

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Southeastern Wisconsin Regional Planning Commission

Staff Memorandum

REVIEW AND UPDATE OF THE FUNCTIONAL CLASSIFICATION OF PUBLIC STREETS AND HIGHWAYS WITHIN THE YEAR 2010 ADJUSTED ROUND LAKE BEACH 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 Program (now Surface Transportation Block Grant) funding allocated to the Round Lake Beach 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. Typically, about every 10 years, following the completion of the adjustment of the U.S. Census-defined urbanized area boundaries, WisDOT and the Commission review and update the functional classification of public roadways within the adjusted urbanized areas within Southeastern Wisconsin. The functional classification of public roadways within the adjusted urbanized area is reviewed and updated based on: 1) changes in the urbanized area boundary from the current and previous adjusted urbanized area; 2) changes in land use and traffic volumes; and 3) the need to classify new streets and highways. In addition, Commission staff reviews the proposed functional classification of the roadways within the urbanized area for consistency with the regional transportation plan (VISION 2050). The most recent review and update of the functional classification of public roadways within the Round Lake Beach urbanized area was completed in 2010 for the year 2000 adjusted urbanized area, as shown on Map 1.

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 (<http://wisconsindot.gov/Documents/projects/data-plan/plan-res/fc-criteria.pdf>).*

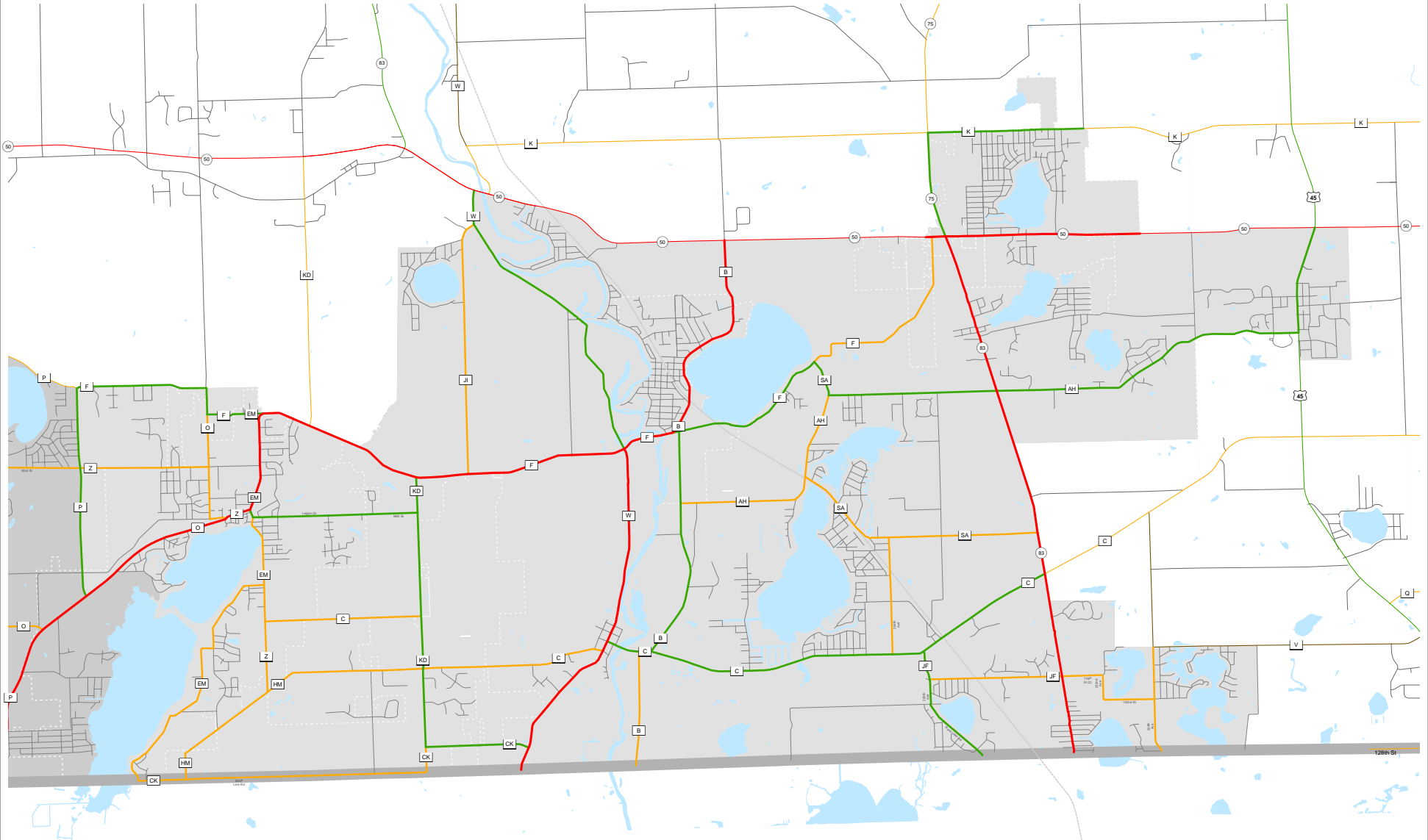
The adjustments to the year 2010 U.S. Census Round Lake Beach urbanized area (shown on Map 2) were approved by the Advisory Committee on Transportation System Planning and Programming for the Round Lake Beach Urbanized Area (Round Lake Beach TIP Committee) at a meeting held on May 21, 2013. WisDOT and Commission staffs have completed an initial review and update of the proposed functional classification of public roadways within the year 2010 adjusted Round Lake Beach urbanized area. The proposed functional classification of public roadways within the year 2010 Round Lake Beach adjusted urbanized area are shown on Map 3. Table 1 shows the comparison of the centerline miles for each functional classification category for the year 2000 adjusted Round Lake Beach urbanized area and as proposed for the year 2010 adjusted Round Lake Beach urbanized area.

