

Chippewa-Eau Claire MPO Technical Advisory Committee

August 13, 2025
Meeting Packet



MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization Technical Advisory Committee

Wednesday, August 13, 2025
1:30 p.m.

Office @ Hand:
Meeting ID: 386102137

AGENDA

1. Call to order
2. Welcome and introductions
3. Approval of minutes of April 16, 2025 meeting
4. Review and recommendation of Amendment #9 (Projects) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2024-2028
5. Long Range Transportation Plan (Goals, Objectives, and Strategies and Data Discussion)
6. Review Draft 2025 Urban Work Program
7. Other Business
8. Establish next meeting date (tentatively September 17, 2025)
9. Adjournment

CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION



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Minutes of the Chippewa-Eau Claire Metropolitan Planning Organization Transportation Technical Advisory Committee

Meeting held virtually using Zoom, Wednesday, April, 16th, 2025, 1:30 p.m.

Members present: Doug Clary – Chippewa County Planning, Taylor Greenwell - City of Altoona Planning, Christien Huppert – Altoona Engineering, Brandon Cesafsky - City of Chippewa Falls Public Works, Brad Hentschel - City of Chippewa Falls Planning, Ned Noel – City of Eau Claire Planning, Al Rinka – City of Eau Claire Engineering, Katrina Running – Eau Claire Transit, Wesley Vleck – Town of Brunswick, John Ailie – Town of Seymour, Jennifer Meyer - Town of Union, Janelle Henning - Town of Washington, Chris Michels - WisDOT

Staff present: Eric Anderson & Edwin Rothrock - Chippewa-Eau Claire Metropolitan Planning Organization (MPO), Scott Allen – West Central Wisconsin Regional Planning Commission

Minutes

1. Mr. Eric Anderson called the meeting to order at 1:31 pm.
2. Introductions were made.
3. The minutes of January 8th, 2025, MPO TAC meeting were approved by all present following a motion by Ms. Henning, seconded by Mr. Cesafsky.
4. Mr. Eric Anderson presented Amendment #8 (Projects) to the 2024-2028 Transportation Improvement Plan for the Chippewa-Eau Claire MPO. A motion to recommend this amendment be adopted by the MPO Policy Council was made by Mr. Rinka, seconded by Mr. Greenwell, and all members present voted “Aye.”
5. Mr. Eric Anderson presented an update on progress and timing for the ongoing upcoming Long Range Transportation Plan project. This update included highlights from the online survey and Public Meeting held in Altoona, Eau Claire, and Chippewa Falls. He thanked the entities that make up the MPO for their strong support which led to over 1100 responses to the online survey. Mr. Anderson also discussed the draft Vision and Goals section of the Plan.
6. Other Business – none
7. Established next meeting date tentatively as August 13th, 2025.
8. At 2:06 pm, a motion to adjourn was made by Mr. Vleck, seconded by Ms. Running, and passed by all.

Agenda Item 4: TIP Amendment #9

2024-2028 TIP - Amendment #9 Project Listing

(in 2025 \$; in thousands of \$)

