

CHIPPEWA-EAU CLAIRE

# MPO QUARTERLY

May 2022

Edition #06



Eau Claire  
Transit Center  
*Project update*

Bipartisan  
Infrastructure Law  
*Update on funding  
sources available*

Vehicle Idling  
*Options to  
reduce vehicle  
idling around  
schools*



COORDINATE

PARTNER

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SERVE

## Eau Claire Transit Center Update

Since the groundbreaking for the new Eau Claire Transit Center last September, lots of progress has been made on the structure. The facility is going to be six-stories with the bus transfer center on the ground floor. Above that will be two levels of parking and three-levels of apartments will be the top half of the building. A total of 21 different companies are working on the project.

The bus transfer center portion of the building is on schedule to be completed by the end of 2022. Once the residential portion of the building is complete, the roads adjacent to the facility will be able to be opened, and then the buses can start using the new transfer center. The hope is that will be completed in Spring 2023.

Back in 2015 and 2016, the MPO worked with the City of Eau Claire and Eau Claire Transit on the Site Selection Study for the new transit center.

## Map of the Quarter

See Page 4 for the Map of the Quarter.

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## Project Updates

City of Altoona Bike/Ped & Safe Routes To Parks Plan - Final Draft has been completed and City is reviewing.

CTH T Official Mapping - Governing bodies are voting on final alternate.

City of Eau Claire Bike/Ped Plan Further Study Report - Project was completed in late April.

Eau Claire County Crash Report 2022 - Project was completed in late April.

City of Chippewa Falls Wayfinding Plan - Inventory of existing signage is being completed this Spring.

Chippewa Valley SRTS Partnership and various projects - Ongoing. Completed inaugural [Walk and Roll Challenge](#) for all three school districts.

Chippewa Valley Bike Routes - Additional signage is currently being purchased and installed.

Capital Improvement Plan Story Maps - City of Chippewa Falls and Chippewa County updates are completed. Eau Claire County will be started in early Summer.

Town of Washington London Road Sidewalk Analysis - project was completed in late April.

**Cover Photo:** Eau Claire Transit Center under construction in downtown Eau Claire.

## Bipartisan Infrastructure Law (BIL)

Since our last newsletter, there have been some additions to the BIL. We encourage you to keep updated on the Wisconsin Department of Transportation (WisDOT) BIL [webpage](#). The webpage describes what is allowed in each program. In addition, the webpage has a list of YouTube presentations that describe and update the funding programs, which were hosted by WisDOT. Applications and application information can also be found on the webpage.

FY 2023-2026: Applications due June 3.

WisDOT is soliciting projects for 2023-2026:

- *Surface Transportation Program (STP)*
- *Local Bridge Improvement Assistance Program*
- *Congestion Mitigation & Air Quality (CMAQ) Improvement Program*

Transportation Alternative Program (TAP): Applications due June 3. These projects are for pedestrian and bicycle related projects only.

- *Supplemental 2022-2023 solicitation. Limited to non-infrastructure Safe Routes to School (SRTS) programming projects or non-infrastructure planning studies.*

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## Vehicle Idling and Childhood Health

Many communities (including some in the MPA) have ordinances that do not allow unattended vehicles to have their motor running on public streets. A growing trend is to not allow vehicle idling, regardless of occupancy, when the vehicle is located within a certain distance of a school, day-care, or other facilities that are home to more vulnerable population groups, specifically children.

The Environmental Protection Agency (EPA) states, "Monitoring at schools has shown elevated levels of benzene, formaldehyde, acetaldehyde and other air toxics during the afternoon hour coinciding with parents picking up their children. Children's lungs are still developing, and when they are exposed to elevated levels of these pollutants, children have an increased risk of developing asthma, respiratory problems and other adverse health effects."

The EPA has an Idle-Free Schools Toolkit. This YouTube [video](#) describes the importance of idle-free zones around schools and the EPA Toolkit.

**The Chippewa-Eau Claire MPA includes:**

The cities of Altoona, Chippewa Falls, and Eau Claire, the Village of Lake Hallie, and all or parts of the towns of Anson, Brunswick, Eagle Point, Hallie, Lafayette, Pleasant Valley, Seymour, Tilden, Union, Washington, and Wheaton.  
[www.wcwrpc.org](http://www.wcwrpc.org) 715.836.2918



## Indirect Left Turns (Part II)

In the December 2021 Newsletter, we introduced the Indirect Left Turn, also known as the Michigan Left Turn. In looking into the topic further, we contacted the staff at the City of Tucson Department of Transportation & Mobility, as Tucson has incorporated this type of turn on a few of their streets, and we were curious if any data had been gathered regarding a change in crashes.

