

# **APPENDICES**



## **Appendix A**

### **Public Involvement Opportunities**

Public involvement opportunities in the development of the Long Range Transportation Plan 2030 were initiated in the fall of 1998 with quarterly Technical Advisory Committee (TAC) and Metropolitan Planning Organization (MPO) meetings that addressed urban boundary delineations and Census data requirements for the long range planning process. Specific meeting dates and agendas for these early public involvement opportunities are available upon request from the West Central Wisconsin Regional Planning Commission. More recent public involvement opportunities to review and comment on the development of the draft document up to the adoption of the final plan are listed in the following chronological order:

- April 18, 2007 – TAC meeting to review and recommend release of revised public involvement policy for public review.
- May 2, 2007 – MPO meeting to review and approve release of revised public involvement policy for public review.
- June 20, 2007 – TAC meeting to recommend approval of revised public involvement policy.
- July 11, 2007 – MPO meeting to approve revised Public Participation Policy.
- May 7, 2008 – TAC meeting to review and update the highway network.
- August 6, 2008 – TAC review and validate of land use assumptions and socio-economic forecasts.
- February 4, 2009 – TAC meeting with discussion of long range plan revalidation.
- May 6, 2009 – TAC meeting to discuss and recommend approval of performance measures for long range planning and review and recommend approval of adjustments to socio-economic forecasts.
- June 17, 2009 – MPO meeting to with progress report on update of long range plan.
- January 13, 2010 – TAC meeting to discuss draft updates to Goals and Objectives and discuss review 2006 LRP recommendations.
- February 3, 2010 – MPO meeting with discussion of updates to LRP goals and objectives, and review 2006 LRP recommendations.
- March 10, 2010 – Environmental consultation meeting to discuss update process and expectations with environmental agency representatives.
- May 14, 2010 – Sent memo to environmental justice contact list to notice update process and solicit input.
- September 15, 2010 – TAC meeting to review Draft Long Range Transportation Plan Update, 2010-2030, and recommend release for public review.
- October 6, 2010 – MPO meeting to review Draft Long Range Transportation Plan Update, 2010-2030, and approve release for public review.
- October 7, 2010 – Public notice and letter to environmental justice contact list announcing availability and comment opportunity on Draft Long Range Transportation Plan Update, 2010-2030.
- October 29 – Letter concerning opportunity to review draft report sent to environmental justice contact list.
- Public Review Period – November 3 – December 8, 2010.
- November 17, 2010 – TAC meeting to consider any public input, recommend appropriate revisions, and recommend approval of Long Range Transportation Plan Update, 2010-2030.
- December 8, 2010 – Public Hearing and MPO meeting to approve the Long Range Transportation Plan Update, 2010-2030.

May 14, 2010

Community Contact:

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) is in the process of updating the Long Range Transportation Plan for the Eau Claire urbanized area. The existing plan, *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030*, was adopted by the MPO in October of 2005, and amended in 2007. As an identified community contact for public participation in the planning process, I am making you aware of the update process currently underway, and asking that you take the time to offer your input on urban transportation issues as they pertain to your agency, clientele, or to the public at large. The 2005-2030 plan can be found on our website: [www.wcwrpc.org/mpo](http://www.wcwrpc.org/mpo).

The current update effort can be characterized as a “minor” update, required to maintain transportation funding eligibility for the urbanized area and its municipalities. Because there is no new population, housing, or employment data since the current plan was adopted in 2005, we have very limited ability to update projections and determine any significant changes to the transportation needs in the area. The update will review the plan’s goals and objectives, update the status of proposed projects, address any new transportation initiatives (i.e., passenger rail, coordinated transit services, etc.) in the urbanized area, and add a few sections to meet new and evolving federal requirements of the planning process. For instance, MPO long range transportation plans, nationwide, are now required to include performance measures to gauge progress toward the plan’s goals and objectives over time. Staff is currently gathering base data to meet this new requirement.

As a part of this update, we are also working with the Wisconsin Department of Transportation to update our urban transportation model to include the USH 53 bypass, completed in 2006, and other completed projects to determine if the effect of those projects on the highway network, screen for any newly realized areas of congestion. (Note: I have reviewed preliminary runs of the model, which have shown no new highway capacity deficiencies, either currently or as projected in 2030.)

The update to the *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030* must be adopted by October 4, 2010, so we are on a fairly tight timeline. There will be a 30-day public review period prior to the plan update’s approval, with drafts available for viewing at a number of accessible locations throughout the urbanized area and on our website.

A major update planning process is anticipated in 2013 and 2014, after new census data are available for a more thorough analysis of the transportation network. You will also be made aware of that planning effort as the process kicks off.

Thank you for your assistance in this minor update of the *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030*. Feel free to call, email, or mail your comments or input on the transportation system in the Chippewa-Eau Claire Urbanized Area, as it affects agency, clientele, yourself, or the public at large. Your input is valuable to the area’s future. Thank you.

Ann Z. Schell  
Transportation Planner

October 29, 2010

Community Contact:

In May of 2010, I contacted you to let you know that The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was in the process of updating the Long Range Transportation Plan for the Eau Claire urbanized area, and to solicit your input. I will reiterate some of the background information below, however, at this time I would like to inform you that the ***Draft Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030*** is available for public review. As you are an identified community contact for public participation in the planning process, I am making you aware of the draft plan's availability, and asking that you take the time to comment on the draft plan as it pertains to your agency, clientele, or to the public at large. A comment period will be open until December 7, 2010. The MPO Council will consider any and all comments received, prior to their consideration for plan adoption at their next scheduled meeting, December 8, 2010. The Draft 2010-2030 plan update can be found on our website: <http://www.wcwrpc.org/MPO/mpo.html>, or in hardcopy at the following locations:

- L.E. Phillips Memorial Public Library, 400 Eau Claire Street, Eau Claire, WI
- Altoona Public Library, 1303 Lynn Avenue, Altoona, WI
- Chippewa Falls Public Library, 105 W. Central Street, Chippewa Falls, WI
- WCWRPC offices, 800 Wisconsin Street, Building #2, Suite 401, Eau Claire, WI

Written comments on the plan's contents may be mailed or emailed to the WCWRPC at:

WCWRPC  
800 Wisconsin Street, Mailbox #9      -or-      [wcwrpc@wcwrpc.org](mailto:wcwrpc@wcwrpc.org)  
Eau Claire, WI 54703

Comments and questions can also be submitted by calling WCWRPC at: 715-836-2918.

