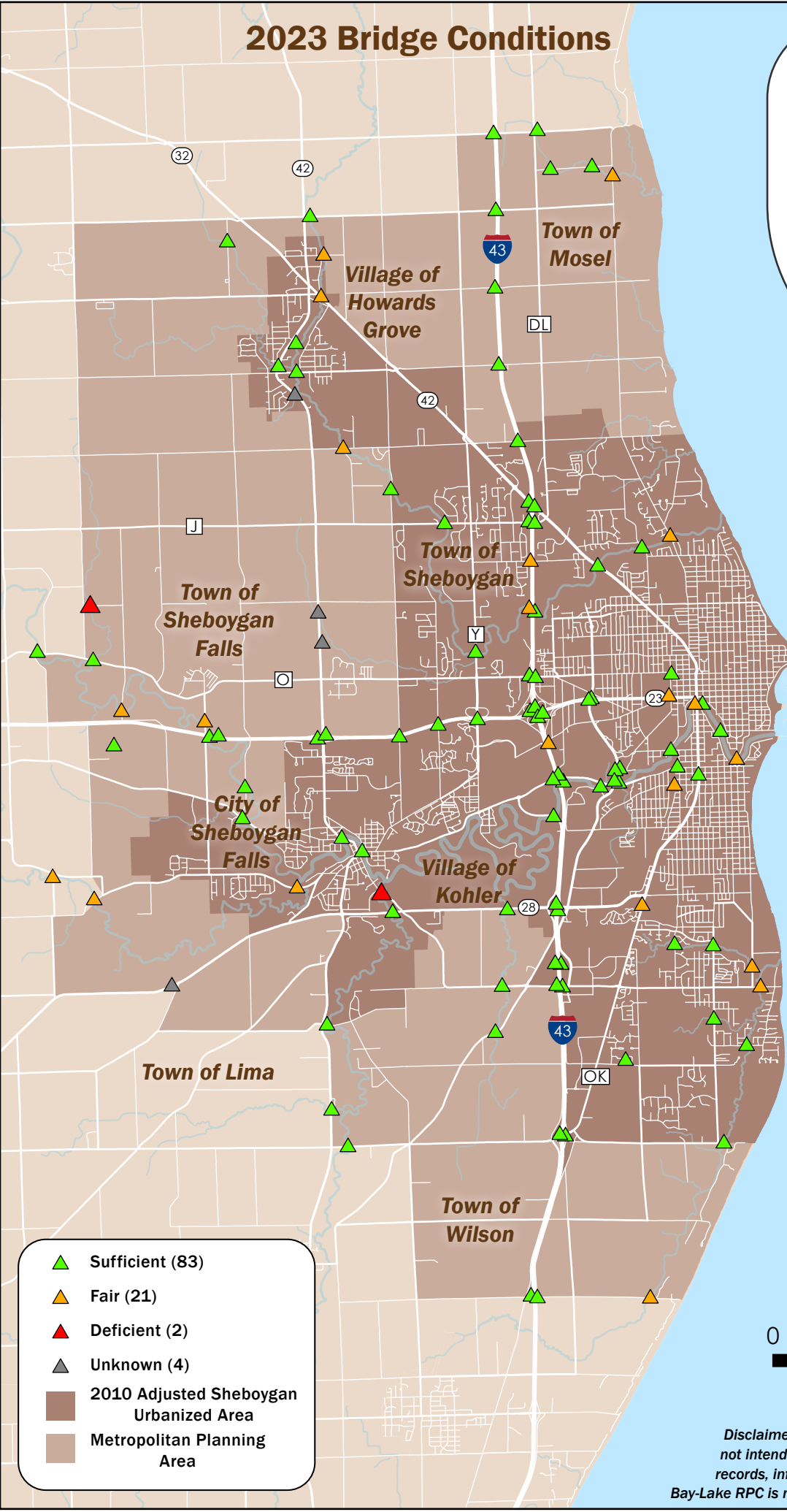


Steadiness in % of Deficient Rating

2023 Bridge Conditions



**Sheboygan Metropolitan
Planning Area (MPA)**
Sheboygan County, Wisconsin



Lake Michigan



0 1 2 3 4 Miles

- ▲ Sufficient (83)
- ▲ Fair (21)
- ▲ Deficient (2)
- ▲ Unknown (4)
- 2010 Adjusted Sheboygan Urbanized Area
- Metropolitan Planning Area

Sources: WDNR, 2023; WisDOT, 2023; Sheboygan County, 2023; Bay-Lake RPC, 2024.
Disclaimer: This map is neither a legally recorded survey and is not intended to be used as one. This drawing is a compilation of records, information, and data used for reference purposes only. Bay-Lake RPC is not responsible for any inaccuracies herein contained.

DESIRED TREND



Increase in % of
Excellent Condition

ACTUAL TREND
2020-2023



5.8% Decrease in
roads in Excellent
Condition

DESIRED TREND



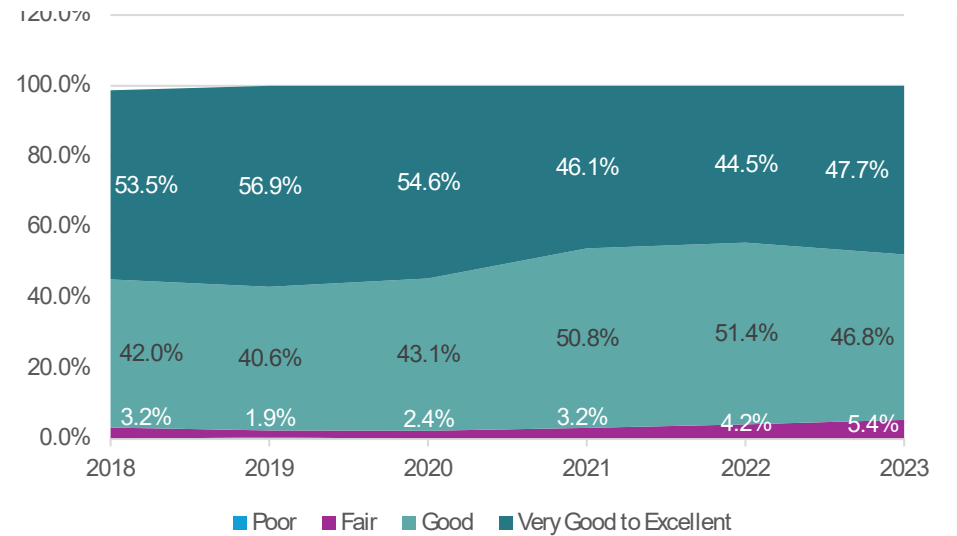
Increase in % of
New and Good
Condition

ACTUAL TREND
2020-2023



Steadiness in % of
New and Good
Condition

Pavement Condition Index



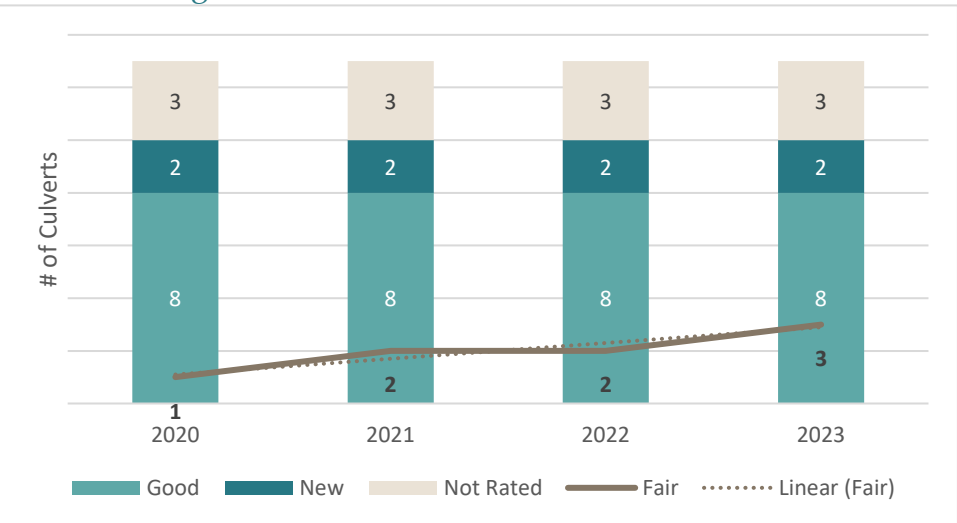
Source: WisDOT, 2023 State Trunk Highway Conditions Survey, FINALIZED
Includes only those that fall within the MPA boundary or on the border of the MPA boundary

Culvert Condition

Culvert are rated on a scale of 0 to 9, with 0 meaning that the culvert has failed and 9 meaning the culvert is new. In 2023 there were no culverts rated failed (0), critical (1-2), or poor (3-4).

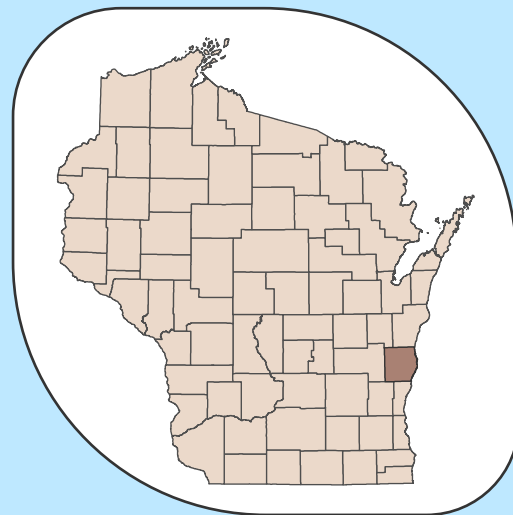
Below is the comparison from the last four years. The number of bridges in good and new condition has remained the same. The number of bridges in fair condition, however, has been trending upwards.

