

**SAFETEA-LU Compliance Supplement  
to the  
Long Range Transportation Plan for the  
Chippewa-Eau Claire Urbanized Area**

**INTRODUCTION**

This document is a supplement to the *Long Range Transportation Plan for the Chippewa-Eau Claire Urbanized Area* (LRP), adopted in October 2006. This supplement addresses a number of issues not originally included in the LRP, but which became clear as MPO planning requirements included in federal transportation legislation, *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), through USDOT issuance of planning requirement guidance in February of 2007. This supplement contains documentation of the environmental review process, as well as discussion and MPO policies on issues such as the consideration of safety and security, the environment, and operating and management strategies in the planning process.

This supplement is intended to augment the LRP, as adopted, to bring it into compliance with SAFETEA-LU, and occasionally references portions of that LRP that may provide clarity to the additional information provided. The LRP document is available for review, as needed, on the West Central Wisconsin Regional Planning Commission website, [www.wcwrpc.org](http://www.wcwrpc.org), or by contacting WCWRPC, at (715)836-2819.

**CONSISTENCY WITH LOCAL LAND USE AND ECONOMIC DEVELOPMENT PLANS**

Local land use and economic development plans were taken into account in the development of the projected future land use for the metropolitan planning area (MPA). (Map 13, p.30) A discussion of the future land use development, including acreages and densities, is included in the plan on pages 25-28.

Because municipalities are not all in the same point in land use planning, the procedure for incorporating each community's plans varied to some degree. MPO/RPC staff participated in the development of several municipalities' comprehensive or land use plans, which lead to a nearly direct incorporation of their land use plans into the MPA's future land use projections. These include: the cities of Eau Claire, Chippewa Falls, and Altoona, and the towns of Washington, Union, Pleasant Valley, and LaFayette. MPO staff also met with these municipalities, as needed, to ensure that the most current information was being incorporated. Several of the other municipalities did not have current land use plans, such as the Village of Lake Hallie, the remaining towns, and Chippewa and Eau Claire counties. In these cases, MPO staff met with municipal staff members to develop a realistic future land use scenario, based on growth trends, known and anticipated develops within each municipality. In some cases, impending infrastructure projects, such as the USH 53 bypass, help to shape the future land use projections for the Village of Lake Hallie, and the counties. The anticipated impact of this, and other projects discussed on page 26, is reflected in the projected land use included in this plan.

## ENVIRONMENTAL REVIEW

### MPO Environmental Policies

Chippewa-Eau Claire MPO will, to the maximum extent practicable:

- Consider actions to avoid, minimize, and mitigate environmental impact in the analysis and recommendation of transportation improvements, and
- Look for opportunities within the transportation planning process, for the reconnection and restoration of previously damaged environmental resources.

### Environmental Consultation

Due to the recent adoption of the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area, a consultation meeting was held with state and federal resource agencies on June 6, 2007. (Documentation and attendance of the meeting can be found in Appendix A of this supplement.) The intent of the meeting was to review the long range plan's process and recommendations, determine any obvious environmental issues related to those recommendations, note any such issues for further review in any subsequent environmental assessments, to determine if there are other environmental inventory data bases that can or should be used in the plan's environmental review, discuss environmental mitigation strategies, and determine the best path for future consultations. It was agreed that endangered species analysis was not appropriate to display at this level, but would be examined in more detail as projects area developed. WDNR also submitted a plan level review of the twelve capacity expansion projects recommended in the plan, as summarized in Table s-1.

### Project Purpose and Need

The NEPA process requires a definition of a project's purpose and need, which can be developed in the planning process. Most of the highway projects listed are based on locally recognized need, land use development demands, rather than specific capacity problems. In some cases, clear capacity issues evident in the transportation model, or hazardous conditions which become clear in the safety analysis, prompt a recommendation. The purpose and need for the plan's improvement recommendations that involve capacity expansion are shown in Table s-1.

The Birch Street project, from Starr Avenue to Pine Street, has been revised since the adoption of the LRP. The segment was found to be capacity deficient in the existing and future (2030) transportation system analysis. This particular segment is largely made up of an interchange and overpass of Hastings Way, formerly USH 53, which acts as a bottleneck. In addition, the structure has reached the end of its useful life and replacement or removal is necessary. Discussions subsequent to the adoption of the plan have proposed reconstruction to an at-grade intersection, which would accomplish the same capacity issues, and better fit the new urban arterial status of Hastings Way. As this is currently the location of a full interchange, there are not any apparent environmental issues.

