

Chippewa-Eau Claire MPO
Technical Advisory Committee

April 10, 2024
Meeting Packet

CHIPPEWA-EAU CLAIRE

METROPOLITAN PLANNING ORGANIZATION



800 Wisconsin Street, Mail Box 9
Eau Claire, WI 54703
715.836.2918 wwrpc.org

MEETING NOTICE

Chippewa-Eau Claire Metropolitan Planning Organization Technical Advisory Committee

Wednesday, April 10, 2024
1:30 p.m.

Zoom:
Meeting ID: 812 1789 7814
Passcode: 915737

AGENDA

1. Call to order
2. Welcome and introductions
3. Approval of minutes of January 10, 2024 meeting
4. Review and recommendation of Amendment #2 (TAM Performance Measures) to the Transportation Improvement Program for the Eau Claire Urbanized Area, 2024-2028
5. Review and recommendation of distribution of STP-Urban funds
6. Update: Chippewa Valley Bike Route System
7. Update: Emergency Medical Transit Connections
8. Update: Sewer Service Area Plan
9. Other Business
10. Establish next meeting date (tentatively August 14, 2024)
11. Adjournment

CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION



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

Meeting held virtually using Zoom, Wednesday, January 10th, 2024, 1:30 p.m.

Members present: Fred Anderson – Chippewa County Highway Department, Taylor Greenwell – City of Altoona Planning, Brandon Cesafsky – City of Chippewa Falls Public Works, Brad Hentschel – City of Chippewa Falls Planning, Ned Noel- City of Eau Claire Community Development, Katrina Berg – City of Eau Claire Planning, Jon Johnson – Eau Claire County Highway Department, Rod Eslinger – Eau Claire County Planning & Development, Ty Fadness – Eau Claire Transit, Karl Buck – Federal Highway Administration, Wesley Vlcek - Town of Brunswick, Jennifer Meyer - Town of Union, Alice Droski – Town of Wheaton, Jeff Aboud – WisDOT NW Region

Staff present: Eric Anderson – Director Chippewa-Eau Claire Metropolitan Planning Organization (MPO), Edwin Rothrock - Chippewa-Eau Claire MPO, Scott Allen – WWRPC Director

Minutes

1. Mr. Eric Anderson called the meeting to order at 1:31 pm.
2. Introductions were made.
3. The minutes of September 13th, 2023, MPO TAC meeting were approved by all present following a motion by Mr. Eslinger, seconded by Mr. Cesafsky.
4. Mr. Eric Anderson presented Amendment #1 (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. Hentschel, seconded by Mr. Anderson, all members present voted “Aye.”
5. Mr. Eric Anderson presented three changes that had been suggested by MPO members to the draft Chippewa-Eau Claire Metropolitan Planning Organization Area Boundary map. The draft had been distributed earlier to the MPO TAC members for their consideration and feedback. Three suggestions for changes were received:
 - 1) Remove a section area southwest of the intersection of CTH II and Balsam Road from the MPO area.
 - 2) Add an area northwest of the intersection of Count Line Road (10th Avenue) and 40th Street, extending the boundary to 20th Street.
 - 3) Add an area northeast of the intersection of Deerfield Road and Hillview Road, east along the line of Deerfield Road to Otter Creek, then north along Otter Creek to Otter Creek Road.

It was agreed that each suggested change would be discussed and voted on separately.

- Area 1 – The area suggested for removal has sections defined as being reserved for agricultural uses. The area also includes a successful agritourism site. There were concerns about whether the roadway (CTH II) would be included within the Metropolitan Planning Area (MPA) if the road was upgraded due to traffic pressure from future residential growth along the corridor. It was agreed that the road in this area would continue to be included in the MPA. Area 1 was recommended for removal from the MPO Area Boundary on a vote of 7 in favor of removal, 5 against removal, with 2 abstentions.
- Area 2 – Concerns were shared that inclusion of the suggested additional area would enhance the possibility that the area would be annexed by the City of Eau Claire. Concerns were also shared that the Town of

Includes the Cities of Altoona, Chippewa Falls, and Eau Claire, the Village of Lake Hallie, and the Towns of Anson, Brunswick, Eagle Point, Hallie, Lafayette, Pleasant Valley, Seymour, Tilden, Union, Washington, and Wheaton

