

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: All Members of the Advisory Committee on Transportation System Planning and Programming for the West Bend Urbanized Area

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: September 11, 2018

SUBJECT: REVIEW AND UPDATE OF THE FUNCTIONAL CLASSIFICATION OF PUBLIC STREETS AND HIGHWAYS WITHIN THE YEAR 2010 ADJUSTED WEST BEND URBANIZED AREA

Federal law requires that public streets and highways in the State be functionally classified as arterial, collector, or local facilities based upon the manner in which they function.¹ The functional classification of roadways is primarily used for determining project eligibility under various Federal Highway Administration (FHWA) transportation funding programs, such as the FHWA Surface Transportation Block Grant Program funding allocated to the West Bend urbanized area. The functional classification of a roadway can also be used in determining the appropriate design for the roadway.

Utilizing detailed criteria,² the Wisconsin Department of Transportation (WisDOT) has functionally classified all public streets and highways throughout the State. The West Bend urbanized area was created as part of the 2010 U.S. Census, and the adjustments to the year 2010 U.S. Census West Bend urbanized area (shown on Map 1) were approved by the Advisory Committee on Transportation System Planning and Programming for the West Bend Urbanized Area (West Bend TIP Committee) on May 16, 2014. Table 1 shows the current functional classification centerline miles within the year 2010 adjusted West Bend urbanized area. WisDOT and Commission staffs have completed an initial review and update of the proposed functional classification of public roadways within the year 2010 adjusted West Bend urbanized area, taking into consideration the functional classification of public roadways within the previously

¹ Arterial streets provide a high degree of travel mobility, serving the through movement of traffic and providing transportation service between major subareas of an urban area or through the area. Together, the arterial streets should form an integrated, areawide system. Access to abutting property may be a secondary function of some types of arterial streets and highways, but it should always be subordinate to the primary function of traffic movement.

Local, or land access, streets are defined as streets and highways which are intended to serve primarily as a means of access to abutting properties, principally serving the residential areas of a community.

Collector streets are defined as streets and highways which are intended to serve primarily as connections between the arterial system and the land access street system. In addition to collecting traffic from, and distributing traffic to, the land access streets, the collector streets usually provide the same principal function as land access streets, that of providing access to abutting property.

² WisDOT's criteria for functionally classifying streets and highways is available on the Department's website (wisconsindot.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf).

designated year 2000 Hartford/Slinger, Jackson, and West Bend small urban areas and rural areas of Washington County. The proposed functional classification of public roadways within the year 2010 West Bend adjusted urbanized area are shown on Map 2.