**Comments will be accepted until December 7, 2010.**

**A public hearing on the plan will be held immediately prior to the MPO Council meeting on December 8, from 7:00 p.m. to 7:30 p.m. at the offices of WCWRPC, 800 Wisconsin Street, Bldg. 2, Suite 401, Eau Claire, Wisconsin.**

Background:

The long range transportation plan is required of all urbanized areas, nationwide. The plan must be multi-modal, addressing auto, transit, inter-city transportation options, airport connections, freight and passenger rail, and must address several key planning factors, including:

- Support the economic vitality of the metropolitan planning area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

This draft plan is an update to the previous plan, *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030*, which was adopted by the MPO in October of 2005, and amended in 2007. The current draft plan update can be characterized as a “minor update”, required to maintain transportation funding eligibility for the urbanized area and its municipalities. Because there is no new population, housing, or employment data since the current plan was adopted in 2006, we have very limited ability to update projections and determine any significant changes to the transportation needs in the area. The update process has reviewed the plan’s goals and objectives, updated the status of proposed projects, addressed any new transportation initiatives (i.e., passenger rail, coordinated transit services, etc.) in the urbanized area, and added a couple sections to meet new and evolving federal requirements of the planning process. For instance, MPO long range transportation plans, nationwide, are now required to include performance measures to gauge progress toward the plan’s goals and objectives over time.

A major update planning process is anticipated in 2013 and 2014, after new census data are available for a more thorough analysis of the transportation network. You will also be made aware of that planning effort as the process kicks off.

Thank you for your assistance in the review of the DRAFT *Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030*. Feel free to call, email, or mail your comments or input on the draft plan, as it affects your agency, clientele, yourself, or the public at large. Your input and comments are valuable to the area’s future. Thank you.

Ann Z. Schell  
Transportation Planner

Public Involvement Contact List - MPO

Kris Carlsrud	Aurora Community Services Lutheran Social Services REM Wisconsin NW Pathways to Independence Brotoloc Health Care System Hope Gospel Mission Inc. Hmong Mutual Assistance Association ARC Eau Claire Chippewa Family Services Inc Easter Seals Wisconsin PATH Inc REACH Inc Rosebud & Friends Drop-in Center United Cerebral Palsy of West Central WI National Alliance for the Mentally Ill - Eau Claire area
Office of the President Office of the Chancellor	Chippewa Valley Technical College UW- Eau Claire L.E. Phillips Public Library Altoona Public Library Chippewa Falls Public Library
Larry Winter, Director Roy Sargeant, Director Dorothy Moen, Director	Chippewa County Dept. of Human Services Eau Claire County Dept. of Human Services ADRC of Eau Claire Co. ADRC of Chippewa County Chippewa River Industrial Eau Claire Area School District Chippewa Falls Public Schools Chippewa Area Catholic School Central Office Catholic Area Schools of the Eau Claire Deanery
Brad Henderson	Safe STEPS The Salvation Army The Salvation Army Goodwill Industries Chamber of Commerce - Chippewa Falls Area Chippewa County Economic Development Corp. Eau Claire Chamber of Commerce Eau Claire County Economic Development Corp. Momentum Chippewa Valley Western Dairyland Economic Opportunity Council

## Public Hearing

Notice of Public Hearing on Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030.

**PUBLIC NOTICE**

The Chippewa-Eau Claire Metropolitan Planning Organization (MPO) will hold a public hearing on the *Draft Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030*. The hearing will be held at the following location and time:

**Wednesday, December 8, 2010**  
**7:00 p.m.-7:30 p.m.**  
**WCWRPC offices**  
**800 Wisconsin Street**  
**Building #2, Suite 401, Eau Claire, WI**

The *Draft Long Range Transportation Plan Update for the Chippewa-Eau Claire Metropolitan Planning Area 2010-2030* will be considered for adoption by the MPO Council, at their meeting, immediately following the public hearing.

This plan is an update to the previous plan, *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030*, which was adopted by the MPO in March of 2006, and amended in 2007. The current draft plan update can be characterized as a minor update, required to maintain transportation funding eligibility for the urbanized area and its municipalities. A major update planning process is anticipated in 2013-2014, after new census data are available for a more thorough analysis of the transportation network.

The draft plan update can be found on the WCWRPC website: <http://www.wcwrpc.org/MPO/mpo.html>, or in hardcopy at the following locations:

- L.E. Phillips Memorial Public Library, 400 Eau Claire Street, Eau Claire, WI
- Altoona Public Library, 1303 Lynn Avenue, Altoona, WI
- Chippewa Falls Public Library, 105 W. Central Street, Chippewa Falls, WI
- WCWRPC offices, 800 Wisconsin Street, Building #2, Suite 401, Eau Claire, WI

Comments can be submitted in person at the public hearing, by email to [wcwrpc@wcwrpc.org](mailto:wcwrpc@wcwrpc.org), mailed to WCWRPC, 800 Wisconsin Street, Banbury Place, Mailbox #9, Eau Claire, WI 54703-3606, or by calling 715-836-2918. Deadline for comments is Wednesday, December 8, 2010.

01/012 11-29-10

While there were no comments received at the public hearing, on December 8th, the public review period did yield a comment from the Chippewa County Economic Development Corporation, which resulted in the addition of information on Progressive Rail, Inc. in chapter IV.