Union, within which the area lies, had not had a chance for their Board to consider this change. There was a discussion about how 20th Street was already being considered for future upgrades due to increased traffic pressure from the Eau Claire Events District (aka Country Jam Grounds) and how inclusion within the MPA might facilitate planning for the upgrade. It was also discussed that this vote was only a recommendation to the MPO Policy and there would be opportunities to discuss with interested people prior to consideration by the MPO Policy Council. Area 2 was recommended for addition to the MPO Area Boundary on a vote of 10 for inclusion, 2 against inclusion, with 2 abstentions.

- Area 3 – It was discussed that development along US 53 was already extending towards the area recommended for addition to the MPO Area Boundary. Otter Creek was discussed as a natural boundary to eastward development. Area 3 was recommended for addition to the MPO Area Boundary on a vote of 11 in favor of inclusions, with 3 abstentions.
6. Review 2023 MPO Annual Summary Report – Mr. Eric Anderson gave a brief description of the report, but in the interest of not extending an already overly long meeting, asked members to review the report and provided him with any feedback.
 7. Other Business – Mr. Abboud mentioned that new Bike/Ped guidelines in the Public Right-of-Way Accessibility Guidelines (PROWAG) will be incorporated into the updated WisDOT Department Facilities Development Manual over the next 18 months. He encouraged TAC members to familiarize themselves with the upcoming changes and to begin to incorporate those changes into upcoming local projects. He stated that he will send links to the upcoming changes to MPO staff that can then be distributed to TAC members.
 8. Establish next tentative meeting date as April 10th, 2024.
 9. At 3:13 pm, a motion to adjourn was made by Mr. Cesafsky, seconded by Ms. Meyer, and passed by all.

**Chippewa-Eau Claire MPO
Resolution No. 24-02**

AMENDMENT NUMBER 2 TO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CHIPPEWA-EAU CLAIRE URBANIZED AREA (2024-2028) AND ADOPTION OF PERFORMANCE MEASURE TARGETS FOR TRANSIT ASSET MANAGEMENT FOR THE CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING AREA.

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 MPOs and transit systems are required to meet the requirements of 49 USC 625 Subpart D, concerning the development and tracking of Transit Asset Management targets; and

WHEREAS, WisDOT has adopted updated Transit Management Targets for Rolling Stock, Equipment, and Facilities; and

WHEREAS, MPOs need to establish targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT and local transit systems' targets for those performance measures; and

WHEREAS, this update adds SUV to Revenue Vehicles and added Parking to Facilities; and

BE IT RESOLVED BY THE CHIPPEWA-EAU CLAIRE Metropolitan Planning Organization:

That the Chippewa-Eau Claire MPO, adopts the most recent WisDOT Transit Management Targets and agrees to plan and program projects so that they contribute toward the accomplishment of the Transit Management Targets and include those targets in the current *Transportation Improvement Program for the Eau Claire Urbanized Area, 2024-2028*, as identified in Exhibit A, as attached to this document.

Adopted this 1st day of May, 2024

APPROVED:

ATTEST:

Gary Spilde, Chairperson
Chippewa-Eau Claire Metropolitan
Planning Organization

Eric Anderson, Secretary

Exhibit A

Transit Asset Management Targets

Eau Claire Transit

Eau Claire Transit (ECT) has worked with the WisDOT in the setting of targets for the percentage of transit vehicles, service vehicles, passenger facilities, and maintenance facilities expected to fall within their designated useful life benchmarks (ULB). The MPO officially adopts the WisDOT targets. ECT developed their Transit Asset Management (TAM) plan and have adopted the State targets.