Due to their data gathering for before and after the changes, we wanted to pass that data along in this newsletter. As you can read on the last page of the newsletter, there has been a significant reduction of crashes at the intersection that was studied in detail. This intersection includes the roads Grant and Oracle (map on right), both of which have six travel lanes, bike lanes, transit stops, and speed limits of 35 mph and 40 mph, respectively. The left turns at the intersection were eliminated for Grant (east/west street). The Indirect Left Turns can be seen on the map with the lighter colored pavement.

After the reconfiguration, the intersection is experiencing only 60% of the crashes it had before, and in talking

with City staff, higher severity crashes have been reduced as well. This [link](#) provides the webpage where the City of Tucson describes the project and the five reasons for Indirect Left Turns: crash reduction by reducing the number of conflict points, shorter pedestrian crossing time/distance, lower vehicular delay, reduced fuel consumption, and lower right-of-way acquisition costs at the intersection.



## Contact Information

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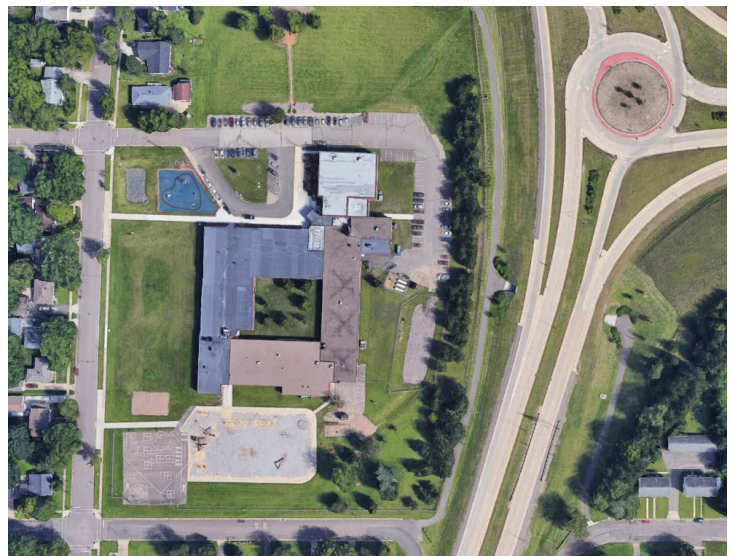
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## MPA Geography - 101

How good is your geography in the MPA? In 2022, we will show a different aerial photo of the MPA, and you can try and see if you know where it is located.



**What's Your Guess Answer:** This photo is of Southview Elementary School in Chippewa Falls. In addition, the State Highway 124/Business 29 roundabout is in the northeast corner of the photo. Here is a [link](#) to the web map.

# Map of the Quarter

Project: City of Eau Claire - Bicycle and Pedestrian Plan Further Study Report  
Map: Demographic Needs Assessment

MPO staff recently worked with the City of Eau Claire on their Bicycle and Pedestrian Plan Further Study Report. This report analyzed 21 different areas in the City that their Bicycle and Pedestrian Plan highlighted as needing further study. One important aspect of the project was to look at U.S. Census data for four demographic categories at the Block Group level. These categories were Poverty, Minority Population, Persons with Disabilities, and Vehicle Ownership. The map below shows the results of an analysis that scored each Census Block based on the four demographic categories. The analysis aimed to understand how these demographic indicators interacted and to identify the areas with the highest concentration of the four factors. As can be seen on the map, Study Area 24 has the highest score, followed by Study Areas 14, 15, and 20.

Understanding the overlap of these populations can aid in the identification of the most at-risk populations in the City. Families located in these areas likely rely significantly more on walking and biking to their destinations and/or transit stops. This in turn ensures that areas where existing social needs are greatest are given a closer look. The analysis was incorporated into how the different projects are prioritized.