**Appendix B  
Environmental Consultation Documentation**

**MEMORANDUM**

DATE: March 2, 2010  
TO: See Distribution List (page 2)  
FROM: Ann Z. Schell, Transportation Planner  
RE: The Chippewa-Eau Claire Metropolitan Planning Area Long Range Transportation Plan Consultation Process meeting – March 10, 2010

The Chippewa-Eau Claire Metropolitan Planning Area Long Range Transportation Plan (LRP) was adopted on March 1, 2006 under the federal planning requirements included in the Transportation Equity Act for the 21<sup>st</sup> Century of 1998 (TEA 21). In order to maintain compliance with a 20 year plan horizon requirement, the MPO is currently engaged in an update of the LRP, which must be adopted by October, 2010.

On February 14, 2007, the Federal Highway Administration issued guidelines for compliance with the new federal transportation legislation, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which had been signed into law in October of 2006. Your agency has been contacted by Dwight McComb or Dave Jolicoeur, FHWA - Wisconsin Region, and asked to participate in an environmental consultation process, to ensure that the Long Range Transportation Plan is not in conflict with any of your agency's plans and to discuss mitigation of transportation impacts, on a policy level.

I am enclosing a very brief summary of the Chippewa-Eau Claire Metropolitan Area Long Range Transportation Plan with some likely updates that are under discussion at this time, a couple maps showing planned transportation projects along with environmental inventory data that was readily available and used in our analysis, and a listing of designated historic sites in the area. Please take some time to review this information prior to the March 10<sup>th</sup> meeting. I have also reviewed several of the resources that were recommended in our last consultation, with some maps also enclosed. Please bring along any additional pertinent inventory data that you might have available.

Because the full intent of the resource consultation process is to involve resource agencies early and throughout the planning process, we would also like to continue the discussion of the appropriate manner of that involvement in our planning efforts. I look forward to meeting with you.

**9:00 a.m., March 10, 2010  
NW Environmental Coordination Meeting  
WisDOT Northwest Region Office – Eau Claire (Chippewa Room)  
718 W. Clairemont Avenue  
Eau Claire, WI**

**For call-in participants:** [REDACTED]

Thank you for your time and assistance in reviewing the enclosed materials and attending the meeting. Your participation in this process is important and appreciated. Thank you again.

Distribution List:

Cameron Bump, Wisconsin DNR Bureau of Integrated Science Services  
Nicholas A. Schaff, WisDNR West Central Region  
Michael Stevens, State Historical Society  
Peter Nauth, Wisconsin Department of Agriculture, Trade and Consumer Protection  
Tim Westlake, U.S. EPA, NEPA Implementation Section  
Louise Clemency, U.S. Fish and Wildlife Service  
Patricia Leavenworth, U.S. Dept. of Agriculture, NRCS  
Tamara Cameron, U.S. Army Corps of Engineers  
Jim Weinzierl, U.S. Corps of Engineers, St. Paul District  
Thomas Gilbert, National Park Service  
Michael Allen, Great Lakes Inter-Tribal Council, Inc.  
Edith Leoso, Bad River Band of Lake Superior Chippewa Indians of Wisconsin  
William Quackenbush, Ho-Chunk Nation  
Jerry Smith, Lac Courte Oreilles Band of Lake Superior Chippewa Indians of Wisconsin  
Kelly Jackson, Lac du Flambeau Band of Lake Superior  
Larry Balber, Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin  
Wanda McFaggen, St. Croix Band Chippewa Indians of Wisconsin

Chippewa-Eau Claire MPO LRP Environmental Consultation meeting summary  
9:00 a.m., March 10, 2010  
WisDOT, NW Region offices, Eau Claire  
Chippewa Room

Attendees: Dave Joulieur (FHWA); Jeff Abboud (WisDOT, E.C.); John Nordbo (WisDOT, Madison); Sherry Kamke (USEPA); Nick Schaff (WDNR); Ann Z. Schell (WCWRPC)

### Expectations

#### FHWA

- To build upon process established through last meetings
- Help environmental agencies to understand FHWA processes, and vice versa
- To view comparisons to agencies' inventories

#### USEPA

- To get a regional perspective of transportation priorities
- To get a sense of specific project locations'
- To set a base of information for future EIS projects
- To continue the very helpful process

#### WDNR

- Pretty comfortable with existing process
- Work closely with WisDOT Region office
- Big projects are generally done in the area

#### WCWRPC

- Input and expertise of agency participants
- Confirmation that environmental considerations and process are sound

### Potential Impacts/Mitigation

There was a consensus that a more detailed level of analysis was neither, necessary, or possible, in the long range planning process. Some suggestions for improvement included:

- Do not publish locations of archeological sites
- Consider denoting "minor impacts" and "extensive impacts" for projects – this could address wetlands and other protected resources
- In the case of wetlands, some text addressing wetland credits available in area wetland bank would be helpful.
- Might consider an MPO strategy for mitigation for projects not under DOT development process
- It was noted that, if considered, an MPO's wetland banking would ideally include sites within the defined area, but that would likely be more expensive and less available – might need to go out farther.
- It was noted that projects on new alignment are more important in terms of mitigation; also creek or river crossings (Gateway Drive extension was discussed.) – projects on existing alignments could be lumped together to address mitigation needs more generally in text
- Sherry Kamke (US EPA – Region 5) suggested that there might be some useful information and text in the Lansing, Michigan supplement. She will check online and send a link.