Culvert Ratings

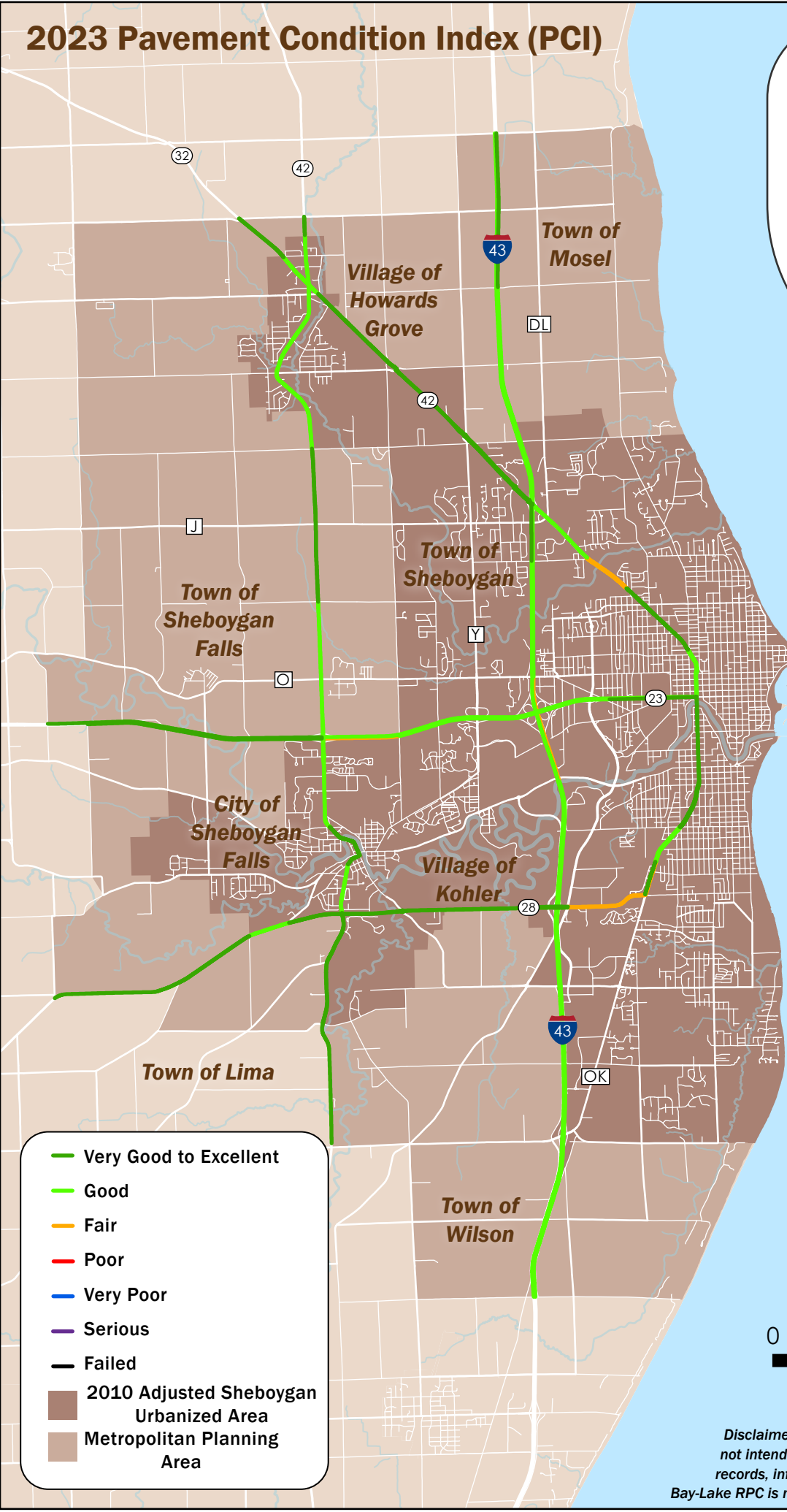


Source: WisDOT, 2023 Culvert Conditions Survey
Includes only those that fall within the MPA boundary or on the border of the MPA boundary.

2023 Pavement Condition Index (PCI)



**Sheboygan Metropolitan
Planning Area (MPA)**
Sheboygan County, Wisconsin



**City of
Sheboygan**

Lake Michigan

— Very Good to Excellent

— Good

— Fair

— Poor

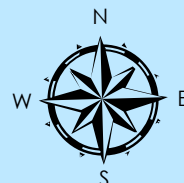
— Very Poor

— Serious

— Failed

■ 2010 Adjusted Sheboygan
Urbanized Area

■ Metropolitan Planning
Area

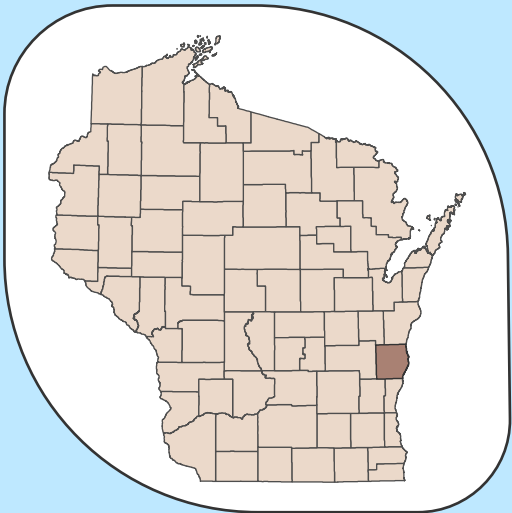


0 1 2 3 4 Miles

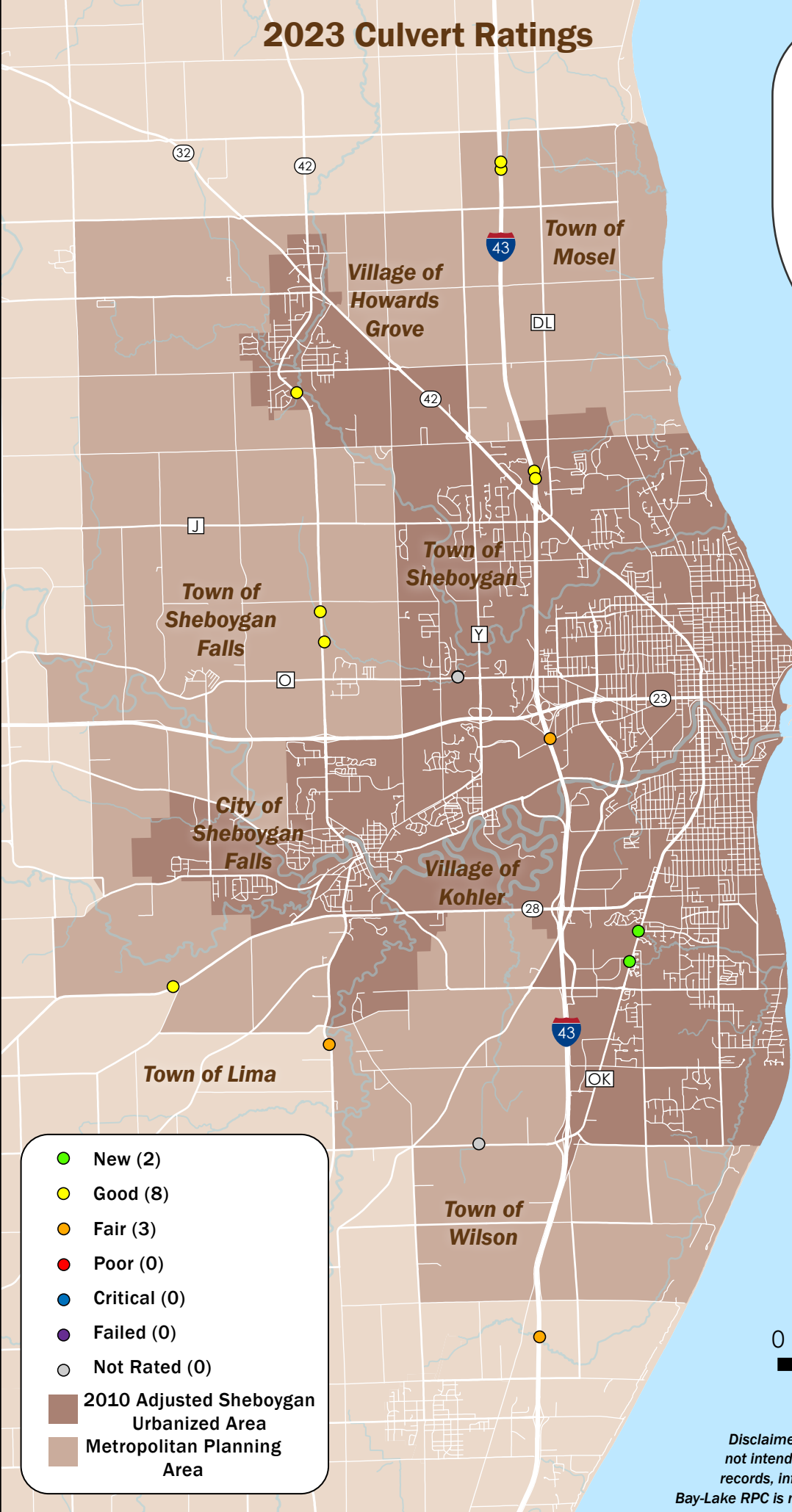
Sources: WDNR, 2023; WisDOT, 2023;
Sheboygan County, 2023; Bay-Lake RPC, 2024.

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2023 Culvert Ratings



**Sheboygan Metropolitan
Planning Area (MPA)
Sheboygan County, Wisconsin**



**City of
Sheboygan**

Lake Michigan

New (2)

Good (8)

Fair (3)

Poor (0)

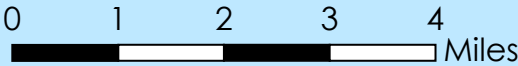
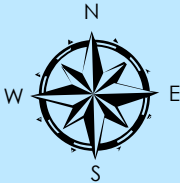
Critical (0)

Failed (0)

Not Rated (0)

2010 Adjusted Sheboygan
Urbanized Area

Metropolitan Planning
Area

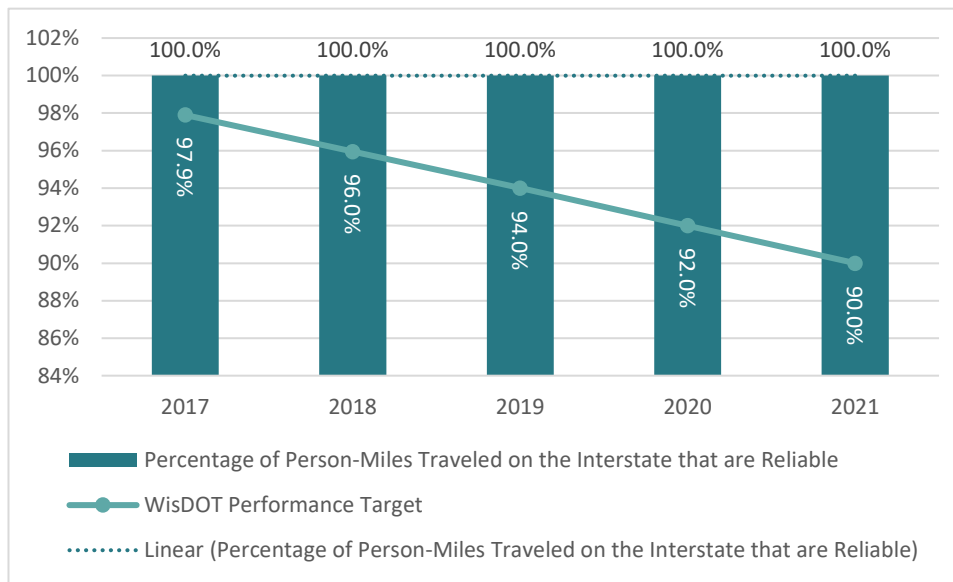


Sources:WDNR, 2023; WisDOT, 2023;
Sheboygan County, 2023; Bay-Lake RPC, 2024.
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Transportation System Reliability (PM3)

The PM3 performance measures review the travel time reliability on roadways. The first 2 measures review travel time on Interstates and non-Interstate NHS roadways. The 3rd measure looks at truck travel time reliability. The bars show the reliability data for the Sheboygan MPA roadways. The solid lines show the statewide target goals. For the Person-Mile traveled indexes, a set of calculations to determine the percentage of time that the roadways are free-flowing. The closer to 100%, the greater the reliability. In the first chart, it is shown that the interstate in the MPA has remained at 100%.

