

CHIPPEWA-EAU CLAIRE

MPO QUARTERLY

April 2021

Edition #02

Public Input

Preference for safety, multi-modal, small scale projects

Freight Issues

A look inside current global freight issues

Roundabouts

Freakonomics podcast discusses benefits



Outreach

Over the past two months, MPO staff has reached out to all the towns, cities, villages, and counties in the MPA. In addition, staff reached out to State of Wisconsin DNR, Chippewa Valley Regional Airport, and Eau Claire Transit. This list totaled 20 contacts. From that initial reaching out, staff has already held meetings with seven different entities, have meetings/presentations planned with a few more, and have communicated by email with most of the others.

These meetings and correspondence have allowed me to introduce myself to those in the MPA that I have not worked with in the past and to also discuss ideas and opportunities for the MPO to work with and provide assistance to all the communities and other stakeholders in the MPA. Lots of new and interesting project ideas have been generated from these meetings, and we are excited to continue working with all of you in the future.

Eric Anderson - MPO Director

Project Updates

Long Range Transportation Plan - adopted in February

Chippewa Falls Safe Routes To School Plan update - completed in March

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

CTH T Official Mapping - public outreach starting in summer

Chippewa Valley Bike Map - planned finish in May

Official Mapping White Paper - planned finish in May

City of Eau Claire - Bike/Ped Plan Further Study Report - started in April

West Central Wisconsin County Crash Report - planned finish in June

City of Chippewa Falls Wayfinding Plan - starting in May

Chippewa Falls Shared Ride Taxi administration - ongoing

Chippewa Valley SRTS Partnership and various projects - ongoing

Chippewa Valley Bike Routes - ongoing

Cover Photo: Railroad facility in Altoona.

Inside Current Global Freight Issues

One facet of our regional transportation system that is often not discussed as much as others is freight. Freight enters the Chippewa Valley by rail, highway, and air. These goods mostly come from overseas. When global freight issues exist, the time to get goods to businesses and consumers in the region are often impacted. Due to multiple variables, there is currently a major global supply-chain issue with freight. This well-done *Wall Street Journal* five-minute [video](#) details the cargo ship logjam in Los Angeles that is causing much of the problem and how long it will take to get back to normal.



Listening Recommendation

In March, the popular podcast Freakonomics had an episode titled *Should Traffic Lights Be Abolished?*. The 50-minute podcast looks at the pros and cons for roundabouts. It is a very interesting listen that discusses the history, costs, and safety aspects of roundabouts. You can listen [here](#).



March 10, 2021 @ 11:00pm
by **Stephen J. Dubner**
Produced by **Mary Diduch**



LISTEN NOW:



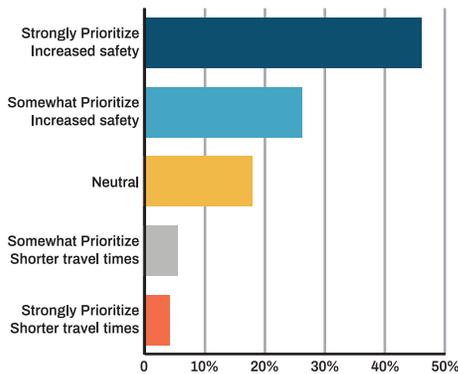
Americans are so accustomed to the standard intersection that we rarely consider how dangerous it can be - as well as costly, time-wasting, and polluting. Is it time to embrace the lowly, lovely roundabout?

Transportation Project Types - What The Public Values

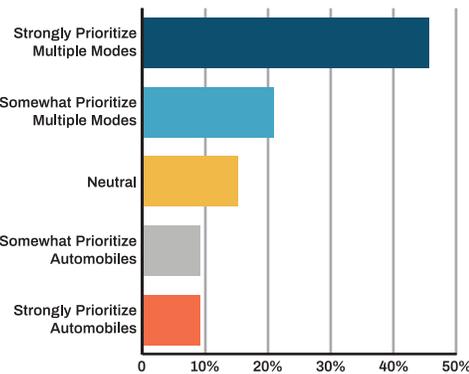
During the Long Range Transportation Plan update, survey respondents answered three questions based on their priorities for different types of transportation infrastructure. These priority questions looked at safety and travel times, projects for multiple modes of transportation and only automobiles, and more small-scale projects and fewer large-scale projects. Respondents overwhelmingly favored prioritizing increased safety (72%) over shorter travel times (10%), and multiple modes (66%) over just automobiles (18%). These ratios are over 7 to 1 and 3.5 to 1, respectively. In addition, respondents favored many small-scale projects (46%) over few large-scale projects (30%).

These priority questions helped mold the updates to the MPO Long Range Plan’s goals, objectives, and strategies. In addition, it should help guide local planners, engineers, and elected officials in identifying and planning infrastructure and non-infrastructure projects and programs in their respective communities.

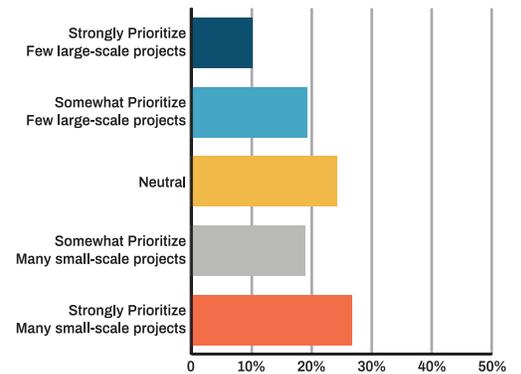
Safety vs. Travel Times



Multiple Modes vs. Automobile



Large Scale vs. Small Scale



Contact Information



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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?

What stretch of road in the MPA has the highest daily traffic volume, and how many vehicles pass through that stretch in a day?

Did You Know?

Local roads account for almost 2/3 of all road miles in the MPA. The percentages of all road classifications include:

- Local: 63.3%
- Collector: 15.6%
- Minor Arterial: 10.2%
- Principal Arterial: 9.3%
- Interstate Highway: 1.6%

What’s Your Guess Answer: The segment with the highest traffic volume in the MPA is USH 53 between Golf Road and STH 29. All the daily counts along this stretch are at least 33,200. The highest count on this segment is 47,100, between River Prairie Drive and STH 312. This 2017 count shows growth of 14% from the 2014 count of 41,300.