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**Appendix C**  
**Model Output**  
**Population, Housing, and Employment by TAZ**  
**2000 and 2030**

TAZ	Population		Housing		Employment	
	2000	2030	2000	2030	2000	2030
101	220	230	80	84	30	30
102	185	212	45	56	67	67
103	200	215	65	71	16	16
104	350	411	115	135	244	244
105	345	491	140	200	77	146
106	280	405	105	155	484	550
107	0	0	0	0	603	614
108	0	2,075	0	830	29	2,828
109	370	370	170	170	36	36
110	1,335	2,635	565	1,029	90	90
111	310	--	110	--	16	0
112	275	--	105	--	18	0
113	1,870	2,120	730	830	212	212
114	195	195	60	60	55	55
115	135	690	55	277	12	12
116	250	250	125	125	58	193
117	265	265	130	130	123	123
118	315	315	0	0	228	538
119	245	731	10	300	602	3,256
120	1,130	2,092	460	857	539	539
121	205	355	115	175	69	375
122	70	85	45	51	338	798
123	1,015	1,082	505	532	884	2,426
124	0	0	0	0	22	22
125	305	312	140	143	1,348	1,348
126	385	422	185	200	27	27
127	960	960	455	455	295	295
128	935	935	390	390	255	255
129	1,035	1,500	385	571	388	388
130	980	980	470	470	462	462
131	140	140	90	90	129	129
132	255	255	170	170	714	1500
133	10	10	10	10	162	350
134	95	95	45	45	107	200
135	505	505	245	245	734	734
136	80	110	55	67	24	24
137	520	520	225	225	92	92
138	175	457	75	188	19	19
139	960	960	440	440	164	164
140	1,140	1,597	555	750	135	135
141	770	770	300	300	338	338
142	515	515	215	215	24	24
143	550	550	285	285	195	195
144	485	600	200	246	117	159
145	105	105	40	40	463	463
146	155	290	65	119	39	39
147	515	1,390	185	535	24	24
148	255	655	90	250	24	24
149	0	0	0	0	8	581
150	420	864	130	360	274	1,483
151	305	2,060	115	832	56	2,050
152	65	65	25	25	267	3,159
153	150	150	60	60	69	69
154	225	247	75	99	0	0
155	200	1,082	90	384	70	541

**Population, Housing, and Employment by TAZ  
2000 and 2030**

TAZ	Population		Housing		Employment	
	2000	2030	2000	2030	2000	2030
156	185	265	85	117	0	0
157	170	170	70	70	33	33
158	105	105	45	45	0	0
159	415	415	140	140	428	428
160	220	220	80	80	314	314
161	395	395	150	150	269	269
162	615	655	200	216	712	712
163	150	150	60	60	858	858
164	165	502	65	200	20	0
165	300	300	105	105	78	278
166	225	225	95	95	0	0
167	285	660	80	230	8	8
168	190	190	85	85	22	22
169	260	1,343	95	456	15	15
170	95	95	75	75	410	500
171	195	611	80	250	0	0
172	60	250	20	96	343	1,105
173	55	177	20	85	1,724	1,993
174	0	82	0	33	489	3,270
175	35	517	15	205	348	1,066
176	365	582	145	232	108	520
177	60	660	15	255	77	377
178	510	1,492	180	826	30	347
179	90	147	50	80	440	488
180	705	887	230	303	3,219	3486
181	455	512	200	235	35	35
182	320	320	115	115	637	648
183	0	0	0	0	0	0
184	1,185	1,210	515	525	153	153
185	1,445	1,455	645	649	590	637
186	365	964	180	483	543	606
187	45	45	15	15	0	0
188	270	450	110	182	59	59
189	340	--	125	--	53	0
190	275	320	125	153	118	141
191	630	630	260	260	512	512
192	1,305	1,305	500	500	18	18
193	655	655	370	370	78	78
194	645	645	305	305	543	543
195	0	0	0	0	440	440
196	450	450	170	170	10	10
197	625	627	325	326	229	229
198	140	52	85	50	630	718
199	125	125	50	50	924	924
200	950	950	390	390	234	234
201	445	445	200	200	2,077	2,277
202	460	460	265	265	452	452
203	400	400	185	185	124	124
204	655	682	280	291	46	46
205	275	550	95	205	44	44
206	605	670	230	266	82	82
207	745	802	330	363	31	31
208	0	0	0	0	1,154	1,154

**Population, Housing, and Employment by TAZ  
2000 and 2030**

TAZ	Population		Housing		Employment	
	2000	2030	2000	2030	2000	2030
209	20	--	10	--	4	0
210	405	412	145	148	22	22
211	320	--	155	--	22	0
212	185	--	60	--	0	0
213	60	60	25	25	0	0
214	475	532	135	158	92	92
215	115	132	40	47	40	40
216	335	335	95	95	1,268	1,916
217	1,600	1,612	705	710	47	47
218	400	400	295	295	779	779
219	230	230	85	85	2,494	2,494
220	1,050	1,050	385	385	1,019	1,019
221	855	855	350	350	139	139
222	1,610	1,610	580	580	709	709
223	175	175	100	100	639	639
224	385	385	245	245	1,595	1,595
225	40	40	45	45	163	163
226	695	695	230	230	390	390
227	3,545	3,545	90	90	2,650	2,650
228	1,960	1,960	835	835	28	28
229	445	450	180	182	319	319
230	1,220	1,220	555	555	10	10
231	925	925	535	535	165	165
232	740	740	295	295	49	49
233	75	75	45	45	673	673
234	1,395	1,395	640	640	246	246
235	1,890	1,900	775	779	1,279	1,279
236	955	967	385	390	87	87
237	685	730	255	273	234	234
238	2,420	2,420	900	900	163	163
239	520	520	200	200	69	69
240	1,720	1,727	590	593	274	274
241	980	1,567	360	595	81	81
242	65	100	30	44	4	4
243	700	742	260	277	64	64
244	260	273	115	118	434	884
245	310	310	125	125	563	563
246	1,395	1,620	585	675	428	507
247	620	837	260	347	74	74
248	1,195	1,770	470	700	42	42
249	65	65	35	35	0	0
250	840	862	350	359	163	163
251	50	95	35	53	521	625
252	0	92	0	37	0	1,742
253	290	485	110	188	104	151
254	0	0	0	0	90	90
255	610	612	315	316	135	135
256	145	145	60	60	105	105
257	70	680	40	284	792	832
258	1,095	1,095	545	545	310	310
259	145	145	90	90	508	508
260	650	650	285	285	527	527

