

Chippewa-Eau Claire MPO Policy Council

August 27, 2025
Meeting Packet



MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization Policy Council

Wednesday, August 27, 2025
5:30 p.m.

Meeting Location:
Chippewa-Eau Claire MPO
Banbury Place, 800 Wisconsin St.
Building 2 – Room 405H
Eau Claire, WI

AGENDA

1. Call to order
2. Welcome and introductions
3. Approval of minutes of May 07, 2025 Policy Council meeting
4. Review of minutes of August 13, 2025 TAC meeting
5. Review and approval of Amendment #9 (Projects) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2024-2028
6. Long Range Transportation Plan (Goals, Objectives, and Strategies and Crash Data Discussion)
7. Review Draft of 2025 Urban Work Program
8. Other Business
9. Establish next meeting date (tentatively October 08, 2025)
10. Adjournment



**Minutes of the
Chippewa-Eau Claire Metropolitan Planning Organization (MPO) Policy Council
Wednesday, May 7th, 2025, 5:30 p.m.
Held at: Room 405H, Building 2, Banbury Place, 800 Wisconsin Street, Eau Claire, WI**

Members Present (4): Connie Russell – Eau Claire County (Vice-chair), Matt Biren – City of Altoona, Jason Hiess – City of Chippewa Falls, Emily Berge – City of Eau Claire

Non-Voting attendees: Deirdre Jenkins – Eau Claire County

Staff Present: Eric Anderson & Edwin Rothrock - Chippewa-Eau Claire MPO, Scott Allen – West Central Wisconsin Regional Planning Commission

Minutes

1. Vice-Chairman Russell called the meeting to order at 5:35 p.m.
2. Welcome and Introductions
3. Elect MPO Policy Council Chair and Vice-Chair for the next year. Mr. Anderson shared that Mr. Spilde, the current Chair, was unable to attend tonight's meeting due to an urgent meeting in the Village. He added that Mr. Spilde had said that he was willing to serve again as Chair if the Policy Council voted to elect him to a new term. Mr. Biren nominated Mr. Spilde to be Chair. There were no others nominated. All Policy Council members in attendance voted to retain Mr. Spilde as Chair. Ms. Berge then nominated Ms. Russell for the Vice-Chair position. There were no other nominations. All in attendance voted to retain Ms. Russell as Vice-Chair.
4. Review and Approval of the minutes of the January 19, 2025, MPO Policy Council Meeting. Mr. Biren moved to approve; Ms. Berge seconded the motion. The motion to approve passed unanimously.
5. The minutes of the April 16th, 2025, MPO Technical Advisory Committee (TAC) meeting were reviewed.
6. Mr. Anderson presented Amendment #8 (Projects) to the Chippewa – Eau Claire MPO Transportation Improvement Plan (TIP) 2024-2028. He explained that the update had been received from WisDOT for their project in the MPA. There was some discussion of timing of the project (US-12 Resurfacing). Mr. Heiss moved to approve; Ms. Berge seconded the motion. The motion passed unanimously.
7. Mr. Anderson presented the results of the public outreach efforts for the Long Range Transportation Plan update. The online survey received nearly 1,200 responses with over 2,200 comments. The three public meetings (at the Altoona Fish House March 4th from 9:00 am – 2:00 pm, at the Eau Claire Library March 6th from 2:00 pm – 7:00 pm, and at the Chippewa Falls Library March 11th from 2:00 pm – 7:00 pm) had over 30 attendees who provided 56 comments. He mentioned how the broad support from MPO members had been very helpful in getting robust public participation for the outreach and thanked members of the MPO for their commitment to providing support for this cycle. Mr. Anderson discussed upcoming steps in the development of the LRTP. There was some discussion of what steps can be taken to mitigate corridors and intersections with high incidences of crashes. Staff shared that there is an upcoming meeting with WisDOT to discuss safety along Clairemont/US-12.
8. Other Business –none
9. The next meeting date was tentatively set for August 27th, 2025.
10. Adjournment – Mr. Biren moved to adjourn the meeting; Ms. Berge seconded the motion. The motion passed unanimously. Ms. Russell adjourned the meeting at 6:30 p.m.

