

Minutes of the Meeting of the

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND
PROGRAMMING FOR THE RACINE URBANIZED AREA**

DATE: April 29, 2014

TIME: 2:00 p.m.

PLACE: Auditorium
Ives Grove Office Complex
14200 Washington Avenue
Sturtevant, Wisconsin

Members Present

Julie A. Anderson..... Director of Public Works, Racine County
Chair
Kenneth Yunker Executive Director, SEWRPC
Secretary
Robert Elkin Systems Planning Supervisor, Southeast Region
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation
Peter L. Hansen Chairman, Town of Yorkville

Guests and Staff Present

Christopher Hiebert..... Chief Transportation Engineer, SEWRPC
Ethan Johnson Senior Engineer, SEWRPC
Tim McElmeel Urban and Regional Planner, Southeast Region
Wisconsin Department of Transportation
Robert Schmidt Local Program Manager, Southeast Region
Wisconsin Department of Transportation

ROLL CALL

Chair Anderson called the meeting of the Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area to order at 2:00 p.m., welcoming those present. Mr. Yunker indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting.

**CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM
ENTITLED: YEAR 2010 CENSUS-DEFINED URBANIZED AREA BOUNDARY AND PROPOSED
ADJUSTMENTS TO THE BOUNDARY FOR THE RACINE URBANIZED AREA**

Chair Anderson asked Mr. Hiebert to present the SEWRPC staff memorandum entitled “Year 2010 Census-Defined Urbanized Area Boundary and Proposed Adjustments to the Boundary for the Racine Urbanized Area.” Mr. Hiebert stated that following each decennial U.S. Census, the U.S. Census Bureau delineates the urbanized areas of the Nation, such as the Racine urbanized area. He added that the boundaries of the urbanized areas are predominately based on the density of residential population. This results in the urbanized areas being irregular in shape, and not a complete measure of its urbanized area, as areas of urban commercial and industrial lands may not be included in the urbanized area. He stated that adjustments—all additions—are made to the Census-defined urbanized area for a number of reasons, including to better define the true urbanized area by including areas of commercial and industrial urban development, which are not fully considered by the Census, and as well to avoid having a street or highway located alternately inside and then outside the urbanized area boundary, which would cause

difficulties as both urban and rural Federal funding may then need to be obtained simultaneously to fund and implement a project

[Secretary's Note: The SEWRPC staff memorandum entitled "Year 2010 Census-Defined Urbanized Area Boundary and Proposed Adjustments to the Boundary for the Racine Urbanized Area" is included in these minutes as Attachment A.]

Mr. Yunker stated that the Commission and the Wisconsin Department of Transportation (WisDOT) are responsible for defining the adjusted Racine urbanized area boundary. He noted that similar efforts have been, or will be conducted, for the other urbanized areas in southeastern Wisconsin, including for the Kenosha, Milwaukee, Round Lake Beach and West Bend urbanized areas. Mr. Yunker reviewed Map 1 of Attachment A which shows the year 2010 Census-defined Racine urbanized area boundary, the proposed adjustments to the boundary, as well as the year 2000 adjusted Racine urbanized area boundary that was approved by members of the Committee at its meeting held on May 27, 2005.

Mr. Yunker noted that, as adjustments to urbanized area boundaries always expand the Census-defined urbanized area boundaries, the Commission and WisDOT staffs take care to prevent the adjusted urbanized area boundaries from becoming too extensive, which would result in diluting available Federal Surface Transportation Program (STP) funding for projects in the urbanized area. Mr. Hiebert noted that the existing and planned arterial facilities within the proposed year 2010 adjusted Racine urbanized area boundary represent a 13.9 percent increase in centerline miles over the existing and planned arterial facilities within the year 2010 Census-defined Racine urbanized area boundary, as shown in Table 1 of Attachment A.

The following points summarize the discussion that occurred during and following the review of the staff memorandum.

1. In response to a question by Mr. Hansen, Mr. Yunker indicated that existing and planned arterial streets and highways shown on Map 1 and included in Table 1 of Attachment A reflect the planned Racine County arterial street and highway system identified in the year 2035 regional transportation plan.
2. Mr. Schmidt inquired how CTH KR centerline miles are allocated between Racine County and Kenosha County. Mr. Hiebert indicated that CTH KR centerline miles are split evenly between the two counties. Chair Anderson stated that a jurisdictional agreement between Kenosha County and Racine County specifies CTH KR maintenance responsibilities.

There being no further discussion, Mr. Hansen made a motion to approve the proposed adjustments to the year 2010 Census-defined urbanized area boundary for the Racine urbanized area, as shown on Map 1 of Attachment A. The motion was seconded by Chair Anderson, and carried unanimously by the Committee.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 2:45 p.m.