**Population, Housing, and Employment by TAZ  
2000 and 2030**

TAZ	Population		Housing		Employment	
	2000	2030	2000	2030	2000	2030
261	0	0	0	0	484	484
262	15	15	10	10	2,078	2,078
263	915	915	405	405	277	277
264	1,690	1,690	625	625	208	208
265	495	495	205	205	85	85
266	1,220	1,220	535	535	585	585
267	645	645	275	275	35	35
268	340	340	215	215	712	712
269	760	760	345	345	108	108
270	285	285	160	160	4	4
271	1,070	1,070	380	380	4	4
272	2,395	2,397	980	981	133	133
273	205	205	60	60	25	25
274	245	305	95	119	74	74
275	595	1,741	220	617	40	40
276	325	1,118	130	407	289	1,523
277	1,450	1,475	775	785	512	751
278	95	130	35	49	78	178
279	125	975	55	395	38	494
280	535	700	295	361	776	1,445
281	995	1,025	360	372	2,608	2,986
282	740	740	390	390	293	293
283	145	145	85	85	44	44
284	425	872	210	331	171	264
285	450	452	175	176	64	223
286	710	827	385	445	865	1227
287	725	725	315	315	435	435
288	2,240	2,252	905	910	450	485
289	1,120	1,135	475	481	73	200
290	510	560	165	185	20	20
291	90	90	40	40	4	4
292	130	247	50	97	18	18
293	260	1,080	120	448	40	40
294	75	75	40	40	40	40
295	35	110	10	40	187	187
296	10	150	4	60	0	0
297	0	354	0	118	10	10
298	130	1,067	45	420	12	12
299	100	--	50	--	109	0
300	150	150	75	75	776	776
301	85	--	30	--	23	0
302	210	260	70	90	10	10
303	130	130	45	45	4	4
304	225	--	55	--	45	0
305	105	--	30	--	34	0
306	155	155	65	65	4	4
307	90	90	45	45	0	0
308	165	165	60	60	42	42
309	115	115	40	40	0	0
310	255	255	90	90	0	0
311	35	--	15	--	4	0
312	35	--	15	--	0	0

**Population, Housing, and Employment by TAZ  
2000 and 2030**

TAZ	Population		Housing		Employment	
	2000	2030	2000	2030	2000	2030
313	30	613	20	243	4	202
314	210	--	95	--	22	0
315	100	250	35	95	4	4
316	60	60	15	15	4	4
317	105	--	40	--	16	0
318	120	1,380	55	480	18	18
319	230	--	110	--	39	0
320	440	--	145	--	61	0
321	795	--	280	--	190	0
322	10	10	4	4	1,299	1,627
323	445	--	145	--	16	0
324	375	--	140	--	30	0
325	170	--	60	--	18	0
326	180	--	70	--	18	0
327	330	782	105	286	23	23
328	490	550	160	184	8	8
329	140	746	45	247	8	8
330	265	745	80	240	8	8
331	70	--	30	--	4	0
332	85	--	35	--	0	0
333	40	--	10	--	0	0
334	595	595	390	390	0	0
335	250	252	90	91	10	52
336	245	270	80	90	95	95
337	185	--	65	--	15	0
TOTAL STUDY AREA	109,370	--	44,398	--	67,089	0
OUTSIDE PLANNING AREA	5,365	--	1,985	--	757	0
TOTAL PLANNING AREA	104,005	135,345	42,413	55,018	66,332	95,277

- revised in 2010 plan update

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## Appendix D Transportation Model Output

### Network Deficiencies

**Base Network, Base Assignment**  
ROADWAY DEFICIENCY BY LANE-MILE

FUNCTIONAL CLASS	SEVERE	DEFICIENT	POTENTIAL	APPROACHING	SUFFICIENT	TOTAL
INTERSTATE	0	0	0	0	62.93	62.93
FREEWAY	0	0	1.88	20.92	156.96	179.76
RAMP	0	0	0.72	0.40	25.78	26.90
EXPRESSWAY	0	0	0	0	74.94	74.94
URBAN PRINC ART	0	2.75	2.49	4.59	99.04	108.87
URBAN MINOR ART	0	1.02	0.23	3.04	162.58	166.87
URBAN COLLECTOR	0	0	0	0	212.51	212.51
URBAN LOCAL	0	0	0	0.48	166.65	167.13
RURAL PRINC ART	0	0	0	9.34	29.09	38.43
RURAL MINOR ART	0	0	0	7.44	12.02	19.46
RURAL MAJOR COL	0	0	0	0.07	144.41	144.49
RURAL MINOR COL	0	0	0	0	37.28	37.28
RURAL LOCAL	0	0	0	0	89.09	89.09
TOTAL	0	3.77	5.32	46.28	1273.29	1328.67

**No Build Network, 2030 Assignment**

ROADWAY DEFICIENCY BY LANE-MILE

FUNCTIONAL CLASS	SEVERE	DEFICIENT	POTENTIAL	APPROACHING	SUFFICIENT	TOTAL
INTERSTATE	0	0	0	22.15	54.47	76.61
FREEWAY	1.88	9.93	16.91	41.36	125.63	195.71
RAMP	0	0.97	0.41	0.27	25.36	27.02
EXPRESSWAY	0	0.15	0.15	20.48	63.17	83.95
URBAN PRINC ART	5.43	1.66	3.16	4.46	95.29	110.01
URBAN MINOR ART	0	2.96	3.04	5.22	158.19	169.41
URBAN COLLECTOR	0	1.48	3.96	9.56	198.83	213.83
URBAN LOCAL	0	0.12	0	0.73	166.40	167.25
RURAL PRINC ART	5.80	0	11.12	4.28	17.23	38.43
RURAL MINOR ART	0	0	3.92	10.76	6.18	20.86
RURAL MAJOR COL	0	0.07	2.98	3.72	138.13	144.91
RURAL MINOR COL	0	0	0	0	37.28	37.28
RURAL LOCAL	0	0	0	0	89.09	89.09
TOTAL	13.11	17.35	45.65	122.99	1175.25	1374.35