## HOW THE NEEDS ASSESSMENT WAS CALCULATED:

### Step 1 - Block Group Weighted Average

- To combine the four demographic indicators (Poverty, Minority Population, Persons with Disabilities, and Vehicle Ownership) a weighted average approach was used to calculate the score for each block group. Each block group was weighted equally, accounting for 25% of the score each.

### Step 2 - Block Group Scoring

- Once the weighted score was determined, the block groups were split into 5 classes based on that score and assigned a point value from 0-4.

### Step 3 - Future Study Area Scoring

- Finally, an intersect analysis was completed to provide an overall demographic score for each study area. The number of block groups within the study area were counted, then the block groups within those areas' scores from step 2 were added up. Using those numbers, the mean of each block group was calculated to provide the final needs assessment score.

Needs Indicator = (Sum of BG Scores) / (# of BG)

## Demographic Needs Assessment

The map to the right displays the results of the demographic needs assessment. The previous demographic factors were analyzed to provide an overall score to each block group. The study areas were then assigned a score based on the block groups it intersected, which are displayed in the table below.

0 Points

1 Points

2 Points

3 Points

4 Points

Future Study Areas

| Study Area | Needs Indicator | Study Area | Needs Indicator |
|------------|-----------------|------------|-----------------|
| 1          | 0.5             | 14         | 3.3             |
| 2          | 0.5             | 15         | 3.3             |
| 3          | 0.7             | 16         | 3               |
| 4          | 1               | 20         | 3.3             |
| 5          | 2.3             | 21         | 2.7             |
| 6          | 3               | 23         | 2               |
| 7          | 3               | 24         | 3.4             |
| 8          | 2.5             | 25         | 1.3             |
| 10         | 0.7             | 27         | 2               |
| 11         | 2.8             | 28         | 1.8             |
| 12         | 2.4             |            |                 |

Data Sources:

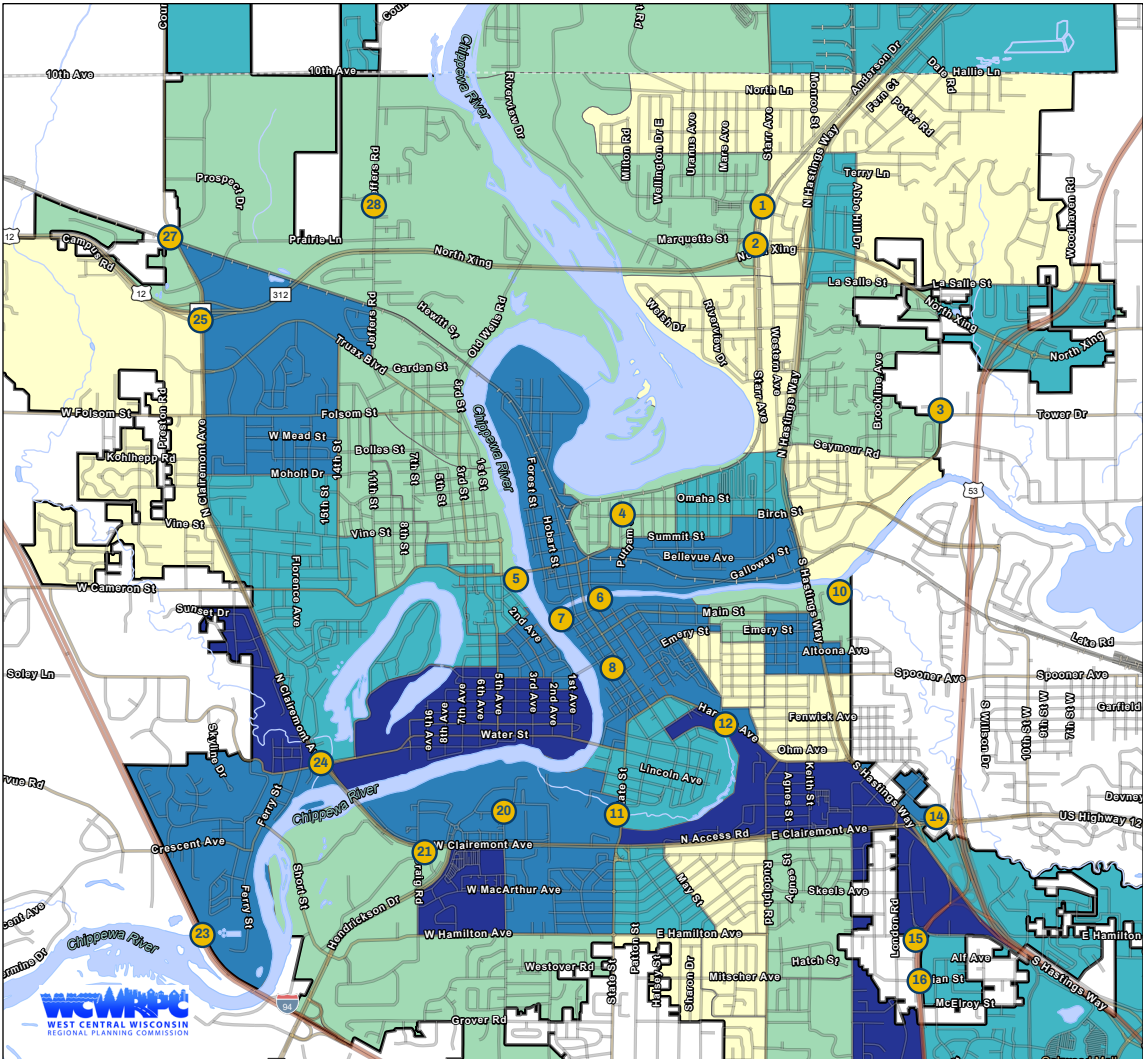
WisDOA, WISLR, WCWRPC, City of Eau Claire, ESRI