Respectfully submitted,

Kenneth R. Yunker, P.E.
Secretary

Attachment A

KRY/RWH/JWD
#217291

Preliminary Draft

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Staff Memorandum

YEAR 2010 CENSUS-DEFINED URBANIZED AREA BOUNDARY AND PROPOSED ADJUSTMENTS TO THE BOUNDARY FOR THE RACINE URBANIZED AREA

After each decennial U.S. Census, the U.S. Census Bureau delineates the urbanized areas of the nation. The U.S. Census Bureau defines an urbanized area as an inner core of census blocks or tracts that have a total land area of less than three square miles and minimum population density of 1,000 persons per square mile surrounded by contiguous, densely settled census tracts and blocks having a minimum population density of 500 persons per square mile, along with adjacent non-contiguous densely settled blocks and block groups that together encompass a population of at least 50,000. The boundaries of urbanized areas are, as a result, always irregular, and are not a complete measure of the urban area, as they are defined primarily by residential development, and do not include all commercial, industrial, or other urban development.

The Southeastern Wisconsin Regional Planning Commission—working with local officials—and the Wisconsin Department of Transportation are responsible for proposing an adjusted urbanized area boundary for the Racine urbanized area. A similar effort will be conducted for the other urbanized areas in Southeastern Wisconsin, including the Kenosha, Milwaukee, Round Lake Beach and West Bend urbanized areas. The adjustments—all additions to the census-defined urbanized area—are made for a number of reasons. The adjustments are made to better define the true urbanized area by including areas of commercial and industrial urbanized development, which are not fully considered by the U.S. Census Bureau. The adjustments also are made to avoid having a street or highway located alternately inside and then outside the urbanized area boundary. Such a situation would cause difficulties as both urban and rural Federal funding may then need to be obtained simultaneously to fund and implement a project.

The year 2010 Census-defined urbanized area boundary for the Racine urbanized area is shown on Map 1, along with adjustments to the boundaries proposed by Commission and Wisconsin Department of Transportation staffs. Also shown on Map 1 is the adjusted year 2000 urbanized area boundary approved by the Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area at a meeting held on May 27, 2005. The year 2010 Census-defined urbanized area

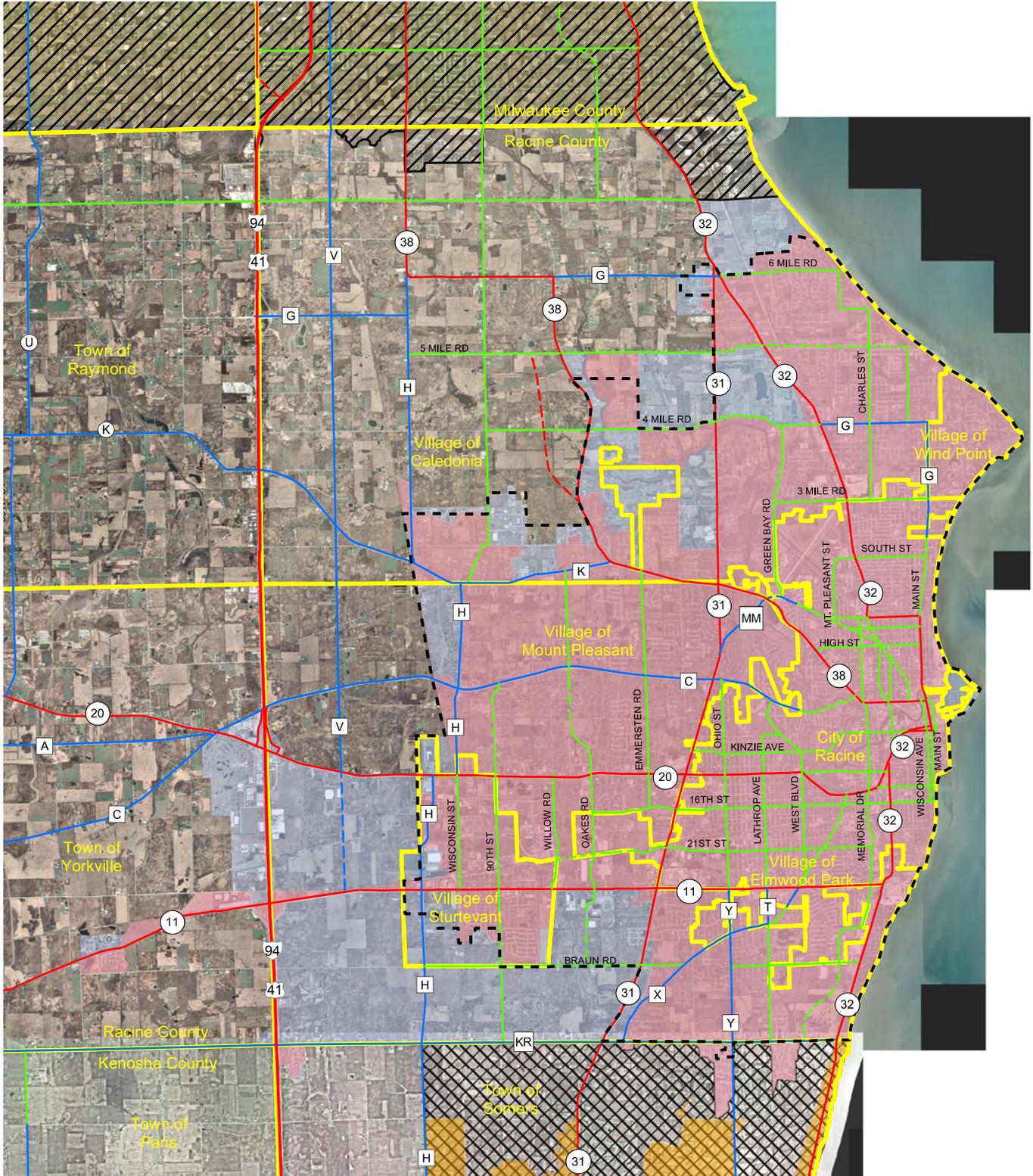
boundary, and proposed adjustment, would expand the area from the approved year 2000 urbanized boundary further west into the southwest portion of the Village of Mount Pleasant and into the eastern portion of the Town of Yorkville. Table 1 provides the existing and planned miles of arterial streets and highways located within the Census-defined and the proposed adjusted year 2010 urbanized area for Racine County and for each of the local communities within the Racine urbanized area. The existing and planned arterial facilities within the proposed adjusted year 2010 urbanized area represents a 13.9 percent increase in centerline miles over the existing and planned arterial facilities in the Census-defined 2010 urbanized area.