**Table s-1  
Potential Environmental Impacts of Planned Projects - 2030**

Planned Project Description	Purpose and Need	Potential Impacts							Notes
		Flood Plain	Wetlands	Stormwater /Erosion	Woodlands	Parks	Wildlife Habitat	Archeological Sites	
1 Reconstruction of Birch St. to 4 lanes, Starr Av. to Pine St. <i>(update: at-grade)</i>	capacity need/ functional change								
2 Reconstruction of STH 37/85 to 4 lanes, eastbound on-ramp of I-94 to STH 37/85 intersection	serve development needs	✓	✓	✓			✓		
3 Reconstruction of CTH AA to 4 lanes, Gateway Dr. to House Rd.	serve development needs	✓	✓				✓		
4 Reconstruction of STH 29/124 interchange to at-grade 2-lane roundabout			✓	✓	✓				
5 Reconstruction of USH 12 to 4 lanes, Winchester Way to Shultz Rd.	serve development needs		✓				✓		
6 Reconstruction of CTH T to 4 lanes, Alpine Rd to old STH 29	serve development needs			✓					
7 Construction of diamond interchange, USH 53 and Bridgewater Av.									
8 Reconstruction of USH 12 to 6 lanes, Vine St. to North Crossing			✓						
9 Closure of the Spring St. bridge over Duncan Creek to vehicular traffic	provide for non-motorized circulation								no capacity expansion
10 Reconstruction of CTH S to 4 lanes, USH 53 interchange to STH 178		✓				✓		✓ (see notes)	arch. site #: BCH-33 (13267)
11 Reconstruction of CTH X to 4 lanes, CTH J to CTH K		✓	✓				✓		
12 Construction of Gateway Dr. as 4-lane, Hamilton Av. to 3rd St. East.	serve development needs/ USH 53 relief	✓	✓			✓	✓		
13 Construction of Alexander St. as 2-lane, E. South Av. to old STH 29					✓		✓		

NOTE: This table is based on available resource inventories available at the time of plan development and a planning level review by WDNR, and does not represent an exhaustive list of environmental impacts that may be encountered in the implementation of these projects.

## **Environmental Mitigation**

A discussion of regionwide policies on environmental impact and mitigation of potential impacts of plan recommendations took place at the environmental consultation meeting. There is a generally accepted rule of: (1) avoid impacts, (2) minimize impacts, and (3) mitigate impacts. This rule certainly applies at this level of planning, in terms of identifying areas of potential environmental impacts in the development of a project recommendation. While this has likely been the generally accepted planning practice, the MPO has not formally adopted a policy, as such.

Planning for more specific environmental mitigation strategies for the long range horizon can present a number of challenges. While some strategies, such as imposing access controls on a facility to reduce the pressure for development, can easily be discussed at the long range planning level, others such as identifying locations for wetland mitigation can have too many implications for a project that is 15 or 20 years out, has not reached the stage of environmental assessment or preliminary design, and might not actually be implemented.

## **OPERATIONAL AND MANAGEMENT STRATEGIES**

Operational and Management Strategies are means to mitigate or eliminate transportation issues, such as congestion or safety, short of major construction or reconstruction projects. There are times when something as simple as modified lane-striping can better channel traffic and reduce crashes in a corridor or intersection, or better define the separation of bicycle and motorized modes. Other strategies are more technically complex, such as many Intelligent Transportation System (ITS) approaches. This section discusses several common operational and management strategies that can be examined for application to problem areas in the transportation system, as potential alternatives to traditional capacity expansion, and presents the MPO policy for such considerations in the planning process.

### **MPO Operational and Management Strategy Policies**

Chippewa-Eau Claire MPO will, to the maximum extent practicable:

- Recommend capacity expansion to mitigate traffic congestion only after consideration of other alternatives, such as access management, ITS, operations or congestion management, intersection modification, and traffic signal timing.
- Consider transportation system management strategies in the planning for arterial roads to improve traffic flow, maximize capacity, and increase overall system efficiency and safety.
- Involve operations personnel in the planning process to manage future capacity issues.

## **Access Management**

Access management strategies for the planned projects included in the Long Range Plan are largely determined by the implementing jurisdictions, as appropriate to the functional classification of the roadway. While collectors may directly serve adjacent land uses, freeways, by definition, have access only at interchanges. The broad categories of major and minor arterials are less well defined. Controlling access with access roads, combined access points, or limiting access to public streets can protect the capacity of the highway well beyond that of a

highway with multiple private accesses, reducing the need for expansion or replacement. Access management strategies are best incorporated into the initial project planning and design, to avoid costly purchase of right of way and access rights. This can not be better illustrated than by a recently implemented project, the US 53 bypass, on the east side of Eau Claire. The facility is controlled, allowing only interchange access. The facility has succeeded in removing a great deal of through traffic, including many trucks, from the old USH 53, now Hastings Way, an urban arterial with a great deal of commercial access along much of its corridor and many signalized intersections.