Percentage of Person-Miles Traveled on the Interstate that are Reliable



The reliability of the non-interstate National Highway System continued to increase from 2017 to 2020. There was a significant decrease in 2021, however, there was also major construction on primary roadways in 2021, that would have reduced reliability.

DESIRED TREND



ACTUAL TREND 2017-2021



Steadiness in travel time reliability at 100% reliability

DESIRED TREND

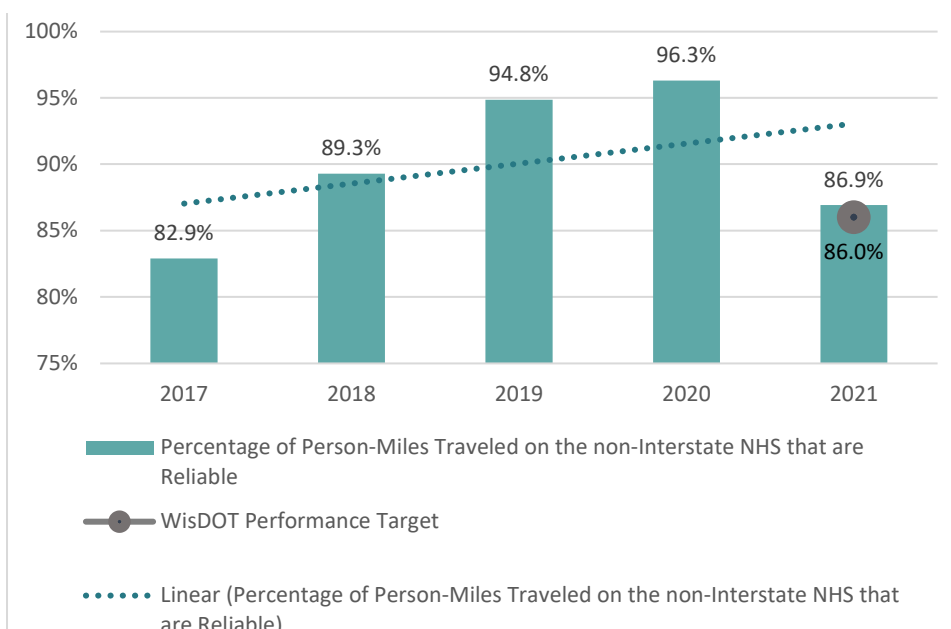


ACTUAL TREND 2017-2021



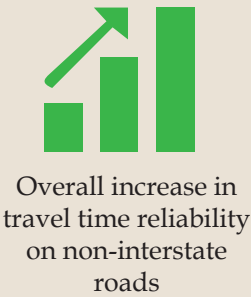
Overall increase in travel time reliability on non-interstate roads

Percentage of Person-Miles Traveled on the non-Interstate NHS road that are Reliable



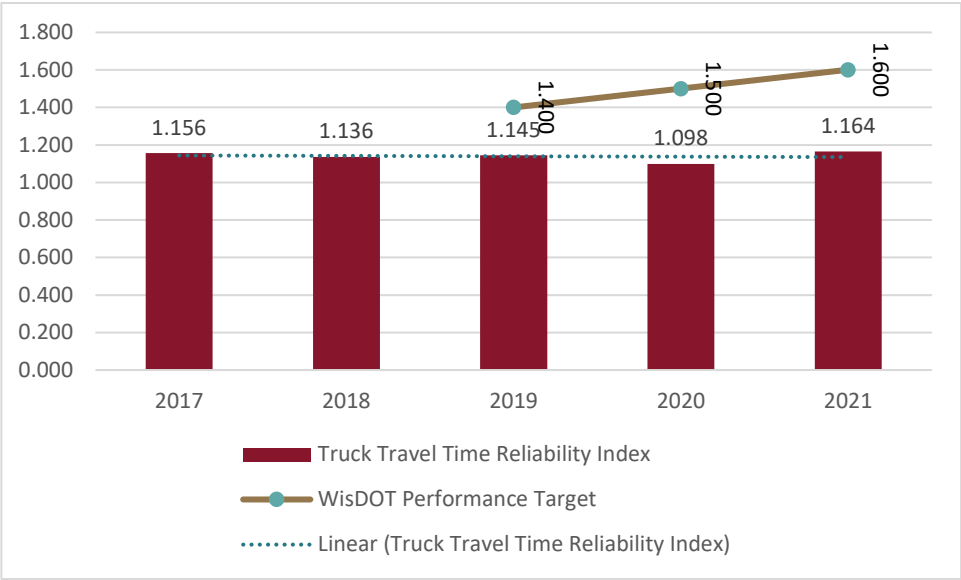
Source: University of Wisconsin Madison Traffic Operations and Safety Laboratory; MAP-21 Mobility Performance. Note: State reliability performance targets for NHS roads were not set prior to 2021.

DESIRED TREND



FHWA defines Level of Truck Travel Time Reliability (LOTTTR) as the percent of truck-miles on the Interstate System that are reliable. An index of 1.0 would indicate a truck trip at peak volume hours would take the same amount of time that the trip would take at free-flow. If a trip at peak hours takes 27 minutes and the trip takes 20 minutes during free-flow times, the LOTTTR index would be 1.35. In the table below, the bars show the LOTTTR for the Sheboygan MPA from 2017 through 2021. The line identifies the goal set by WisDOT for the state of Wisconsin. The desired trend is to get the reliability index down as close as possible to a 1.0. The LOTTTR for Sheboygan has remained mainly steady around 1.16.

Truck Travel Time Reliability Index



Source: University of Wisconsin Madison Traffic Operations and Safety Laboratory; MAP-21 Mobility Performance

Fixed Route Transit Provider



Shoreline Metro provides transit service to Sheboygan Urbanized Area, with a safe, reliable, affordable and courteous alternative to transportation. For more information visit <https://shorelinemetro.com/>



Transit Service Area
(1/4 Mile)
20.14 Sq. Miles
40.8% of UA

Accessibility and Mobility



Miles of Fixed Transit
Routes (2023)
88.21



Sheboygan Urbanized
Area (UA)
49.32 Sq. Miles



Paratransit Service Area
(3/4 Mile)
35.79 Sq. Miles
72.6% of UA

The “transit service area” (0.25-mile buffer around Shoreline Metro fixed routes) is currently 20.14 square miles. The Sheboygan Urbanized Area is 49.32 square miles. Approximately 40.8 percent of the urbanized area is within 1/4 miles (considered walking distance) from a fixed-route transit system. Approximately 72.6% of the urbanized area is within the complimentary paratransit service area (within 3/4 miles of the fixed-route bus routes).

Source: Shoreline Metro, Bay Lake Regional Planning Commission, 2023 & 2024, Bay Lake Regional Planning Commission, GIS Department, 2024



Revenue Miles of Service (2023)
Fixed-Route 528,343
Paratransit 136,079



Revenue Hours of Service (2023)
Fixed-Route 37,903
Paratransit 10,286

Source: Sheboygan County, Shoreline Metro, 2023

Transit Safety & Crashes

As part of the Federal Transit Administration Performance Measurements, the number of preventable crashes is tracked. The National Safety Council (NSC) defines a preventable collision as “a collision in which the driver failed to do everything reasonable to avoid it.” In 2023, Shoreline Metro had 8 preventable accidents on the fixed-route bus system. Metro Connection (Shoreline’s paratransit service) had 2 preventable crashes. The number of preventable crashes per 100,000 revenue vehicle miles traveled in 2023 was 1.51 crashes for fixed-route and 1.47 for crashes for paratransit.

DESIRED TREND



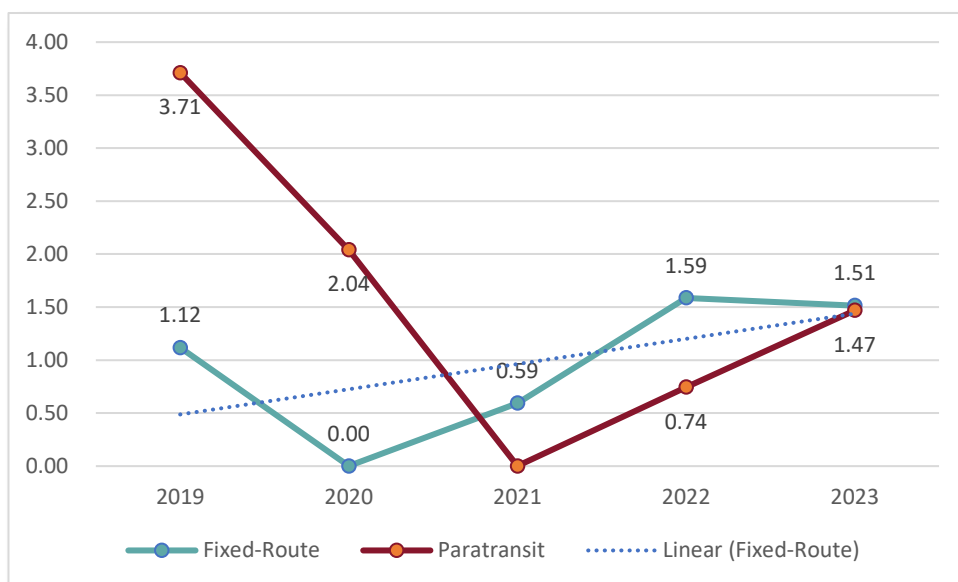
Decreasing
Preventable
Crashes Reliability

ACTUAL TREND 2019-2023



Overall increase
in number of
preventable crashes

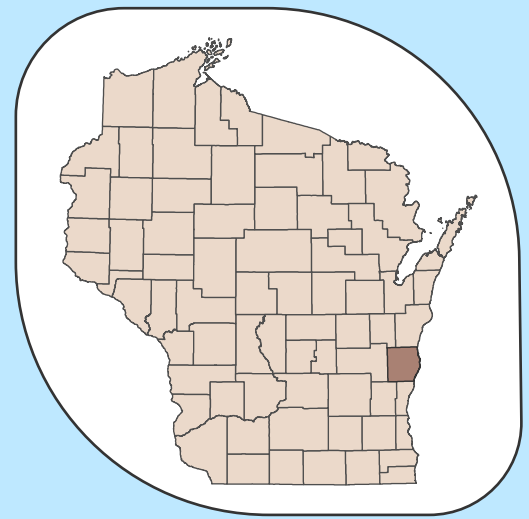
Preventable Transit Crashes per 100,000 Miles of Service for Shoreline Metro and Metro Connect