The proposed adjusted year 2010 urbanized area would include the highway facilities eligible for Federal Highway Administration Surface Transportation Program-Racine Urbanized Area funding, and would be the area within which transit services would be eligible for Federal Transit Administration Section 5307 Racine Urbanized Area funding.

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Attachment A
Map 1

PROPOSED ADJUSTED BOUNDARY FOR THE RACINE URBANIZED AREA: 2010



- YEAR 2010 CENSUS DEFINED RACINE URBANIZED AREA
- PROPOSED ADJUSTMENTS TO RACINE URBANIZED AREA
- YEAR 2013 MUNICIPAL BOUNDARY
- YEAR 2000 ADJUSTED RACINE URBANIZED AREA

- YEAR 2010 CENSUS DEFINED KENOSHA URBANIZED AREA
- PROPOSED ADJUSTED KENOSHA URBANIZED AREA
- APPROVED ADJUSTED MILWAUKEE URBANIZED AREA

- PLANNED NEW ARTERIAL STREET AND HIGHWAY**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- EXISTING ARTERIAL STREET AND HIGHWAY**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

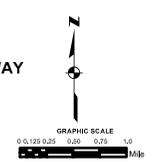


Table 1

ESTIMATED CENTERLINE MILES OF EXISTING AND PROPOSED ARTERIAL STREETS AND HIGHWAYS ELIGIBLE FOR FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS FOR THE RACINE URBANIZED AREA AND THE ATTENDANT PROPORTIONATE SHARE OF URBANIZED AREA CENTERLINE MILES BY MUNICIPALITY^a

Municipality ^c	Year 2010 Urbanized Area (State Trunk Highways Not Included) ^b					
	Census-Defined Urbanized Area		Proposed Adjusted Urbanized Area			
	Miles	Proportionate Share	Expansion Increment		Total	
Miles			Proportionate Share	Miles	Proportionate Share	
RACINE COUNTY						
County	24.49	24.57%	5.50 ^d	39.57%	29.99 ^d	26.41%
Village of Caledonia	15.61	15.66%	2.36	16.98%	17.97	15.82%
Village of Elmwood Park	0.37	0.37%	0.00	0.00%	0.37	0.33%
Village of Mount Pleasant	13.05	13.09%	5.51	39.64%	18.56	16.34%
Village of North Bay	0.00	0.00%	0.00	0.00%	0.00	0.00%
City of Racine	41.41	41.55%	0.00	0.00%	41.41	36.46%
Village of Sturtevant	4.74	4.76%	0.53	3.81%	5.27	4.64%
Village of Wind Point	0.00	0.00%	0.00	0.00%	0.00	0.00%
Town of Yorkville	0.00	0.00%	0.00	0.00%	0.00	0.00%
URBANIZED AREA TOTAL	99.67	100.00%	13.90	100.00%	113.57	100.00%

^a Based upon the existing jurisdiction of the arterial street and highway system set forth in the year 2035 Regional Transportation Plan for Southeastern Wisconsin.

^b Assumes that the Wisconsin Department of Transportation would not utilize any Federal Surface Transportation Program-Racine Urbanized Area funds on eligible facilities under its jurisdiction in the urbanized area.

^c Parts or all of the municipalities listed in this table lie within either the Census-defined or the proposed adjusted 2010 urbanized area boundaries, but not all municipalities have facilities that are eligible for Federal Surface Transportation Program-Racine Urbanized Area funding at the present time.

^d The proposed adjustments to the Racine urbanized area is delineated along, but does not include, the right-of-way of a segment of CTH C located west of IH 94 in order to avoid this facility from alternately being located inside then outside then inside the proposed adjusted urbanized area. Thus, the centerline length of this segment of CTH C is not included in this table.

Source: SEWRPC