



City of Appleton

100 North Appleton Street
Appleton, WI 54911-4799
www.appleton.org

Meeting Agenda - Final Municipal Services Committee

Monday, January 11, 2021

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order
2. Roll call of membership
3. Approval of minutes from previous meeting
[21-0019](#) Minutes from December 21, 2020

Attachments: [Minutes from December 21, 2020.pdf](#)

4. Public Hearings/Apearances

5. Action Items

- [20-1569](#) **Owaissa Street**, from Opechee Street to Pacific Street, be reconstructed with concrete pavement and curb & gutter to a width of 24' from back of curb to back of curb, which is approximately 1'-4' wider than the existing street. New concrete sidewalk to be constructed along the east side of Owaissa Street from approximately 160' south of Pacific Street to approximately 500' south of Pacific Street. Existing parking provisions within the project limits will remain unchanged.

Attachments: [Comments-Owaissa Street.pdf](#)
[Comments -Owaissa St Project.pdf](#)
[Owaissa St Design Approval Process.pdf](#)

Legislative History

12/7/20	Municipal Services Committee	held
12/21/20	Municipal Services Committee	held

Item # 20-1569 be held until 1/11

[21-0022](#)

Appleton Street, from College Avenue to Pacific Street, and Oneida Street, from Pacific Street to Atlantic Street, be reconstructed with concrete pavement and curb and gutter. The dimensions of the Appleton Street/Oneida Street reconstruction project are as follows:

College Avenue - Washington Street: New concrete pavement to be constructed to a width of 41' from back of curb to back of curb, which is the same width as the existing street within this portion of the project.

Washington Street - 150' north of Packard Street: New concrete pavement to be constructed to a width of 45' from back of curb to back of curb, which is the same width as the existing street within this portion of the project.

150' north of Packard Street - Pacific Street (End of Appleton St/Beginning of Oneida St): New concrete pavement to be constructed to a width of 35' from back of curb to back of curb, which is 2' wider than the existing street within this portion of the project.

Pacific Street (End of Appleton St/Beginning of Oneida St) - Atlantic Street: New concrete pavement to be constructed to a width of 44' from back of curb to back of curb, which is 7' wider than the existing street within this portion of the project.

Appleton Street/Oneida Street will consist of 1 travel lane in each direction, bike lanes along both sides of the street, and a two-way left turn lane and/or exclusive left turn lanes at each intersection within the project limits.

On-street parking will be prohibited along the entire project length.

The 1-way westbound portion of Pacific Street between Appleton Street and Oneida Street will be vacated as part of this reconstruction project.

The intersections of Appleton Street and Pacific Street and Oneida Street and Pacific Street will be reconstructed and geometrically modified to provide a more standard T-intersection configuration. A dedicated left turn lane along southbound Oneida Street, at Pacific Street, will also be incorporated at this intersection as part of this reconstruction project.

[21-0033](#)

Request to allow driveway access off Haymeadow for Lot 91, Clearwater Creek Subdivision.

Attachments: [Memo for Lot 91.pdf](#)

[Jill Hendricks-formal request.pdf](#)

[Clearwater Creek 1st Addition.pdf](#)

6. Information Items

[21-0020](#) Inspection Division Permit Summary Comparison Report for December, 2020.

Attachments: [Inspection Division Permit Report for December 2020..pdf](#)

[21-0021](#) 2021 Sidewalk Poetry Program

[20-1654](#) Annual Crash Overview 2019.

Attachments: [Annual Crash Overview 2019.pdf](#)

7. Adjournment

Notice is hereby given that a quorum of the Common Council may be present during this meeting, although no Council action will be taken.

Reasonable Accommodations for Persons with Disabilities will be made upon Request and if Feasible.



City of Appleton

100 North Appleton Street
Appleton, WI 54911-4799
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Meeting Minutes - Final Municipal Services Committee

Monday, December 21, 2020

4:30 PM

Council Chambers, 6th Floor

1. Call meeting to order

Alderson Firkus called the meeting to order at 4:30 p.m.

2. Roll call of membership

Present: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

3. Approval of minutes from previous meeting

20-1648 Minutes from December 7, 2020.

Attachments: [Minutes from December 7, 2020.pdf](#)

**Prohaska moved, seconded by Otis, that the Minutes be approved. Roll Call.
Motion carried by the following vote:**

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

4. **Public Hearings/Appearances**

20-1649 Design Hearing for the following street in the 2022 pavement reconstruction program:

Appleton Street (College Avenue to Atlantic Street)

Attachments: [Design Hearing 2022 Appleton Street.pdf](#)
[Municipal Services Design Hearing 2022.pdf](#)

5. **Action Items**

20-1569 **Owaissa Street**, from Opechee Street to Pacific Street, be reconstructed with concrete pavement and curb & gutter to a width of 24' from back of curb to back of curb, which is approximately 1'-4' wider than the existing street. New concrete sidewalk to be constructed along the

east side of Owaissa Street from approximately 160' south of Pacific Street to approximately 500' south of Pacific Street. Existing parking provisions within the project limits will remain unchanged.

Attachments: [Comments-Owaissa Street.pdf](#)
 [Comments -Owaissa St Project.pdf](#)

Item # 20-1569 be held until 1/11

Wolff moved, seconded by Prohaska, that the Report Action Item be held. Roll Call. Motion carried by the following vote:

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

20-1650

Approve 2021 Sole Source Purchase Request for various traffic equipment and technologies.

Attachments: [2021 Sole Source Purchase.pdf](#)

Prohaska moved, seconded by Wolff, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

20-1651

Request from Tilson Technology Management for a permanent street occupancy permit to install a 5.5' X 3' X 5' utility cabinet for the TDS 5G Project at the Northland Avenue/Mason Street intersection. This location is number 6 of 13 total nodes.

Attachments: [TDS 5G-Northland Ave-Mason St.pdf](#)

Otis moved, seconded by Wolff, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

20-1652

Request from Tilson Technology Management for a permanent street occupancy permit to install a 5.5' X 3' X 5' utility cabinet for the TDS 5G Project at the Northland Avenue /McDonald Street intersection. This location is number 7 of 13 nodes.

Attachments: [TDS 5G-Northland Ave-McDonald St.pdf](#)

Prohaska moved, seconded by Otis, that the Report Action Item be recommended for approval. Roll Call. Motion carried by the following vote:

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

6. Information Items

20-1653 Project Update for I-41 from State Hwy 15 to County HWY J.

Attachments: Project update for I-41.pdf

20-1654 Annual Crash Overview 2019.

Attachments: Annual Crash Overview 2019.pdf

7. Adjournment

Otis moved, seconded by Wolff, that the meeting be adjourned. Roll Call. Motion carried by the following vote:

Aye: 4 - Firkus, Otis, Prohaska and Wolff

Excused: 1 - Coenen

NAME	COMMENTS
1. Michael Lokensgard	Seems like overkill to sidewalk that stretch. Curb/gutter at close to existing width and asphalt rather than concrete would seem more that adequate for that stretch. I realize that the street improvements are no longer specially assessed, but that doesn't justify overbuilding. Why would the rebuild here need to be any different than the rebuilding of Mary Street between Eldorado and North a few years back? That was a similarly low-traveled street that lacked curb and gutter. If I recall, the original design for that rebuild was a little overdone (like this one), but the street was eventually reconstructed largely as-was, with just the addition of curb and gutter. Seems like the same thing ought to happen here.
2. Kim Luke	No need for a sidewalk there. Absolutely no need. Keep the trees!!!
3. Amy Flom	Definitely no. Charming little street with no traffic
4. Terri Wirth	I suspect traffic is very light in that wee stretch of the road. No need for a sidewalk that removes the charming trees. DPW overkill for sure. Save some \$\$, please.
5. Chuck McKee	I, too, walk there a lot. I have never been in a situation in which a sidewalk would be useful. Save the money and the trees.
6. Chip Noffke	Absolutely no need for that much deconstruction, I grew up there, amazing how for the past 53+ years it was fine. Can that short section use some improvements, yes. But to this level. There are many other streets in Appleton that I would like improved 1st.
7. Lesley McKee	Don't do this. We need those trees.
8. Brain Tracy	Really unnecessary to add a sidewalk there, please don't.
9. Lou Ann McCucheon	No!!!
10. Tia Rebecca	No! Vote for trees!
11. Jen Kamm	As someone who lives very close to this...this proposal seems very strange given the little traffic on that stretch. However given the amount of traffic and speeds people drive on Leminwah down to Peabody...THAT is where we need a side walk. (And...a stop sign at the intersection of Leminwah and pacific!)

12. Kevin Wirth	Living nearby, we walk this often. Rarely have cars driving by as we walk. This isn't a problem that needs fixing and certainly not at the expense of the trees.
13. Karen Bruno	I live nearby and definitely don't think this is necessary. Save the \$ and the trees.
14. Mary Lokensgard	I am usually pro-sidewalk, but there's absolutely no need to add one in that place - I walk back there multiple times a month at all different times of day, and can't remember the last time I saw a car driving on that stretch. The street needs repair, but the money would be better spent on a busier street. And PLEASE stop cutting down perfectly healthy trees in the downtown neighborhoods.
15. Jennifer Gaines Bates	Not necessary. Trees please.
16. Bonnie Spencer Funk	I'd prefer trees too.
17. Justis Clayton	The street is so sparsely populated that I don't think it needs a sidewalk. My family walks over there often and we don't feel unsafe walking in the street.
18. Sara Rabideau	No thank you. Never needed a sidewalk on that stretch!
19. Nina Cook	It would be sad to lose the trees to have a sidewalk that would rarely be used.
20. Robin Janson	No! Trees are the reason we walk there!
21. Ryan Gebler	I'm a District 2 resident and helped fight to keep the trees on Tonka Street 8 years ago. I say definitely keep the trees. There is no need for a sidewalk.
*22. George Rehfeld	I am one of the residences who would be effected by the sidewalk addition and find this grossly appalling! For one thing, your sidewalk would literally end in my driveway, why? Why would you destroy a tree my family planted over 40 years ago, why? What reasoning would the City of Appleton have for destroying such a beautiful and pristine area, why? How about the City of Appleton reappropriates these funds for a much better and more needed cause?
*23. Becky Stahl	I am an Owaissa street resident, just a block down, and walk this area often. It has very little traffic. I much prefer the trees to the sidewalk. If the homeowners who live directly on this particular section feel differently, I would defer to them.

24. Brain Pritzl	There are plenty of streets where a sidewalk makes sense -- this is not one of them.
25. John Luke	<p>Waste of money. Trees have a dollar value as well in dispersing rain/extending road life, dispersing rain/preventing storm drains from being overwhelmed, keeping commercial & residential cooling costs in check, etc. That figured heavily in the Tonka St project that ultimately left the trees in place. Seems like Municipal Services has a very short memory.</p> <p>The present road width works. Why alter it? The lack of sidewalk does not create problems or generate complaints. Why add it? It seems like Municipal Services is trying to provide a solution to a problem that doesn't exist.</p>
26. Brenda Johnsen	Keep the trees!!
27. Christine Williams	10 trees TOO much to lose. Leave the area as is.
28. Jill Edwards	<p>I am a resident of nearby Winona Ct. We were faced with same situation a few years ago. We are SO happy that additional sidewalk was not added at that time on our quiet court and we were able to keep the trees, and the street was only widened slightly and made of asphalt with curb added. It helped keep a more park like feel to our street. Much different than the original plan to widen it substantially and continue the sidewalk on BOTH sides of the street, with loss of BIG trees and shrubs. As a quiet street, it is safe to walk and access without danger, as is that portion of Owaissa/Opechee.</p>
29. Jason Brozek	<p>I'm not a D-2 resident, but I run in this area all the time. Owaissa is such a quiet street that I'm not sure I've *ever* seen a car on it. From my perspective, the trees are immensely more valuable than a sidewalk.</p> <p>That said though, are there ADA requirements about sidewalks when streets are refinished? The street wouldn't be terribly accessible to wheelchair users or others with mobility challenges when it's snowy or icy.</p>
30. Mary Beth Pritzl	Keep the trees! Skip the sidewalk. I bike and run in this area a lot. The sidewalk is not needed.
31. Anna Troge	Keep the trees please! I walk there often and the little traffic there is always drives slow enough to feel safe without a sidewalk.
32. Kara Sullivan	I am a D2 resident and know Owaissa Street well. I also believe that a sidewalk would be overkill here, a street that receives very little traffic. The cost benefit analysis doesn't work out. The negligible benefit of having the sidewalk does not outweigh the

