

CHIPPEWA-EAU CLAIRE

MPO QUARTERLY

August 2022

Edition #07



Public Street
Art

*A look at Eau
Claire's new
program*

Multi-modal
Design in Sweden

*Pictures and
discussion of
examples*

Crash Day/
Time

*What hour of
what day has
the most crashes
in the MPA*



Public Street Art

The City of Eau Claire recently started a Public Street Art program for local streets. The program allows the asphalt in the street to be painted. Community members need to fill out an application, and the process takes approximately six weeks for approval. The first application was recently submitted for an intersection just northeast of downtown in the residential area just east of Germania St. and south of Birch St.

These street art designs help create a sense of place, can promote local culture, and is proven to reduce crashes at intersections. A recent study found that street art helped reduce the rate of pedestrian or bicyclist crashes with cars by 50 percent, the rate of drivers yielding to pedestrians increased by 27 percent, and conflicts between pedestrians and drivers decreased by 25 percent. You can read about the study [here](#). The article also shows before and after photos of an intersection in Lancaster, PA. It is a real transformation.

Project Updates

City of Altoona Bike/Ped & Safe Routes To Parks Plan - Completed.

CTH T Official Mapping - Governing bodies have voted on final alternate.

City of Chippewa Falls Wayfinding Plan - Inventory of existing signage is being completed this Spring.

Chippewa Valley SRTS Partnership and various projects - Ongoing. Completed inaugural [Walk and Roll Challenge](#) for all three school districts.

Chippewa Valley Bike Routes - Additional signage is currently being purchased and installed.

Capital Improvement Plan Story Maps - City of Chippewa Falls is completed. Chippewa County updates will be started later this summer. Eau Claire County will be started later in 2022. in early Summer.

BIL Projects - Scored STP-Urban (Round 1 & 2) and Carbon Reduction projects and submitted to TAC and Policy Council

Town of Seymour Lake Altoona boat ramp off-street parking analysis - project was completed in early August.

Urban Work Program and TIP Recertification - Ongoing. Will be adopted in October.

Cover Photo: Bridge St. and Central St. in downtown Chippewa Falls.

Chippewa Valley Regional Airport Update

Over the past few months, the Chippewa Valley Regional Airport has gone through the process of selecting a new carrier for passenger travel. Previously, SkyWest served the airport as part of the Essential Air Service, which are federally subsidized routes to communities that otherwise couldn't support regular flights. Sun Country won the new bid and tickets are now available.

Sun Country Airlines will begin service to Minneapolis-St. Paul International Airport (MSP) December 1, 2022 and expand to a total of four round-trip flights per week to MSP starting December 19, 2022. Direct flights to Southwest Florida International Airport (RSW) in Ft. Myers, FL will also start December 19, 2022. It is also planned that Sun Country will have flights to Las Vegas and Orlando, based on demand.

Interesting fact - when the round-trip tickets to and from Eau Claire and MSP were released, they could be purchased for under \$25 total round-trip.

Multi-modal Design in Sweden

On a recent trip to Sweden, it was very interesting to see how pedestrian, bicycle, and vehicle modes of travel were planned and designed. Regardless of the size of the community, from Stockholm to a small village, in most areas there were designated travel options for pedestrians, bicycles, and vehicles. Opportunities for interaction among the three modes of travel were designed to be limited and where there needed to be interaction, those locations were with a purpose of safety. There are several photos on the last three pages of the newsletter. The photos also have a brief description and a link to their location. This multi-modal design shows that all modes can be integrated together in all seasons, even winter.

Solutions for Pedestrian & Bicycle Deaths

A recent Wisconsin NPR [episode](#) highlighted the increase in pedestrian deaths, specifically in Wisconsin where pedestrian deaths have doubled since 2020. The show interviewed urban planning professor Robert Schneider from UW-Milwaukee. The discussion looked at inequalities of pedestrian and bicyclist deaths, ways to reduce deaths and injuries, and the Vision Zero program.

[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.
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Crash By Day And Time

What time of what day do you think has the most crashes in the MPA? How about second or third most often? When are the fewest crashes?

During a project we have been working on, we ran the 2015-2020 crash numbers of total crashes for each hour on each day in the MPA. The hour that had the most crashes was 5pm on Tuesday. That was followed by 3pm on Friday. After those two times, there were nine other times that all

had roughly the same number of crashes. Those times of day ranged from 3pm to 5pm. All of these times included all five weekdays, and none were on the weekends. The early morning hours have the least amount of crashes. Crashes start to increase at 6am and sharply peaks at 7am.

Interestingly, but probably not unexpectedly, the only times there were more crashes on both Saturday and Sunday and not a week day was at 2am and 3am.



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MPA Geography - 101

How good is your geography in the MPA? In 2022, we will show a different aerial photo of the MPA, and you can try and see if you know where it is located.



What's Your Guess Answer: This photo is of Water Street along the Chippewa River in Eau Claire. In the photo you can see the street design for Water St., the enhanced pedestrian crossings, the Chippewa River, and the Chippewa River State Trail. Here is a [link](#) to the web map.

Planning Photos From Sweden



Stockholm

This road crosses a bridge. Pedestrians have a wide walking path on the far right. This is elevated from the bicycle lane to its left, which is below the pedestrian path, but also above the vehicle travel lanes. All three modes are designated and separated by a curb. [Link](#)

Stockholm:

An intersection of Drottningsgatan, which is the main pedestrian street in Stockholm. This location, with Klarabergsgatan, is in one of the busiest locations in Stockholm for pedestrians, bicyclists, vehicles, buses, and light rail. The traffic stop lights are at human scale and the pedestrian crossings are wide and require vehicle traffic to slow down. [Link](#)



Stockholm

The pedestrian light for people to cross has two people walking with a floating heart between them. The red light has two people holding hands with a heart in the light as well.

Planning Photos From Sweden

Karlskrona

Landbrogatan is normally a street that allows one lane of traffic in each direction. During summer months, they turn the street into a *Sommargata*, which translates to Summer Street. This designated non-motorized area had bike parking, tables and chairs, and a huge water slip and slide. [Link](#)



Karlskrona

Some of the temporary bike parking in the Landbrogatan Summer Street.



Karlskrona

Ronnebygatan is a pedestrian street for all 12 months. During the warmer months, almost every restaurant has outdoor seating. In addition, there is an abundance of bike parking and seating areas. [Link](#)

Planning Photos From Sweden



Karlskrona

This is one of the busier traffic intersections in Karlskrona. The location of the photo is the intersection of the two entry points to the island, is adjacent to the train and bus station, and less than two blocks away from the start of a major shopping area and harbor. Pedestrians, bicyclists, and vehicles are all separated. Traffic signals are human scale and bike stop lights are also located at the intersection.

[Link](#)

Värnamo

The train and bus station in Värnamo are adjacent to each other. There is great pedestrian access to the site and there are two areas of covered bike parking. [Link](#)