Previously, WisDOT required only concurrence by Commission staff for functional classification changes within the adjusted Round Lake Beach urbanized area. However, WisDOT now requires the functional classification of public roadways to be reviewed and approved by the Round Lake Beach TIP Committee and by the Commission. Thus, the Commission staff is asking that the Round Lake Beach TIP Committee review and consider the proposed year 2010 functional classification of public roadways within the year 2010 adjusted Round Lake Beach urbanized area. Following approval of the functional classification of the public roadways by the Round Lake Beach 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.

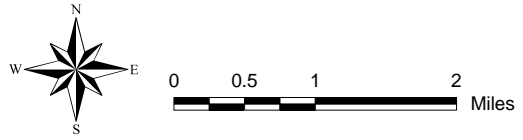
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10/20/2017

Map 1 APPROVED FUNCTIONAL CLASSIFICATION WITHIN THE YEAR 2000 ADJUSTED ROUND LAKE BEACH URBANIZED AREA



 MPO Date: <u>July 30, 2010</u>	 WisDOT Date: <u>8/24/10</u>
 FHWA Date: <u>10/4/10</u>	

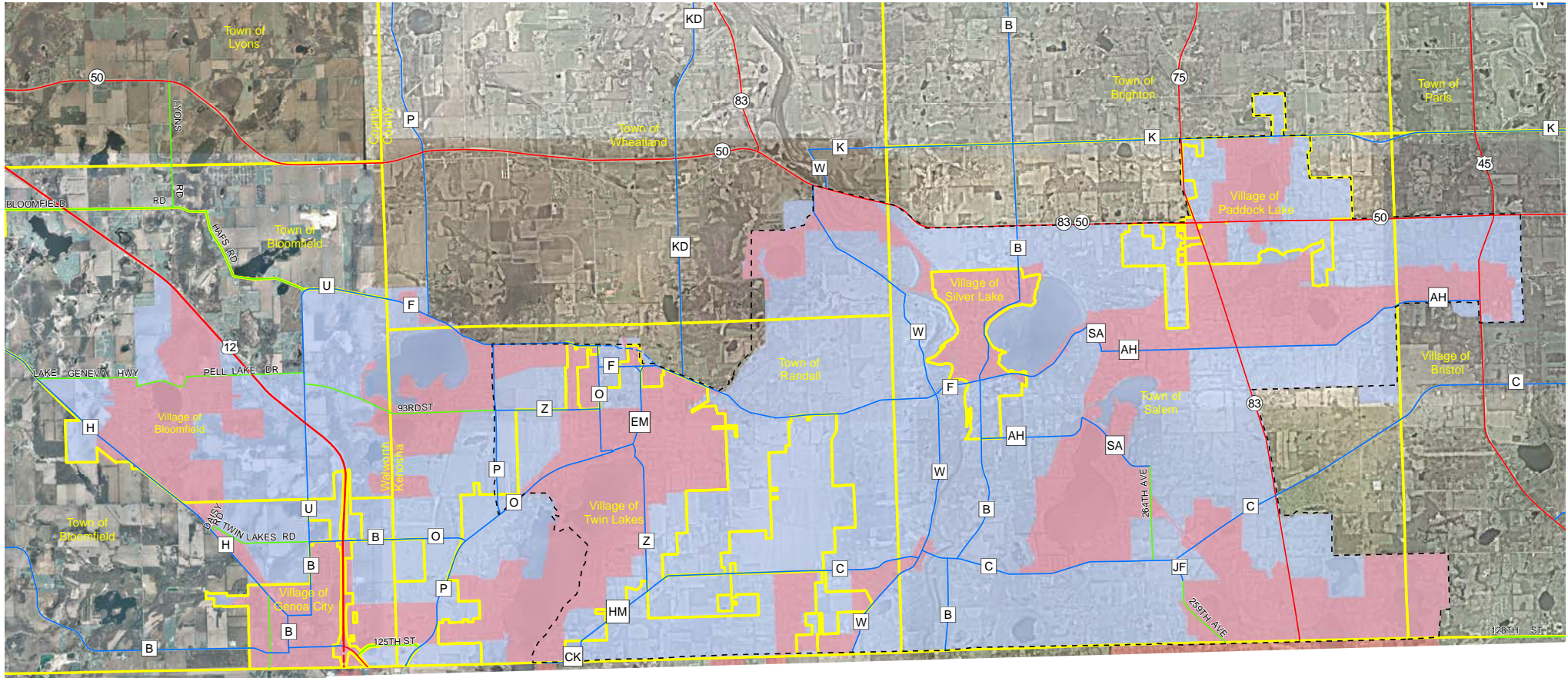






Legend	
Existing — Principal Arterial — Minor Arterial — Collector — Local	Planned* - - - Principal Arterial - - - Minor Arterial - - - Collector - - - Local Railroads Lakes, Rivers, Streams City and Village Boundary Urbanized Area Other surrounding urbanized areas Rural Area County Boundary
In rural areas, routes are shown coming into the urbanized areas in corresponding functional colors. * NOTE: All planned route locations are approximations only.	