	loss of the old growth trees on this street. I also agree with Mike Lokensgard. There are multiple projects around town that exemplify DPW overkill. Let's not make this one an overkill project and waste valuable tax dollars better spent elsewhere.
33. Kristi Ross-Clausen	Leave the trees. Why the street widening? They are already wide enough especially given the little traffic.
34. Jessy Glaser	No need for a sidewalk there due to lack of car traffic. I walk there frequently and love the beauty of this area. Please save the trees.
35. Ade Denae	No need for a sidewalk! I love walking with my dog down that street, have never seen a car when we've been walking, and the trees are so beautiful.
36. Karen Park	They took out 2/3 of the trees in Erb. Let's preserve as many large trees as we can.
37. Wendy Osero	I live just around the corner from this, and we walk around this block. There is so little traffic on this road, I don't see why the cost of a sidewalk and a loss of trees is necessary. Most times we walk on this road, we don't encounter a single car.
38. Laura Farnum O'Shea	No, please do not extend the sidewalk. Save the trees on this quiet street. Car and foot traffic is very minimal and a sidewalk that no one uses is unneeded expense.
39. Amy Ongiri	This is on my biking route and there are hardly ever cars so I dont think there is a need for a sidewalk. The trees are beautiful and immensely valuable so I dont see the need for this.
40. Ronna Swift	This sidewalk is NOT needed. The short road to the south toward the apartments rarely has a car on it and the stretch across from the cemetary has a good sidewalk. Do NOT cut down any trees. Who is requesting this?
41. Polly Snodgrass	Please don't take any more trees
42. Jill Swenson	There is sidewalk on the opposite side of Owaissa. None needed here. There is so little foot traffic here
43. B.	I walk that area and have no issues with there being no sidewalk. There is rarely traffic and cars must drive slow around the corners. Unless there are unhealthy trees, I'd save them.
44. Alisa DiSalvo	Leave the trees

November 7, 2020

VIA ELECTRONIC MAIL

Members, Municipal Services Committee
City of Appleton, Wisconsin
100 N. Appleton Street
Appleton, WI 54911

Paula Vandehey
Director, Public Works
City of Appleton, Wisconsin
100 N. Appleton Street
Appleton, WI 54911

Re: Opechee and Owaissa Street Reconstruction, City File Nos. 20-1567 and 20-1568

Ladies and Gentlemen:

I am writing in opposition to the proposal(s) to reconstruct Opechee and Owaissa Streets currently before the Municipal Services Committee. While nobody would question that the surfaces of these streets have deteriorated to the point that replacement is required, the proposed design is overkill, to say the least.

The proposal would widen streets that do not need to be widened, install a sidewalk where none is required, and result in the removal of at least 10 trees, according to the plan which has been shared by our Alderperson on his Facebook page. The comments on the proposal from residents of the neighborhood, including at least one within the immediate project area, have been uniformly negative.

Adding curb and gutter where it does not currently exist may be warranted by concerns over storm water runoff. Widening the street and adding a sidewalk, however, and the wholesale removal of trees on the east side of Owaissa Street that would be required, does not seem justified by traffic counts. I am generally a supporter of sidewalks and the "walkability" of neighborhoods, but in this particular instance, extending a sidewalk from one current dead end to another dead end further south doesn't make sense.

It would also seem more economical to resurface the streets with asphalt rather than concrete, given their nominal traffic counts. As the City has a limited public works budget, why not try to save a few dollars on this project and spend them instead in locations where they will impact a much larger number of pedestrians and drivers?

The unique geography of this neighborhood has created circumstances under which rigid adherence to City policy and standards for street design and construction is impractical. In recognition of that fact, there are several examples of similar streets in the neighborhood where reconstruction projects were redesigned to strike a better balance between vehicular and pedestrian needs and neighborhood desires, including the retention of trees. Such projects include the reconstruction of Winona Court, Mary Street between Eldorado and North Streets, and Tonka Street between Pacific and North Streets.

Please consider a similar path here – there's simply no demand for Owaissa and Opechee Streets to be rebuilt as proposed.

Thank you very much.



Michael J. Lokensgard

1053 E. Nawada Street
Appleton, WI 54911
(920) 410-4608
mlokensgard@gklaw.com

cc: Vered Meltzer, District 2 Alderperson
23804906.1

Cathy Kromm

From: Paula Vandehey
Sent: Monday, December 7, 2020 9:37 PM
To: Cathy Kromm
Subject: Fwd: Owaissa Street Project

Please attach to minutes along e we it's other ones I put on your chair.

Thanks!
Paula

Sent from my iPhone

Begin forwarded message:

From: Vered Meltzer <District2@appleton.org>
Date: December 7, 2020 at 9:32:10 PM CST
To: Paula Vandehey <Paula.Vandehey@appleton.org>
Subject: Fw: Owaissa Street Project

Vered Meltzer
Aldersperson, Appleton District 2
(Pronouns: he, him, his)
920-809-6669
[facebook.com/votevered](https://www.facebook.com/votevered)

Please note: Wisconsin has a very broad public records law. Most written communications to or from government employees and officials regarding city/county business are public records available to the public and media upon request. Your e-mail communication may be subject to public disclosure.

From: lisa clewell <bubbsmom@yahoo.com>
Sent: Monday, December 7, 2020 1:39 PM
To: Vered Meltzer <District2@Appleton.org>
Subject: Owaissa Street Project

To Vered Meltzer and City of Appleton

My name is Lisa Farnum. My family and I have lived at 620 N. Owaissa Street for over 30 years. I am very worried that the drastic street construction proposal for Owaissa/Opechee will ruin the character of this quiet corner of Appleton and destroy the neighborhood feel.

Please do not extend the sidewalk. With such little auto or foot traffic, the neighborhood does not want or need a sidewalk. As a resident who would be most affected by this change, I am strongly against it. A

sidewalk would take out decades of old trees that are beautiful, shady, and environmentally needed. What a shame to eliminate such a valuable resource for something so unnecessary.

I am also against widening the street beyond what is necessary to add curb and gutter. Houses have very little setback on this street and I hate to think of losing three feet of my yard to accommodate a wider street- a street that traffic is so minimal that widening is truly not needed.

In truth, I prefer not adding curb and gutter, but I understand that it may make some sense to do so when the street is repaved.

Please rethink these decisions for the good of the neighborhood and to use the city's street construction budget for more important projects.

Thank you for this consideration

Lisa Farnum

Attention: This message was sent from a source external to the City of Appleton. Please use caution when opening attachments or clicking links.

Cathy Kromm

From: Paula Vandehey
Sent: Monday, December 7, 2020 9:37 PM
To: Cathy Kromm
Subject: Fwd: Response regarding Municipal Service Committee Vote on Owaissa & Opechee Streets

Attach this one as well.

Thanks!
Paula

Sent from my iPhone

Begin forwarded message:

From: Vered Meltzer <District2@appleton.org>
Date: December 7, 2020 at 9:31:44 PM CST
To: Paula Vandehey <Paula.Vandehey@appleton.org>
Subject: Fw: Response regarding Municipal Service Committee Vote on Owaissa & Opechee Streets

Vered Meltzer
Aldersperson, Appleton District 2
(Pronouns: he, him, his)
920-809-6669
[facebook.com/votevered](https://www.facebook.com/votevered)

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From: George Rehfeld <rehfeg@gmail.com>
Sent: Monday, December 7, 2020 3:01 PM
To: Vered Meltzer <District2@Appleton.org>
Subject: Response regarding Municipal Service Committee Vote on Owaissa & Opechee Streets

Good Afternoon Vered,

Thank you for taking a moment to speak with me today regarding the Owaissa/Opechee Street recommendation.

Here are a few works that I wish for the committee to hear:

612 N. Owaissa St. has been in my family since it was first purchased in 1977. Through the years we have celebrated countless multigenerational birthdays, Christmas's, and celebrations alike. I grew up running

through the neighborhood, climbing trees, playing kick-the-can, and enjoying the uniqueness of nature, so enclosed by the City.

As I grow older, understanding that all things change, I cannot help to wonder why we must destroy in order to call it the progress of man? I understand that Cities must evolve in order to thrive, but cannot we also keep some of the natural innocence alive?

Through the years I have watch deer pass through my yard, eagles nest in my trees, and owes hunt in my grasses. Why must we destroy these natural wonders in order to widen an unused road that is less traveled, and leads nowhere? Is it really important for the safety and security of Appleton to destroy natural magic of a small street section?

Please reconsider your propose, and spare the trees my father planted, before his death, in 1987.

Thank you,

Attention: This message was sent from a source external to the City of Appleton. Please use caution when opening attachments or clicking links.

Owaissa Street Design Approval Process

I. PROCESS

Owaissa Street from Opechee to Pacific Street will be reconstructed in 2022, with underground utility construction in 2021. (Sanitary sewer 1927)

The action item before the Committee tonight is what the design for the reconstruction project should be in 2022 so that the underground utilities are constructed accordingly this year.

Letters were sent out to the 10 property owners abutting this section of Owaissa Street. The letter included staff's recommendation and invited the property owners to the Design Hearing (November 23rd) and Committee meeting (December 7th).

Opechee Street from Owaissa to Leminwah will also be reconstructed in 2022. Council recently approved that street design with concrete pavement and curb & gutter to a width of 20 feet.

II. STAFF RECOMMENDATION & WHY

Staff is recommending concrete pavement and curb & gutter to a width of 24 feet allowing for parking to remain unchanged. (If we narrow the street design to 20 feet, similar to Opechee, then all parking will need to be prohibited)

Staff is also recommending sidewalk to continue along the east side of Owaissa to the apartment complex driveway. This would provide sidewalk from that location all the way to Wisconsin Avenue. We looked at sidewalk along the entire length of the Opechee/Owaissa project, but had right-of-way and elevation challenges. Staff felt this was a good compromise to try to provide diverse mobility options in this area as much as feasible.

Trees: We lose one tree if the street is reconstructed to 20 feet (700 Owaissa), 2 additional trees if street is reconstructed to 24 feet (620 Owaissa & 1240 Opechee), and 6 additional trees if sidewalk is installed as proposed (612 & 620 Owaissa). See attached map.

III. STREET VIEW PRESENTATION

Jason and Mike to show street view and discuss the various trees that would be lost/saved depending on approved design.

IV. PUBLIC PARTICIPATION

V. COMMITTEE Q & A

VI. COMMITTEE VOTE

Paula Vandehey

From: Vered Meltzer
Sent: Saturday, December 26, 2020 6:23 PM
To: Paula Vandehey
Subject: Fw: Owaissa Street Project

Please add to the Municipal Services agenda. Thank you!

Vered Meltzer
Aldersperson, Appleton District 2
(Pronouns: he, him, his)
920-809-6669
facebook.com/votevered

Please note: Wisconsin has a very broad public records law. Most written communications to or from government employees and officials regarding city/county business are public records available to the public and media upon request. Your e-mail communication may be subject to public disclosure.

From: Paula McNeely <paula.mcneely86@gmail.com>
Sent: Tuesday, December 22, 2020 1:22 AM
To: Vered Meltzer <District2@Appleton.org>
Subject: Owaissa Street Project

Dear Vered Meltzer,

I'm happy to hear Owaissa St will be getting updates. There is a lot of wildlife and nature in the cemetery and our apartment complex. Please do not cut down the trees. For me it takes just a second of walking on our quiet street to get to the cemetery where most of us use the trails. I would love that the trees remain as they give off oxygen and are homes to the beautiful critters. It will be heartbreaking to have less trees as that is why I moved to this spot overlooking the fox river.

