

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721

Serving the Counties of:

KENOSHA
MILWAUKEE
OZAUKEE
RACINE
WALWORTH
WASHINGTON
WAUKESHA



TO: Advisory Committee on Regional Transportation System Planning and Programming for the Kenosha Urbanized Area (Kenosha TIP Committee)

FROM: Southeastern Wisconsin Regional Planning Commission staff

DATE: March 18, 2024

SUBJECT: **YEAR 2020 CENSUS-DEFINED KENOSHA URBANIZED AREA BOUNDARY AND PROPOSED YEAR 2020 ADJUSTED KENOSHA URBANIZED AREA BOUNDARY**

After each decennial U. S. census, the U. S. Bureau of the Census delineates the urban areas of the nation. With each census the Census Bureau refines the methodology and criteria to define the urban areas. For the 2020 Census, the Census Bureau utilized housing unit density and number of housing units (to account for parts of the urban landscape that have less than average people per housing unit or that have seasonal populations) and areas having a high degree of impervious area (meant to identify commercial and industrial areas not captured in previous delineations) in its urban area delineation. A listing of these and other changes between the 2010 and 2020 urban area delineation criteria is provided on Table 1.

The Census Bureau also no longer distinguishes between different types of urban areas (urbanized areas and urban clusters).¹ While the U.S. Census no longer identifies urbanized areas, the Federal Highway Administration (FHWA) continues to designate Census-defined urban areas with populations of at least 50,000 as “urbanized areas” for purposes of planning and managing various federal transportation funding programs. As a result, there is still a need for the Commission—working with local officials—and the Wisconsin Department of Transportation (WisDOT) to propose an adjusted urbanized area boundary for the Kenosha urbanized area. A similar effort is underway for the other urbanized areas in Southeastern Wisconsin, including the Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas.

The adjusted urbanized area boundary is used to define the area within which the Federal Transit Administration Section 5307 funding and Federal Highway Administration Surface Transportation Block Grant (STP) funding allocated to the Kenosha urbanized area may be expended. The adjustments are made primarily to avoid having a street or highway located alternately inside and then outside an urbanized area. Such a situation would introduce funding complexity as both urban and rural federal funding may need to be obtained to implement a project.

The year 2020 Census-defined urbanized area boundary and proposed adjustments for the Kenosha urbanized area are shown on Map 1. Also shown on Map 1 is the 2010 adjusted Kenosha urbanized area boundary approved by the Kenosha Transportation Improvement Program (TIP) Committee on April 28, 2014. The year 2020 Census-defined urban area boundary, and proposed adjustments, would generally

¹ The Census Bureau made this change in large part because it determined that the 50,000-population threshold was somewhat arbitrary and that the economic and social characteristics of urban areas with populations just over 50,000 were not substantially different than those with populations just under 50,000.

Table 1
Differences between the 2010 and 2020 Census Urban Area Delineation Criteria

Criteria	2010 Criteria	2020 Criteria
Identification of Initial Urban Area Cores	Census tracts and blocks meeting population density, count, and size thresholds. Use of land cover data to identify territory with a high degree of impervious land cover.	Census block or aggregation of census blocks with a housing unit density of 425 housing units per square mile. Use of land cover data to identify territory with a high degree of impervious land cover.
Qualifying Urban Areas	Based on a minimum threshold of 2,500 people.	Based on a minimum threshold of 2,000 housing units or 5,000 people.
Urban Area Type	Urbanized areas and urban clusters identified using a 50,000-population threshold	Urban areas are no longer distinguished as either an "urbanized area" or an "urban cluster." All qualifying areas are designated as an "urban area."
Group Quarters Blocks ^a	No additional criteria to specifically account for group quarters qualifying as urban.	Census blocks that do not meet the minimum housing unit density threshold but contain group quarters and a population density of at least 500 population per square mile adjacent to already qualified urban blocks will be included in an urban area.
Inclusion of Noncontiguous Territory via Hops and Jumps	Maximum hop distance of 0.5 miles, maximum jump distance of 2.5 miles. Intervening low-density jump corridor blocks included in urban area.	Maximum hop distance of 0.5 miles, maximum jump distance of 1.5 miles. Intervening low-density jump corridor blocks not included in urban area.
Inclusion of Noncontiguous Territory Separated by Exempted Territory	Bodies of water.	Bodies of water and wetlands, as identified in land cover data. The intervening, low-density blocks of water and/or wetlands are not included in the urban area.
Additional Nonresidential Urban Territory	Inclusion of groups of census blocks with a high degree of impervious land cover and are within 0.25 miles of an urban area and have a total area of at least 0.15 square miles.	Inclusion of groups of census blocks with a high degree of impervious land cover or contain a three-year average of at least 1,000 commuter destinations that are within 0.5 miles of an urban area and have a total area of at least 0.15 square miles.
Inclusion of airports	Currently functioning airport with an annual enplanement of at least 2,500 passengers and is within 0.5 miles of an urban area.	Currently functioning airport with an annual enplanement of at least 2,500 passengers and is within 0.5 miles of an urban area or is a qualified cargo airport within 0.5 miles of an urban area. Additional census blocks adjacent to an urban area not initially identified by automated delineation that have a high association with airports.
Merging Individual Urban Areas	Merge qualifying territory from separately defined 2010 Census urban cores that share territory contained within the boundaries of the same Census 2000 urban area. Merge only occurs if an area is at risk of losing urbanized area or urban status and is preventable by the merge.	Merge qualifying territory from separately defined 2020 Census Urban Areas in cases where the combined territory contains at least one area with a high-density nucleus and on without, the component areas are within 0.25 miles, both have at least 1,000 housing units or 2,500 population, and there is a 3-year mean worker-flow of at least 50 percent between candidate urban area pairs.