### **ITS**

Intelligent Transportation Systems (ITS) is a very broad term, covering everything from synchronized signal systems to changeable message signs to automated vehicle locator systems on buses and paratransit vehicles to traffic monitoring centers, all with the intent of improving traffic flow, communication, and ultimately the safety of the transportation system. Currently, WisDOT uses mobile changeable message signs in advance of construction areas to warn and/or redirect traffic, but to date, regular congestion has not reached the level that any more permanent ITS actions are needed to address it. Eau Claire Transit has considered, but has not, to date, been able to justify the expense of AVL equipment in fixed route or paratransit vehicles.

The NW Regional office of WisDOT has not developed an ITS Architecture, a document that defines ITS needs in the area to help facilitate compatibility and coordination of individual projects. One individual project is underway at the interchange of I-94 and STH 93. As a part of a larger project, gates will be installed on the I-94 entrance ramps to be used for weather or crash emergency traffic control.

### **Operations**

Although they come from differing perspectives, transportation planning and operating agencies generally share the goal of enhancing system performance, and they can mutually benefit from stronger linkages. Some opportunities for stronger linkages include data sharing, performance measures, funding and resource sharing, regional ITS architecture, etc. Through such coordination and collaboration among State and local governments, MPOs, highway and transit agencies, other stakeholder organizations, and the general public may realize greater efficiencies and cost savings, better understanding of the others' roles, and improved ability to address short- and long-term needs. Under current technical advisory committee structure, as well as stakeholder review processes included in the adopted public involvement process, the Chippewa-Eau Claire MPO involves operators throughout the planning process. Some operations management strategies are used in the urbanized area, such as significant data sharing between stakeholders, and the on-going membership of operations personnel on the Technical Advisory Committee.

### **Congestion**

Congestion has not been a major issue in the Chippewa-Eau Claire urbanized area. Some short-term, or site specific congestion does occur, but to date it has not been a driving force in transportation decision making. Some typical congestion management strategies, such as carpooling, public transportation options, park and ride, and flexible scheduling do occur on some level, typically for other reasons (private programs, as public services, or general commuting desires), but could be formalized to address future congestion for commuters on I-94 and within the urbanized area.

### **Intersection Modification/Traffic Signal Timing**

It is understood that intersections are frequently the first place that congestion and safety issues become apparent. Improvements such as signal timing and turn lane accommodation can improve traffic flow and address congestion issues to an extent. These strategies are typically addressed by local jurisdictions when safety issues or initial congestion issues arise, prior to the need or available funding to address capacity expansion.

### **PERFORMANCE MEASURES**

Performance measurement is a process of assessing progress toward achieving predetermined goals. Performance measures have many functions. They can be used to: (1) frame what attributes of the transportation system are most important; (2) provide information on current conditions and trends; (3) evaluate the success of implemented and ongoing projects; (4) provide a metric for communicating with decision-makers and the public about past, current, and expected future conditions; and (5) serve as criteria for investment decisions in the transportation planning process.

In the case of the next long range transportation plan update, performance measures would be useful in comparing then current conditions to the set goals and objectives set out in the planning process. In order accomplish this, a set of measurable items need to be identified that will gauge the change over time, and base data needs to be gathered against which future measurements will be gauged. The FHWA and WisDOT have developed a number of resources that will assist MPOs in the development of performance measures appropriate to each urbanized area. The MPO will work to develop a set of performance measures over the next year. Work will likely continue to refine established measures, so as to best meet this requirement, as data sources continue to evolve.

### **SAFETY AND SECURITY**

As stated in the *NCHRP Report 546, Incorporation Safety into Long-Range Transportation Planning*: "Travel safety is affected by how the transportation system is designed, constructed, operated, and maintained. Given that transportation planning leads to changes in the transportation system, safety should be integrated in the planning process."

#### **MPO Safety/Security Policies**

The Chippewa-Eau Claire MPO will, to the greatest extent practicable:

- Consider safety as a priority in the selection of projects for STP-Urban funding
- Encourage and support local governments in application for state and federal funding directed toward improving the safety and security of the metropolitan area's transportation system

### **Activities**

There are a many activities directed toward improving transportation safety in the Chippewa-Eau Claire Metropolitan Area, under the jurisdiction of many different entities.