Thank you,
Paula McNeely

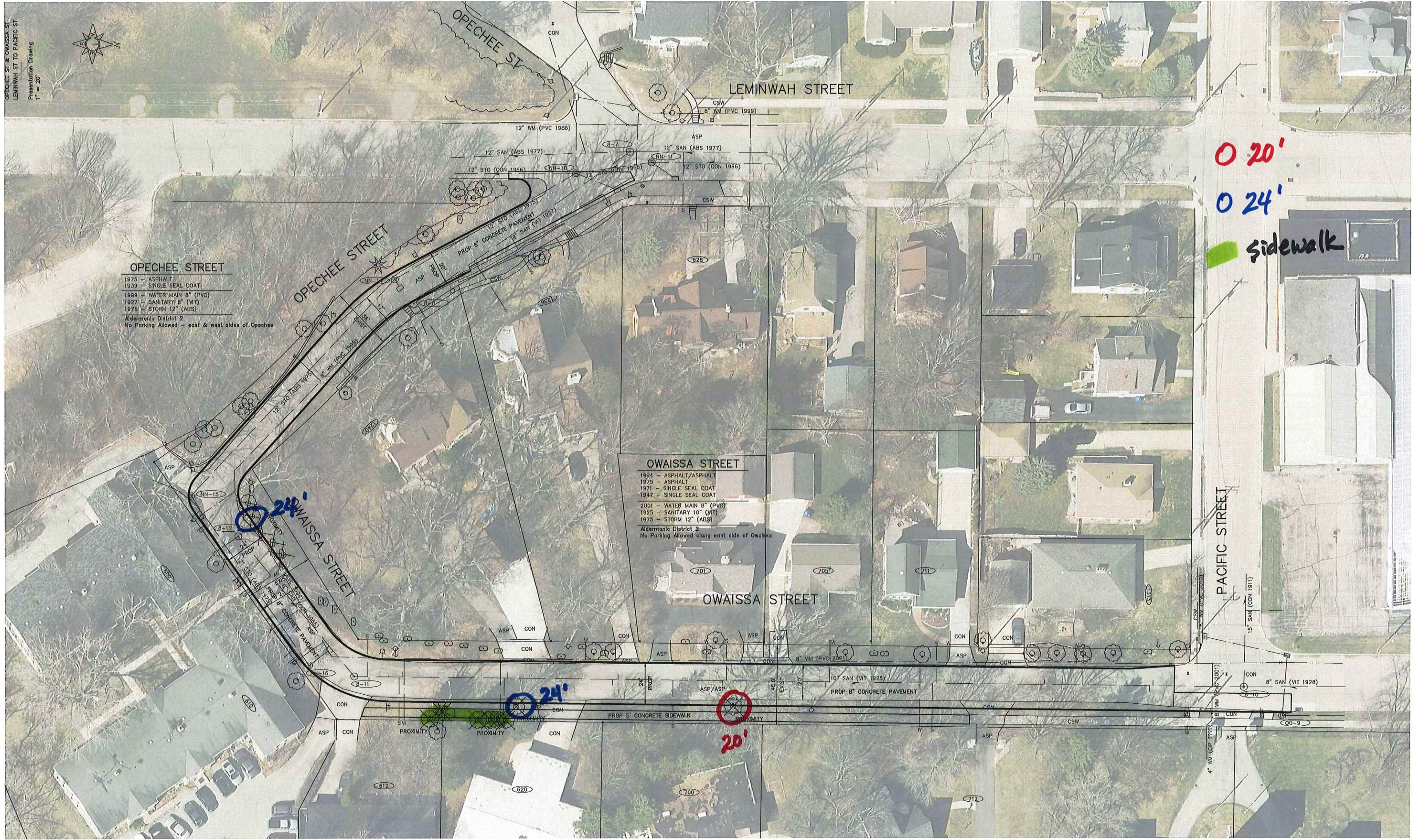
Attention: This message was sent from a source external to the City of Appleton. Please use caution when opening attachments or clicking links.



OPECHEE STREET
1975 - ASPHALT
1939 - SINGLE SEAL COAT
1999 - WATER MAIN 8" (PVC)
1927 - SANITARY 8" (VT)
1975 - STORM 12" (ABS)
Aldermanic District 2
No Parking Allowed - east & west sides of Opechee

OWAISSA STREET
1994 - ASPHALT/ASPHALT
1975 - ASPHALT
1971 - SINGLE SEAL COAT
1947 - SINGLE SEAL COAT
2001 - WATER MAIN 8" (PVC)
1925 - SANITARY 10" (VT)
1975 - STORM 12" (ABS)
Aldermanic District 2
No Parking Allowed along east side of Owaisa

○ 20'
○ 24'
sidewalk



MEMO

TO: Municipal Services Committee

FROM: Paula Vandehey, Director of Public Works

DATE: January 7, 2021

SUBJECT: **Request to allow driveway access off Haymeadow for Lot 91, Clearwater Creek Subdivision.**

When Clearwater Creek Subdivision was platted, we requested that access be limited to Haymeadow Avenue as much as possible as it is classified as a neighborhood collector street. That request led to deed restrictions for access to some of the lots in the subdivision including Lot 91, as shown on the attached plat. The builder for the home on that property is running into elevation challenges and is requesting the City waive the deed restriction. (See attached request from Vision Realty & Development.)

City staff supports this request.

Attachments

Cathy Kromm

From: Paula Vandehey
Sent: Thursday, January 7, 2021 9:08 AM
To: Cathy Kromm
Subject: FW: Formal request for Lot 91

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jill Hendricks <jill@visionrealtyanddev.com>
Sent: Thursday, January 7, 2021 8:34 AM
To: Paula Vandehey <Paula.Vandehey@Appleton.org>
Cc: Kurt Craanen <Kurt.Craanen@Appleton.org>; 'Phil Lasee' <phil@laseeconstruction.com>
Subject: Formal request

Paula:

This is a formal request to put this request on the agenda for Municipal services. Lot 91 Clearwater Creek

My builder who is building a home on lot 91, hired Davel to do a site plan and there is a three foot drop from South to North. There is a deed restriction on lot 91 that the drive way must come off Bluewater way, however that poses a problem with elevation of garage vs. home and the sale ability of the spec with 4 to 5 foot steps leading from the garage into the home. We are requesting a variance for the driveway to come off of Haymeadow.

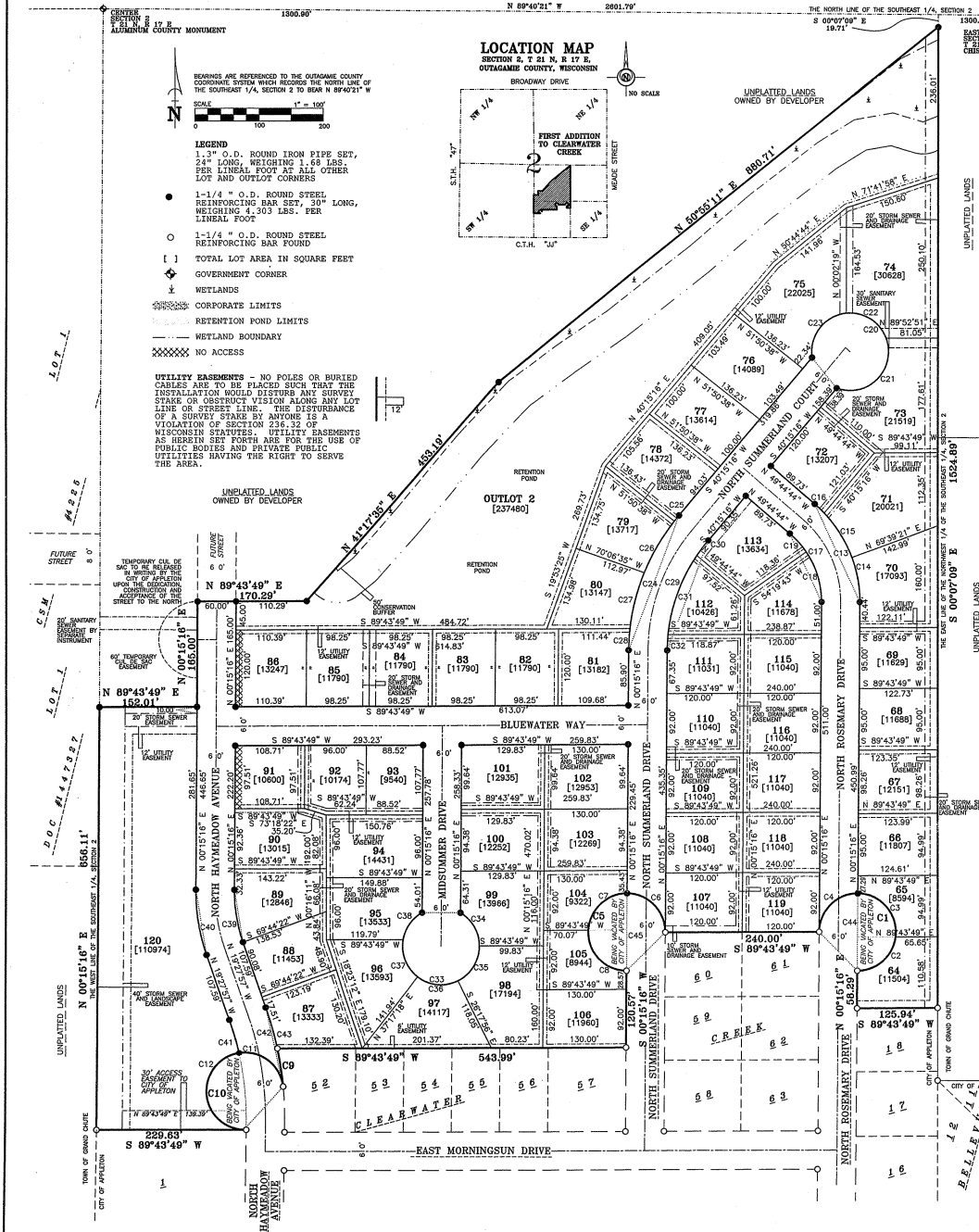
Thank you
Jill



Jill Hendricks
Vision Realty & Development LLC
PO Box 225
2100 Freedom Rd
Little Chute, WI 54140
920-687-7070 Office

FIRST ADDITION TO CLEARWATER CREEK

THE REPLAT OF PART OF CLEARWATER CREEK, RECORDED AS DOCUMENT #1674467 IN CABINET J PAGES 85 - 86 AND PARTS OF THE NORTHWEST 1/4 AND SOUTHWEST 1/4 OF SECTION 2, TOWN 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN



1802951
Recorded
July 16, 2008 AT 10:45AM
Wet/Cab. K. Pub/Heck TL-78
OUTAGAMIE COUNTY
JUDICE FLEWY
REGISTER OF DEEDS
Fee Amount: \$58.80
Total Pages: 2

