

Minutes of the Meeting of the

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

DATE: April 28, 2014

TIME: 10:00 a.m.

PLACE: Conference Room A
Kenosha County Center
19600 75th Street
Bristol, WI

Members Present

Gary Sipsma..... Director, Division of Highways, and Highway Commissioner,
Chair Department of Public Works, Kenosha County
Kenneth Yunker Executive Director, SEWRPC
Secretary
Robert Elkin..... Systems Planning Supervisor, Southeast Region
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation
Ben Harbach..... Chairperson, Town of Somers
Ron Iwen Director, Department of Transportation, City of Kenosha
Alexis Kuklenski..... Community Planner, Federal Highway Administration
(Representing George Poirier)
Jeffrey B. Labahn..... Director, Department of City Development, City of Kenosha
Michael M. Lemens Director, Department of Public Works, City of Kenosha

Guests and Staff Present

Carolyn Feldt Elder & Disability Manager,
Division of Aging & Disability Services, Kenosha County
Christopher Hiebert..... Chief Transportation Engineer, SEWRPC
Ethan Johnson Senior Engineer, SEWRPC
Lane Masoud..... Mobility Manager/Transportation Coordinator
Kenosha County/Kenosha Area Transit
Tim McElmeel Urban and Regional Planner, Southeast Region
Wisconsin Department of Transportation
Bill Morris..... Town Administrator, Town of Somers
Robert Schmidt Local Program Manager, Southeast Region
Wisconsin Department of Transportation

ROLL CALL

Chair Sipsma called the meeting of the Advisory Committee on Transportation System Planning and Programming for the Kenosha Urbanized Area to order at 10:00 a.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 KENOSHA URBANIZED AREA

Chair Sipsma 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 Kenosha 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 Kenosha urbanized area. He added that the boundaries of 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 the true 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, 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 Kenosha Urbanized Area” is included in these minutes as Attachment A.]

Mr. Hiebert stated that the Commission and the Wisconsin Department of Transportation (WisDOT) are responsible for defining the adjusted Kenosha 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 Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas. Mr. Hiebert reviewed Map 1 of Attachment A, which shows the year 2010 Census-defined Kenosha urbanized area boundary, the proposed adjustments to the boundary, as well as the year 2000 adjusted Kenosha urbanized area boundary that was approved by members of the Committee at its meeting held on June 22, 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 Kenosha urbanized area boundary represent a 21.6 percent increase in centerline miles over the existing and planned arterial facilities within the year 2010 Census-defined Kenosha 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. Mr. Labahn suggested that the proposed year 2010 adjusted Kenosha urbanized area boundary be modified to include the entire area bounded by IH 94 to the east, 75th Street (STH 50) to the south, 156th Avenue (CTH MB) to the west, the southern 60th Street (CTH K) right-of-way line to the north between CTH MB and W. Frontage Road/122nd Avenue (to retain this segment of CTH K as a rural facility), and CTH K to the north between W. Frontage Road/122nd Avenue and IH 94. Mr. Yunker stated that the adjusted urbanized area boundary could be modified to include this area.
2. Mr. Schmidt noted that the amount of available Federal STP funding allocated to the urbanized area is based on the population of the year 2010 Census-defined Kenosha urbanized area.