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Map 2

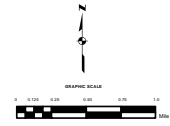
APPROVED ADJUSTED BOUNDARY FOR THE ROUND LAKE BEACH URBANIZED AREA: 2010



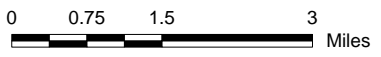
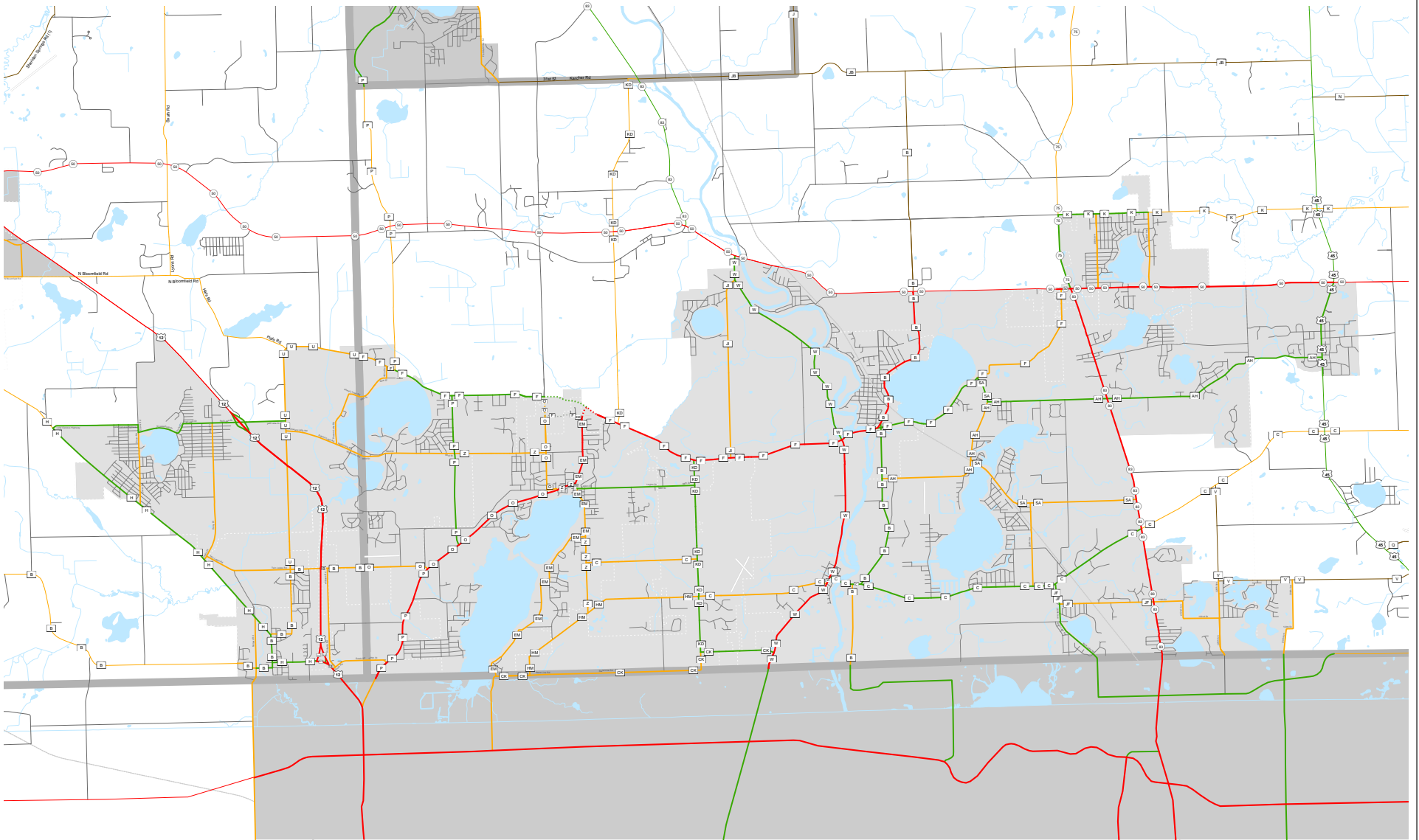
-  YEAR 2010 CENSUS DEFINED URBANIZED AREA
-  PROPOSED ADJUSTED URBANIZED AREA
-  YEAR 2012 MUNICIPAL BOUNDARY
-  YEAR 2000 ADJUSTED URBANIZED AREA

- EXISTING ARTERIAL STREET AND HIGHWAY
-  STATE TRUNK HIGHWAY
 -  COUNTY TRUNK HIGHWAY
 -  LOCAL TRUNK HIGHWAY

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



Map 3 PROPOSED FUNCTIONAL CLASSIFICATION FOR THE ADOPTED YEAR 2010 ADJUSTED ROUND LAKE BEACH URBANIZED AREA



Legend

Existing	Planned*	Other
— Principal Arterial	- - - Principal Arterial	 Railroads
— Minor Arterial	- - - Minor Arterial	 Lakes, Rivers, Streams
— Collector	- - - Collector	 City/Village Boundary
— Local	- - - Local	 Urban(ized) Area
		 Other surrounding urban(ized) area
		 Rural Area
		 County Boundary

*NOTE: All planned route locations are approximations only.

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Table 1

**COMPARISON OF THE FUNCTIONAL CLASSIFICATION OF PUBLIC ROADWAYS
 WITHIN THE YEAR 2000 AND YEAR 2010 ADJUSTED ROUND LAKE BEACH URBANIZED AREAS**

Functional Classification	Year 2000 Adjusted Urbanized Area		Year 2010 Adjusted Urbanized Area	
	Centerline Miles ^a	Percent of Total	Centerline Miles ^a	Percent of Total
Principal Arterial	19.8	8.8	26.6	8.9
Minor Arterial	30.6	13.6	36.2	12.2
Collector	30.3	13.5	44.8	15.1
Local	144.4	64.1	189.9	63.8
Total	225.1	100.0	297.5	100.0

^aCenterline miles of existing public streets and highways.

Source: Wisconsin Department of Transportation.