CURVE TABLE	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD	TANGENT IN	TANGENT OUT
1	60.00	270°00'30"	282.75'	N 44°44'59.0" W	84.85'	S 89°44'44" W	S 00°14'46" W
2	60.00	083°08'23"	81.06'	N 48°41'04.5" E	19.62'	S 89°44'44" E	N 01°06'53" E
3	60.00	096°51'37"	101.43'	N 11°18'55.5" S	89.78'	N 07°06'53" E	S 89°44'44" W
4	60.00	090°00'30"	94.26'	S 45°15'01.0" S	94.26'	S 45°15'01.0" S	S 89°44'44" W
5	60.00	270°00'41"	282.76'	S 45°15'36.5" W	84.84'	N 00°15'57" E	S 89°44'44" E
6	60.00	090°00'41"	94.26'	N 44°44'23.5" W	84.86'	N 00°15'57" E	S 89°44'44" W
7	60.00	081°15'01"	91.37'	S 46°37'45.5" W	82.79'	N 00°44'44" W	S 03°00'15" W
8	60.00	082°44'59"	97.13'	S 43°22'14.5" E	86.86'	S 00°00'15" W	S 89°44'44" E
9	530.00	267°27'33"	59.76'	S 08°55'40.5" W	59.72'	N 05°41'54" W	S 12°09'27" W
10	60.00	061°17'00"	273.62'	S 42°18'16.0" W	119.46'	S 07°03'18" W	S 88°20'18" E
11	60.00	092°08'52"	96.50'	N 53°07'44.0" W	86.43'	N 07°03'18" W	S 80°47'50" W
12	60.00	168°08'08"	177.12'	S 03°46'14.0" E	119.46'	S 80°47'50" W	S 88°20'18" E
13	200.00	050°00'00"	174.53'	N 24°44'44.0" W	169.05'	N 00°15'16" E	S 49°44'44" W
14	200.00	020°35'55"	71.90'	N 10°02'41.5" W	71.52'	N 00°15'16" E	S 20°20'39" W
15	200.00	023°35'06"	82.33'	N 32°08'12.0" W	81.75'	N 00°20'39" W	S 43°45'45" W
16	200.00	005°48'59"	20.30'	N 46°50'14.5" W	20.29'	N 43°55'45" W	S 49°44'44" W
17	140.00	050°00'00"	122.11'	N 24°44'44.0" W	118.23'	N 00°15'16" E	S 49°44'44" W
18	140.00	034°09'31"	83.46'	N 16°49'29.5" W	82.23'	N 00°15'16" E	S 33°54'15" W
19	140.00	015°50'29"	38.71'	N 41°49'29.5" W	38.58'	N 33°54'15" W	S 49°44'44" W
20	60.00	298°52'09"	312.98'	N 39°41'50.5" W	61.02'	S 69°48'26" E	S 88°40'35" E
21	60.00	130°54'07"	137.08'	N 44°44'30.5" E	109.15'	S 69°48'26" E	S 42°23'38" W
22	60.00	075°14'42"	78.80'	N 58°19'54.0" W	73.25'	N 20°42'33" W	S 84°02'45" W
23	60.00	092°43'20"	97.10'	S 37°41'05.0" W	86.84'	S 84°02'45" W	S 08°40'35" E
24	330.00	040°00'00"	230.38'	S 20°15'16.0" W	225.73'	S 40°15'16" W	S 00°15'16" W
25	330.00	022°00'03"	11.52'	S 38°15'14.5" W	11.52'	S 38°15'14.5" W	S 08°40'35" E
26	330.00	016°16'59"	93.78'	S 30°06'43.5" W	93.47'	S 38°15'13" W	S 21°58'14" W
27	330.00	015°46'53"	103.04'	S 29°47'01.5" W	103.04'	S 21°58'13" W	S 21°58'13" W
28	330.00	005°56'05"	34.18'	S 03°13'18.5" W	34.17'	S 06°11'21" W	S 00°15'16" W
29	270.00	040°00'00"	186.50'	S 20°15'16.0" W	184.69'	S 40°15'16" W	S 00°15'16" W
30	270.00	016°19'53"	29.84'	S 37°05'19.5" W	29.82'	S 40°15'16" W	S 33°55'23" W
31	270.00	028°25'31"	133.95'	S 19°42'37.5" W	132.58'	S 40°15'16" W	S 05°29'52" W
32	270.00	005°14'56"	24.74'	S 02°34'34.0" W	24.70'	S 05°29'52" W	S 00°15'16" W
33	60.00	300°00'00"	314.15'	S 89°44'44" W	314.15'	S 89°44'44" W	S 08°40'35" E
34	60.00	059°28'33"	62.28'	N 30°09'27.5" W	59.52'	N 00°16'11" W	S 58°44'44" W
35	60.00	014°54'42"	65.99'	N 15°44'42.0" W	65.99'	N 43°42'04" E	N 00°15'16" W
36	60.00	063°44'08"	66.74'	S 84°25'52.0" E	63.36'	S 52°33'48" E	N 63°42'04" W
37	60.00	062°06'22"	65.04'	S 21°30'37.0" E	61.50'	S 09°32'34" W	S 52°33'48" E
38	60.00	050°42'42"	53.11'	S 34°53'55.0" W	51.13'	S 09°32'34" W	S 08°40'35" E
39	240.00	019°43'13"	82.60'	S 09°36'20.5" E	82.20'	N 00°15'16" W	S 13°27'57" E
40	300.00	019°43'13"	103.26'	S 09°36'20.5" E	102.75'	S 00°15'16" W	S 13°27'57" E
41	470.00	006°37'17"	54.32'	N 16°09'18.5" W	54.29'	N 15°00'40" W	N 15°27'57" W
42	530.00	013°46'03"	127.35'	N 12°34'55.5" W	127.05'	N 05°41'54" W	N 15°27'57" W
43	60.00	001°18'30"	62.60'	N 15°48'42.0" W	62.60'	N 12°09'27" W	N 15°27'57" W
44	60.00	180°00'00"	188.49'	N 00°15'16.0" E	120.00'	N 89°44'44" W	S 89°44'44" W
45	60.00	180°00'00"	188.50'	S 00°15'16.0" W	120.00'	N 89°44'44" W	S 89°44'44" W

NOTES
ALL LINEAR MEASUREMENTS HAVE BEEN MADE TO THE NEAREST ONE HUNDREDTH OF A FOOT. ALL ANGULAR MEASUREMENTS HAVE BEEN MADE TO THE NEAREST 20 SECONDS AND COMPUTED TO THE NEAREST HALF SECOND.

MONUMENT WAIVER ON FILE WITH THE CITY OF APPLETON.

LOTS 64-81 AND 102-119 ARE ZONED R-1A. CITY OF APPLETON FRONT YARD BUILDING SETBACK IS 20 FEET, SIDE YARD IS 8 FEET AND REAR YARD IS 25 FEET. LOTS 82-85 AND 92-101 ARE ZONED R-1B. CITY OF APPLETON FRONT YARD BUILDING SETBACK IS 20 FEET, SIDE YARD IS 6 FEET AND REAR YARD IS 25 FEET. LOTS 86-91 ARE ZONED PD-R-3. CITY OF APPLETON FRONT YARD BUILDING SETBACK IS 20 FEET, SIDE YARD IS 20 FEET AND REAR YARD IS 35 FEET. LOT 120 IS ZONED FD-R-3. CITY OF APPLETON FRONT YARD BUILDING SETBACK IS 20 FEET, SIDE YARD IS 6 FEET AND REAR YARD IS 35 FEET.

ACCESS TO THE EAST END OF OUTLOT 2 WILL BE PROVIDED FROM THE FUTURE PHASE CONTIGUOUS TO THE NORTH.

OUTLOT 2 WHICH CONTAINS RETENTION PONDS IS TO BE DEEDED TO AND MAINTAINED BY THE CITY OF APPLETON.

THAT PORTION OF NORTH ROSEMARY DRIVE PRESENTLY IN THE PROCESS OF BEING VACATED SHALL, UPON APPROVAL OF THE VACATION BY THE CITY OF APPLETON, BE ATTACHED TO LOTS 64 AND 65 BY CERTIFIED SURVEY MAP.

THAT PORTION OF NORTH SUMMERLAND DRIVE PRESENTLY IN THE PROCESS OF BEING VACATED SHALL, UPON APPROVAL OF THE VACATION BY THE CITY OF APPLETON, BE ATTACHED TO LOTS 104 AND 105 BY CERTIFIED SURVEY MAP.

THAT PORTION OF NORTH SUMMERLAND AVENUE PRESENTLY IN THE PROCESS OF BEING VACATED SHALL, UPON APPROVAL OF THE VACATION BY THE CITY OF APPLETON, BE ATTACHED TO LOT 120 BY CERTIFIED SURVEY MAP.

SANITARY, STORM SEWER, DRAINAGE, LANDSCAPE AND WATERMAIN EASEMENTS PROVISION
CLEARWATER CREEK DEVELOPMENT, L.L.C., GRANTOR, TO CITY OF APPLETON, GRANTEE,
THE GRANTOR, THEIR RESPECTIVE LESSEES, SUCCESSORS, HEIRS OR ASSIGNS, SHALL HAVE FULL USE AND ENJOYMENT OF THE PROPERTY REFERENCED ABOVE PROVIDED THAT SUCH USE DOES NOT INTERFERE WITH GRANTEE'S RIGHT TO INSTALL, REPLACE, OPERATE, MAINTAIN AND REPAIR SAID SANITARY SEWER, STORM SEWER, DRAINAGE, WATERMAIN AND ASSOCIATED APPURTENANCES. IT IS FURTHER AGREED THAT AFTER MAINTAINING, REPAIRING, REPLACING OR RELOCATING OF SAID SANITARY SEWER, STORM SEWER, DRAINAGE, WATERMAIN AND ASSOCIATED APPURTENANCES GRANTEE SHALL RESTORE UNIMPROVED SURFACES SUCH AS GRASS, GRAVEL AND DIRT ON SAID PROPERTY, AS CLOSELY AS POSSIBLE, TO THE CONDITION PREVIOUSLY EXISTING. GRANTEE SHALL NOT BE REQUIRED TO RESTORE OR CONVEY TO OR IMPROVE OR IMPROVED SURFACES SUCH AS, BUT NOT LIMITED TO, CURB AND GUTTER, HARD PAVEMENTS, TREES, SHRUBS AND LANDSCAPING, DISTURBED AS A RESULT OF THE MAINTENANCE ACTIVITIES DESCRIBED HEREIN. GRANTEE DOES HEREBY AGREE TO COMPENSATE FULLY FOR ANY DAMAGE CAUSED DIRECTLY OR INDIRECTLY FROM SAID MAINTENANCE, REPAIR, REPLACEMENT OR RELOCATION OF SAID SANITARY SEWER, STORM SEWER, DRAINAGE, WATERMAIN AND ASSOCIATED APPURTENANCES, THAT OCCUR OUTSIDE OF THE ABOVE DESCRIBED EASEMENT AREA, BUILDINGS OR ANY OTHER TYPE OF STRUCTURE SHALL NOT BE PLACED OVER GRANTEE'S FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE LINES MARKED "SANITARY SEWER EASEMENT", STORM SEWER EASEMENT, DRAINAGE EASEMENT AND WATERMAIN EASEMENT". GRANTEE AGREES THAT IT SHALL GIVE TIMELY NOTICE TO THE GRANTOR OF ROUTINE MAINTENANCE WORK.

THE GRANT OF EASEMENT SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE HEIRS, SUCCESSORS AND ASSIGNS OF ALL PARTIES HERETO.

DRAINAGE EASEMENTS
LOTS 64-76, 78-79, 84-85, 87 THROUGH 105 AND 107 THROUGH 118 CONTAIN DRAINAGE EASEMENTS. THE DRAINAGE EASEMENTS ARE CONVEYANCE PATHS FOR STORM WATER OR EXCESS WATER FROM THE ADJACENT PROPERTY TO THE NORTH. LOT OWNERS SHALL NOT PLACE STRUCTURES OF ANY TYPE WITHIN THE EASEMENT. THE PLACEMENT OF FILL IN A DRAINAGE EASEMENT, WHICH INTERFERES WITH THE FLOW OR ANY CHANGES TO THE SHAPE OF THE DRAINAGE EASEMENT BY THE LOT OWNER OR HIS HEIR IS PROHIBITED.

UPON FAILURE OF LOT OWNER'S TO MAINTAIN SAID DRAINAGE WAYS AND EASEMENTS AS DESIGNED, THE CITY OF APPLETON RETAINS THE RIGHT TO PERFORM MAINTENANCE AND OR REPAIRS. THE PAYMENT OF SAID MAINTENANCE AND OR REPAIRS SHALL BE EQUALLY ASSESSED TO THE ADJACENT LOT OWNERS.

LANDSCAPE EASEMENT
LOT 120 CONTAINS A LANDSCAPE EASEMENT. THE LANDSCAPE EASEMENT CONTAINS AN EARTHEN BERM THAT SERVES TO VISIBLY BUFFER THE ADJACENT PROPERTY AND ALSO SERVES TO DIRECT STORMWATER DRAININGS WITHIN THE SITE TO THE NORTH. LOT OWNERS SHALL NOT PLACE STRUCTURES OF ANY TYPE WITHIN THE EASEMENT OR MODIFY THE SIZE AND SHAPE OF THE EARTHEN BERM. THE PLACEMENT OF FILL IN THE EASEMENT, WHICH INTERFERES WITH THE FLOW OR ANY CHANGES TO THE SHAPE OF THE LANDSCAPE EASEMENT BY THE LOT OWNER OR HIS HEIR IS PROHIBITED.

UPON FAILURE OF LOT OWNER'S TO MAINTAIN SAID EASEMENT AS DESIGNED, THE CITY OF APPLETON RETAINS THE RIGHT TO PERFORM MAINTENANCE AND OR REPAIRS. THE PAYMENT OF SAID MAINTENANCE AND OR REPAIRS SHALL BE EQUALLY ASSESSED TO THE ADJACENT LOT OWNERS.