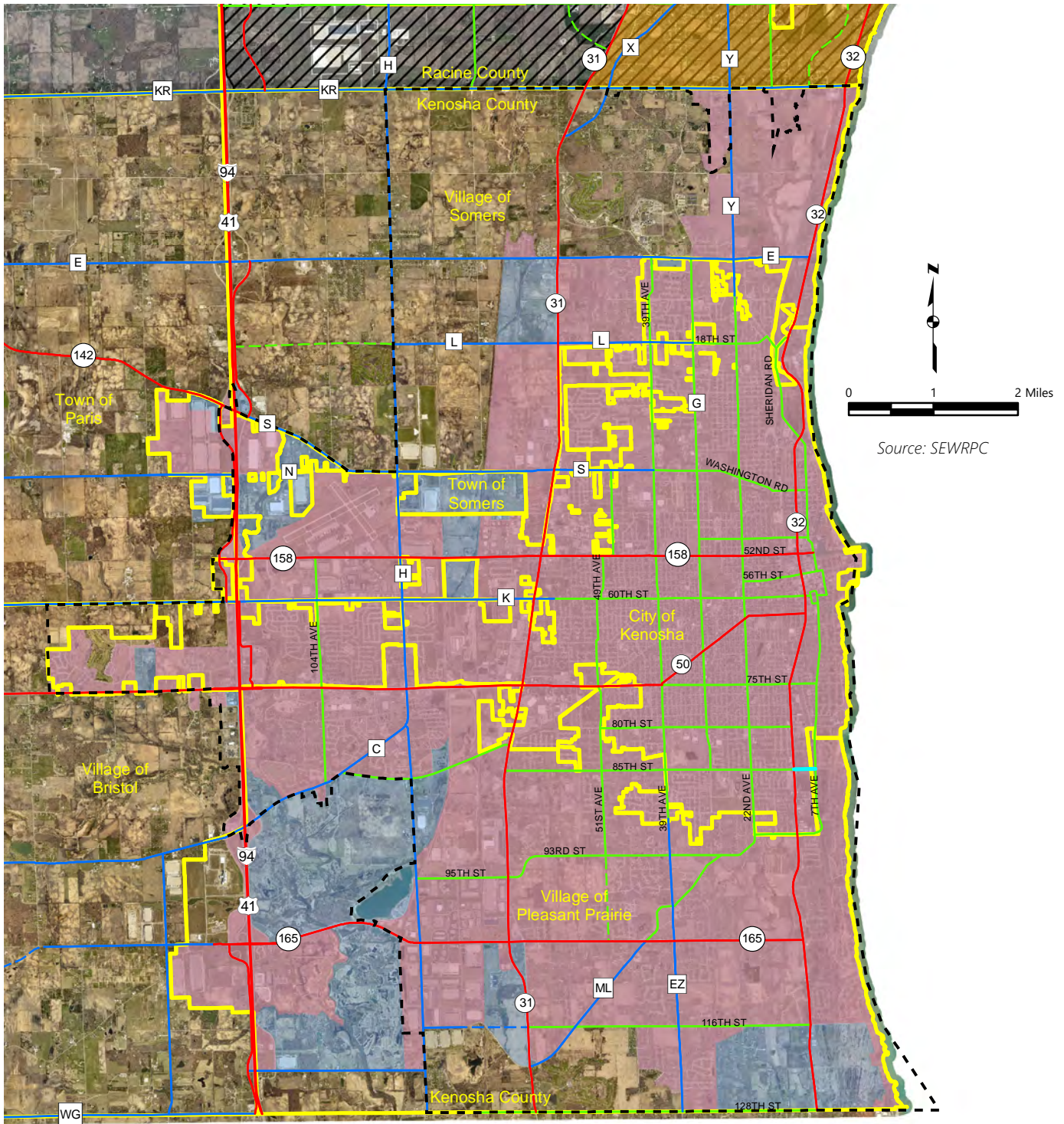
Table 1 (continued)