Primary Jurisdiction/ Project Sponsor	Project Description	Type of Cost	Jan - Dec 2024				Jan - Dec 2025				Jan - Dec 2026				Jan - Dec 2027				Jan - Dec 2028			
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total
Transit - Capital																						
WisDOT	WEVI Fast charging																					
TIP # 370-24-030	US53 - Chippewa County	PE	0	0	0	0	20	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0
	WEVI projects using NEVI funds with 4+ ports	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Within one-mile of exit along US-53	CONST	0	0	0	0	0	0	0	0	600	0	150	750	20	0	5	25	20	0	5	25
TOTAL							0	0	0	0	20	0	5	25	600	0	150	750	20	0	5	25
Transit - Operating																						
WisDOT	WEVI Fast charging																					
TIP # 370-24-031	I94 - Eau Claire County	PE	0	0	0	0	20	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
	WEVI projects using NEVI funds with 4+ ports	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Within one-mile of exit along I-94	CONST	0	0	0	0	0	0	0	0	600	0	150	750	20	0	5	25	20	0	5	25
TOTAL							0	0	0	0	20	0	5	25	600	0	150	750	20	0	5	25
Bicycle/Pedestrian																						
Highway																						
WisDOT	IH94																					
1020-06-79	Multiple Bridge Structures	PE	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	0	0	0	0
	Bridge Deck Sealing	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	24 structures are in the MPA	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	233	58	0	291
TIP # 370-24-023	(0.0 mi.)																					
Amendment #9	NHPP	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	233	58	0	291
WisDOT	Various Highways																					
1021-01-81	IH 94 & USH 53 thin polymer overlay	PE	0	0	0	0	0	0	0	0	44	11	0	55	0	0	0	0	0	0	0	0
	Bridge Preventative Maintenance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2 Structures in the MPA	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	827	207	0	1,034
TIP # 370-24-020	(0.0 mi.)																					
Amendment #9	NHPP	TOTAL	0	0	0	0	0	0	0	0	44	11	0	55	0	0	0	0	827	207	0	1,034
WisDOT	Various Highways																					
8080-00-74	NW REGION, THIN POLYMER DECK OVRLY	PE	26	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Preventative Maintenance	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1 Structure in the MPA	CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	35	0	175
TIP # 370-24-001	(0.0 mi.)																					
Amendment #9	STBG-X	TOTAL	26	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0	140	35	0	175
WisDOT	USH 53																					
7905-00-71	USH 10 W to Old Town Hall Road	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Pavement Replacement	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	1,614	403	0	2,017	0	0	0	0
TIP # 370-20-014	(15.418 mi/2.5 MPA)																					
Amendment #9	STBG-R	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,614	403	0	2,017	0	0	0	0
WisDOT	USH 12																					
7080-00-10, 20, 80	Prill Road Intersection	PE	0	0	0	0	232	26	0	258	0	0	0	0	0	0	0	0	0	0	0	0
	Intersection/Safety	ROW	0	0	0	0	0	0	0	0	0	359	0	359	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	844	94	0	938	0	0	0	0
TIP # 370-24-027	(0.2 mi.)																					
Amendment #9	HSIP YS30	TOTAL	0	0	0	0	232	26	0	258	0	359	0	359	844	94	0	938	0	0	0	0
WisDOT	STH 124																					
8610-04-76	Duncan Creek Bridge B-09-0001	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bridge Rehabilitation	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	596	149	0	745	0	0	0	0
TIP # 370-23-006	(0.0 mi.)																					
Amendment #9	NHPP	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	596	149	0	745	0	0	0	0
WisDOT	STH 124																					
8600-00-05	CTH S to CTH Y East	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	18	0	89
	Cold in Place Recycling	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-24-028	(6.696 mi./ 2.7 MPA)																					
Amendment #9	NHPP	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	18	0	89
WisDOT	STH 37																					
7110-00-03	Lowes Creek Bridge B-18-0146	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	8	0	40
	Bridge Rehabilitation	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-24-029	(0.0 mi.)																					
Amendment #9	STBG-X	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	8	0	40
WisDOT	Various Highways																					
7995-02-72	STH 93, 312 & USH 12 Curb Ramps	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Curb Ramp Standalone	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	1,666	417	2	2,085	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-21-005	(4.02mi.)																					
Amendment #9	NHPP	TOTAL	1,666	417	2	2,085	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT	STH 124																					
8610-08-22	CTH S to STH 64	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Resurface	ROW	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIP # 370-19-011	(10.61 mi. / 2.0 MPA)																					
Amendment #9	State Funding	TOTAL	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa County	CTH T																					
Eau Claire County	STH 312 to STH 29	PE	0	0	0	0	600	0	165	765	400	0	200	600	0	0	0	0	0	0	0	0
	Road Reconstruction	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CONST	0	0	0	0	0	0	0	0	0	0	0	0	10,000	0	3,200	16,000	0	0	0	0
TIP # 370-22-020	(3.5 mi.)																					
Amendment #9	STPR and SPTU	TOTAL	0	0	0	0	600	0	405	1,965	400	0	200	600	0	0	0	0	0	0	0	0

Agenda Item 5: LRTP - Goals, Objectives, and Strategies

The following goals, objectives, and strategies are intended to guide the development of this Long Range Transportation Plan, other local plans, and to help guide the design and operation of the transportation system serving the MPA. The goals, objectives, and strategies will be used as a guide in reviewing proposed transportation improvements, as well as the on-going monitoring of the continuous planning process.

In addition to using the stated goals, objectives, and strategies to weigh alternatives and make recommendations in this and other plans produced by the MPO, staff intends to work with all the jurisdictions in the MPA in the development and evaluation of transportation plans and improvement programs, as well as the implementation of those plans, relative to these goals, objectives, and strategies.

The following goals, objectives, and strategies have been developed to guide transportation planning and investment decisions impacting the MPA. Goals are broad purpose statements. Objectives are more specific outcomes related to the goal. Strategies are action items that a community and/or organization can take to meet the objective and goal.

Goal 1: The Chippewa-Eau Claire Urban Area is a national leader on transportation safety.

Objectives:

1. There is a consistently low and decreasing number of crashes, injuries, and deaths within the transportation system.
2. Applicable Federal, State, and local transportation safety performance measures are met.