**Existing + Committed Future Network**  
ROADWAY DEFICIENCY BY LANE-MILE

FUNCTIONAL CLASS	SEVERE	DEFICIENT	POTENTIAL	APPROACHING	SUFFICIENT	TOTAL
INTERSTATE	0	0	0	22.15	54.47	76.61
FREEWAY	1.88	8.99	15.25	42.92	119.06	188.10
RAMP	0	1.24	0.37	0.10	25.31	27.02
EXPRESSWAY	0	0.15	0.15	18.59	62.24	81.13
URBAN PRINC ART	0.88	4.34	2.33	2.51	100.07	110.13
URBAN MINOR ART	0	2.79	3.09	6.15	159.14	171.17
URBAN COLLECTOR	0	1.53	2.88	13.29	193.69	211.39
URBAN LOCAL	0	0	0	0.85	166.40	167.25
RURAL PRINC ART	5.80	0	9.14	4.27	19.22	38.43
RURAL MINOR ART	0	0	3.92	10.76	6.18	20.86
RURAL MAJOR COL	0	0.07	2.27	5.44	137.13	144.91
RURAL MINOR COL	0	0	0	0	37.28	37.28
RURAL LOCAL	0	0	0	0	89.09	89.09
TOTAL	8.56	19.11	39.40	127.02	1169.28	1363.36

Source: HNTB

**Existing + Committed + Planned Future Network**  
ROADWAY DEFICIENCY BY LANE-MILE

FUNCTIONAL CLASS	SEVERE	DEFICIENT	POTENTIAL	APPROACHING	SUFFICIENT	TOTAL
INTERSTATE	0	0	0	22.15	54.47	76.61
FREEWAY	1.88	7.57	16.67	43.07	119.32	188.50
RAMP	0	0.69	0.66	0.45	25.37	27.18
EXPRESSWAY	0	0.15	0.15	13.30	69.60	83.20
URBAN PRINC ART	0.88	1.20	3.46	3.79	101.90	111.23
URBAN MINOR ART	0	1.23	3.84	3.24	168.06	176.37
URBAN COLLECTOR	0	0.73	2.25	8.89	209.49	221.36
URBAN LOCAL	0	0	0.06	0.79	166.40	167.25
RURAL PRINC ART	5.80	0	9.14	4.27	19.22	38.43
RURAL MINOR ART	0	0	0	5.66	24.22	29.88
RURAL MAJOR COL	0	0.07	0.72	1.85	146.84	149.49
RURAL MINOR COL	0	0	0	0	37.28	37.28
RURAL LOCAL	0	0	0	0	89.09	89.09
TOTAL	8.56	11.65	36.95	107.46	1231.26	1395.87

Source: HNTB

## VMT AND VHT SUMMARY

### **Base Network – 2008**

#### SYSTEM VMT, VHT AND AVERAGE SPEED SUMMARY

\*\*\*\*\*

	VMT	VHT	AVERAGE SPEED
Autos	2531674.92	58234.84	43.47
Trucks	320135.79	6596.71	48.53
Total	2851810.71	64831.55	43.99

### **No-Build Network - 2030**

#### SYSTEM VMT, VHT AND AVERAGE SPEED SUMMARY

\*\*\*\*\*

	VMT	VHT	AVERAGE SPEED
Autos	3803546.66	92835.05	40.97
Trucks	567891.26	12465.04	45.56
Total	4371437.92	105300.09	41.51

### **Existing + Committed Network – 2030**

#### SYSTEM VMT, VHT AND AVERAGE SPEED SUMMARY

\*\*\*\*\*

	VMT	VHT	AVERAGE SPEED
Autos	3744891.04	92053.95	40.68
Trucks	562765.84	12430.30	45.27
Total	4307656.88	104484.25	41.23

### **Existing + Committed + Planned Network – 2030**

#### SYSTEM VMT, VHT AND AVERAGE SPEED SUMMARY

\*\*\*\*\*

	VMT	VHT	AVERAGE SPEED
Autos	3727950.02	91052.84	40.94
Trucks	561695.31	12303.91	45.65
Total	4289645.34	103356.74	41.50

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## **Appendix E**

### **Applicable Statutes and Regulations**

Transportation projects that involve impacts to agricultural, natural, recreational, and cultural resources are subject to a number of Federal statutes and regulations:

- National Environmental Policy Act of 1969.
- Farmland Protection Policy Act of 1981 (7 U.S.C. 4201; 7 CFR 658).
- Endangered Species Act of 1973.
- Department of Transportation Act of 1966, Section 4(f), which pertains to the preservation of all publicly-owned public parks, waterfowl and wildlife refuges, and all historic areas (49 U.S.C. 303; 23 U.S.C. 138).
- National Historic Preservation Act (NHPA), Section 106, which protects cultural resources that are on or eligible for the National Register of Historic Places (NRHP).
- Archaeological Resources Protection Act, which applies to archaeological resources on tribal lands and non-tribal lands under Federal jurisdiction.
- Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 123(f), which created a fund for the preservation or mitigation of historic bridges (23 U.S.C. 144 (o)).
- Land and Water Conservation Fund Act, Section 6(f), which applies to recreational resources (16 U.S.C. 4601-4 to 11).
- Clean Water Act (33 U.S.C. 1344).
- Mitigation of Environmental Impacts to Privately Owned Wetlands (23 CFR 777).
- Preservation of the Nation's Wetlands, DOT Order 5660.1A.
- The Water Bank Act (16 U.S.C. 1301).
- The Coastal Zone Management Act (16 U.S.C. 145).
- Rivers and Harbors Act of 1899, Section 10.
- Resource Conservation and Recovery Act.
- Comprehensive Environmental Response, Compensation, and Liability Act.
- U.S. DOT Executive Order 5610.2 to Address Environmental Justice in Minority Populations and Low-Income Populations.