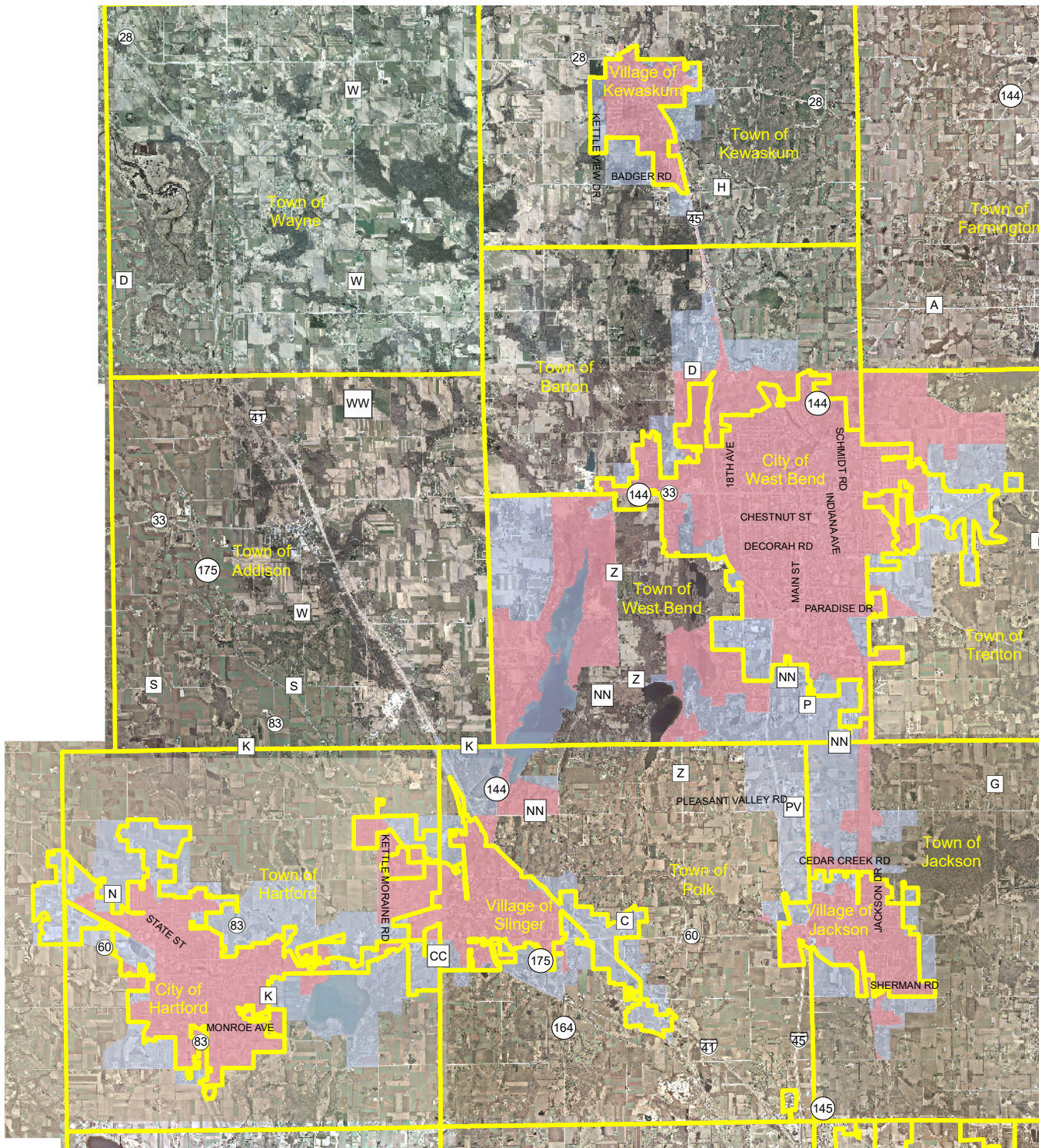
WisDOT requires the functional classification of public roadways within the year 2010 adjusted West Bend urbanized area to be reviewed and approved by the West Bend TIP Committee and by the Commission. Thus, the Commission staff is asking that the West Bend TIP Committee review and consider the proposed year 2010 functional classification of public roadways within the year 2010 adjusted West Bend urbanized area. Following approval of the functional classification of the public roadways by the West Bend TIP Committee, and the subsequent approval by the Commission and WisDOT, WisDOT will forward the proposed functional classification of public roadways to the Federal Highway Administration (FHWA) for its consideration and approval.

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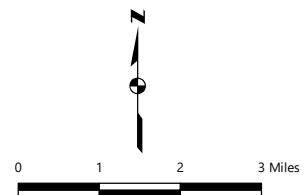
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Enclosures

Map 1
Approved Adjusted Boundary for the West Bend Urbanized Area: 2010



- YEAR 2010 CENSUS
DEFINED WEST BEND
URBANIZED AREA
- APPROVED ADJUSTMENTS
TO WEST BEND
URBANIZED AREA
- YEAR 2018 MUNICIPAL
BOUNDARY