**Local:** Several local entities, including the cities of Eau Claire and Altoona are embracing the concepts of the FHWA's new Safe Routes to School (SRTS) program. Eau Claire, and the non-profit organization called Safe Student Transportation - Every Possible Solution

(Safe STEPS), has been working with nearly all of the local elementary schools, over the past several years, and continuing on with middle schools, to encourage students to walk and bicycle to school through education, encouragement, engineering, and enforcement. The City of Altoona is also actively involved in the development of SRTS plans, infrastructure, and programs to encourage children to walk and bike to school safely.

The 55 Alive Program was developed by AARP, and is aimed educating maturing drivers about how the affects of aging are likely to impact their driving skills and teach them defensive driving skills to improve safety. The L.E. Phillips Senior Center offers the course to seniors in the Chippewa-Eau Claire area.

Local police departments offer training and enforcement in many transportation-related safety areas, such as bicycle safety, drunk driving, seat belt use, child safety seat instruction, etc. The City of Eau Claire police department's Community Safety Officer is also an active member of the Safe STEPS workgroup, working on SRTS plans and programs.

Chippewa and Eau Claire counties have Traffic Safety Commissions that meet regularly. Their role is to review crash data from the county and other traffic safety related matters, and to make recommendations for corrective actions it deems appropriate for the WisDOT, the county board, the county highway committee, or any other appropriate branch of local government to take. County Highway Commissioners are members of the counties' Traffic Safety Commissions, and serve as the link between the MPO TAC and the Commissions.

Both counties in the metropolitan planning area have adopted hazard mitigation plans. *Eau Claire County Natural Hazards Mitigation Plan* was developed with the assistance of WCWRPC staff and adopted in January of 2007. It includes a recommend to work with WisDOT to consider a means of closing ramps along I-94 in the County, in the event of severe winter weather or and incident that requires the closing of the facility. The Eau Claire County plan includes, by reference, the City of Eau Claire's *Natural Hazards Mitigation Plan*, adopted by the City in 2004, the first plan of this sort adopted in the State of Wisconsin.

The *All Hazards Mitigation Plan – Chippewa County, Wisconsin* was also developed with the assistance of WCWRPC and was adopted in April of 2005. Specific transportation-related issues and recommendations addressed in the Chippewa County plan include: flooding problems on STH 178, to revisit county and local driveway and subdivision regulations to ensure accessibility to emergency vehicles, the consideration of truck routes in the siting of industrial land uses.

**State:** WisDOT has developed a Highway Safety Plan, as required of all states under SAFETEA-LU. Many of the goals pertain to driver behavior modification programs, such as those encouraging the wearing of seatbelts or motorcycle helmets, or reducing speeding. The plan sets specific measurable goals, such as reductions in deaths resulting from alcohol and drug related motor vehicle crashes to 280 by 2010, and even more specific performance measures for each goal. One goal addresses increased local participation in state-administered and locally developed highway safety activities, including the attendance of 90% of the County/City Traffic Safety Commission meetings throughout the state. The MPO will cooperated and assist WisDOT in the attainment of these goals wherever appropriate. For instance, the MPO/RPC has taken an active role in assisting communities with SRTS planning, and other local traffic safety planning.

Alternative routing has been developed by WisDOT, in the event of an incident on Interstate 94. The alternative route is signed along STH 53 and STH 312 (North Crossing), to route traffic around crashes or other incidents along the I-94 corridor through the metropolitan area.

WisDOT is also active in the development of a SRTS grant program, using the State's formula allocation of federal SRTS funds, as well as the administration of other federal safety funding programs. The MPO/RPC is expected to be working with a number of local entities in the development of their SRTS plans.

#### **Impact on Prioritization or recommendations**

While there has not been active competition for the small allocation of STP-Urban funds in the Chippewa-Eau Claire urbanized area, safety has been and will continue to be a priority in the selection of projects for that funding. The current adopted prioritization process assigns an index to each submitted project by subtracting the cost of the project from the submitting municipality's STP "on paper" balance from the previous year, and then dividing by the this year's proportionate annual share. This method factors in past fund usage and the ability to repay the fund in future years. This is intended as the first step in the prioritization process. After the projects are ordered in this way, the TAC convenes and reviews the projects. The interaction of TAC members includes discussion of urban areas needs, and is based on such topics as safety, current conditions, land uses served, traffic volumes, cooperation on joint projects, and appropriateness of the project for federal funds. While seemingly simple, this method has been proven suitable for the urbanized area, exhibiting a high level of cooperation and coordination, and for the small number of projects typically submitted for the relatively small STP-Urban allocation. This method has also proven to distribute funds equitably and to the benefit of the urbanized area as a whole.

#### **Outreach to safety stakeholders documentation**

MPO staff contacted the Community Safety Officer with the Eau Claire Police Department to discuss the plans content and current transportation safety related programs within the community. The MPO and local police/sheriff departments will continue to work together on SRTS plans and other transportation related safety issues.