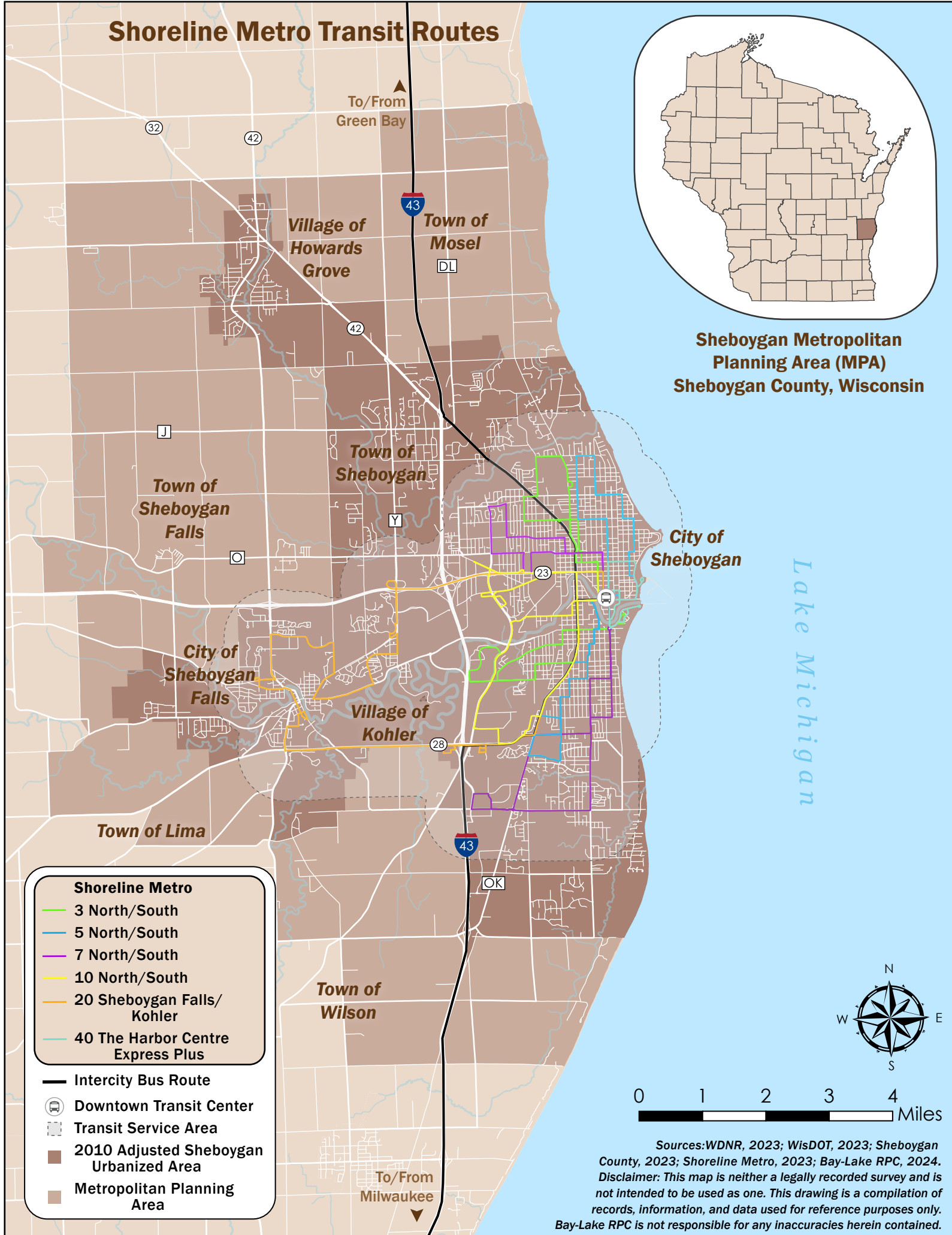
Source: Shoreline Metro, 2023

The number of preventable crashes dropped significantly during 2020 - 2021, which corresponds to the outbreak of COVID-19. Ridership was down significantly during this period, which can explain the drop in the number of crashes. Since 2021, as the ridership numbers have increased, so has the number of crashes. However, the number of preventable crashes remains lower than pre-COVID-19 numbers.

Shoreline Metro Transit Routes



**Sheboygan Metropolitan
Planning Area (MPA)**
Sheboygan County, Wisconsin



Sources: WDNR, 2023; WisDOT, 2023; Sheboygan County, 2023; Shoreline Metro, 2023; Bay-Lake RPC, 2024.
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MPA Senior (65+)
Population
16.9%

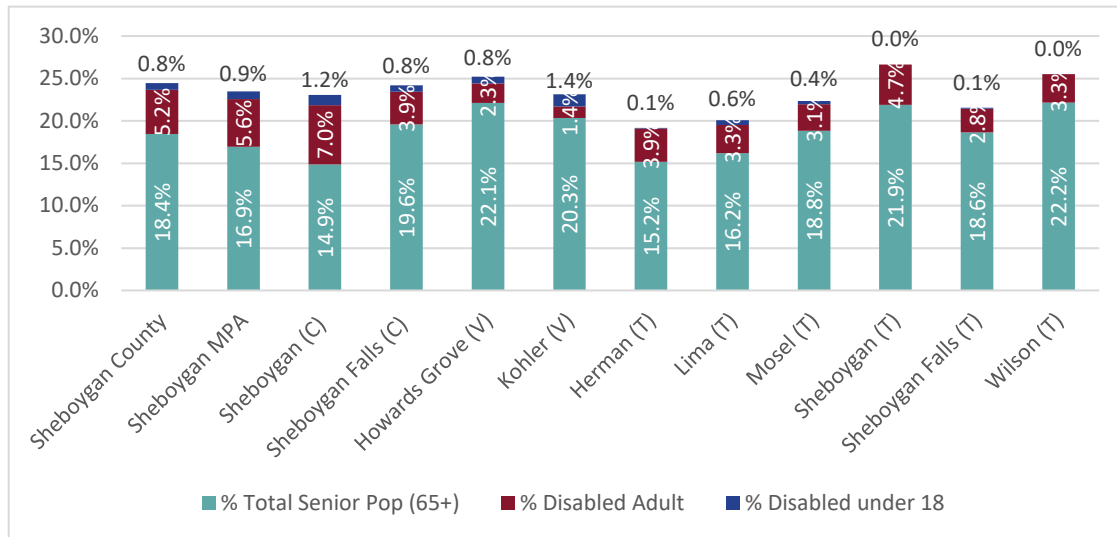


MPA Disabled Population
10.9%

Percentage of Elderly and Disabled Populations Served

Paratransit services in the Sheboygan metro area are provided by the Shoreline Metro's Metro Connect service. This service focuses on providing shared-ride transportation for seniors (65 and older) and the disabled. In the Sheboygan Metropolitan Area, around 23.5% of the population is senior or disabled under the age of 65. The table below shows the breakout of these populations by municipality (within the MPA).

Percentage of Disabled Children, Disabled Adults, and Seniors, 2022

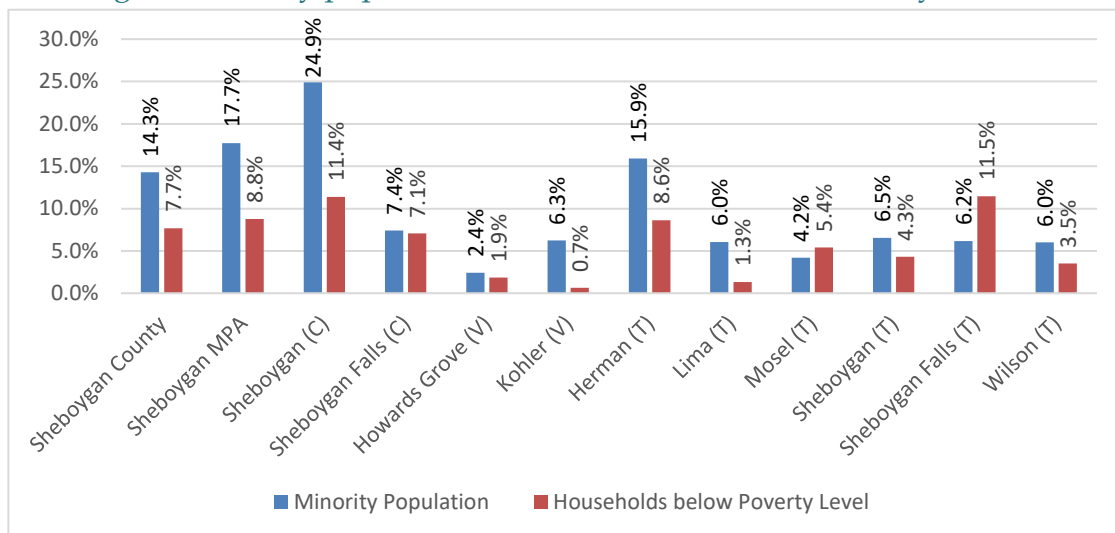


Source: US Census, 2022 American Community Survey 5-year estimates

Percentage of Low Income and Minority Populations Served

Areas with a high density minority population or a high density of households below the poverty level may have more difficulty traveling to and from work and traveling for food, medical appointments, and other needs. In the Sheboygan metro area, there is a 17.7% minority population, and 8.8% of the households are below the poverty level.

