

Introduction

Chippewa-Eau Claire Metropolitan Planning Organization

A formal transportation planning process was first conducted by the Wisconsin Department of Transportation (WisDOT) in the Chippewa-Eau Claire Urban Area in 1975. All urban areas over 50,000 population that receive federal transportation funds must have a continuous, comprehensive and cooperative transportation planning process. In November of 1982, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was formally established to carry out that transportation planning process. The MPO provides a forum by which elected officials, professional transportation staff, and citizens can jointly plan the future transportation system. The MPO is comprised of representatives from the cities of Eau Claire, Chippewa Falls, and Altoona, the Village of Lake Hallie, Chippewa and Eau Claire Counties, and portions of the surrounding towns of Eagle Point, Hallie, Lafayette, Tilden, and Wheaton in Chippewa County, and Brunswick, Pleasant Valley, Seymour, Union, and Washington in Eau Claire County. The Chippewa County Town of Anson is also included in the planning area and is represented by Chippewa County.

The MPO's geographical area of responsibility for transportation planning and programming is delineated by two principal boundaries, as depicted on Map 1. The Urbanized Area (UZA) Boundary originates from the 2000 Census-defined urbanized area and has been expanded upon by the MPO to include additional adjoining areas of concentrated urban development. The UZA defines the limits of eligibility for federal urban transportation funding assistance under the Urban Surface Transportation Program. The adopted 2000 Chippewa-Eau Claire UZA boundary encompasses approximately 110 square miles with an estimated population of 100,000 persons.

The Metropolitan Planning Area (MPA) Boundary is established for long range transportation planning purposes and encompasses the area that is presently urbanized and that area which is expected to become urbanized within the long range planning horizon. The year 2030 continues to be the long range transportation planning time frame to be addressed in this update to the third generation transportation plan. The Chippewa-Eau Claire MPA boundary for the year 2030 encompasses approximately 177 square miles with an estimated 2000 population of 104,000. Table 1 presents the estimated distribution of area and population by minor civil division for both the UZA and MPA boundaries.

Table 1
Chippewa-Eau Claire Metropolitan Planning Area
Population and Area Distribution by Minor Civil Division
2000

Minor Civil Division	Population Estimates		Area Estimate in Square Miles	
	Urbanized Area	Planning Area	Urbanized Area	Planning Area
Altoona (c)	6,698	6,698	5.7	5.7
Chippewa Falls (c)	12,925	12,925	11.4	11.4
Eau Claire (c)	61,704	61,704	31.9	31.9
Lake Hallie (v)	4,528	4,528	14.4	14.4
Anson (t)	548	712	2.6	6.0
Brunswick (t)	0	324	0.1	2.0
Eagle Point (t)	1,457	1,573	6.4	9.3
Hallie (t)	0	125	1.4	5.2
Lafayette (t)	4,019	4,127	12.7	15.7
Pleasant Valley (t)	783	1,223	1.6	5.3
Seymour (t)	1,698	2,201	3.6	10.5
Tilden (t)	113	159	1.2	2.8
Union (t)	872	1,181	5.2	12.8
Washington (t)	4,301	5,861	8.4	24.7
Wheaton (t)	356	664	3.4	19.3
TOTALS	100,002	104,005	110.0	177.0

Sources: U.S. Census and West Central Wisconsin Regional Planning Commission

The *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005 - 2030* was adopted in March of 2006. In October of 2007, the *SAFETEA-LU Compliance Supplement to the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area* was adopted to maintain compliance with federal transportation legislation, adding documentation of environmental agency consultation, and policies on future long-range transportation plan development.

The Purpose of This Update

Previously cited federal transportation legislation relative to MPO long range transportation planning requires that plans be updated every 5 years, but also that plans have a minimum 20-year horizon at the time of adoption. This would require that the Chippewa-Eau Claire plan, adopted in March of 2006, be updated by March of 2011, however, it is not expected that new socio-economic data will be available from the 2010 census by that time, making a full plan update with an extension of the horizon date to maintain a 20-year horizon, a less than useful task. This document serves to update the 2006 plan through validation and update of existing data and recommendations as appropriate, and by addressing some new areas of emphasis, namely the adoption of performance indicators for future planning efforts, the development of base data for those indicators, and consideration of sustainability and livability as related to transportation and land use in the Chippewa-Eau Claire Metropolitan Planning Area. Adoption of this document by the end of calendar 2010, meets the require-

ment for a 20-year horizon. The next update, with a planning process beginning in 2013 and adoption in 2015, will update socio-economic data, projections, analysis, and recommendations, likely with a horizon date of 2040.

The Transportation Efficiency Act for the 21st Century (TEA 21), and subsequent federal transportation acts, most recently the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), prescribes seven broad “areas” to be considered. They include:

