

CHIPPEWA-EAU CLAIRE

MPO QUARTERLY

02.2021
Edition #01

TAP Awards
*Funding for
three local
bicycle and
pedestrian
projects*

Project Updates
*List of ongoing
and future 2021
projects*

Speed Limits
*Do they impact
property values?*



Welcome

As many of you know, Ann Schell retired earlier in February, and I took her position as the MPO Director. I started working at the WCWRPC in 2007, and I worked with Ann in the MPO for the past three years. As the new director, one of the first things I wanted to do is welcome you to the first issue of the Chippewa-Eau Claire MPO newsletter. Our hope with this newsletter is to update you on our ongoing projects, provide you with some innovative ideas we come across while working on different projects, possible funding sources, some fun information and tidbits about our MPA, and continue to strengthen our relationship with all the communities and other transportation partners in the MPA. These newsletters will not be extensive, roughly three pages. They will be quarterly, and we will send them out via an attachment to an email. If at any time you wish to be taken off our newsletter list, please feel free to contact us. In addition, if you know of someone that would want to be on the list, please have them contact us.

Over the next couple of months, I will be reaching out to each of your communities to introduce myself and discuss with you how the MPO can better work with you as a partner. We want to be a strong partner with all the local communities, counties, and other transportation stakeholders in the MPA.

In addition, I would like to introduce you to Edwin Rothrock who joined the MPO staff in November. Edwin moved here from Topeka, Kansas, where he was the Director of Planning for the Topeka Metro bus system. He has already started on several projects.

Lastly, myself and all of the other WCWRPC staff that work on MPO projects are excited to continue to work with you on transportation related projects in the MPA.

Eric Anderson

Project Updates

Long Range Transportation Plan - adopted 02.03

City of Altoona Bike/Ped & Safe Routes To Parks Plan - starting in February

CTH T Official Mapping - started in January

Chippewa Valley Bike Map - planned finish in March

Official Mapping White Paper - planned finish in March

Chippewa Falls Safe Routes To School Plan - final draft to task force in March

City of Eau Claire - Bike/Ped Plan Further Study Report - anticipated start in March

West Central Wisconsin County Crash Report - planned finish in April

City of Chippewa Falls Wayfinding Plan - anticipated start in May

Chippewa Falls Shared Ride Taxi administration - ongoing

Chippewa Valley SRTS Partnership - ongoing

TAP Awards

Communities and school districts in the MPA recently received three WisDOT Transportation Alternatives Program (TAP) grant awards. The awardees were the City of Eau Claire, Chippewa County/Town of Lafayette, and WCWRPC. These awards fund 80% of project/program costs.

City of Eau Claire: Half Moon Trail - This trail will connect Half Moon Lake/Mayo Health System north to Folsom Street where it connects with the current High Bridge Trail, just south of Roosevelt Elementary School.

Chippewa County/Town of Lafayette: 50th Avenue multi-use trail - This trail connects to the new Stillson Elementary School and also crosses the STH 29 bridge.

WCWRPC: West Central Wisconsin Regional Safe Routes To School (SRTS) Program - This program will allow for the continuation of the Chippewa Valley SRTS Partnership, complete SRTS plans for Amery, Bloomer, Cumberland, Fall Creek, Osceola, and Thorp, and provide SRTS resources for all school districts in the seven county region.

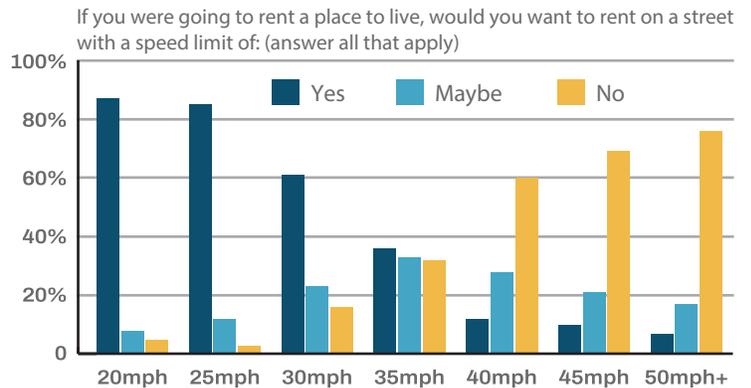
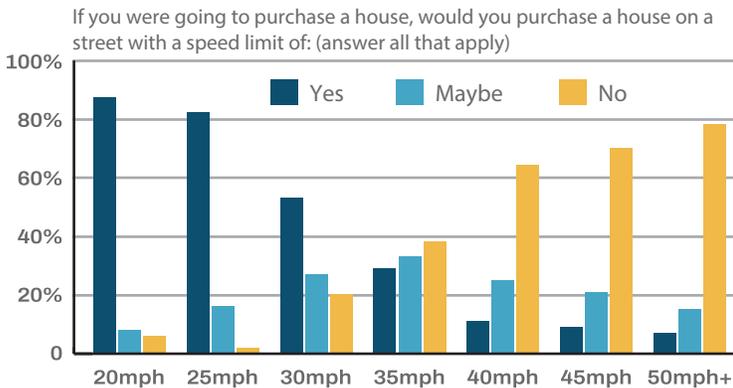
Combined, these projects were awarded roughly \$1.2 million.

Cover Photo: Southview Elementary School crosswalk during a SRTS walk/bike audit in October.

Speed Limits and Residential Property Values

Do speed limits impact residential property values? Are people less inclined to purchase or rent housing along a street that has a higher speed limit than a street that has a lower speed limit? During the Long Range Transportation Plan process, we inquired. The results show that far fewer people would consider purchasing and renting along streets with higher speed limits. Two items of note are the significant changes between 25mph and 30mph, and 35mph being where the responses are almost equal. This shows that housing along 20mph and 25mph streets are significantly more desirable than with 30mph+ speed limits, which would strengthen those property values along those streets and reduce property values along streets with higher speed limits.

It needs to be noted that some respondents commented that they equated "Yes" for 45mph and 50mph+ as desiring to live in more rural areas, where most housing is set far back off the street. If those responses were not in the survey and this was specifically for urban areas, the data would be even more significant in favor of living on streets with slower speed limits. If done again, we would address that in the survey question.



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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.

Inside the MPA:

What's Your Guess?

Between 2014-2018, how many deer-related crashes were reported to local law enforcement in the MPA? What's the annual average?

Did You Know?

From 1990 to 2020, the MPA experienced a population increase of 27,976 (933/year). During the same time, the number of households in the MPA increased by 14,198 household (473/year). Those increases are 30 percent and 39 percent, respectively, from their 1990 totals.

What's Your Guess Answer: Between 2014-2018, there were 1,876 reported deer crashes just in the MPA. That averages to 375 a year. Data show that many deer related crashes are not reported to law enforcement, so this number is at least a little higher, if not significantly higher.