Percentage of Minority population and Households below Poverty Level, 2022



Source: US Census, 2022 American Community Survey 5-year estimates

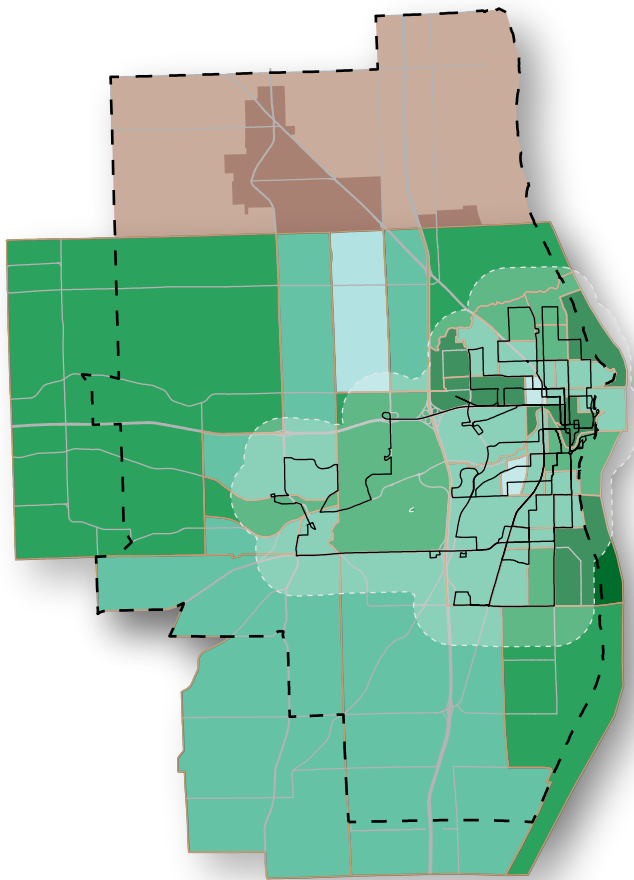


MPA Minority Population
16.9%



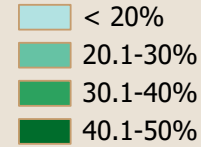
MPA Population below
Poverty Level
8.8%

Percentage of Elderly and Disabled Population by Block Group Intersecting Paratransit Service Area in Sheboygan MPA

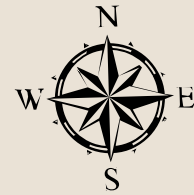
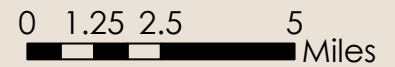


--- Sheboygan MPO Boundary
— Shoreline Metro Transit Routes

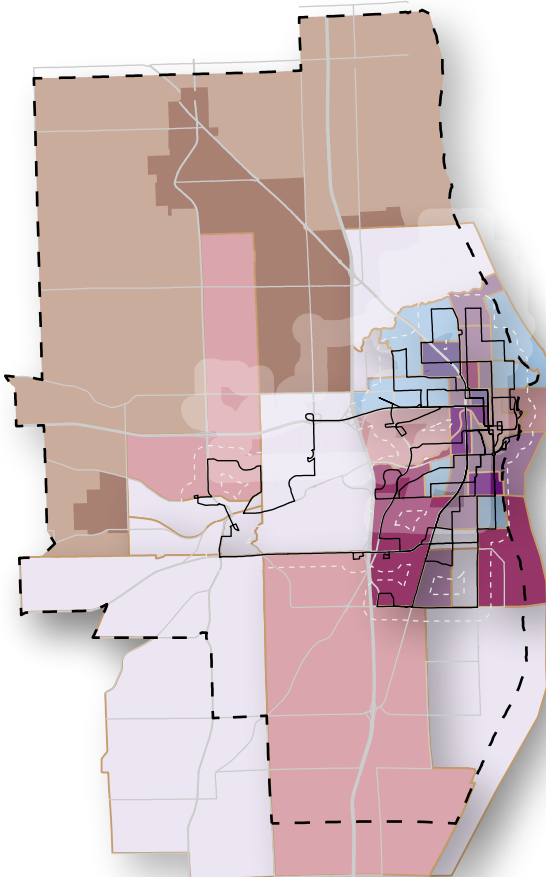
Percentage of Elderly and Disabled Population by Block Group



Note: The population from which the percentage of elderly (65 +) plus disabled (18 - 64) is determined, is from the civilian population, age 18 and over in the Sheboygan MPA.

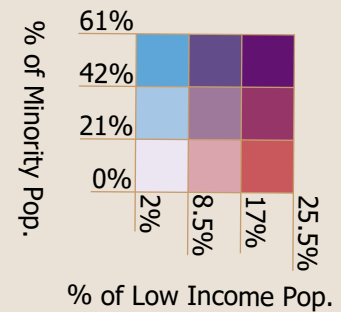


Percentage of Minority and Low Income Population by Block Group Within 1/4 Mile of Transit Routes in Sheboygan MPA



--- Sheboygan MPO Boundary
— Shoreline Metro Transit Routes

Percentage of Population by Block Group



Sources: US Census, 2022; WisDOT, 2023; Shoreline Metro 2023; Sheboygan County, 2023; Bay-Lake RPC, 2024.

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Efficiency Management and Operations



Passenger per Revenue
Hour (2023)
Fixed-Route 14.78
Paratransit 2.45

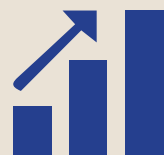


Passenger per Revenue
Mile (2023)
Fixed-Route 1.06
Paratransit 0.18



Annual Passenger Miles
Traveled (2023)
1,490,012

DESIRED TREND



Increase in
Annual Ridership
ACTUAL TREND
2014-2023



Decreasing
Annual Ridership

DESIRED TREND

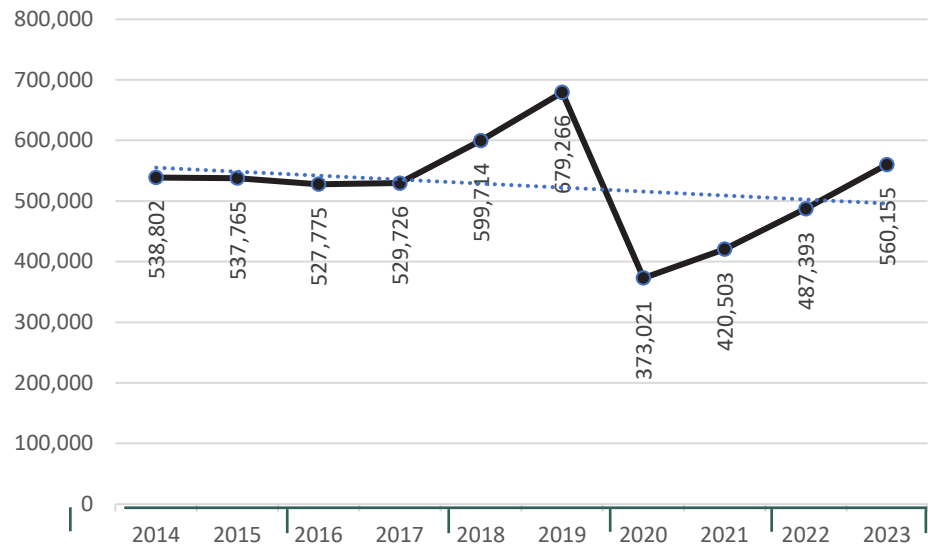


Increase in
Annual Ridership
ACTUAL TREND
2014-2023

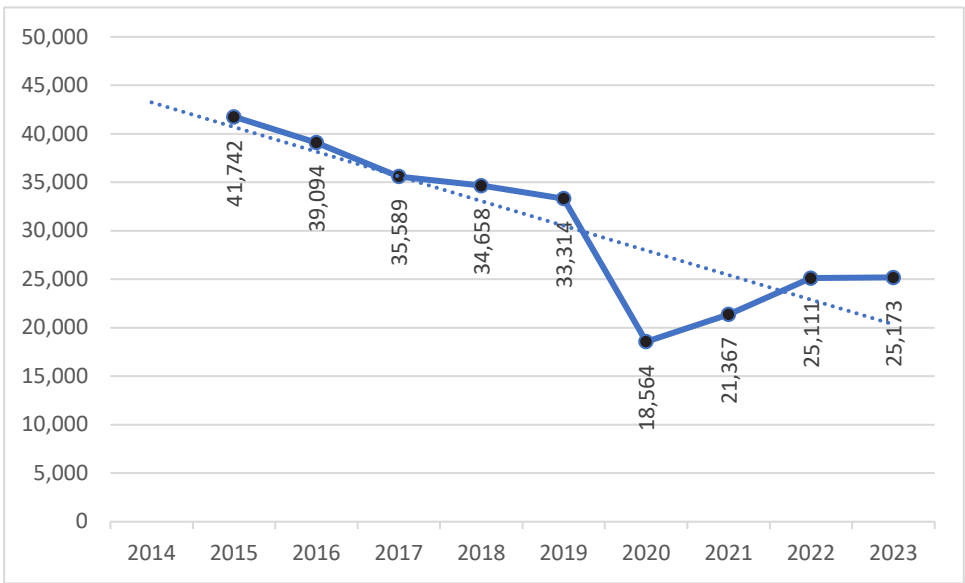


Decreasing
Annual Ridership

Annual Ridership of Shoreline Metro (Fixed-Route)



Annual Ridership Metro Connection (Paratransit)



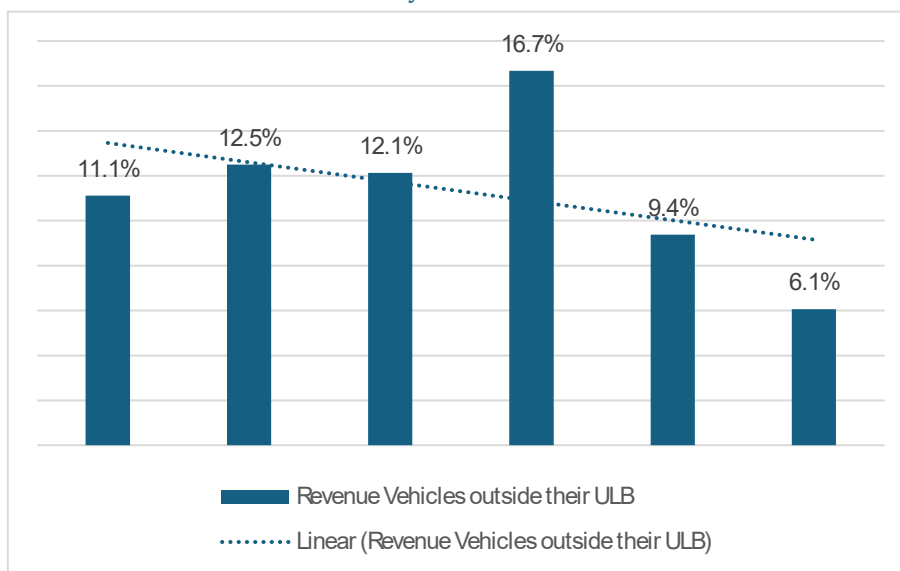
Source: Shoreline Metro, 2023

Ridership on the Shoreline Metro fixed-route system peaked in 2019 and then dropped significantly during the COVID-19 quarantine period of 2020 - 2021. Since 2021, ridership has steadily increased and in 2023 the ridership reached the same level as 2017. The overall fixed-route ridership over the past 10 years, has seen a slight decrease in ridership over that time. The annual ridership on Metro Connect, Shoreline Metro's paratransit system, has been steadily decreasing over the past 10 years, with a significant drop during the COVID-19 quarantine period. While ridership has been increasing since 2021, it remains significantly lower than pre-COVID-19 ridership levels.

Buses At or Past Replacement Age

Shoreline Metro evaluated the inventory of its vehicle capital items and divided all vehicle types into five categories: heavy-duty bus, heavy-duty trolley, medium-duty bus (cutaways), light-duty small bus, and light duty vehicles (auto, pickup truck, minivan, van, SUV, etc.). Shoreline Metro then used the FTA's Useful Life Benchmark (ULB) set in FTA 5010.D, page IV-17, to determine if the vehicles were beyond their useful life, heavy duty buses' ULB is 12 years, medium duty buses' is 7 and light duty vehicles' ULB is 10 years. However, Shoreline Metro also uses a mileage ULB for Vehicles with higher ages but relatively low mileage; Heavy duty buses' is 500,000 miles, medium duty buses is ULB is 150,000 miles and light duty vehicles ULB is 100,000 miles. Shoreline Metro requires a vehicle to be above both number of years and mileage to be beyond its ULB before it is considered for replacement.