ACCESS RESTRICTION CLAUSE
AS OWNER I HEREBY RESTRICT LOTS 86 AND 91 IN THAT NO OWNER, POSSESSOR, USER, LICENSEE, NOR OTHER PERSON SHALL HAVE ANY RIGHT OF DIRECT VEHICULAR INGRESS OR EGRESS WITHIN THE NORTH SUMMERLAND DRIVE TO THE NORTH. THIS RESTRICTION SHALL BE ENFORCEABLE BY THE CITY OF APPLETON FOR THE BENEFIT OF THE PUBLIC ACCORDING TO SECTION 236.293, WISCONSIN STATUTES, AND SHALL BE ENFORCEABLE BY THE CITY OF APPLETON.

Robert De Bruin
DATE: 6-24-08

There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stats. as provided by s. 236.12, Wis Stats.

Martenson & Eisele, Inc.
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Drawing No. 655-010
Sheet 1 of 2

FIRST ADDITION TO CLEARWATER CREEK

THE REPLAT OF PART OF CLEARWATER CREEK, RECORDED AS DOCUMENT #1674467 IN CABINET J PAGES 85 - 86 AND PARTS OF THE NORTHEAST 1/4 AND SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 2, TOWN 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN

SURVEYS CERTIFICATION

I, DAVID D. EISELE, WISCONSIN REGISTERED LAND SURVEYOR, HEREBY CERTIFY:

THAT I HAVE SURVEYED, DIVIDED, AND MAPPED PART OF THE NORTHWEST 1/4 AND SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 2, TOWN 21 NORTH, RANGE 17 EAST, CITY OF APPLETON, OUTAGAMIE COUNTY, WISCONSIN DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 2; THENCE ALONG THE NORTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 2, NORTH 89 DEGREES 40 MINUTES 21 SECONDS WEST, 1300.89 FEET; THENCE ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1/4, SOUTH 00 DEGREES 07 MINUTES 09 SECONDS EAST, 19.71 FEET TO THE POINT OF BEGINNING; THENCE, CONTINUING ALONG THE EAST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 1/4, SOUTH 00 DEGREES 07 MINUTES 09 SECONDS EAST, 1524.89 FEET; THENCE ALONG THE NORTH LINE OF CLEARWATER CREEK, SOUTH 89 DEGREES 43 MINUTES 49 SECONDS WEST, 125.94 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK ALSO BEING THE EAST RIGHT-OF-WAY LINE OF NORTH ROSEMARY DRIVE, NORTH 00 DEGREES 15 MINUTES 16 SECONDS EAST, 58.29 FEET; THENCE, CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK, SOUTH 89 DEGREES 43 MINUTES 49 SECONDS WEST, 240.00 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK, 282.76 FEET ALONG AN ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 60.00 FEET WITH A CHORD WHICH BEARS SOUTH 45 DEGREES 15 MINUTES 36.0 SECONDS WEST, 84.84 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK, SOUTH 89 DEGREES 43 MINUTES 49 SECONDS WEST, 543.89 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK ALSO BEING THE WEST RIGHT-OF-WAY LINE OF NORTH SUMMERLAND DRIVE, SOUTH 00 DEGREES 15 MINUTES 16 SECONDS WEST, 120.57 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK, SOUTH 89 DEGREES 43 MINUTES 49 SECONDS WEST, 543.89 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK ALSO BEING THE WEST RIGHT-OF-WAY LINE OF NORTH SUMMERLAND DRIVE, SOUTH 00 DEGREES 15 MINUTES 16 SECONDS WEST, 273.62 FEET ALONG AN ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 530.00 FEET WITH A CHORD WHICH BEARS SOUTH 08 DEGREES 55 MINUTES 40.5 SECONDS EAST, 59.72 FEET; THENCE CONTINUING ALONG THE NORTH LINE OF SAID CLEARWATER CREEK, SOUTH 89 DEGREES 43 MINUTES 49 SECONDS WEST, 229.63 FEET; THENCE ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 2, NORTH 00 DEGREES 15 MINUTES 16 SECONDS EAST, 656.11 FEET; THENCE NORTH 89 DEGREES 43 MINUTES 49 SECONDS EAST, 152.01 FEET; THENCE NORTH 00 DEGREES 15 MINUTES 16 SECONDS EAST, 165.00 FEET; THENCE NORTH 89 DEGREES 43 MINUTES 49 SECONDS EAST, 170.29 FEET; THENCE NORTH 41 DEGREES 17 MINUTES 35 SECONDS EAST, 453.19 FEET; THENCE NORTH 50 DEGREES 55 MINUTES 11 SECONDS EAST, 880.71 FEET TO THE POINT OF BEGINNING, CONTAINING 1,291,696 SQUARE FEET (29.63 ACRES).

THAT SUCH PLAT IS A CORRECT REPRESENTATION OF ALL EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND THE SUBDIVISION THEREOF MADE.

THAT I HAVE MADE SUCH LAND DIVISION AND PLAT BY THE DIRECTION OF THE OWNERS SHOWN HEREON.

THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF CHAPTER 236 OF THE WISCONSIN STATUTES AND THE SUBDIVISION REGULATION OF THE CITY OF APPLETON IN SURVEYING, DIVIDING, DEDICATING AND MAPPING THE SAME.

GIVEN UNDER MY HAND THIS 19th DAY OF NOVEMBER, 2007.

David D. Eisele
DAVID D. EISELE, R.L.S. 5-974



CORPORATE OWNER'S CERTIFICATE OF DEDICATION

CLEARWATER CREEK DEVELOPMENT, LLC., A CORPORATION DULY ESTABLISHED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, AS OWNER, DOES HEREBY CERTIFY THAT SAID CLEARWATER CREEK DEVELOPMENT, LLC., CAUSED THE LAND ABOVE DESCRIBED TO BE SURVEYED, DIVIDED, MAPPED AND DEDICATED ALL AS SHOWN AND REPRESENTED ON THIS PLAT.

CLEARWATER CREEK DEVELOPMENT, LLC., FURTHER CERTIFIES THAT THIS PLAT IS REQUIRED BY S.236.10 OR S.236.12 TO BE SUBMITTED TO THE FOLLOWING FOR APPROVAL OR OBJECTION:

CITY OF APPLETON
DEPARTMENT OF ADMINISTRATION

WITNESS THE HAND AND SEAL OF SAID OWNER THIS 20th DAY OF June, 2008.

Robert De Bruin
ROBERT DE BRUIN MEMBER

STATE OF WISCONSIN)
OUTAGAMIE COUNTY) SS

PERSONALLY CAME BEFORE ME THIS 24th DAY OF June, 2008, THE ABOVE OWNER TO ME KNOWN TO BE THE PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGES THE SAME.

William H. Hanks
WILLIAM H. HANKS
NOTARY PUBLIC MY COMMISSION EXPIRES 9-25-2011



CONSENT OF CORPORATE MORTGAGEE

M & I BANK, A CORPORATION DULY ORGANIZED AND EXISTING UNDER AND BY VIRTUE OF THE LAWS OF THE STATE OF WISCONSIN, MORTGAGEE OF THE LANDS HEREIN DESCRIBED, DOES HEREBY CONSENT TO THE SURVEYING, DIVIDING, MAPPED AND DEDICATED ON THIS PLAT, AND DOES HEREBY CONSENT TO THE ABOVE CERTIFICATE OF CLEARWATER CREEK DEVELOPMENT, LLC. IN WITNESS WHEREOF, THE SAID M & I BANK, HAS CAUSED THESE PRESENTS TO BE SIGNED BY SHANNAN HARRIGAN THIS 25th DAY OF June, 2008.

Shannan Harrigan
SHANNAN HARRIGAN VICE PRESIDENT

STATE OF WISCONSIN)
OUTAGAMIE COUNTY) SS

PERSONALLY CAME BEFORE ME THIS 25 DAY OF June, 2008, THE ABOVE OWNER TO ME KNOWN TO BE THE PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND ACKNOWLEDGES THE SAME.

A. J. Joran
MY COMMISSION EXPIRES 11/28/10



COMMON COUNCIL RESOLUTION

RESOLVED, THAT THE FIRST ADDITION TO CLEARWATER CREEK, IN THE CITY OF APPLETON, IS HEREBY APPROVED BY THE COMMON COUNCIL OF THE CITY OF APPLETON.

DATE 7-14-08 SIGNED *[Signature]* MAYOR

I HEREBY CERTIFY THAT THE FOREGOING IS A COPY OF A RESOLUTION ADOPTED BY THE COMMON COUNCIL OF THE CITY OF APPLETON.

DATE 10-18-08 SIGNED *[Signature]* CITY CLERK

CITY TREASURER'S CERTIFICATE

I, Dina Mumford, BEING THE DULY QUALIFIED AND ACTING TREASURER OF THE CITY OF APPLETON, DO HEREBY CERTIFY THAT THE RECORDS IN MY OFFICE SHOW NO UNPAID TAXES OR UNPAID SPECIAL ASSESSMENTS AS OF July 15, 2008 ON ANY OF THE LAND INCLUDED IN THE FIRST ADDITION TO CLEARWATER CREEK.

DATE 7/15/08 SIGNED *[Signature]* CITY TREASURER

COUNTY TREASURER'S CERTIFICATE

STATE OF WISCONSIN)
OUTAGAMIE COUNTY) SS

I, Dina Mumford, BEING THE DULY ELECTED, QUALIFIED AND ACTING TREASURER OF THE COUNTY OF OUTAGAMIE, DO HEREBY CERTIFY THAT THE RECORDS IN MY OFFICE SHOW NO UNPAID TAXES OR UNPAID SPECIAL ASSESSMENTS AS OF 7/16/08 AFFECTING THE LANDS INCLUDED IN THE FIRST ADDITION TO CLEARWATER CREEK.

DATE 7/16/08 SIGNED *[Signature]* COUNTY TREASURER

UTILITY EASEMENT PROVISIONS

AN EASEMENT FOR ELECTRIC, NATURAL GAS AND COMMUNICATIONS SERVICE IS HEREBY GRANTED BY

CLEARWATER CREEK DEVELOPMENT, LLC., GRANTOR, TO

WISCONSIN ELECTRIC POWER COMPANY AND WISCONSIN GAS, LLC, WISCONSIN CORPORATIONS DOING BUSINESS AS WE ENERGIES,

WISCONSIN BELL, INC., D.B.A. SEC WISCONSIN, A WISCONSIN CORPORATION,

AND TIME WARNER ENTERTAINMENT COMPANY, L.P., GRANTEEES,

THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, TO CONSTRUCT, INSTALL, OPERATE, REPAIR, MAINTAIN AND REPLACE FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY AND ELECTRIC ENERGY, NATURAL GAS, TELEPHONE AND CABLE TV FACILITIES FOR SUCH PURPOSES AS THE SAME IS NOW OR MAY HEREAFTER BE USED, ALL IN, OVER, UNDER, ACROSS, ALONG AND UPON THE PROPERTY SHOWN WITHIN THOSE AREAS ON THE PLAT DESIGNATED AS "UTILITY EASEMENT AREAS" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHT TO INSTALL SERVICE CONNECTIONS UPON, ACROSS WITHIN AND BENEATH THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS, THEREON, OR ON ADJACENT LOTS; ALSO THE RIGHT TO TRIM OR CUT DOWN TREES, BRUSH AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. THE GRANTEEES AGREE TO RESTORE OR CAUSE TO HAVE RESTORED, THE PROPERTY, AS NEARLY AS IS REASONABLY POSSIBLE, TO THE CONDITION EXISTING PRIOR TO SUCH ENTRY BY THE GRANTEEES OR THEIR AGENTS. THIS RESTORATION, HOWEVER, DOES NOT APPLY TO THE INITIAL INSTALLATION OF SAID UNDERGROUND AND/OR ABOVE GROUND ELECTRIC FACILITIES, NATURAL GAS FACILITIES, OR TELEPHONE AND CABLE TV FACILITIES OR TO ANY TREES, BRUSH OR ROOTS WHICH MAY BE REMOVED AT ANY TIME PURSUANT TO THE RIGHTS HEREIN GRANTED. STRUCTURES SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE LINES MARKED "UTILITY EASEMENT AREAS" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED BY MORE THAN FOUR INCHES WITHOUT WRITTEN CONSENT OF GRANTEEES.

THE GRANT OF EASEMENT SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE HEIRS, SUCCESSORS AND ASSIGNS OF ALL PARTIES HERETO.