3. Responding to a question from Chair Sipsma, Mr. Hiebert confirmed that arterial streets located along the proposed year 2010 adjusted urbanized area boundary are considered to be within the proposed adjusted urbanized area, unless otherwise noted.
4. Ms. Feldt inquired about the funding implications for not including CTH K west of W. Frontage Road/122nd Avenue within the proposed year 2010 adjusted Kenosha urbanized area. Mr. Hiebert replied that STP urbanized area funding would be used to fund CTH K improvements if the arterial segment is located within the proposed adjusted urbanized area, and STP rural funding would be used if the arterial segment is located outside the proposed adjusted urbanized area. Ms. Feldt asked if not including CTH K west of W. Frontage Road/122nd Avenue within the proposed adjusted urbanized area would affect the source of local funding for future improvements to this segment of CTH K. Mr. Yunker replied that the source of local funding would not be affected. Ms. Feldt asked if not including CTH K west of W. Frontage Road/122nd Avenue within the proposed adjusted urbanized area would impact Federal transit funding for the Kenosha urbanized area. Mr. Yunker noted that Federal transit funding is not route specific, and he further noted that the amount of Federal transit funding received by an urbanized area depends in part on the number of people that live within the respective Census-defined urbanized area. Since the year 2010 Census-defined Kenosha urbanized area includes CTH K only as far west as IH 94, there would be no impact on Federal transit funding as a result of not including CTH K west of W. Frontage Road/122nd Avenue in the proposed year 2010 adjusted Kenosha urbanized area.
5. Mr. Schmidt inquired as to why the year 2010 Census-defined Racine urbanized area extends into Kenosha County. Mr. Yunker explained that the methodology used by the U.S. Census Bureau to define year 2010 urbanized areas resulted in the year 2010 Census-defined Racine urbanized area extending into Kenosha County. Mr. Hiebert added that the Commission and WisDOT staffs worked to minimize the extent of the proposed year 2010 adjusted Racine urbanized area in Kenosha County.
6. Mr. Lemens inquired as to why a portion of the Village of Bristol, which was included in the approved year 2000 adjusted Kenosha urbanized area, is not included in the proposed year 2010 adjusted Kenosha urbanized area. Mr. Hiebert responded that the Village of Bristol was not included in either the year 2000 or the year 2010 Census-defined Kenosha urbanized areas, and the reduction in the adjusted Kenosha urbanized area was due to the Commission's effort to prevent the proposed year 2010 adjusted Kenosha urbanized area boundary from becoming too extensive, which would result in diluting available Federal Surface Transportation Program (STP) funding for projects in the urbanized area.

There being no further discussion, Mr. Lemens made a motion to approve the proposed adjustments to the year 2010 Census-defined Kenosha urbanized area boundary, modified to include the entire area bounded by IH 94 to the east, 75th Street (STH 50) to the south, 156th Avenue (CTH MB) to the west, the southern 60th Street (CTH K) right-of-way line to the north between CTH MB and W. Frontage Road/122nd Avenue (to retain this segment of CTH K as a rural facility), and CTH K to the north between W. Frontage Road/122nd Avenue and IH 94. The motion was seconded by Mr. Labahn, and carried unanimously by the Committee.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 10:45 a.m.

Respectfully submitted,

Kenneth R. Yunker, P.E.
Secretary

KRY/CTH/RWH/ESJ
9/22/2016
#218412 v7

KRY/RWH/JWD
#217289

Preliminary Draft

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Staff Memorandum

YEAR 2010 CENSUS-DEFINED URBANIZED AREA BOUNDARY AND PROPOSED
ADJUSTMENTS TO THE BOUNDARY FOR THE KENOSHA 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 Kenosha urbanized area. A similar effort will be conducted for the other urbanized areas in Southeastern Wisconsin, including the Milwaukee, Racine, 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 Kenosha 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 Kenosha Urbanized Area at a meeting held on June 22, 2005. The year 2010 Census-defined urbanized area