#### **Safety/Security goals**

The following goal and related objectives are included in the adopted plan (p.98) addressing the safety of the transportation system in the Chippewa-Eau Claire planning area:

***Develop and maintain a balanced multi-modal transportation system which will allow for the safe, economical, and efficient movement of people and goods, while optimizing the financial resources of the area communities.***

Also, in October of 2006, the Wisconsin Department of Transportation adopted a Strategic Highway Safety Plan (SHSP) for 2006 through 2008. Some of the goals included in this plan are pertinent to the MPO and will be supported as follows:

**Applicability of SHSP Goals to MPO** – The State's plan describes the most critical highway safety issues that were identified by WisDOT and offers strategies for reducing fatalities and serious injuries on the state's public roads. The plan's overall strategic goal is to reduce traffic fatalities, injuries, and crashes on Wisconsin roadways by 5% from the 2001-2005 average, by 2008. To achieve this goal, the plan identifies 10 primary and 16 continuing safety issue areas and outlines strategies that the state and its safety partners should implement to address them. The primary issue areas and their relationship to the MPO plan and metropolitan area safety efforts are discussed in this section.



### ***Increase safety belt use***

- Increase Wisconsin's observed safety belt usage rate from 73.3 percent in 2005 to no less than 79 percent by 2008.
- Reduce the percentage of unrestrained vehicle occupants killed in motor vehicle crashes from 59 percent in 2004 to no more than 50 percent by 2008.

To achieve these measures, the plan identifies short- and long-term strategies that focus on law enforcement, the enactment of primary safety belt and other laws, and educating law enforcement officials and the public about proper child safety seat installation methods and other aspects of safe travel.

These approaches to increasing safety belt use are consistent with local "click it or ticket" enforcement programs and other local efforts to maximize belt use. The Eau Claire Police Department also has an officer, certified as a safety seat technician, who gives presentations and demonstrations on, among other things, proper child safety seat installation.

### ***Improve the design and operation of intersections***

- Reduce fatal and incapacitating injury crashes at intersections by 10 percent by 2008.

To attain this goal, the state plan identifies short- and long-term strategies that largely focus on data collection and dissemination, traffic safety engineering training, and the development of traffic safety evaluation tools.

The MPO's long range transportation planning process monitors intersection crash rates (see pp. 82-83, and Map #35) and encourages their improvement through safety conscious design. The City of Eau Claire has introduced a number of safety-conscious intersection improvements, including crossing medians, curb extensions, and roundabouts, as appropriate, particularly in school areas, through the Safe Routes to School (SRTS) program. The City of Altoona is also involved in SRTS planning. The SRTS program recognizes that the most often incapacitating and fatal crashes are those involving pedestrians and bicyclists, and is aimed at encouraging children to walk and bike to school. The intersection with the highest vehicular crash rate, E. Clairemont and London Road, is currently undergoing some engineering changes as a part of the Hastings Way/USH 12 interchange improvements.

### ***Create a more effective safety management system***

- Maximize data accuracy and timeliness

To this end the state has developed a crash and citation data collection system called BadgerTraCS that will improve the distribution and availability of crash data and enhance safety analysis and decision-making processes. A working committee will make recommendations to the WisDOT Board of Directors for mechanisms for improved access to and dissemination of WisDOT-maintained records. This will be integrated with a data communications plan by June 15, 2007. To achieve these measures, the plan identifies short- and long-term strategies that focus on improving data and decision support systems and creating more effective decision processes and safety management systems. The improved crash data system will improve the efficiency and accuracy of the MPO's use of crash data for intersection analysis within the metropolitan area.

### ***Reduce speed-related crashes***

- Decrease the number of people killed in speed or driver aggression-related crashes from the 2004 baseline figure of 261 to 230 by 2008.

- Reduce speed-related crashes to 18,971 by 2006 and to 18,022 by 2008 (the 2004 baseline was 22,629).
- Reduce the number of people killed or seriously injured in speed-related crashes to 1,605 by 2006 and to 1,546 by 2008 (the 2004 baseline was 1,640 people killed or seriously injured).
- Increase the perception of risk of being ticketed for speeding so speed drops from the second most common cause of crashes to causing only 10 percent of crashes (the 2004 baseline was causing 15.5 percent of crashes).

To achieve the goal and performance measures, the state plan identifies short- and long-term strategies that focus on continuing to resist legislative efforts to increase speed limits on rural freeways, identifying and posting appropriate speed limits on rural highways, and maximizing speed limit enforcement.