Robert De Bruin
ROBERT DE BRUIN

There are no objections to this plat with respect to Secs. 236.15, 236.16, 236.20 and 236.21(1) and (2), Wis Stat. as provided by s. 236.12, Wis. Stats.
Certified June 19th 2008
[Signature]
Department of Administration

Martenson & Eisele, Inc.
1377 Midway Road
Menasha, WI 54952
www.martenson-eisele.com
info@martenson-eisele.com
920.731.0391 1.800.236.0381
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Department of Public Works Inspections Division

Permit Summary Count YTD Comparison

01/01/20 Thru 12/31/20

Report Date: 12/31/2020



Permit Type	Year Issued	Permit Count	Total Estimated Cost	Total Receipt Amount
BUILDING	2019	984	74,661,027	301,792.81
	2020	1,103	99,768,914	370,584.50
		12.09 %	33.63 %	22.79 %
DISPLAY SIGN	2019	133	702,457	5,405.00
	2020	112	591,222	4,590.00
		-15.79 %	-15.84 %	-15.08 %
ELECTRICAL	2019	743	10,769,594	196,419.64
	2020	723	10,187,525	131,334.84
		-2.69 %	-5.40 %	-33.14 %
EROSION CNTL	2019	43		4,900.00
	2020	38		4,640.00
		-11.63 %	%	-5.31 %
HEATING	2019	907	12,122,647	73,240.69
	2020	881	12,453,806	82,506.76
		-2.87 %	2.73 %	12.65 %
PLAN REVIEW	2019	116		43,090.00
	2020	110		39,752.50
		-5.17 %	%	-7.75 %
PLUMBING	2019	543	11,218,668	42,931.03
	2020	507	5,908,394	43,471.00
		-6.63 %	-47.33 %	1.26 %
SEWER	2019	210	1,138,783	20,865.00
	2020	257	1,961,439	27,609.40
		22.38 %	72.24 %	32.32 %
WELL	2019	2		80.00
	2020	11		400.40
		450.00 %	%	400.50 %

Department of Public Works Inspections Division

Permit Summary Count YTD Comparison

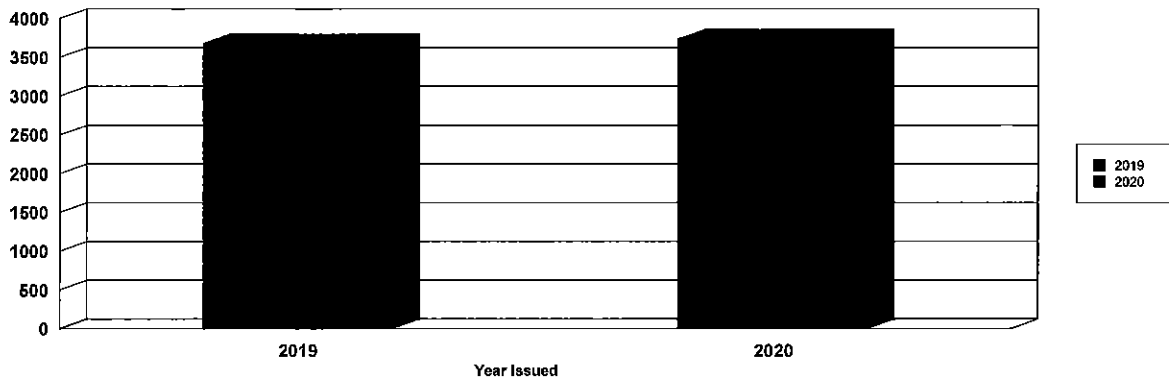
01/01/20 Thru 12/31/20

Report Date: 12/31/2020

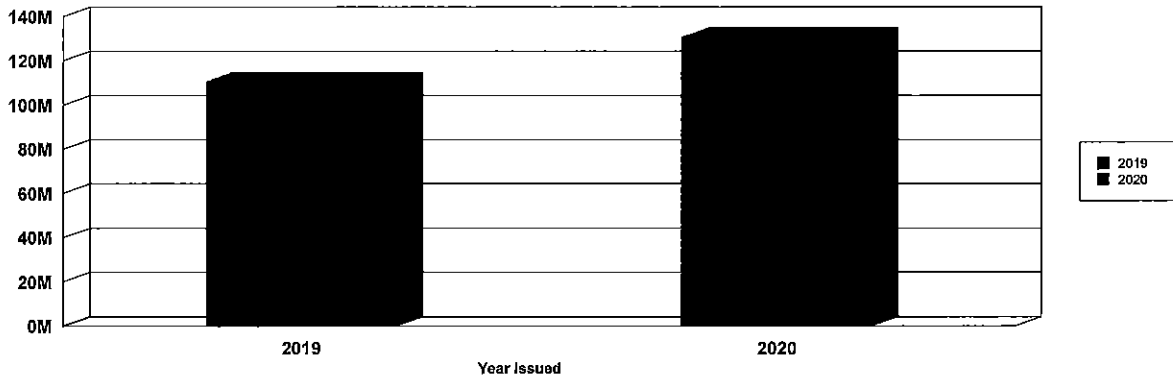


	2019	2020
Permits	3681	3742
Estimated Cost	110,613,176.00	130,871,300.00
Receipt Amount	688,724.17	704,889.40

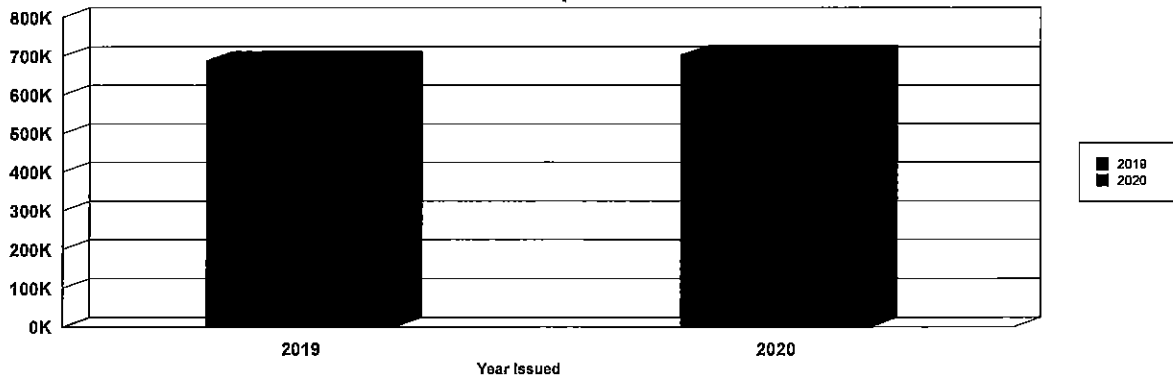
Number of Permits



Estimated Cost



Receipt Amount



Annual Crash Overview



Appleton
2019

Prepared By: Department of Public
Works-Traffic Section
Published: August 5, 2020

Table of Contents

	<u>Page</u>
Executive Summary.....	ii
 Data	
Annual Crash Overview.....	1
Crash Totals.....	1
5-Year Graphical Crash Rate History.....	1
Monthly Average for Crashes 2013-2018.....	2
Monthly Totals for Crashes 2013-2018.....	2
3-Year Graphical Crash Rate History.....	3
5-Year Graphical Crash Rate History.....	3
Crash Severity.....	5
Non-Intersection Crash Summary.....	5
Intersection Crash Summary.....	5
Bicycle Crash Summary.....	12
Pedestrian Crash Summary.....	13
 Maps	
Citywide Crashes.....	4
Intersections with Highest 5-Year Crash Rate by Control Type.....	7
Top 20 Highest Crash Intersections by Total.....	9
Intersections with the Highest 3-Year Crash Rate with at Least 3 Crashes.....	11
Bicycle Crash Severity.....	12
Pedestrian Crash Severity.....	13
 Tables	
Monthly Average for Crashes.....	2
Crash Summary by Control Type.....	5
Highest Crash Rate Intersections by Control Type.....	6
Intersections with Highest 2019 Crash Totals.....	8
Intersections with the Highest 3-Year Crash Rate with at Least 3 Crashes.....	10
 Figures	
5-Year Graphical Crash History.....	1
5-Year Monthly Average for Crashes.....	2
3-Year and 5-Year Graphical Crash Rate History.....	3
2019 Crashes in Appleton.....	4
5-Year Crash Rate by Control Type Over Time.....	6
Intersections with Highest 5-Year Crash Rate by Control.....	7
 Figures Continued	
Intersections with Highest Total Crashes in 2019.....	9
Intersections with Highest 3-Year Crash Rate with at Least 3 Total Crashes.....	11
Bicycle Crash Summary.....	12
Pedestrian Crash Summary.....	13



Executive Summary

The City of Appleton's Annual Crash Overview contains statistics, charts and tables for the most current year of available records. This report helps understand the crash experiences within the City, specifically trends and averages for comparison over time. Locations scoring a high crash total and/or rate are studied in more detail to determine if corrective action should be taken. Corrective action could range from simply addressing a vision obstruction at an intersection, to budgeting for a substantial reconstruction of an intersection.

The information in this report is derived from a crash database maintained by the Wisconsin Department of Transportation. The databased contains crash reports that have met the statutory requirements established by the State of Wisconsin. As crash reports are completed by law enforcement, they are submitted to the State of Wisconsin throughout the year for processing into the database.

Each crash is coded into the City's GIS software. The GIS allows our department to review crash records in a variety of ways to look for contributing conditions and trends. This assists our engineering efforts to identify strategies to take corrective actions and reduce crashes throughout the City.

Sincerely,



Michael Hardy, PE, PTOE
Assistant Traffic Engineer
City of Appleton, WI

Annual Crash Overview

2019 Crash Totals

Total Number of Crashes.....1,583

<u>Crash Totals by General Location</u>	<u>% of Total Crashes</u>
Non Intersection Crashes.....678	42.83%
Intersection Crashes.....90	57.17%
Freeway (Highway 41 and 441) Crashes.....76	4.80%
 <u>Crash Totals Involving Pedestrians or Bicyclists</u>	
Bicycle Motor Vehicle Crashes.....24	1.52%
Pedestrian Motor vehicle Crashes.....15	0.95%

Note: Total number of crashes includes crashes on Interstate 41 and State Highway 441, within city corporate limits.

5-Year Graphical Crash History

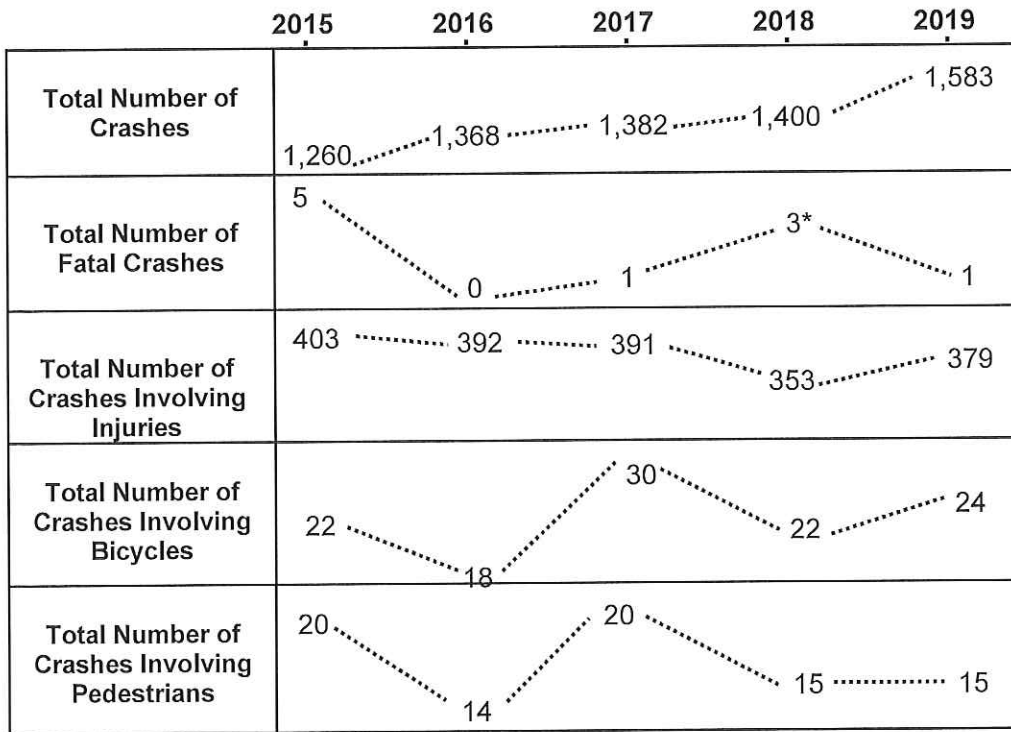


Figure 1 *All were non intersection, singular vehicle crashes

Table 1: Average Total Number of Crashes by Month for 2015-2019

January	131
February	128
March	108
April	93
May	103
June	122
July	100
August	108
September	112
October	118
November	121
December	144