The targets set for WisDOT's 5307 group are as follows:

- Vehicles and equipment: Not more than 25 percent of vehicles (over the road buses) at or exceeding their useful life benchmark of 14 years.
- Facilities: 50 percent of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

The targets set for Transit Asset Management Performance Measure Targets are as follows:

- Rolling stock – Percent of revenue vehicles that have met or exceeded their useful life benchmark
 - Automobile = 77%
 - Bus = 44%
 - Cutaway = 47%
 - Minivan = 51%
 - SUV = 27%
 - School Bus = 0%
 - Van = 27%
- Equipment - Percent of non-revenue vehicles that have met or exceed their useful life benchmarks:
 - Automobiles – 33%
 - Trucks or other Rubber Tired Vehicles – 29%
- Facility – Percent of facilities rated at or below 3 on the condition scale
 - Administrative/Maintenance Facilities = 10%
 - Parking = 10%

Agenda Item 5: Review and Recommendation of STP-Urban Funds

BIL 4 STP-Urban - April 2024 Project Scoring

Project	Sponsor	Functional Classification	Plan Consistency	Preserves Existing System			Capacity			Safety			Multi-modal		Total Score	Rank
				Criteria	Value	Score	Criteria	Value	Score	Criteria	Value	Score	Value	Score		
CTH F State Street	Eau Claire County	Minor Arterial	5	a	4	5	a	0.42	2	1	484	5	4	5	22	1
Bridgewater Ave	Chippewa Falls	Collector	5	a	5	3	a	0.17	0	1	835	5	2	1	14	4
Prairie Lane	City of Eau Claire	Collector	5	a	46	5	a	0.13	0	1	403	5	3	3	18	2
Starr Ave	City of Eau Claire	Minor Arterial	5	a	65	3	a	0.34	1	1	176	3	4	5	17	3

Project	ADT	Annual Veh.	project length (in mi.)	Annual VMT	Crashes (2018-2022)	AAC	Crashes per 100m VMT	Capacity*	V/C
CTH F State Street	5,500	2,007,500	0.7	1,405,250	34	6.80	483.90	13,250	0.4151
Bridgewater Ave	2,298	838,770	0.2	167,754	7	1.40	834.56	13,250	0.1734
Prairie Lane	1,700	620,500	0.8	496,400	10	2.00	402.90	13,250	0.1283
Starr Ave	4,500	1,642,500	1.8	2,956,500	26	5.20	175.88	13,250	0.3396

* Capacity developed using averages from "FDM 11-20 Attachment 1.1 Urban Streets Modernization Roadway Design Criteria for Posted Speed Limits of 40 mph or less" from WisDOT

Projects Submitted (Funding Level = \$4,870,716)

Rank	Project	Total Project Cost	Proposed Local Share	%	Requested Federal Share	%
1	CTH F State Street	\$4,393,034	\$2,037,302	46%	\$2,355,732	54%
2	Prairie Lane	\$2,312,953	\$894,207	39%	\$1,418,746	61%
3	Starr Ave	\$9,463,501	\$4,052,616	43%	\$5,410,886	57%
4	Bridgewater Ave	\$1,690,163	\$532,360	31%	\$1,157,802	69%
Totals		\$17,859,651	\$7,516,485	42%	\$10,343,166	58%

Option 1: Fully fund requests for State St and Prairie Lane, fund 4th-ranked project, Bridgewater Ave, at 65% (\$0 left over)

Project	Total Project Cost	Proposed Local Share	%	Proposed Federal Share	%	Balance Fed. \$	Project Rank
Federal allocation						\$ 4,870,716	
CTH F State Street	\$4,393,034	\$2,037,302	46%	\$2,355,732	54%	\$2,514,984	1
Prairie Lane	\$2,312,953	\$894,207	39%	\$1,418,746	61%	\$1,096,238	2
Starr Ave	\$9,463,501	\$9,463,501	100%	\$0	0%	\$1,096,238	3
Bridgewater Ave	\$1,690,163	\$593,925	35%	\$1,096,238	65%	\$0	4

Option 2: Only Fund 3rd-ranked project, Starr Ave, at 51% (\$0 left over)

Project	Total Project Cost	Proposed Local Share	%	Proposed Federal Share	%	Balance Fed. \$	Project Rank
Federal allocation						\$ 4,870,716	
CTH F State Street	\$4,393,034	\$4,393,034	100%	\$0	0%	\$4,870,716	1
Prairie Lane	\$2,312,953	\$2,312,953	100%	\$0	0%	\$4,870,716	2
Starr Ave	\$9,463,501	\$4,592,785	49%	\$4,870,716	51%	\$0	3
Bridgewater Ave	\$1,690,163	\$1,690,163	100%	\$0	0%	\$0	4