Although the state plan's enforcement strategies concentrate on rural highways, they complement the MPO's planning efforts and recommendations for urban street and intersection improvements that encourage motorists to drive at reasonable speeds. SRTS planning efforts underway in the metropolitan area are generally aimed at controlling vehicular speeds in the vicinity of schools to make it safer for students to walk and bike to school.

### ***Reduce impaired driving***

- Decrease the number of deaths resulting from alcohol- and drug-related motor vehicle crashes to 300 by 2008.
- Reduce alcohol-and drug-related motor vehicle crashes to 8,750 in 2006 and 8,600 in 2008 (the 2004 baseline was 8,931).
- Reduce resulting deaths and incapacitating injuries to 1,357 in 2006 and 1,257 in 2008 (the 2004 baseline was 1,457).
- Reduce the proportion of fatal crashes that are alcohol- or drug-related to 35 percent of all crashes in 2006 and 30 percent in 2008 (the 2004 baseline was 42 percent of all crashes).

To achieve the goal and performance measures, the state plan identifies short- and long-term strategies that focus on protecting and pursuing state and federal funding and reducing this behavior through the successful detection, arrest, prosecution, and treatment of impaired drivers. The state plan also recommends increasing public awareness of the social costs and consequences of impaired driving.

Although the MPO long-range plan does not recommend specific strategies for addressing impaired driving, efforts have been and continue to be made in the metropolitan area to reduce this behavior. Some examples of these efforts include a private entity that provides bus transportation for late-night bar patrons, special Operating While Intoxicated (OWI) patrols and other enforcement activities, and programs in drivers' education programs that address the dangers of impaired driving.

### ***Keep vehicles on the road and minimize the consequences of leaving the roadway***

- Reduce the five-year average head on/opposing direction lane departure crashes by 10 percent by 2008.
- Reduce five-year average run-off-the-road crashes by 10 percent by 2008.
- Reduce the number of fatal and incapacitating injury run-off-the-road crashes by 10 percent by 2008.

To achieve these measures, the plan identifies short- and long-term strategies that focus on developing data support systems, decision support systems for communities and counties, and potential solution strategies.

The MPO long-range transportation plan does not explicitly address these types of crashes, but it does address many roadway improvements and other strategies that can minimize the risk of run-off-the-road crashes in the metropolitan area. Some examples of these strategies include street designs that encourage people to drive at appropriate speeds, intersection designs that force people to slow down and pay attention to their surroundings, and transit system enhancements and land use patterns that enable and encourage people to travel without using their cars. The MPO's crash studies have also identified situations where fixed objects near intersections have contributed to crashes.

### ***Design safer work zones***

- Reduce five-year average work zone fatalities and incapacitating injuries by 25 percent by 2008.

To attain this goal, the state intends to adopt improved procedures to ensure the effective management of work zone operations, enhance and extend training for the planning, implementation, and maintenance of work zones to maximize safety, and improve the safety of work zone driving through education and enforcement actions. One of the specific methods of improving work zone operations that the state intends to try is low-cost traffic calming devices. The state is also actively involved in enforcement efforts, such as, double speeding ticket fines in work zones, to discourage dangerous driving habits in work zones.

While the MPO's plan does not directly address work zone safety, there have been strong enforcement efforts by local and state law enforcement in urbanized area work zones, such as Hastings Way, and Clairemont Avenue.

### ***Reduce head-on and cross-median crashes***

- Reduce head-on and cross-median crashes that involve fatalities and incapacitating injuries by 10 percent by 2008.

To achieve this goal, the state intends to focus on continuing to collect data and refining its ongoing median crossover investigations, refining the state's run-off-the-road analysis tool to examine head-on crashes on two-lane roads, and developing and implementing potential strategies.

These efforts, which will likely emphasize rural and some urban state highways, will complement the MPO long-range plan recommendations for improvements to two lane rural facilities to appropriate urban standards as development warrants within the metropolitan area. The state's data collection and other efforts will also help WisDOT's Northwest Region staff identify high risk and problem areas on the metropolitan area's highways and enable the region to develop site-specific crash reduction strategies.

### ***Increase driver safety awareness***

- Use surveys conducted under the supervision of the WisDOT Bureau of Transportation Safety before and fashioned after the National Highway Transportation Safety Administration (NHTSA)-sponsored law enforcement/public education efforts, increase awareness of the safety belt and alcohol-impaired driving safety messages by 5 percent each year from a baseline level established in 2006.
- Increase visits to the WisDOT website's safety pages by 5 percent each year by providing new and relevant content.

- Monitor earned media placements (safety messages and reports published or broadcast free of charge) and increase the frequency of earned media placements by 2 percent each year.