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

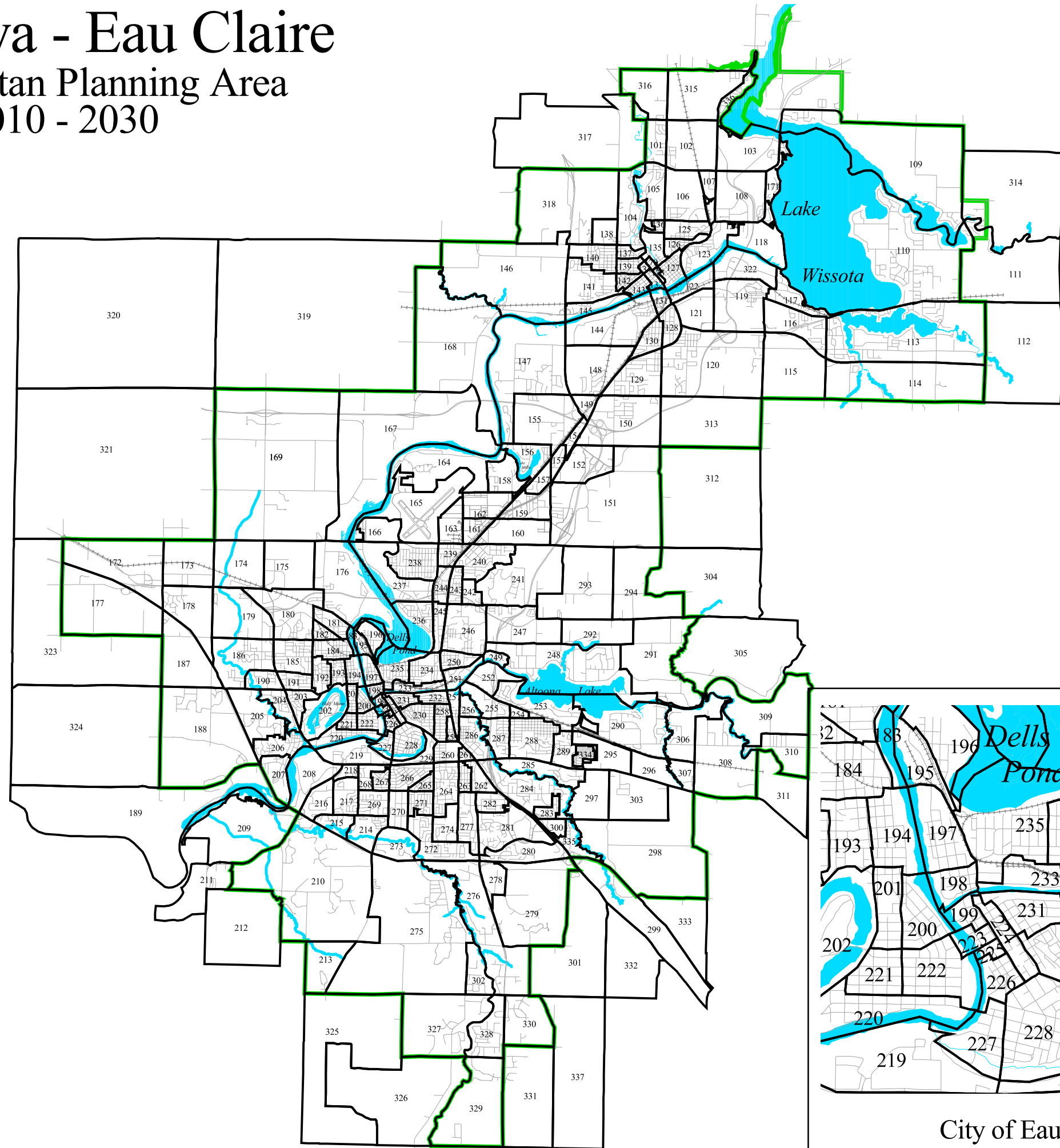
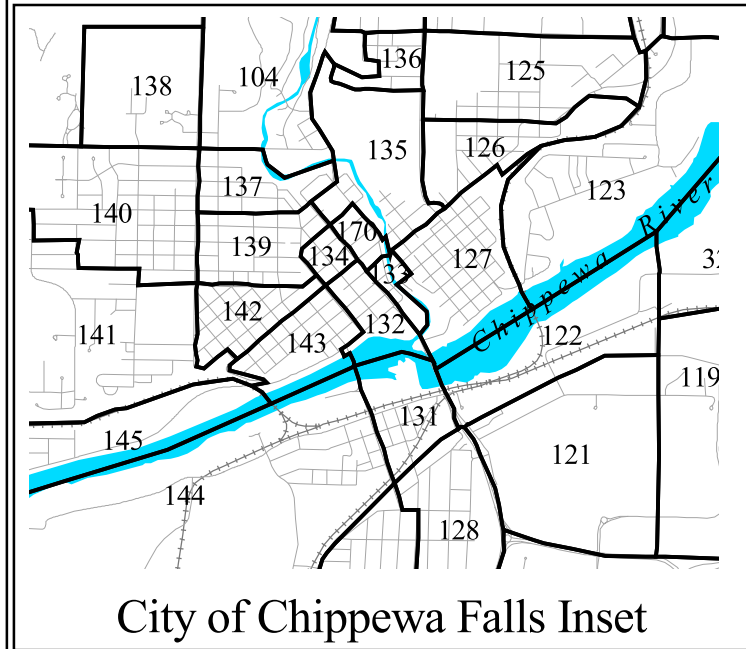
These elements were addressed in the 2006 plan. This document reaffirms and updates these areas of concern, while adding two sections discussing sustainability and livability and performance measures.

Public Involvement

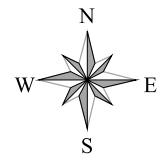
The metropolitan transportation planning process for the Chippewa-Eau Claire MPO has developed and adopted (July 11, 2007) a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and Transportation Improvement Programs (TIPs). The plan is consistent with all applicable federal regulations relating to the fair and equal treatment of all segments of the population. In addition to traditional public notices, input is solicited from stakeholder contacts (see Appendix A). For this update, the stakeholder contacts were notified of the plan update, in its early stages. They were made aware of the 2006 plan’s availability on the WCWRPC website, and asked for any input on issues for consideration in plan update process. They were also made aware of the availability of draft update documents, and given opportunity to review and comment. Appendix A chronicles the public involvement process employed in the development of this update of the Long Range Transportation Plan for 2030.

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Chippewa - Eau Claire Metropolitan Planning Area 2010 - 2030



Traffic Analysis
Zones
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— 2030 Metropolitan Planning Area Boundary