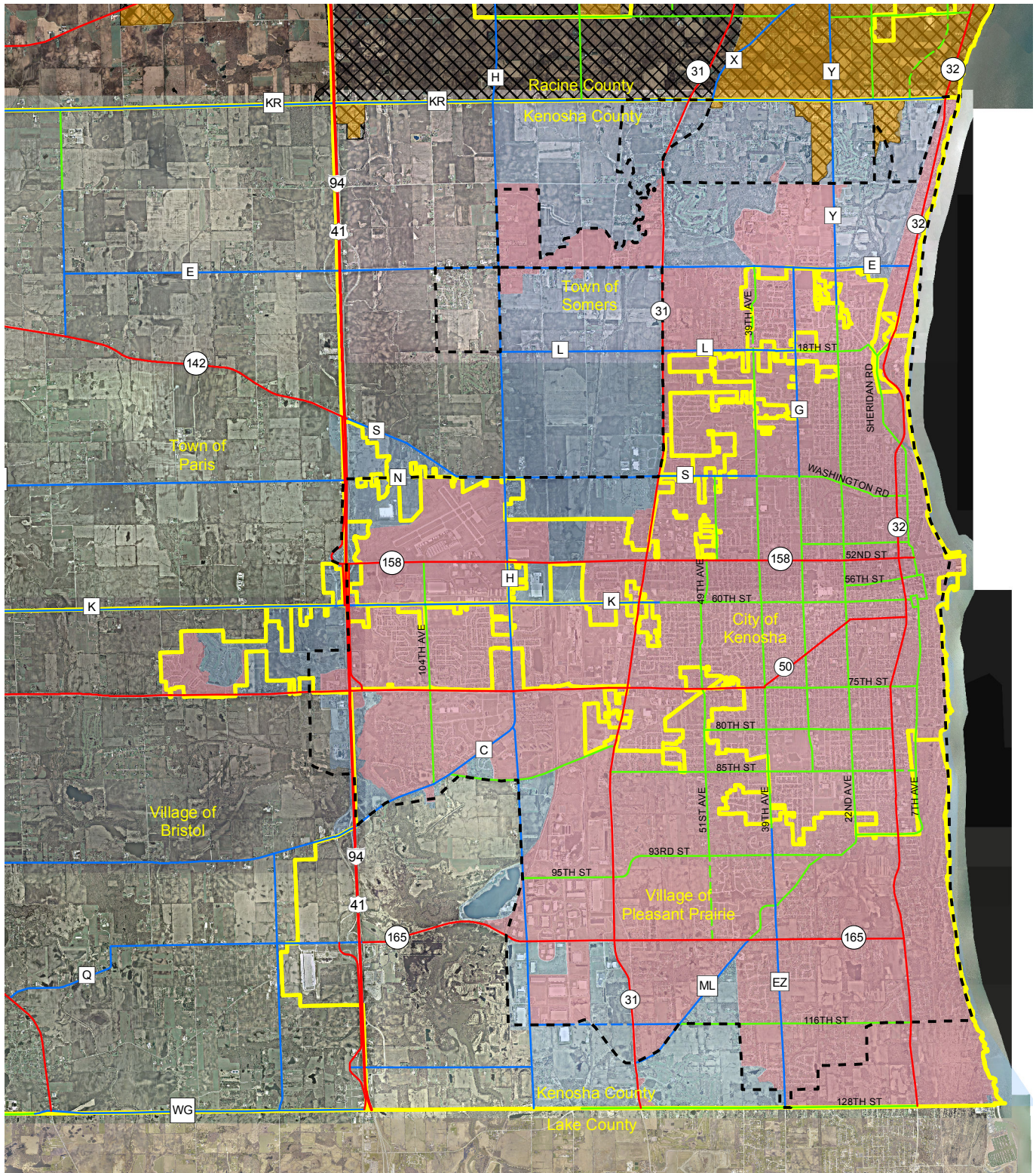
boundary, and proposed adjustment, would expand the area of the approved year 2000 urbanized boundary further into the Villages of Pleasant Prairie and Bristol and the Town of Somers. Table 1 provides the existing and planned miles of arterial streets and highways located within the Census-defined and the proposed adjusted year 2010 urbanized area for Kenosha County and for each of the local communities within the Kenosha urbanized area. The existing and planned arterial facilities within the proposed adjusted year 2010 urbanized area represents a 21.6 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-Kenosha Urbanized Area funding, and would be the area within which transit services would be eligible for Federal Transit Administration Section 5307 Kenosha Urbanized Area funding.

* * *

Attachment A
Map 1

PROPOSED ADJUSTED BOUNDARY FOR THE KENOSHA URBANIZED AREA: 2010



- YEAR 2010 CENSUS DEFINED KENOSHA URBANIZED AREA
- PROPOSED ADJUSTMENTS TO KENOSHA URBANIZED AREA
- YEAR 2000 ADJUSTED KENOSHA URBANIZED AREA

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

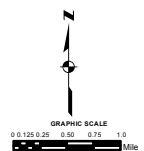


Table 1

ESTIMATED CENTERLINE MILES OF EXISTING AND PROPOSED ARTERIAL STREETS AND HIGHWAYS ELIGIBLE FOR FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDS FOR THE KENOSHA 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			
			Expansion Increment		Total	
KENOSHA COUNTY	Miles	Proportionate Share	Miles	Proportionate Share	Miles	Proportionate Share
County	31.34	34.57%	16.31	83.13%	47.65	43.21%
Town of Bristol	0.00	0.00%	0.00	0.00%	0.00	0.00%
City of Kenosha	39.13	43.16%	0.00	0.00%	39.13	35.48%
Town of Paris	0.00	0.00%	0.00	0.00%	0.00	0.00%
Village of Pleasant Prairie	19.15	21.12%	3.31	16.87%	22.46	20.37%
Town of Somers	1.04	1.15%	0.00	0.00%	1.04	0.94%
URBANIZED AREA TOTAL	90.66	100.00%	19.62	100.00%	110.28	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-Kenosha 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-Kenosha Urbanized Area funding at the present time.

Source: SEWRPC