To achieve these measures, the state intends to enhance its delivery of traffic safety messages, learn from other public awareness campaigns that have successfully promoted widespread and long-lasting behavioral changes, take advantage of new technologies to customize safety messages for various demographic groups, and employ many other techniques to make people more aware of the consequences of unsafe driving.

These efforts will complement the DARE, drivers' education, 55 Alive Program, SRTS, and other programs used in the Chippewa-Eau Claire Metropolitan Area to teach people safe driving habits. The MPO can support state-administered and locally developed highway safety activities through MPO mailings and public participation contacts.

## **TRANSPORTATION ENHANCEMENT PROJECTS**

The Transportation Enhancement (TE) Program was established in 1991, as part of the federal Intermodal Surface Transportation Efficiency Act (ISTEA). The TE program's intention is to provide funding for projects beyond roads and buses, including but not limited to: facilities for pedestrians and bicyclists; safety and educational activities for pedestrians and bicyclists; preserving historic transportation-related sites; enhancing transportation corridors through landscaping or tourist facilities. For example, TE funds were used on the Soo Line Railroad "S" Bridge in downtown Eau Claire, providing a key component in the regional bike trail system. The historic bridge was structurally renovated and made safe for over 100,000 bicyclists and pedestrians who travel the bridge annually.

A few other projects in the Chippewa-Eau Claire area are being considered for application to the TE Program in the near future. These include:

- The Eastern Loop Trail in the City of Altoona,
- a rerouting of the Chippewa Trail on Short Street, in the City of Eau Claire,
- the renovation of the railroad bridge south of Dells Dam, for historic preservation and bicycle use, and
- the construction of the Pumphouse Trail in Chippewa Falls, from Pumphouse Road to Seymour Cray Sr. Boulevard.

## **FINANCIAL PLAN**

SAFETEA-LU requires that project recommendations in the long-range plan be expressed in year of expenditure dollars. The plan adopted by the Chippewa-Eau Claire MPO in 2006, meets this requirement, as described for each improvement type in *Chapter VII - Financial Plan for Implementation of the Long Range Transportation Plan*, pages 115-126. To summarize this information, a table summarizing the financial needs and anticipated funding to address recommended improvements is included in the *Executive Summary* of the plan, page vi, and is repeated here as Table s-2. For further detail on the financial plan, and for discussion concerning the anticipated funding shortfall, please see the Chapter VII of the adopted plan.

**Table s-2**  
**Chippewa-Eau Claire Metropolitan Planning Area**  
**Transportation System Financing**  
**2005 – 2030**

	<b>Estimated Costs (\$ million)</b>	<b>Anticipated Funding (\$ million)</b>
<b>Streets and Highways</b>		
• Operations & Maintenance	\$39.0	\$22.4
• Preservation (3R)	\$39.0	\$27.2
• Expansion	\$5.4	\$5.4
<b>Transit</b>		
• Operating	\$6.3	\$6.3
• Capital Acquisition	\$0.7	\$0.7
<b>Bicycle/Pedestrian</b>		
• On-Road Improvements	\$0.3	\$0.3
• Off-Road Construction	\$0.3	\$0.3
<b>Planning</b>		
• MPO Activities	\$0.2	\$0.2
<b>TOTAL AVERAGE ANNUAL</b>	<b>\$91.2</b>	<b>\$62.8</b>



## Appendix A

### Environmental Consultation Documentation

A consultation meeting was held with resource agency representatives on June 6, 2007, at 9:30 a.m. at the WisDOT, NW Region office in Eau Claire. Prior to the meeting, summaries of the *Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area 2005-2030*, with emphasis on environmental considerations in the process and recommended projects, were mailed to list of agencies shown in the table below. (Those in attendance at the meeting are also noted in the table.) The general planning process and the plan's recommended projects were discussed with Wisconsin Department of Natural Resources representative providing input as noted in the environmental issues table. (See Table s-1.)

After a general summary of the plan was presented and specific planned projects were addressed, there was discussion concerning resource inventories used by the MPO. It was the general consensus that the inventories were adequate for this level of planning, and that more specific analysis would be more useful later in the project development process. The resource agencies agreed to make all appropriate inventories available to the MPO for future planning efforts.

The group then discussed the role of the resource agencies in the MPO's consultation process. The Wisconsin Department of Natural Resources (WDNR) noted that they are on the MPO's Technical Advisory Committee mailing list, and that they do review planning documents that they receive from the MPO. In the past, they have contacted the MPO if there were any issues with the content of those plans. It was suggested that the existing relationship could be formalized to ensure that the interaction continues as staff turns over. The other environmental agencies present, U.S. Fish and Wildlife, the U.S. Corps of Engineers, and U.S. EPA deferred to WDNR for this planning level analysis, and agreed that, typically, WDNR would contact them when there were issues within their jurisdiction or anything that required their special review. They noted that they did not, individually, have adequate resources and staff available to provide direct contact with all of the MPOs within their jurisdiction on a regular and frequent basis. There was a general consensus that WDNR was the "local" contact for the other agencies in this planning effort. U.S. Fish and Wildlife did express interest in reviewing future plan recommendations.