Transit Revenue Vehicles Beyond their Useful Life Benchmark (ULB) 2023



Source: Shoreline Metro, Bay Lake Regional Planning Commission, 2023

DESIRED TREND

Decreasing number of revenue vehicles beyond their useful lives

ACTUAL TREND 2018-2023

Decreasing percentage of vehicles beyond their useful lives

Private Transportation Services

Company	Type of Service Provided	Address	Phone	Wheelchair Accessible
Custom Care and Transport Service, LLC	Accessible Transportation	N3803 Horace Mann Road Sheboygan Falls, WI 53085	(920) 254-1513	Yes
Lakeshore Transportation	Accessible Transportation	N5806 County Highway M Plymouth, WI 53073	(920) 980-2080	Yes
Transtar Medical Transport	Accessible Transportation	120 West Main Street PO Box 509 Campbellsport, WI 53010	(920) 533-3800 (800) 972-8080	Yes
Airport Connection and GO Riteway	Airport Limousine Service to and from Mitchell International Airport in Milwaukee and to and from Chicago's O'Hare and Midway Airports, and Service Connecting the City of Sheboygan to Lakeshore Technical College's Cleveland campus	6970 South 6th Street Milwaukee, WI 53154	(800) 236-5450	
Orange Cross Ambulance Service	Ambulance Service	1919 Ashland Ave Sheboygan, WI 53081	(920) 451-9111	
Sheboygan City Fire Department	Ambulance Service	1326 North 25th St Sheboygan, WI 53081	(920) 459-3327	
Lamers Bus Lines (Bought Otte Bus Service)	Charter bus service and school bus service in some locales (On-demand service only to Sheboygan)	2407 South Point Road Green Bay, WI 54313	(920) 496-3600	
Discovery Coach, Inc.	Charter, Tour and School Bus Services	1139 Pennsylvania Avenue Sheboygan, WI 53081	(800) 444-2960	
Indian Trails Bus Lines	Intercity Bus Service	828 Pennsylvania Ave Sheboygan, WI 53081	(989) 725-5105	Yes
Megabus / Coach USA (Wisconsin Coach Lines)	Intercity Bus Service	830 Pennsylvania Ave Sheboygan, WI		
Escort Limousine Service	Limousine Service	1296 Camber court, Suite 501 Hobart, WI 54304	(920) 918-5466	
Santana's Limousine	Limousine Service	1019 Erie Ave Sheboygan, WI 53081	(920) 912-6940	
Sheboygan Limo (Cheesehead Limousine)	Limousine Service	Sheboygan, WI 53081	(920) 487-4300	
Harms Transportation	School Bus Service	N7940 State Hwy 42 Howards Grove, WI 53083	(920) 565-2375	
Heidenreiter Bus Service, Inc.	School Bus Service	400 Cleveland St Sheboygan Falls, WI 53085	(920) 467-2651	
Johnson School Bus Service (and Specialized Transportation Service)	School Bus Service serving Plymouth, Elkhart Lake, Kohler, and Cedar Grove	808 Valley Rd Plymouth, WI 53073 and 220 North Commerce St Cedar Grove, WI 53013	(920) 893-5941	Yes
The Best Taxi (previously known as All Star Taxi)	Taxi Service	611 South 15th Street Sheboygan, WI 53081	(920) 287-9372 (920) 254-6303	
Sheboygan County Interfaith Organization	Transportation (using volunteer Drivers) in Sheboygan County for the elderly and disabled and for women with children, for medical and other trip purposes	1251 Geele Ave Sheboygan, WI 53081	(920) 457-7272	

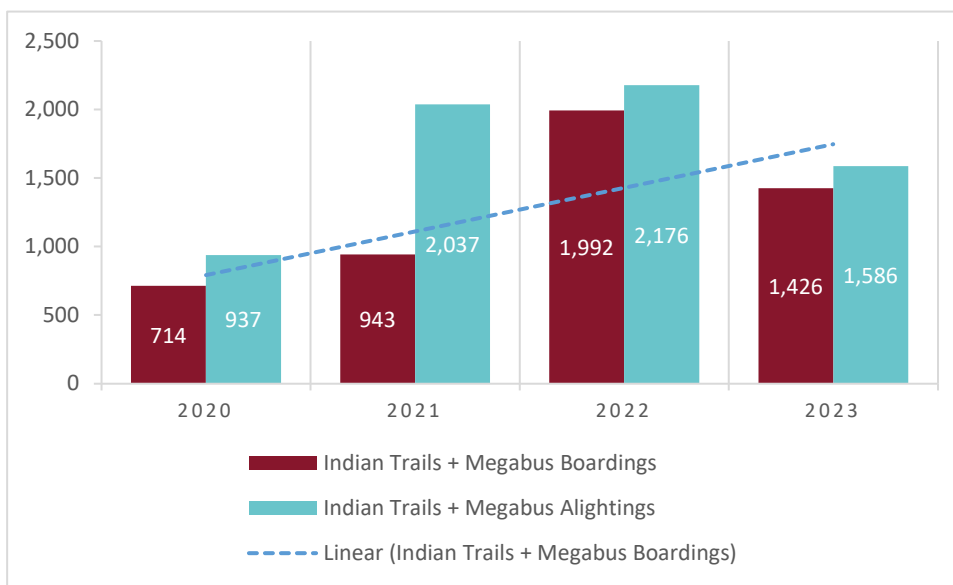
Intercity Bus Lines

Intercity Bus Line Schedules

Bus Line	Direction	Arrival	Departure	As of
Indian Trails Bus Line	To Milwaukee / From Escanaba	6:35 AM	6:35 AM	10/20/2023
	To Escanaba / From Milwaukee	8:45 PM	8:45 PM	
MegaBus / Wisconsin Coach Lines	To Minneapolis / From Milwaukee	10:35 AM	10:35 AM	1/17/2024
	To Milwaukee / From Minneapolis	4:20 PM	4:20 PM	

The Sheboygan bus stop for all routes is at the Sheboygan Transit Center, 830 Pennsylvania Ave. The Milwaukee bus stop for all routes is at the Milwaukee Intermodal Station, 433 St. Paul Ave. Megabus also serves the Milwaukee International Airport.

Intercity Bus Line Boarding and Alighting, 2020 - 2023



Source: WisDOT Bureau of Transit, Local Roads, Railroads and Harbors, Transit Section

DESIRED TREND



Increasing Intercity Bus Ridership to and from Sheboygan

ACTUAL TREND
2020-2023



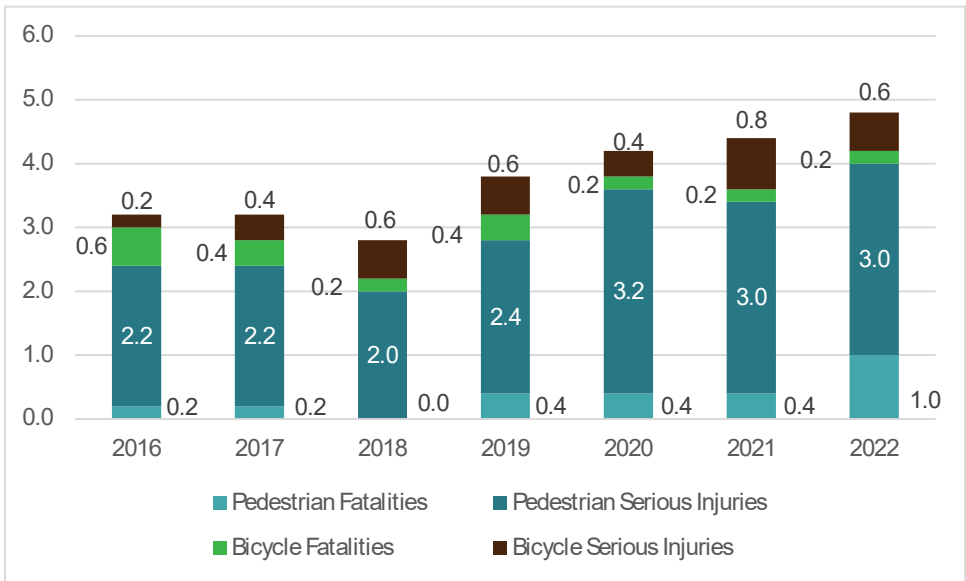
The overall trend is increasing ridership to and from Sheboygan

Active Transportation

Non-Motorized Fatalities & Serious Injuries (5-Year Average)

In 2022 there were 3 pedestrian fatalities and 3 pedestrian serious injuries, with no bike fatalities or serious injuries. Bike and pedestrian fatalities are an unusual occurrence, occurring once every 2 to 3 years. Bike and pedestrian crashes with moderate to minor injuries are more common, with 11 bike crashes and 7 pedestrian crashes with moderate to minor injuries occurring in 2022. Looking at the rolling 5-year average, the number of bike and pedestrian crashes with fatalities or serious injuries has been increasing over the years.