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

Members present: Fred Anderson – Chippewa County Highway Dept., Taylor Greenwell - City of Altoona Planning, Brandon Cesafsky - City of Chippewa Falls Public Works, Brad Hentschel - City of Chippewa Falls Planning, Al Rinka – City of Eau Claire Engineering (arrived late due to technical issue), Jon Johnson – Eau Claire County Highway Dept., Rod Eslinger – Eau Claire County Planning & Development Dept., Jennifer Meyer - Town of Union, Sara Husen – WisDOT, Mae Sommerfeld - WisDOT

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

Minutes

1. Mr. Eric Anderson called the meeting to order at 1:34 pm.
2. Introductions were made.
3. The minutes of April 16th, 2025, MPO TAC meeting were approved by all present following a motion by Mr. Johnson, seconded by Ms. Meyer.
4. Mr. Eric Anderson presented Amendment #9 (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. Johnson, seconded by Mr. Fred Anderson, 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 (LRTP) project. This update included a draft of the Goals, Objectives, and Strategies section and crash data. There was also a brief discussion of the next steps in the LRTP process. Ms. Sommerfeld asked if staff could produce a heat map for intersections with a high crash rate. Staff will look into the ability to do the map.
6. Other Business

Mr. Johnson announced that this will be his last meeting on the MPO TAC. He has accepted a position as the Eau Claire County Administrator.

Mr. Eric Anderson reminded members that the MioVison traffic study equipment is available at no charge to MPO members. He highlighted a recent traffic speed study completed for the City of Eau Claire and that the City of Eau Claire will be making traffic control changes at numerous intersections due to the studies.

Mr. Johnson brought up a previous suggestion that the TAC have a standing agenda item to discuss upcoming construction and other events that might impact transportation in the MPA. There was a consensus that such meetings would be useful and this will be added to future agendas.

7. Established next meeting date tentatively as September 17th, 2025.
8. At 2:28 pm, a motion to adjourn was made by Mr. Cesafsky, seconded by Ms. Meyer, and passed by all.

**Chippewa-Eau Claire MPO
Resolution No. 25-04**

AMENDMENT NUMBER 9 TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2024-2028), ADOPTION OF NEW AND AMENDED PROJECTS TO THE TIP.

WHEREAS, the Chippewa-Eau Claire Metropolitan Planning Organization (MPO) was designated by the Governor of the State of Wisconsin for the purpose of carrying out cooperative, comprehensive, and continuing urban transportation planning in the Eau Claire urbanized area; and

WHEREAS, all transportation projects in the Eau Claire urbanized area which are implemented with federal funds must be included in the annual elements of the Transportation Improvement Program (TIP) and approved by the MPO is a prerequisite for funding approval; and

WHEREAS, the 2024-2028 TIP was approved by the Chippewa-Eau Claire MPO in October 2023; and

WHEREAS, this amendment includes the addition or modification of projects to the 2024-2028 TIP, as attached; and

WHEREAS, the MPO has adopted and followed procedures for amendments to make such changes to the program; now therefore

BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE MPO:

That the Chippewa-Eau Claire MPO approves the amendment to the 2024-2028 TIP and that the newly added and modified projects are formally adopted, as attached.