Transportation plan level environmental mitigation was discussed next. It was firmly noted that wetland banking or designation of future wetland mitigation areas placed too much pressure on the designated land for a project that was too far out and lacks the analysis needed for such an action. It was agreed that the general rule of avoiding, minimizing, and mitigating impacts was the best approach for long range transportation planning. Some other mitigation strategies, such as access management to control land use development was valid to consider at this level.

The meeting concluded at approximately 11:45 a.m.

**Environmental Consultation Invitees and Attendees  
Chippewa-Eau Claire MPO  
June 6, 2007  
9:30 a.m.  
WisDOT, NW Region offices  
Eau Claire, WI**

<b>Agency</b>	<b>Address</b>	<b>Contact</b>	<b>Attended meeting</b>
WDNR – Central Office	P.O. Box 7921 Madison, WI 53707	Cameron Bump	X
WDNR – West Central Region	1300 W. Clairemont Ave P.O. Box 4001 Eau Claire, WI 54702-4001	Tom Lovejoy	X
WisDOT – Central Office	4802 Sheboygan Ave 901 Madison, WI 53705	Aileen Switzer	X (Claudia Orvis)
WisDOT – Central Office	4802 Sheboygan Ave 901 Madison, WI 53705	John Nordbo	X
WisDOT – NW Region	718 Clairemont Ave. Eau Claire, WI 54701	Jeff Abboud	X
Wisconsin State Historical Society	816 State Street, #308 Madison, WI 53706-1482	Michael Stevens	
Wisconsin Dept. of Agriculture – Trade and Consumer Protection	2811 Agriculture Dr. Madison, WI 53708-8911	Peter Nauth	
US EPA – NEPA Implementation Section	77 W. Jackson Blvd. Mailcode: B-19J Chicago, Illinois 60604-3590	Ken Westlake	X (Sherry Kampke)
U.S. Fish and Wildlife Service	2261 Scott Tower Dr. New Franken, WI 54229	Louise Clemency	X (Leakhena Au)
U.S. Dept. of Agriculture – NRCS	6515 Watts Road, Suite 200 Madison, WI 53719	Patricia Leavenworth	
U.S. Army Corps of Engineers	190 Fifth Street East, Suite 401 St. Paul, MN 55101-1638	Tamara Cameron	
U.S. Army Corps of Engineers – St. Paul District	190 Fifth Street East, Suite 401 St. Paul, MN 55101-1638	Jim Weinzierl	X
FHWA – Wisconsin Region	525 Junction Rd, Suite 8000 Madison, WI 53717	Dwight McComb	X
FHWA – Wisconsin Region	525 Junction Rd, Suite 8000 Madison, WI 53717	Stephanie Hickman	X



# Appendix B

## Resolution No. 07-1

### ADOPTION OF THE SAFETEA-LU COMPLIANCE SUPPLEMENT TO THE LONG RANGE TRANSPORTATION PLAN FOR THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING AREA, 2005-2030

**WHEREAS**, this document serves as an addendum to the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area, 2005-2030, adopted in October 2006, intended to bring the plan into compliance with federal planning requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) issued after the original adoption of the plan; and

**WHEREAS**, in accordance with 23 CFR 450.334(a) the Chippewa-Eau Claire Metropolitan Planning Organization must self-certify that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, ex, or age in employment or business opportunity;
5. Sections 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities; and

**WHEREAS**, the planning process for the SAFETEA-LU Compliance Supplement to the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area, 2005-2030 was conducted in conformance with all pertinent provisions stated above; now therefore

### BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION:

**Section 1:** That the Chippewa-Eau Claire Metropolitan Planning Organization hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all above noted federal requirements and guidelines, and

**Section 2:** That the Chippewa-Eau Claire Metropolitan Planning Organization, as the designated MPO, adopts the SAFETEA-LU Compliance Supplement to the Long Range Transportation Plan for the Chippewa-Eau Claire Metropolitan Planning Area, 2005-2030.

Adopted this 3<sup>rd</sup> day of October, 2007.

APPROVED:

ATTEST:

\_\_\_\_\_  
Chairperson  
Chippewa-Eau Claire Metropolitan  
Planning Organization

\_\_\_\_\_  
Secretary