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**Appendix F**  
**Environmentally Sensitive Areas**  
**What are They and How are They Protected**  
*(reprinted from the Wisconsin Department of Natural Resources)*

Defining environmentally sensitive areas is one of the most important components of your SSA plan. These areas need to be protected from sewer development in order to protect water quality.

The code definition for environmentally sensitive areas is repeated below and should be included in sewer service area plans because, from a natural resource protection perspective, virtually everything we do in sewer service area planning relates to water quality protection and it can not be forgotten; this is our authority.

"Major areas unsuitable for the installation of waste treatment systems because of physical or environmental constraints are to be excluded from the service area. Areas to be considered for exclusion from the sewer service area because of the potential for adverse impacts on the quality of the waters of the state from both point and nonpoint sources of pollution include but are not limited to wetlands, shorelands, floodways and floodplains, steep slopes, highly erodible soils and other limiting soil types, groundwater recharge areas, and other such physical constraints."

NR 121.05(1)(g)2.c.

**DNR Guidelines for reviewing SSA Plans and Amendments**

The following guidelines represent the minimum criteria that will be used by the department in reviewing and approving of sewer service area plans and amendments. Field investigations will be conducted by department staff where necessary. Results of field investigations will weigh heavily in the final decision on a request for approval.

The local community or designated management agency may utilize more stringent criteria than those established in this guidance. All plans and plan amendments will be reviewed on an individual basis. Unique local conditions or circumstances will be considered in the approval of plans or plan amendments. This guidance will be revised as necessary to reflect changes in state statutes, administrative rules and policies.

***Wetlands:***

Definition - Wetlands are areas where water is at, near, or above, the land surface long enough to be capable of supporting aquatic or hydrophytic vegetation and has soils indicative of wet conditions (NR 103, Wis. Adm. Code).

Policy - All wetlands should be excluded from sanitary sewer service areas including wetlands identified in the Wisconsin Wetlands Inventory maps. These lands should be designated environmentally sensitive areas, where sanitary sewer service is prohibited.

Sewer Service Area Plans and Plan Amendments - Plans and plan amendments which would impact a wetland will be evaluated according to the following:

- a. The presence or absence of physical alterations in the wetland resulting from human activity. Wetlands which have not been altered should be given high priority for preservation.
- b. The availability of reasonable alternatives to development of the wetland. Where alternatives are available, wetlands should be protected from development.
- c. The potential impacts of the proposed actions on other scarce natural resources in or outside of the wetland. Consideration should be for protection of the wetland when the area is or has been known to be a habitat for state or federally designated rare, threatened or endangered species; or where it is determined that the wetland type is scarce or rare either statewide or regionally.
- d. Presence of or proximity to scientific study areas, sanctuaries and refuges. Direct or indirect adverse impacts in these areas should be evaluated when reviewing an amendment to the plan.
- e. Effect on water quality of adjacent stream. Amendments should not result in an adverse effect on an adjacent stream. Such effects include interference with the maintenance of dry season stream flow; increasing sediment, nutrient or other pollutant loading to the stream and decreasing the instream plant and animal habitat conditions.

***Floodplains:***

Definition - The floodplain is the land calculated to be covered by floodwater during the regional (100-year) flood. The floodplain includes the floodway and the flood fringe.

The floodway is the channel of the river or stream and those portions of the floodplain adjoining the channel required to carry and discharge the flood waters or flood flows associated with the regional flood (NR 116.03, Wis. Adm. Code).

Policy - To prevent sewer development in a high hazard area, floodplains should be considered for exclusion from sanitary service areas, and especially the floodway portion of the floodplain should not be included in a sewer service area, except where there is an existing development that must be served.

Sewer Service Area Plans and Plan Amendments - The Department will not approve any plan or plan amendment that is not consistent with an approved county or state floodplain zoning ordinance or which will allow new service to new development in the floodway. In addition, the plans or plan amendments should be evaluated considering the following:

1. Floodwater conveyance capacity. Amendments or plans which would result in a reduction of the floodwater conveyance capacity should be denied unless remedial actions are identified and approved before approval of the amendment or plan. Remedial actions must conform with NR 116.
2. Existing development within the floodway. When there is an existing, lawful development within the floodway, a new plan or plan amendment may include the development within the boundaries of its proposed service area.
3. Storm and flood water storage capacity. Amendments which would result in a reduction in storm and flood water storage capacity should be avoided or remedial actions should be identified.

***Shorelands:***

Definition - Shorelands are lands within the following distances above the ordinary high-water mark of navigable waters: 1,000 feet from a lake, pond or flowage and 300 feet from a river or stream to the landward side of the floodplain.

Policy - Shorelands represent environmental features which should be given high priority for protection from development, and particularly those shorelands which coincide with wetlands as identified in the Wisconsin Wetlands Inventory maps.