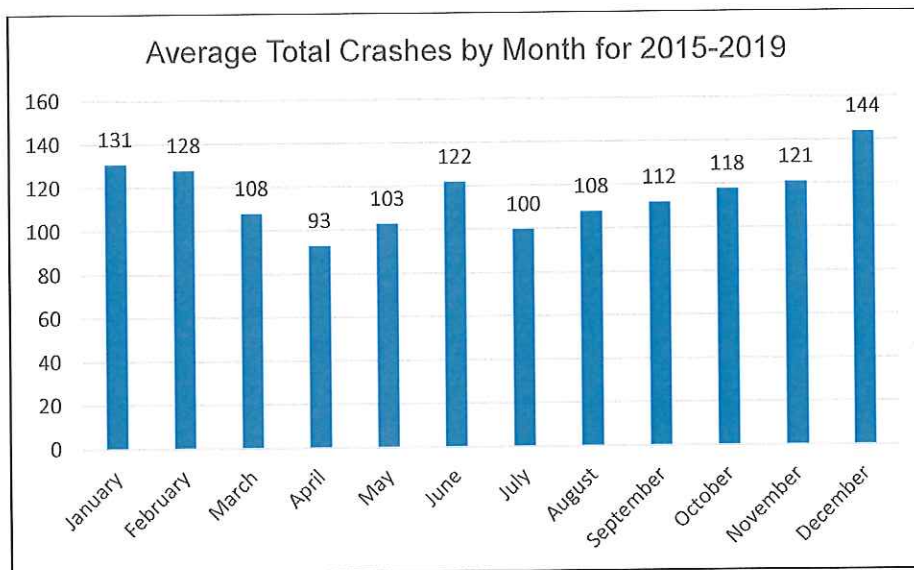
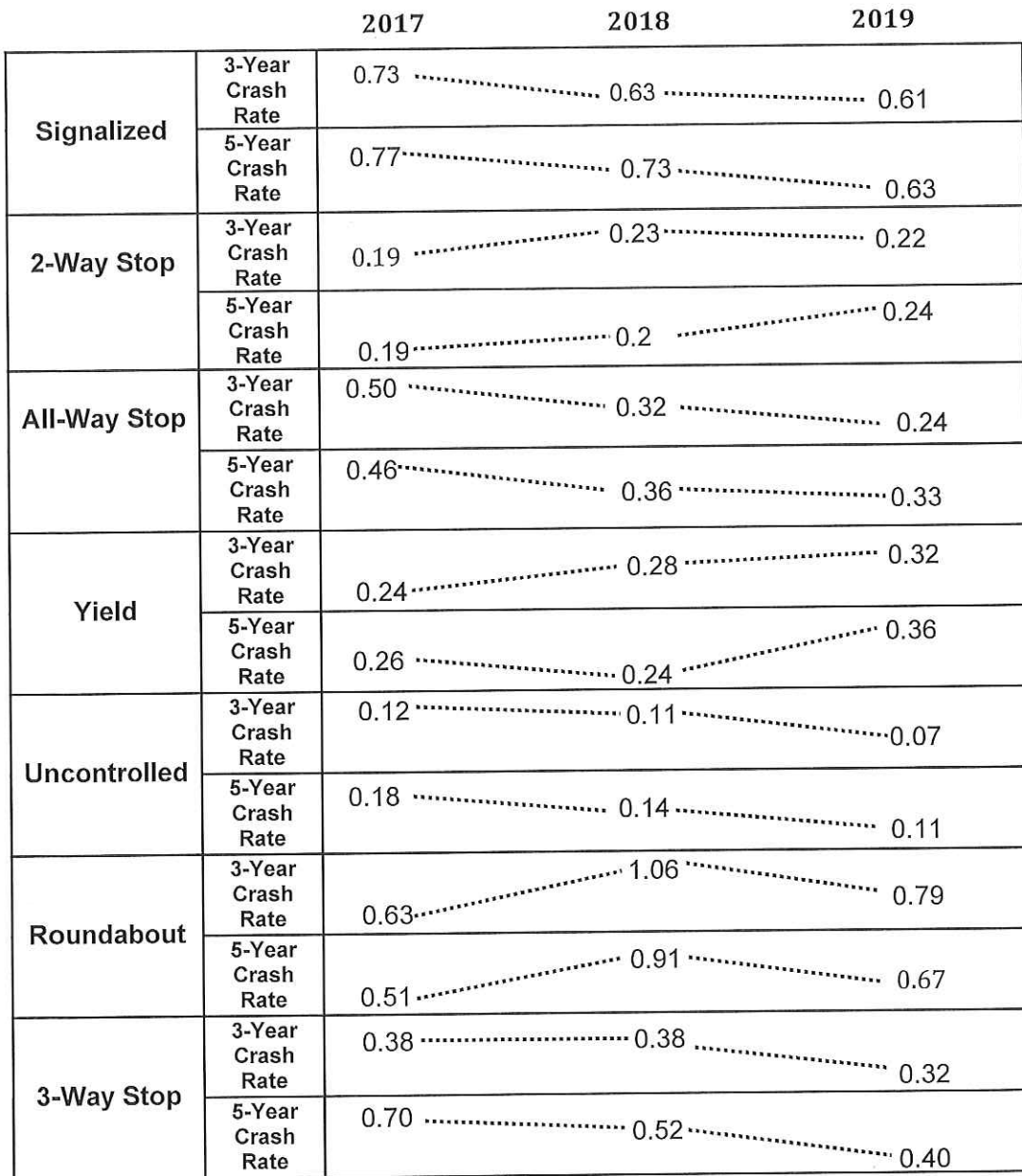


Figure 2

Crash Rate Graphical History (CPMVE¹)



Note: The years studied for the 3-Year Crash Rate for 2017 heading are 2015-2017.
 The years studied for the 5-Year Crash Rate for 2017 heading are 2013-2017.
 The years studied for the 3-Year Crash Rate for 2018 heading are 2016-2018.
 The years studied for the 5-Year Crash Rate for 2018 heading are 2014-2018.
 The years studied for the 3-Year Crash Rate for 2019 heading are 2017-2019.
 The years studied for the 5-Year Crash Rate for 2019 heading are 2015-2019.

Figure 3

1. See bottom of page 5 for explanation of CMPVE

2019 Crashes in Appleton

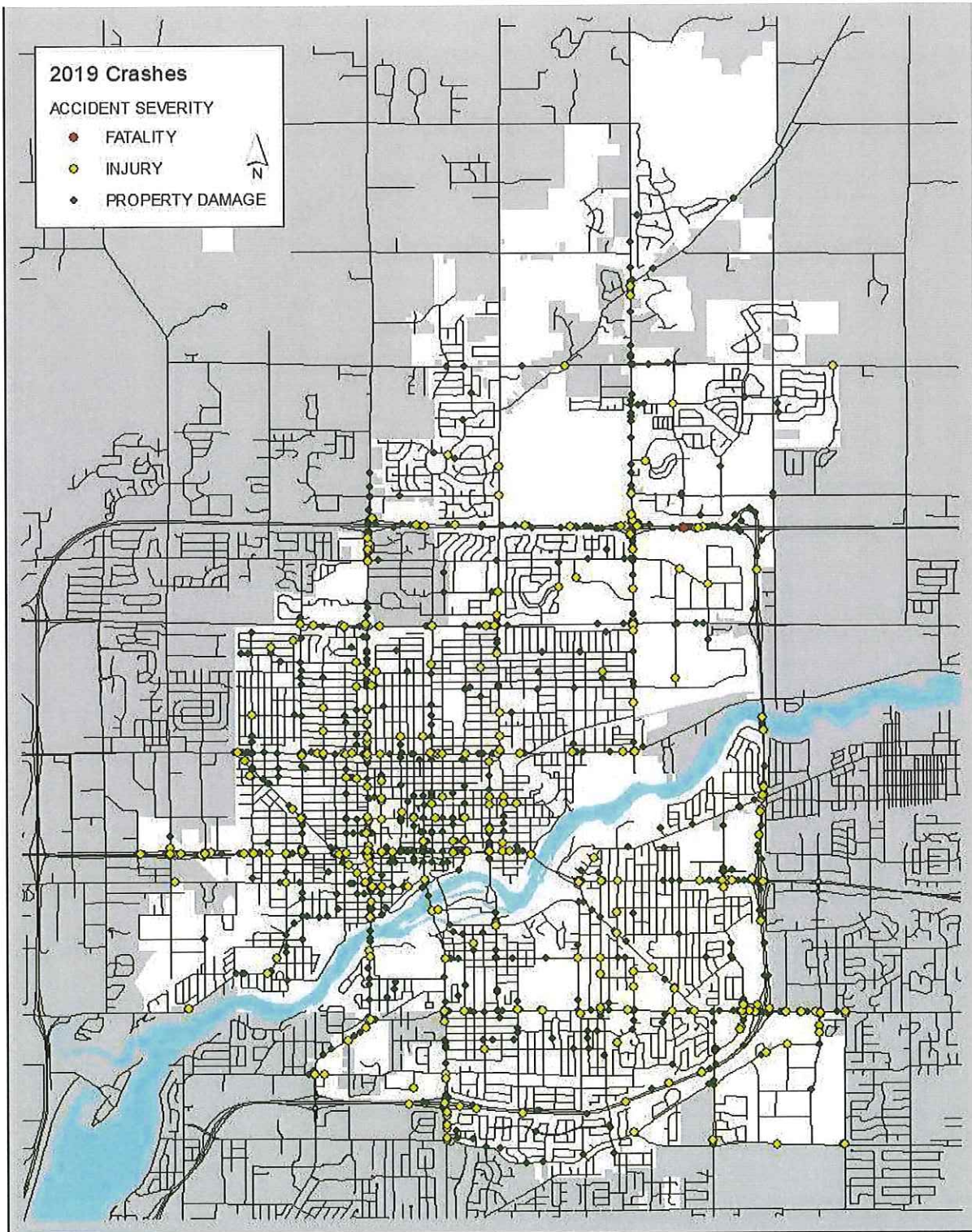


Figure 4

2019 Annual Crash Overview

<u>Crash Severity</u>	<u>% of Total Crashes</u>
Total Number of Fatal Crashes:..... (Total Fatalities: 1) 1	0.06%
Total Number of Injury Crashes..... (Total Injuries: 512) 379	23.94%
Total Number of Crashes only Involving Damages..... 1203	75.99%

Non Intersection Crash Summary

Number of Reported Non-Intersection Crashes..... 678	42.83%
Number of Fatal Crashes..... (Total Fatalities: 1) 1	0.06%
Number of Injury Crashes..... (Total Injuries: 174) 139	8.78%
Number of Crashes only Involving Damages..... 538	33.99%

Intersection Crash Summary

Number of Reported Intersection Crashes..... 905	57.17%
Number of Fatal Crashes..... (Total Fatalities: 0) 0	0%
Number of Injury Crashes..... (Total Injuries: 338) 240	15.16%
Number of Crashes only Involving Damages..... 665	42.01%

Note: Total number of crashes includes crashes on Interstate 41 and State Highway 441, within city corporate limits.

Table 2: Crash Summary by Control Type

Control Type	5-Year Crash Total (2015-2019)	Average 5- Year Crash Rate (CPMVE)	3-Year Crash Total (2017-2019)	Average 3- Year Crash Rate (CPMVE)
Signalized	2250	0.63	1297	0.61
2-Way Stop	1778	0.24	990	0.22
All-Way Stop	61	0.33	27	0.24
Yield	156	0.36	87	0.32
Uncontrolled	80	0.11	33	0.07
Roundabout	379	0.67	285	0.79
3-Way Stop	33	0.40	25	0.32

Note: Average crash rates and crash totals exclude crashes on Interstate 41 and State Highway 441 ramp intersections, within city corporate limits.