Adopted this 27th day of August 2025

APPROVED:

ATTEST:

Gary Spilde
Chippewa-Eau Claire
Metropolitan Planning Organization

Eric Anderson, Secretary
Chippewa-Eau Claire
Metropolitan Planning Organization

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 TIP # 370-24-030	WEVI Fast charging US53 - Chippewa County WEVI projects using NEVI funds with 4+ ports Within one-mile of exit along US-53	PE	0	0	0	0	20	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0
		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	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	20	0	5	25
Transit - Operating																						
WisDOT TIP # 370-24-031	WEVI Fast charging I94 - Eau Claire County WEVI projects using NEVI funds with 4+ ports Within one-mile of exit along I-94	PE	0	0	0	0	20	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
		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	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	20	0	5	25
Bicycle/Pedestrian																						
Highway																						
WisDOT 1020-06-79 TIP # 370-24-023 Amendment #9	IH94 Multiple Bridge Structures Bridge Deck Sealing 24 structures are in the MPA (0.0 mi.) NHPP	PE	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	0	0	0	0
		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	233	58	0	291
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12	233	58	0	291
WisDOT 1021-01-81 TIP # 370-24-020 Amendment #9	Various Highways IH 94 & USH 53 thin polymer overlay Bridge Preventative Maintenance 2 Structures in the MPA (0.0 mi.) NHPP	PE	0	0	0	0	0	0	0	0	44	11	0	55	0	0	0	0	0	0	0	0
		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	827	207	0	1,034
		TOTAL	0	0	0	0	0	0	0	0	44	11	0	55	0	0	0	0	827	207	0	1,034
WisDOT 8080-00-74 TIP # 370-24-001 Amendment #9	Various Highways NW REGION, THIN POLYMER DECK OVRL Bridge Preventative Maintenance 1 Structure in the MPA (0.0 mi.) STBG-X	PE	26	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		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	140	35	0	175
		TOTAL	26	6	0	32	0	0	0	0	0	0	0	0	0	0	0	0	140	35	0	175
WisDOT 7905-00-71 TIP # 370-20-014 Amendment #9	USH 53 USH 10 W to Old Town Hall Road Pavement Replacement (15.418 mi/2.5 MPA) STBG-R	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		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	1,614	403	0	2,017	0	0	0	0
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	1,614	403	0	2,017	0	0	0	0
WisDOT 7080-00-10, 20, 80 TIP # 370-24-027 Amendment #9	USH 12 Prill Road Intersection Intersection/Safety (0.2 mi.) HSIP Y530	PE	0	0	0	0	232	26	0	258	0	0	0	0	0	0	0	0	0	0	0	0
		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
		TOTAL	0	0	0	0	232	26	0	258	0	359	0	359	844	94	0	938	0	0	0	0
WisDOT 8610-04-76 TIP # 370-23-006 Amendment #9	STH 124 Duncan Creek Bridge B-09-0001 Bridge Rehabilitation (0.0 mi.) NHPP	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		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
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	596	149	0	745	0	0	0	0
WisDOT 8600-00-05 TIP # 370-24-028 Amendment #9	STH 124 CTH S to CTH Y East Cold in Place Recycling (6.696 mi./ 2.7 MPA) NHPP	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	18	0	89
		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
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	18	0	89
WisDOT 7110-00-03 TIP # 370-24-029 Amendment #9	STH 37 Lowes Creek Bridge B-18-0146 Bridge Rehabilitation (0.0 mi.) STBG-X	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	8	0	40
		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
		TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	8	0	40
WisDOT 7995-02-72 TIP # 370-21-005 Amendment #9	Various Highways STH 93, 312 & USH 12 Curb Ramps Curb Ramp Standalone (4.02mi.) NHPP	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		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
		TOTAL	1,666	417	2	2,085	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WisDOT 8610-08-22 TIP # 370-19-011 Amendment #9	STH 124 CTH S to STH 64 Resurface (10.61 mi. / 2.0 MPA) State Funding	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		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
		TOTAL	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Chippewa County Eau Claire County TIP # 370-22-020 Amendment #9	CTH T STH 312 to STH 29 Road Reconstruction (3.5 mi.) STPR and SPTU	PE	0	0	0	0	600	0	165	765	400	0	200	600	0	0	0	0	0	0	0	0
		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
		TOTAL	0	0	0	0	600	0	405	1,965	400	0	200	600	0	0	0	0	0	0	0	0

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.