Sewer Service Area Plans and Plan Amendments - The Department will not approve any plan or plan amendment that is not consistent with an approved county or state shoreland zoning ordinance. Additionally, evaluation of plan amendments will consider the following:

- a. Potential adverse water quality impacts. In assessing plan amendments the Department will consider adverse impacts upon any of the following:
  1. maintenance of dry season stream flow, or the discharge, recharge or flow of groundwater from a wetland;
  2. filtering or storage of sediments, nutrients or heavy metals that would otherwise drain into navigable waters;
  3. shoreline protection against erosion to reduce the flow of effluent, sediment and nutrients from the shoreland area.
- b. Potential adverse effects on habitats. Amendments in which the proposed activity could adversely disrupt fish and wildlife habitat should include protective measures.
- c. Storm and flood water storage capacity. Amendments which would result in a reduction of storm and flood water storage capacity should be avoided or remedial actions should be identified.
- d. Presence of, or proximity to, scientific study areas, sanctuaries and refuges, or scarce wetland areas. Consideration should be given to direct or indirect adverse impacts in these areas.

***Steep Slopes and Highly Erodable Soils:***

Definition - This category is defined as any slope or gradient equal to or greater than 12 percent and any soil type occurring on a slope equal to or greater than 12 percent.

Policy - In general, slopes equal to or greater than 12 percent, regardless of the soil type, and which are near surface waters should be excluded from sewered development areas. Steep slopes in combination with other environmental features should also be considered for designation as an environmentally sensitive area.

Sewer Service Areas Plans and Plan Amendments - sewer service area plans should exclude steep slopes greater than 12 percent, which are near a stream, from sanitary sewer service. Where a local construction erosion control ordinance exists, the plan should be consistent with the slope restrictions of the ordinance. Amendments to the sewer service area plan should consider the following.

- a. Proximity of the slope to a stream. Amendments for sewered development on steep slopes which would result in direct runoff into a stream should be prohibited, or mitigation measures required for the protection of water quality.
- b. Amendments to allow sewered development on slopes should be the most cost-effective alternative and should be consistent with the existing development pattern and locally approved construction erosion control ordinances.

***Other Limiting Physical Features:***

Definition: Other limiting features to development of sewer service include:

- shallow depth to groundwater and/or bedrock (groundwater recharge/discharge areas);
- physical features which may have a significant local or statewide importance such as woodlands or plant stands of rare or endangered species;
- rare or endangered animal habitats;
- historical or archaeological sites.

This list is open to include any environmental feature that could benefit from protective measures. This definition can include discrete areas of natural resources, and scenic and recreational resource amenities that are critical to maintaining water quality and quantity. They also provide habitat and linkages that are essential for protection of biological diversity and are often associated with rivers and streams.

Policy - Areas that include one or more of the above features should be considered for environmentally sensitive area designation if it represents an integral part of the stream drainage area.

Sewer Service Area Plans and Plan Amendments - In the preparation of service area plans, appropriate state or local offices (e.g., State Historical Society, WDNR Bureau of Endangered Resources) should be contacted to determine if any of these features are present in the planning area. Areas containing these features may be excluded from sanitary sewer service. Plan amendment requests to provide sanitary sewer service to an area with any of these features should be the alternative with the least disruption of the environment and should include remedial measures to provide maximum protection of adjacent water resources.

***Variations from code***

There are environmentally sensitive areas that do not have a direct relationship to water quality protection, such as SEWRPC's upland woods, and there are areas that normally are not delineated environmentally sensitive yet they potentially have a direct relationship to water quality, such as wellhead protection zones. There is no objection to including these areas in the sewer service area plan's environmentally sensitive areas; in fact their protection is encouraged. But the local community(s) should have the appropriate "conservancy" zoning authority or identify what local mechanisms are available to protect environmentally sensitive areas. NR 121 does not provide authority to require protection of areas that are protected based on criteria other than water quality maintenance.

Parks - The plan should consider including existing and future parks into the environmental corridors system. The community could, at its prerogative, designate other "conservancy zone areas", including parklands, woodlands and historic sites as environmentally sensitive areas.

Local water quality assessment - The assessment can help identify the environmentally sensitive areas to be excluded from the sewer service area.

**Appendix G**  
**Chippewa-Eau Claire MPA**  
**Street & Highway Preservation Needs**  
**Cost Estimating Methodology**

(Costs shown in 2005 \$, inflated by 3% annually to 2010 \$)

**1. Determine street and highway cross-section widths.**

Urban	Rural
36' for locals and collectors	24' with three foot paved shoulders
52' for four-lane arterials	
50-59' for state four-lane arterials	

**2. Determine 3R costs per mile.**

- Resurface/Recondition

Urban	Rural
36' ≈ \$175,000/mile	24' ≈ \$70,000/mile
52' ≈ \$230,000/mile	
50-59' ≈ \$1,160,000/mile	

- Reconstruction

Urban	Rural
36' ≈ \$1,160,000/mile	24' ≈ \$145,000/mile
52' ≈ \$1,740,000/mile	
50-59' ≈ \$3,475,000/mile	

**3. Determine life expectancy of road.**

Urban	Rural
30 years	25 years
20 years (average for state system)	

**4. Assume one resurface/recondition treatment and one reconstruction during the life cycle of a roadway.**

**5. Apply life cycle to system mileage to determine annual improvement needs by miles.**

Urban (3% of system)
Arterials = 54.10 miles ≈ 1.62 miles/year
Collectors/Locals = 396.78 miles ≈ 11.89 miles/year

Rural (4% of system)
Arterials = 25.82 miles ≈ 1.03 miles/year
Collectors/Locals = 198.81 miles ≈ 7.95 miles/year

State (5% of system)
Arterials = 51.95 miles ≈ 2.60 miles/year

**6. Calculate annual preservation costs based on life cycle treatment needs.**

<u>Urban</u>	
Arterials (1.62 miles)	\$3,197,310
Collectors/Locals (11.89 miles)	\$15,891,039
<u>Rural</u>	
Arterials (1.03 miles)	\$222,052
Collectors/Locals (7.47 miles)	\$1,709,766
<u>State</u>	
Arterials (2.60 miles)	\$12,039,413

**7. Estimated annual street and highway preservation costs for Chippewa-Eau Claire Metropolitan Planning Area ≈ \$33.1 million in 2005 dollars.**