Criteria	2010 Criteria	2020 Criteria
Splitting Large Urban Agglomerations	Split location is guided by location of Census 2000 urbanized area boundaries. Potential split locations also consider metropolitan statistical area, county, incorporated place, census designated place, and/or minor civil division boundaries as well as distance from each component urbanized area	2010 Census Urban Areas and areas connected via low density fill during the 2020 Census Urban Area delineation are used to identify split candidates. The location of the split boundary is identified using worker flow data between candidate urban area pairs. If necessary, split location is further guided by other commuter-based communities and secondarily by other geographic area boundaries and/or physical features.
Assigning Urban Area Titles (Names)	Clear, unambiguous name based on commonly recognized place names derived from incorporated places, census designated places, minor civil divisions, and the Geographic Names Information System.	Clear, unambiguous name primarily based on commonly recognized names of places within a high-density nucleus, derived from incorporated places, census designated places, governmental minor civil divisions, and the Geographic Names Information System.
Assigning Urban Area Titles (Names)	Clear, unambiguous name based on commonly recognized place names derived from incorporated places, census designated places, minor civil divisions, and the Geographic Names Information System.	Clear, unambiguous name primarily based on commonly recognized names of places within a high-density nucleus, derived from incorporated places, census designated places, governmental minor civil divisions, and the Geographic Names Information System.

^a Group quarters refers to institutional and noninstitutional facilities housing groups of people. These facilities may include adult and juvenile correctional facilities, skilled-nursing facilities, psychiatric hospitals, in-patient hospice facilities, college/university housing, military quarters, and emergency and transitional shelters.

Source: U.S. Bureau of the Census

Map 1
Proposed Adjusted Boundary for the Kenosha Urbanized Area: 2020



Source: SEWRPC

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> YEAR 2020 CENSUS DEFINED KENOSHA URBANIZED AREA PROPOSED ADJUSTMENTS TO KENOSHA URBANIZED AREA YEAR 2010 ADJUSTED KENOSHA URBANIZED AREA | <ul style="list-style-type: none"> MUNICIPAL BOUNDARY YEAR 2020 CENSUS DEFINED RACINE URBANIZED AREA PROPOSED ADJUSTED RACINE URBANIZED AREA | <ul style="list-style-type: none"> 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 |
|--|---|--|

maintain the size of the urbanized area compared to the adjusted Kenosha urbanized area boundary. However, a smaller portion of the Village of Somers and a larger portion of the Villages of Bristol and Pleasant Prairie would be included in the proposed year 2020 adjusted urbanized area.

Table 2 provides the existing and planned miles of arterial streets and highways located within the year 2020 Census-defined and proposed adjusted area for Kenosha County and for each of the local communities within the Kenosha urbanized area. The existing and planned arterial facilities within the year 2020 proposed adjusted urbanized area represents an 8.7 percent increase in centerline miles compared to the existing and planned arterial facilities within the year 2020 Census-defined urbanized area.

* * *

Table 2
Estimated Municipal Total Centerline Miles and Proportionate Share of Arterial Streets and
Highways Eligible for Federal Surface Transportation Program Funds for the Kenosha Urbanized
Area^a

Municipality ^f	Year 2020 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
KENOSHA COUNTY						
County	20.89	25.3%	5.06	70.4%	25.94	28.9%
Village of Bristol	0.00	0.0%	0.00	0.0%	0.00	0.0%
City of Kenosha	42.46	51.4%	0.00	0.0%	42.46	47.3%
Town of Paris	0.00	0.0%	0.00	0.0%	0.00	0.0%
Village of Pleasant Prairie	18.23	22.0%	2.13	29.6%	20.36	22.7%
Town of Somers	0.43	0.5%	0.00	0.0%	0.43	0.5%
Village of Somers	0.67	0.8%	0.00	0.0%	0.67	0.7%
Kenosha County Total	82.68	100.0%	7.18	100.0%	89.87	100.0%

^a Based upon the existing jurisdiction of the arterial street and highway system set forth in VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin.

^b Assumes that the Wisconsin Department of Transportation would not utilize any Federal Surface Transportation Program 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 2020 Census-defined or the proposed adjusted 2020 urbanized area boundaries, but not all municipalities have facilities that are eligible for Federal Surface Transportation Program funding at the present time.

Source: SEWRPC