Non-Motorized Fatalities & Serious Injuries (5-Year Average) 2016-2022



Source: Traffic Operations and Safety Laboratory, University of Wisconsin – Madison; and National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia

Accessibility and Mobility Sheboygan MPA



Miles of Paved Shoulders
42.38



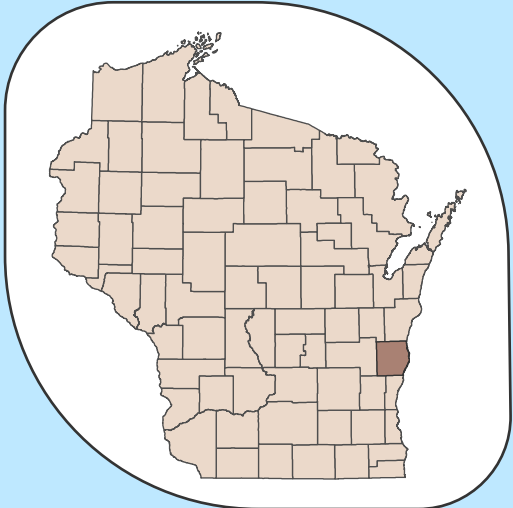
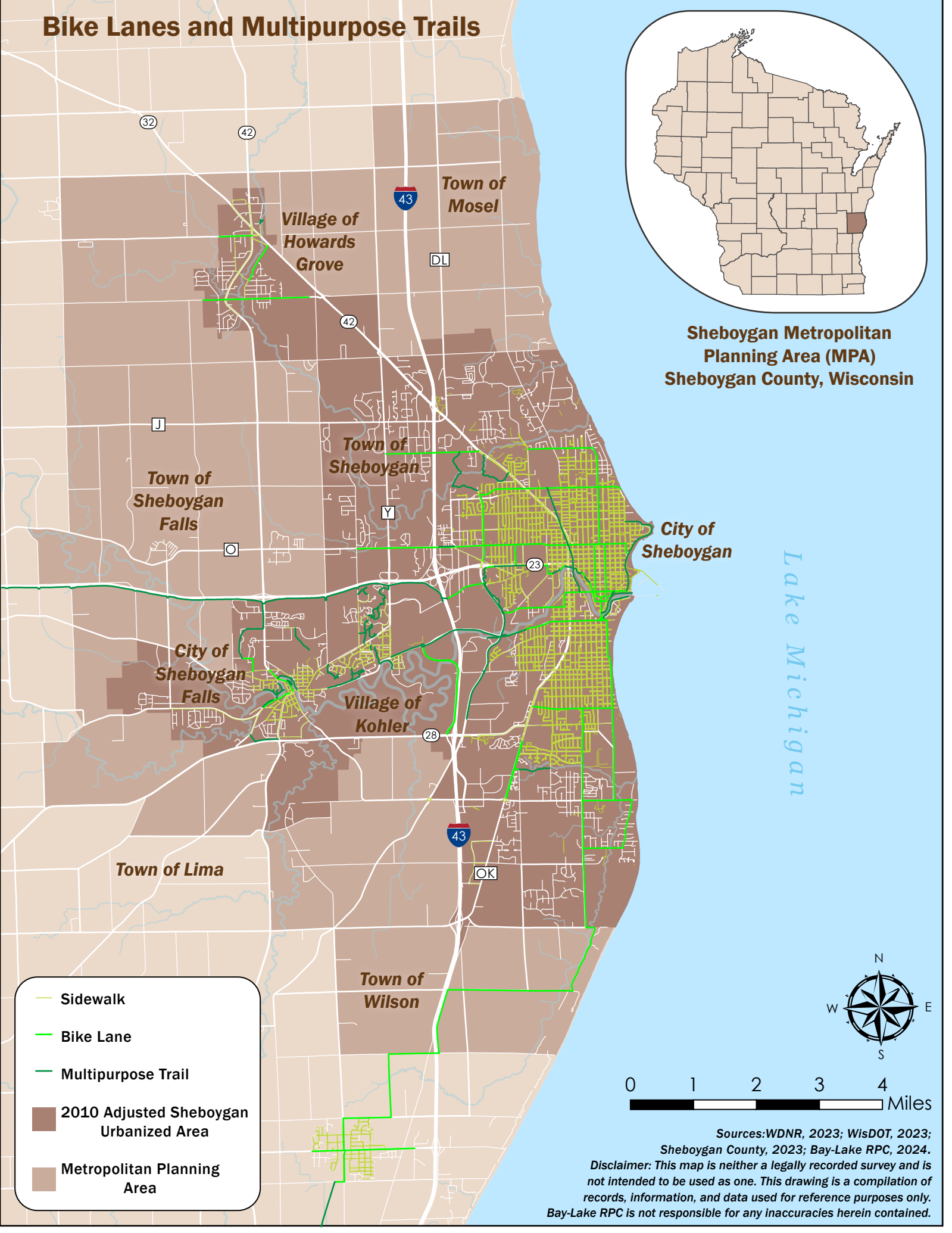
Miles of Bike Lanes/
Sharrows
44.49



Miles of Trails
30.02

Source: Bay Lake Regional Planning Commission GIS, 2023-2024

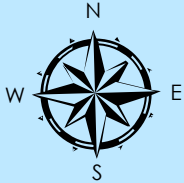
Bike Lanes and Multipurpose Trails



**Sheboygan Metropolitan
Planning Area (MPA)
Sheboygan County, Wisconsin**

Lake Michigan

- Sidewalk
- Bike Lane
- Multipurpose Trail
- 2010 Adjusted Sheboygan Urbanized Area
- Metropolitan Planning Area



0 1 2 3 4 Miles

Sources: WDNr, 2023; WisDOT, 2023; Sheboygan County, 2023; Bay-Lake RPC, 2024.
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Airport Acres
1,094



Runways
Runway 1: 6,800 ft
Runway 2: 5,002 ft

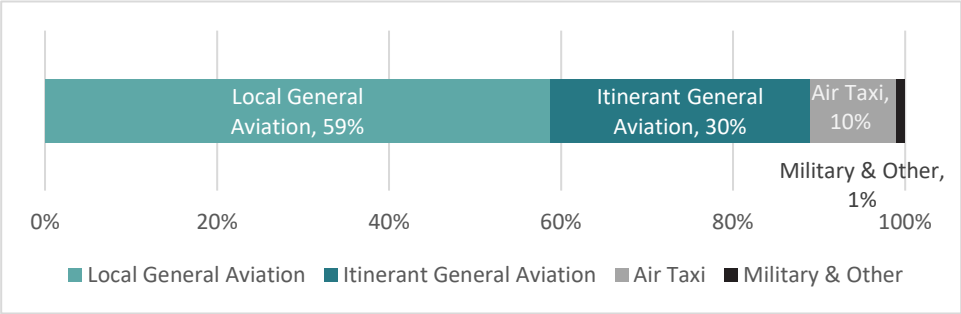


Average Aircraft
Operations per day
(2023)
70

Sheboygan County Memorial Airport is a county-owned public-use non-towered airport located in the Town of Sheboygan Falls, three nautical miles northwest of the City of Sheboygan, in Sheboygan County.

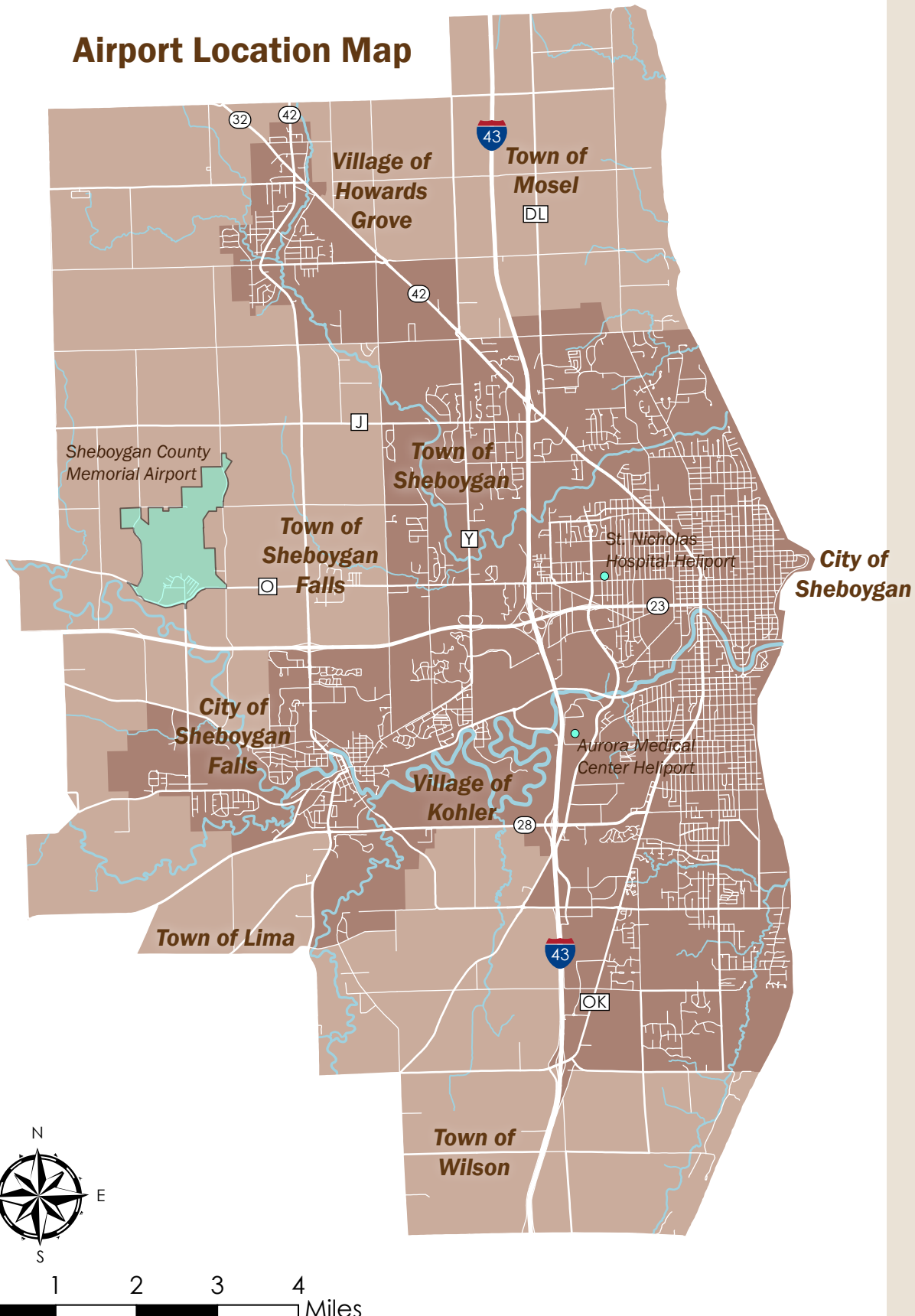
The airport mainly serves as a corporate aviation base for several county businesses, including Kohler Company, Bemis Manufacturing Company, Plenco and Richardson Bros. A new Customs facility opened in April 2021. There were **25,075** total annual operations in calendar year 2023.

Annual Aircraft Operations by Type at Sheboygan County Memorial Airport



Source: Sheboygan County Memorial Airport, 2023

Airport Location Map



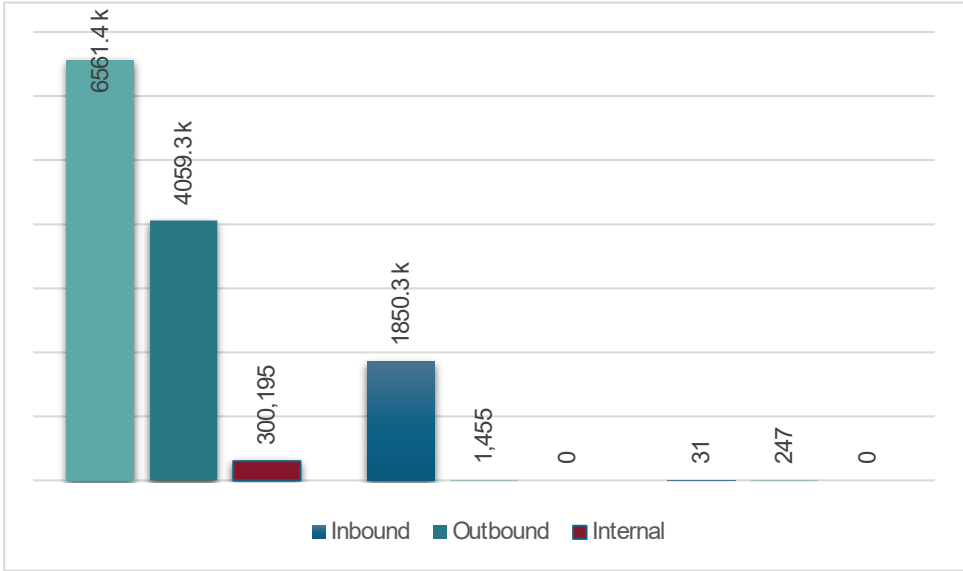
Sources: WDNR, 2023; WisDOT, 2023;
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Freight

The majority of the freight tonnage traveling through the Sheboygan MPA is carried by trucks along I-43, STH 23, 28, 32 and 42, and CTH OK and other county roads.