Source: SEWRPC

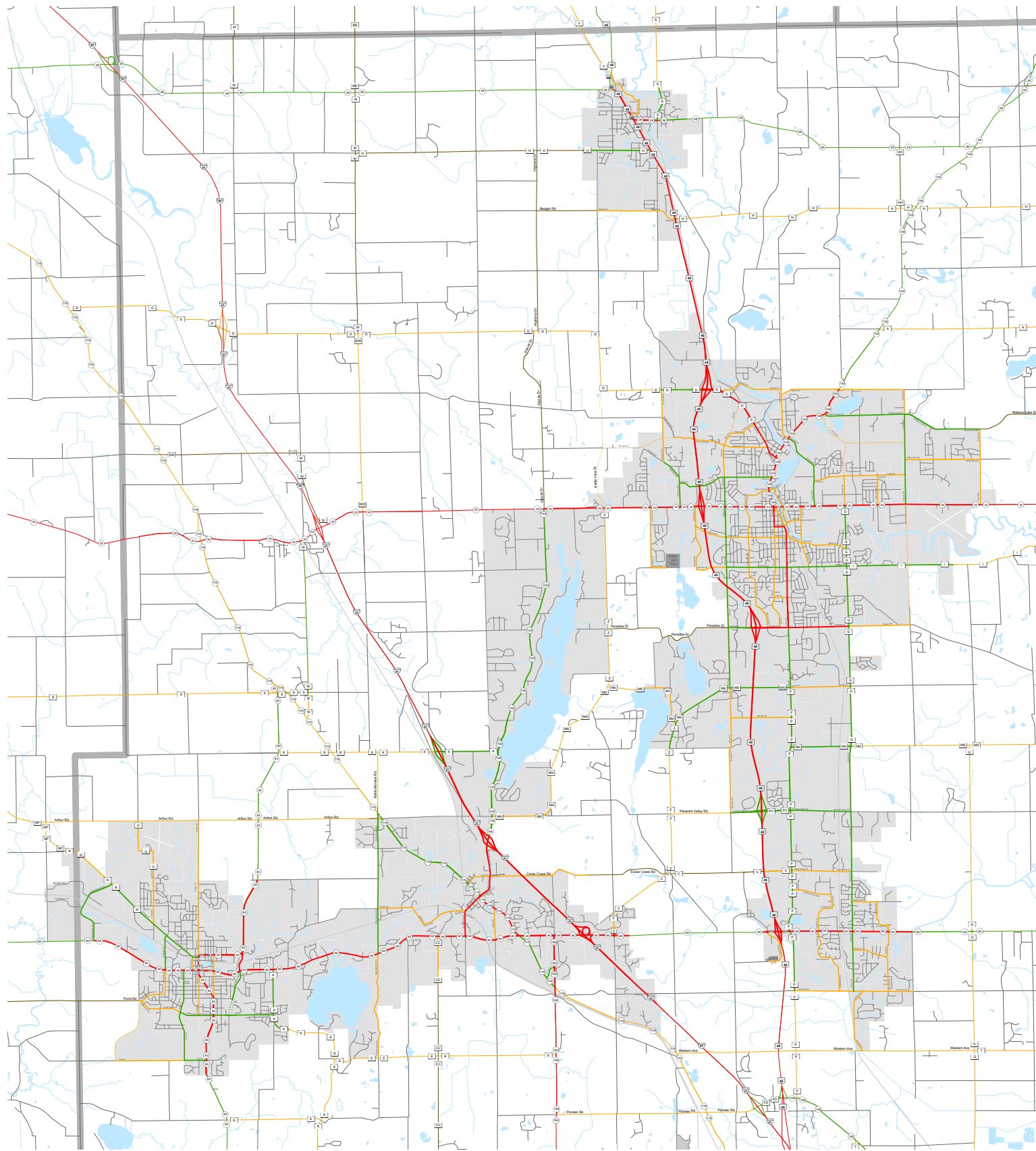
Table 1
Current Functional Classification Centerline Miles Within
the Year 2010 Adjusted West Bend Urbanized Area

Current Functional Classification	Year 2010 Adjusted Urbanized Area	
	Centerline Miles ^a	Percent of Total
Principal Arterial	54.5	11.2
Minor Arterial	61.8	12.7
Collector	63.8	13.0
Local	307.9	63.1
Total	488.0	100.0

^a Centerline miles of existing public streets and highways

Source: Wisconsin Department of Transportation

Map 2 Proposed Functional Classification for the Adopted Year 2010 Adjusted West Bend Urbanized Area



Existing

Planned*

Principal Arterial

Minor Arterial

Collector

Local

Other

Railroads

Lakes, Rivers, Streams

City/Village Boundary

Urban(ized) Area

Other surrounding urban(ized) area

Rural Area

County Boundary

* NOTE:

All planned route locations are approximations only.