0

0.75

1.5 Miles

N





## Indirect Left Turns (Part II) - continued

The table below shows the detailed data from W. Grant Road and N. Oracle Road. These data show the increase in safety after the intersection was changed from Grant Road having left turns at the intersection to Grant Road having indirect left turns after the intersections. Oracle still has left turns in both direction at the intersection with Grant. Note 3 should be highlighted, as it says that the crashes also include the intersections/u-turns at the two intersections that are now used for the left turns. Therefore, these crash numbers are for all three intersections: Oracle, 10th Ave., and 14th Ave.

From City of Tucson Department of Transportation and Mobility

| W Grant Rd and N Oracle Rd<br>April 22, 2019      |           |           |          |          |           |           |               |           |
|---|-----------|-----------|----------|----------|-----------|-----------|---------------|-----------|
| Crash Data - Before and After Indirect Left Turns |           |           |          |          |           |           |               |           |
| Movement  | Year      |           |          |          |           |           | 3-Year Period |           |
|   | 2009      | 2010      | 2011     | 2015     | 2016      | 2017      | Before        | After     |
| Left Turn   | 2         | 4         | 4        | 2        | 4         | 7         | 10            | 13        |
| Head On   | 3         | 0         | 0        | 0        | 1         | 0         | 3             | 1         |
| Single Vehicle                                    | 0         | 5         | 1        | 3        | 3         | 5         | 6             | 11        |
| Rear End  | 12        | 19        | 2        | 0        | 6         | 5         | 33            | 11        |
| Angle   | 0         | 2         | 0        | 0        | 1         | 1         | 2             | 2         |
| Side Swipe  | 12        | 9         | 0        | 1        | 3         | 3         | 21            | 7         |
| Bike  | 0         | 0         | 0        | 0        | 0         | 0         | 0             | 0         |
| Pedestrian  | 1         | 3         | 0        | 1        | 1         | 1         | 4             | 3         |
| Other   | 0         | 0         | 0        | 0        | 0         | 0         | 0             | 0         |
| <b>Total</b>                                      | <b>30</b> | <b>42</b> | <b>7</b> | <b>7</b> | <b>19</b> | <b>22</b> | <b>79</b>     | <b>48</b> |

### Notes:

1. Construction began mid June 2012.
2. Construction was substantially complete December 2013.
3. Crash data includes intersections/U-turns at N 14th Ave and N 10th Ave.
4. In 2011 TPD stopped reporting many crashes that did not involve injuries.
5. 2009: Injury information not in database; zero fatalities.
6. 2010: Injury information not in database; two pedestrian fatalities.
7. 2011: Injury information not in database; zero fatalities.
8. 2015: 4 injuries; two serious (left turn, single vehicle/pedestrian.)
9. 2016: 11 injuries; none serious.
10. 2017: 4 injuries; one pedestrian fatality.