Strategies:

1. Monitor and increase the safety of the transportation system through consistent facility improvements, education, data gathering, and law enforcement programs.
2. Each unit of government works to decrease crashes at their intersections with the highest number of crashes and crash rate.
3. Include safety treatments for all appropriate pedestrian and bicycle facilities, including installing pedestrian and bicycle infrastructure that is separated from vehicle traffic.
4. Employ engineering and enforcement measures to reduce driver behaviors that contribute to an increase in crashes (e.g. speeding, distracted driving, operating under the influence).
5. Incorporate Complete Streets practices throughout the MPA.
6. Create a regional Vision Zero Program or Vision Zero best practices document.
7. Create a promotional campaign that highlights the leading causes of crashes in the MPA.

Goal 2: The transportation infrastructure is dependable, and the infrastructure quality is kept up to the highest standards.

Objectives:

1. Roads, freight rail, passenger rail, airports, public transit, bicycles, and walking are all key, and adequately funded, working parts of the transportation network.
2. Upkeep of the existing transportation system is a high priority, and is prioritized ahead of funding infrastructure for new development.

Goals, Objectives, and Strategies

Strategies:

1. Maximize the use of available State and Federal funds in the planning and development of the transportation system.
2. Incorporate measures to develop a transportation system which is increasingly energy efficient.
3. Encourage efficient air, rail, and intercity bus transportation between the MPA and other population centers.
4. Focus funding and reinvestment on existing developed areas.
5. Research innovative and valuable ways to identify and map locations that need or will soon need transportation reconstruction.

Goal 3: There are multiple viable transportation mode options throughout the Chippewa-Eau Claire Urban Area.

Objectives:

1. The transportation system provides multi-modal alternatives for safe travel throughout the MPA, for all segments of the population.
2. The need to rely on personal automobile travel is reduced.

Strategies:

1. Continue to improve pedestrian, bicycle, and transit facilities to provide greater access to centers of employment, recreation, education, retail trade, and housing.
2. Work with WisDOT and other agencies and organizations to bring passenger rail service to the Chippewa Valley.
3. Promote higher-density development in downtowns and other multi-use areas.
4. Promote infill and redevelopment along major transportation corridors and transit routes.
5. Continue to sustain, improve, and add convenience and comfort to the local public transit systems to serve both transit-dependent and discretionary riders, and identify opportunities for increasing system-wide ridership.
6. Explore alternative funding sources for the maintenance and enhancement of a coordinated transit system throughout the MPA.
7. Create promotional campaigns and mapping that highlights non-car opportunities for traveling in the MPA.
8. Work to create transit options that connect Chippewa Falls, Lake Hallie, Eau Claire, and Altoona.

Goal 4: The local economy is strengthened by the transportation system.

Objectives:

1. Goods and services are efficiently and economically moved through and in and out of the MPA.
2. There is easy and low-cost access to employment options throughout the MPA.

Strategies:

1. Continue to foster and support the economic goals of the area in the planning and development of our transportation system.
2. Work with appropriate parties to find ways to enhance and promote intermodal and transload facilities, and other areas of concentrated freight movement.
3. Research the feasibility of areas in the MPA where the 15-minute city concept could be

Goals, Objectives, and Strategies

incorporated.

Goal 5: The transportation system adds to the quality of life and does not negatively impact daily life.

Objectives:

1. Transportation infrastructure does not have short-term or long-term negative economic impacts to communities and private property.
2. Local units of government coordinate land use and transportation planning processes to make sure quality of life is enhanced.
3. The transportation system produces limited air and noise pollution.

Strategies:

1. Locate and design transportation facilities and services that do not expose people and the environment to harmful and/or nuisance levels of air, water, and noise pollution.
2. Minimize the negative impact on prime agricultural lands, wetlands, other environmentally sensitive areas, and the destruction of historic and/or culturally significant buildings and sites.
3. Encourage development in areas that can be served by existing or planned transportation facilities and discourage development that is not compatible with existing or planned transportation facilities.
4. Continue to develop downtowns and other strategic multi-use locations as comfortable environments for pedestrians and bicyclists and are designed to promote and initiate social interaction.
5. Establish speed limits that are appropriate for adjacent and near adjacent land uses and that help increase residential desirability and home values.
6. Incorporate multi-modal transportation policies to enhance the economic and social vibrancy of downtowns and other key commercial areas.
7. Embrace, incorporate, and prioritize small-scale projects that are less expensive to build and maintain, and meet local neighborhood mobility needs.
8. Engineer facilities to move people and cars, and in higher pedestrian areas to move people more comfortably than cars.
9. Enhance residential neighborhoods so they are equally accessible to walking, biking, and vehicular traffic.