Shipment Weight by Mode (1,000 tons) For Sheboygan County



Sheboygan MPA



Miles of Truck Routes
150.36

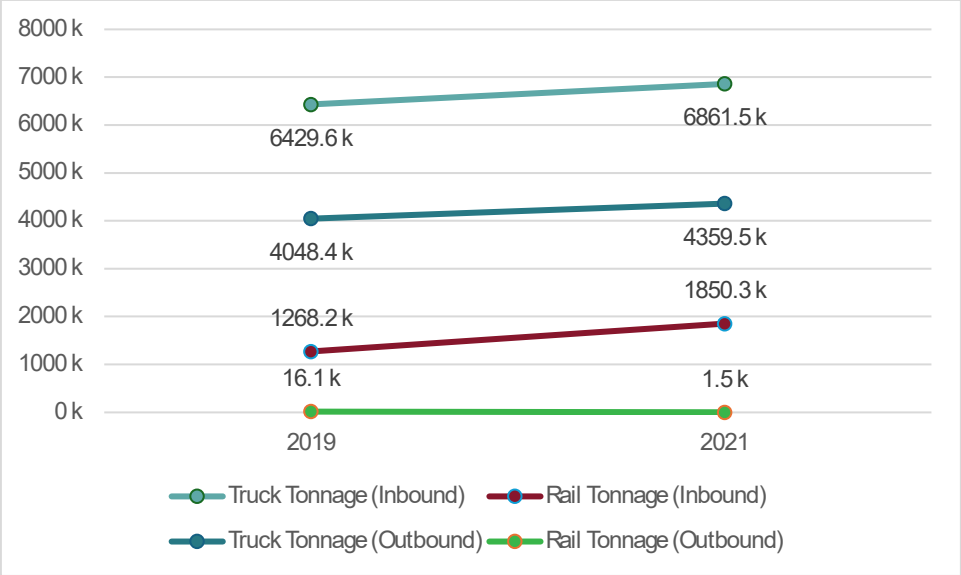


Number of Freight Terminals
55



Miles of Railroads
35

Sheboygan County Freight Tonnage (per 1,000 tons) by Mode and Direction



Source: Commodity Flow Survey, WisDOT (IHS TRANSEARCH, 2019 & 2021)

Top Sheboygan County Inbound Freight Tonnage (1,000 tons) by Commodity

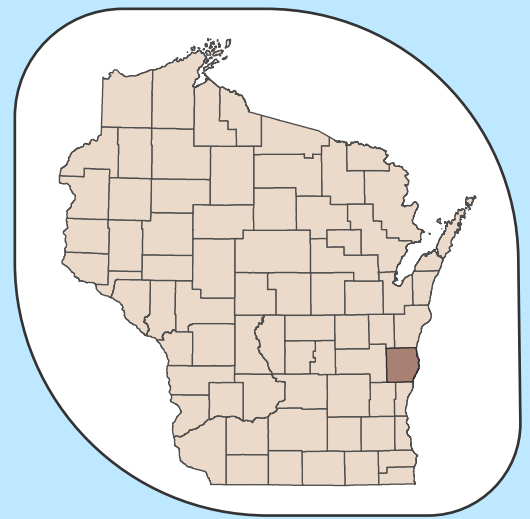
Commodity	2021 Truck Tons (per 1,000)	2021 Rail Tons (per 1,000)	2021 Total Tons (per 1,000)	% of Total
Dairy Farm Products	2144.7 k		2144.7 k	24.6%
Bituminous Coal		1507.3 k	1507.3 k	17.3%
Gravel or Sand	903.7 k		903.7 k	10.4%
Grain	460.1 k		460.1 k	5.3%
Broken Stone or Riprap	400.1 k		400.1 k	4.6%
Misc Industrial Organic Chemicals	329.7 k	51.2 k	380.8 k	4.4%
Warehouse & Distribution Center	251.9 k		251.9 k	2.9%
Cheese or Special Dairy Products	144.7 k	89.5 k	234.2 k	2.7%
Petroleum Refining Products	203.6 k	9.5 k	213.2 k	2.4%
Processed Milk	147.3 k		147.3 k	1.7%
Ready-mix Concrete, Wet	117.4 k		117.4 k	1.3%
Plastic Mater or Synth Fibres		64.4 k	64.4 k	0.7%
Fiber, Paper or Pulpboard		27.6 k	27.6 k	0.3%
Cyclic Intermediates or Dyes		26.4 k	26.4 k	0.3%
Liquefied Gases, Coal or Petroleum		22.0 k	22.0 k	0.3%
Lumber or Dimension Stock		15.5 k	15.5 k	0.2%
Potassium or Sodium Compound		12.0 k	12.0 k	0.1%
Other	1758.4 k	24.9 k	1783.3 k	20.5%

Top Sheboygan County Outbound Freight Tonnage (1,000 tons) by Commodity

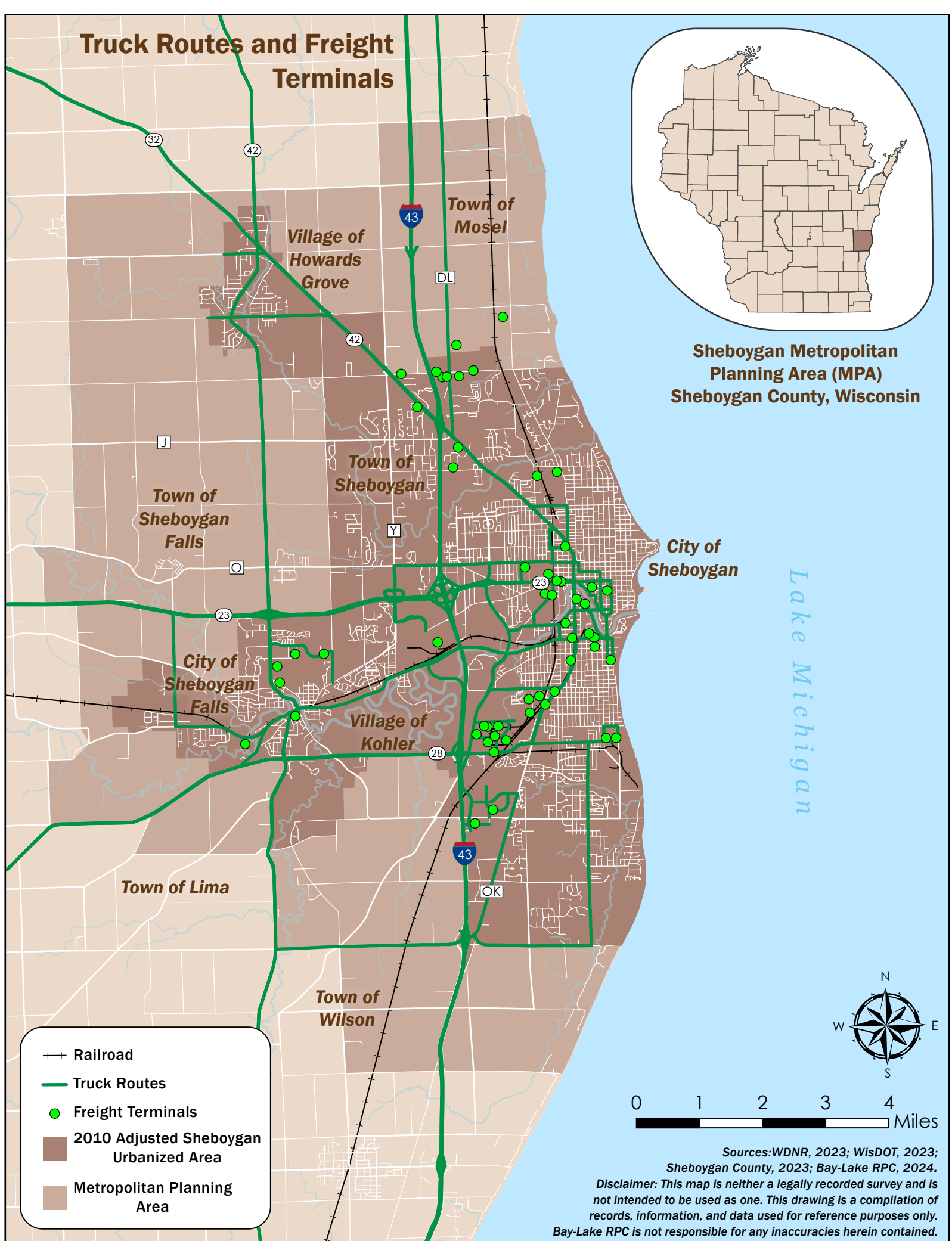
Commodity	2021 Truck Tons (per 1,000)	2021 Rail Tons (per 1,000)	2021 Total Tons (per 1,000)	% of Total
Grain	555.5 k		555.5 k	12.74%
Warehouse & Distribution Center	455.1 k		455.1 k	10.44%
Broken Stone or Riprap	381.3 k		381.3 k	8.74%
Dairy Farm Products	328.9 k		328.9 k	7.54%
Cheese or Special Dairy Products	275.4 k		275.4 k	6.31%
Aluminum or Alloy Castings	257.3 k		257.3 k	5.90%
Misc Plastic Products	173.7 k		173.7 k	3.98%
Misc Waste or Scrap	151.0 k		151.0 k	3.46%
Sanitary Paper Products	141.5 k		141.5 k	3.24%
Ready-mix Concrete, Wet	108.6 k		108.6 k	2.49%
Misc Industrial Organic Chemicals		1.0 k	1.0 k	0.02%
Metal Scrap or Tailings		0.5 k	0.5 k	0.01%
Other	1531.3 k		1531.3 k	35.11%

Source: Commodity Flow Survey, WisDOT (IHS TRANSEARCH, 2019 & 2021)

Truck Routes and Freight Terminals



**Sheboygan Metropolitan
Planning Area (MPA)**
Sheboygan County, Wisconsin



Sources: WDNR, 2023; WisDOT, 2023;
Sheboygan County, 2023; Bay-Lake RPC, 2024.

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