Crash Rate

$$R = \frac{1,000,000 * C}{365 * N * V}$$

R = Crash rate for the intersection as crashes per million entering vehicles (CPMVE)
 C = Total number of intersection-related crashes in the study period
 N = Number of years of data
 V = Traffic volumes entering the intersection daily

Control Type Summary

Tables 3-7: Highest Crash Intersections by 5-Year Crash Rate (2015-2019)

RANK	SIGNALIZED	CRASH RATE
1	E CALUMET ST / S KENSINGTON DR	2.38
2	N BADGER AV / N MASON ST / W PACKARD ST	1.74
3	W COLLEGE AV / S KENSINGTON DR	1.33
4	W COLLEGE AV / S MEMORIAL DR	1.31
5	N BALLARD RD / E NORTHLAND AVE	1.20
6	N MASON ST / W WISCONSIN AVE	1.19
7	E LAWRENCE ST / S MORRISON ST	1.14
8	N BALLARD RD / E CAPITOL DR	1.13
9	N APPLETON ST / W WASHINGTON ST	1.12
10	N MEADE ST / E NORTHLAND AVE	1.06

RANK	UNCONTROLLED	CRASH RATE
1	N NICHOLAS ST / W TAYLOR ST	1.68
2	S GLADYS AV / E PARK HILLS DR	1.53
3	CAMBRIDGE DR / E CARDINAL PL	1.17
4	ALTON CT / E ALTON ST	1.15
5	W LINDBERGH ST / N NICHOLAS ST	1.03

Table 4

* Only intersections with 2 or more total crashes were included

Table 3

RANK	2-WAY STOP	CRASH RATE
1	N ALEXANDER ST / E FRANCES ST	5.18
2	W 5TH ST / S LOCUST ST	2.74
3	E ASHBURY DR / N PROVIDENCE AVE	2.10
4	N DREW ST / E WASHINGTON ST	1.83
5	W LAWRENCE ST / S STATE ST	1.68

Table 5

RANK	ROUNDAABOUT	CRASH RATE
1	W NORTHLAND AV / N RICHMOND ST	3.75
2	E COLLEGE AV / E JOHN ST / S WALTER AVE	1.10
3	S LAKE PARK RD / E PLANK RD	0.80
4	E EVERGREEN DR / N LIGHTNING DR	0.56
5	E JOHN ST / E SOUTH RIVER ST	0.45

Table 6

RANK	YIELD	CRASH RATE
1	W COMMERCIAL ST / N SUMMIT ST	3.95
2	N NICHOLAS ST / W PERSHING ST	3.42
3	E MARQUETTE ST / N MORRISON ST	2.66
4	S JACKSON ST / E LINCOLN ST	2.44
5	E MARQUETTE ST / N MC DONALD ST	2.05

Table 7

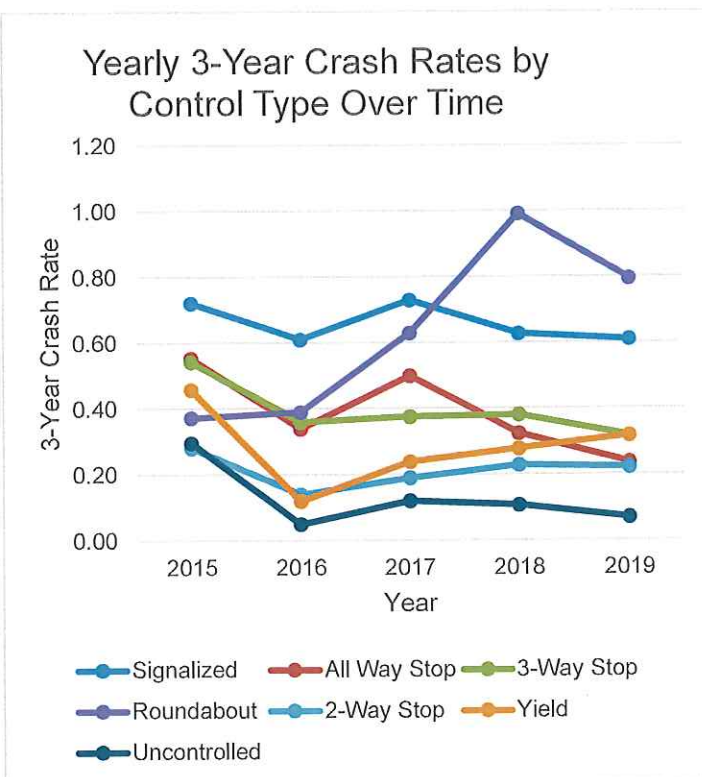


Figure 5

Note: All Interstate 41 and State Highway 441 interchanges excluded.

Intersections with Highest 5-Year Crash Rate by Control Type

Intersections with Highest 5-Year Crash Rate by Control Type

2-Way Stop	Roundabout	Signalized	Uncontrolled	Yield
1 Alexander / Frances 5.18	1 Northland / Richmond 3.75	1 Calumet / Kensington 2.39	1 Nicholas / Taylor 1.68	1 Commercial / Summit 3.95
2 5th / Locust 2.74	2 College / John / Walter 1.10	2 Badger / Mason / Packard 1.74	2 Cambridge / Cardinal 1.17	2 Nicholas / Pershing 3.42
3 Ashbury / Providence 2.10	3 Lake Park / Flank 0.80	3 College / Kensington 1.33	3 Driftwood / Scheeler 1.01	3 Marquette / Morrison 2.66
4 Drew / Washington 1.83	4 Evergreen / Lightning 0.56	4 College / Memorial 1.31	4 Longview / Ullman 0.94	4 Jackson / Lincoln 2.44
5 Lawrence / State 1.68	5 John / South River 0.45	5 Ballard / Northland 1.20	5 Draw / Water 0.52	5 Jackson / Wilson 1.69
		6 Mason / Wisconsin 1.19		
		7 Lawrence / Morrison 1.14		
		8 Ballard / Capitol 1.13		
		9 Appleton / Washington 1.12		
		10 Meade / Northland 1.05		

Data from Tables 3-7

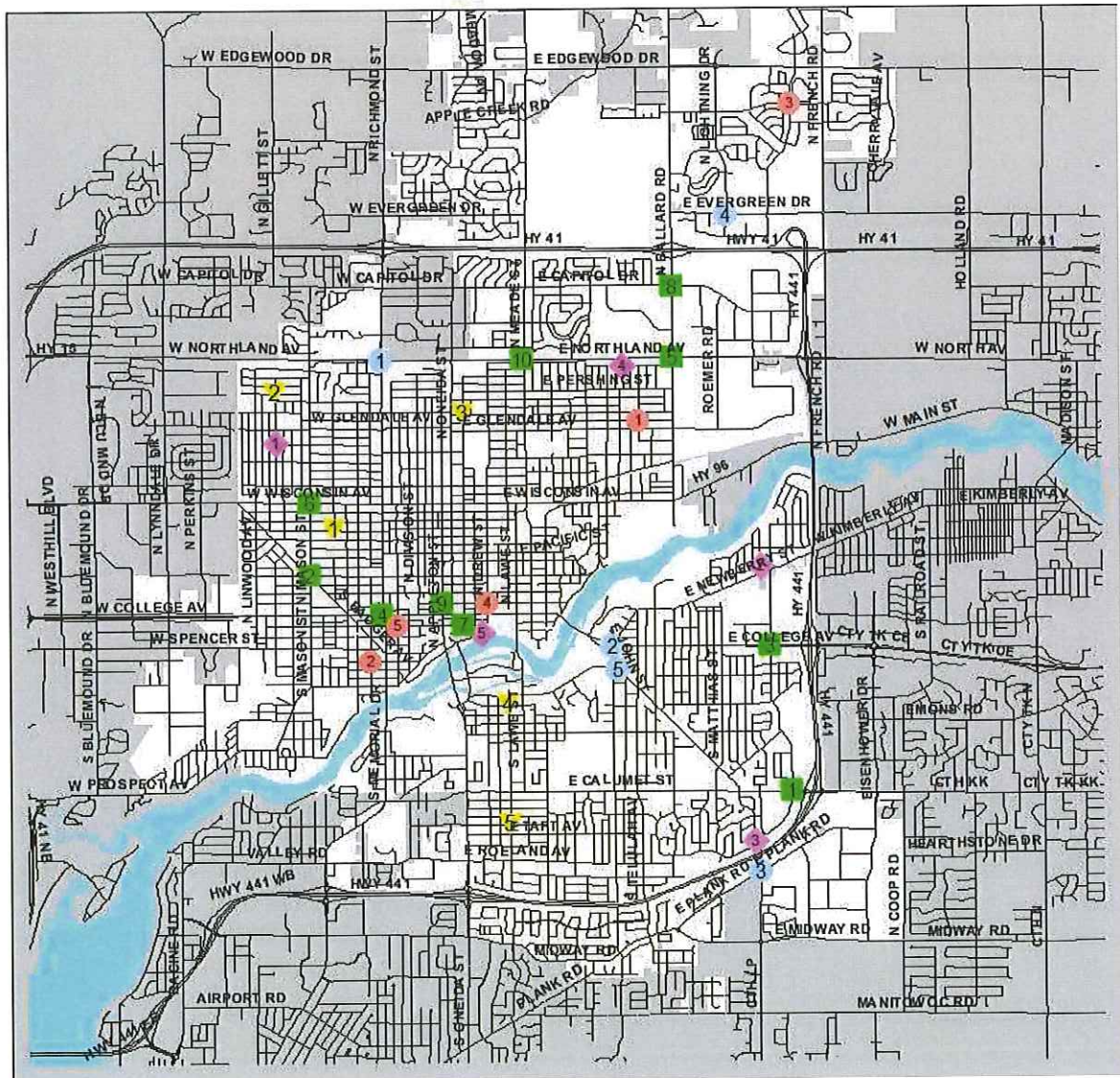


Figure 6

Table 8: Ranking of Intersections with Highest Total Crashes in 2019

RANK	INTERSECTION	*	2019 CRASH TOTAL	CONTROL TYPE
1	W NORTHLAND AV / N RICHMOND ST	*	84	ROUNDBABOUT
2	E CALUMET ST / S KENSINGTON DR		18	SIGNALIZED
3	E CALUMET ST / S ONEIDA ST	*	18	SIGNALIZED
4	W COLLEGE AV / S MEMORIAL DR	*	17	SIGNALIZED
5	N BALLARD RD / E NORTHLAND AVE	*	15	SIGNALIZED
6	E CALUMET ST / STONYBROOK RD	*	15	SIGNALIZED
7	S KENSINGTON DR / E TARGET ACCESS RD		15	2-WAY STOP
8	N BADGER AV / W COLLEGE AV / N STORY ST	*	14	SIGNALIZED
9	S BADGER AV / S MEMORIAL DR	*	14	SIGNALIZED
10	W CALUMET ST / S MEMORIAL DR	*	14	SIGNALIZED
11	N RICHMOND ST / W WISCONSIN AVE	*	14	SIGNALIZED
12	W COLLEGE AV / N LYNNDALE DR	*	14	SIGNALIZED
13	N MASON ST / W WISCONSIN AVE	*	13	SIGNALIZED
14	S MEMORIAL DR / W PROSPECT AVE	*	13	SIGNALIZED
15	E CALUMET ST / EISENHOWER DR	*	11	SIGNALIZED
16	W COLLEGE AV / N MASON ST	*	11	SIGNALIZED
17	N MEADE ST / E NORTHLAND AVE	*	10	SIGNALIZED
18	W COLLEGE AV / N PERKINS ST	*	9	SIGNALIZED
19	N BALLARD RD / E CAPITOL DR	*	9	SIGNALIZED
20	N BALLARD RD / E EVERGREEN DR	*	9	SIGNALIZED
21	W COLLEGE AV / N STATE ST		9	SIGNALIZED
22	N DREW ST / E WASHINGTON ST		8	2-WAY STOP
23	S KENSINGTON DR / S LAKE PARK RD		8	ROUNDBABOUT
24	E COLLEGE AV / S KENSINGTON DR		8	SIGNALIZED
25	E COLLEGE AV / N LAWE ST		8	SIGNALIZED

* Denotes shared roadway jurisdiction with State or County.

1. All Interstate 41 and State Highway 441 interchanges excluded.

Intersections with Highest Total Crashes in 2019

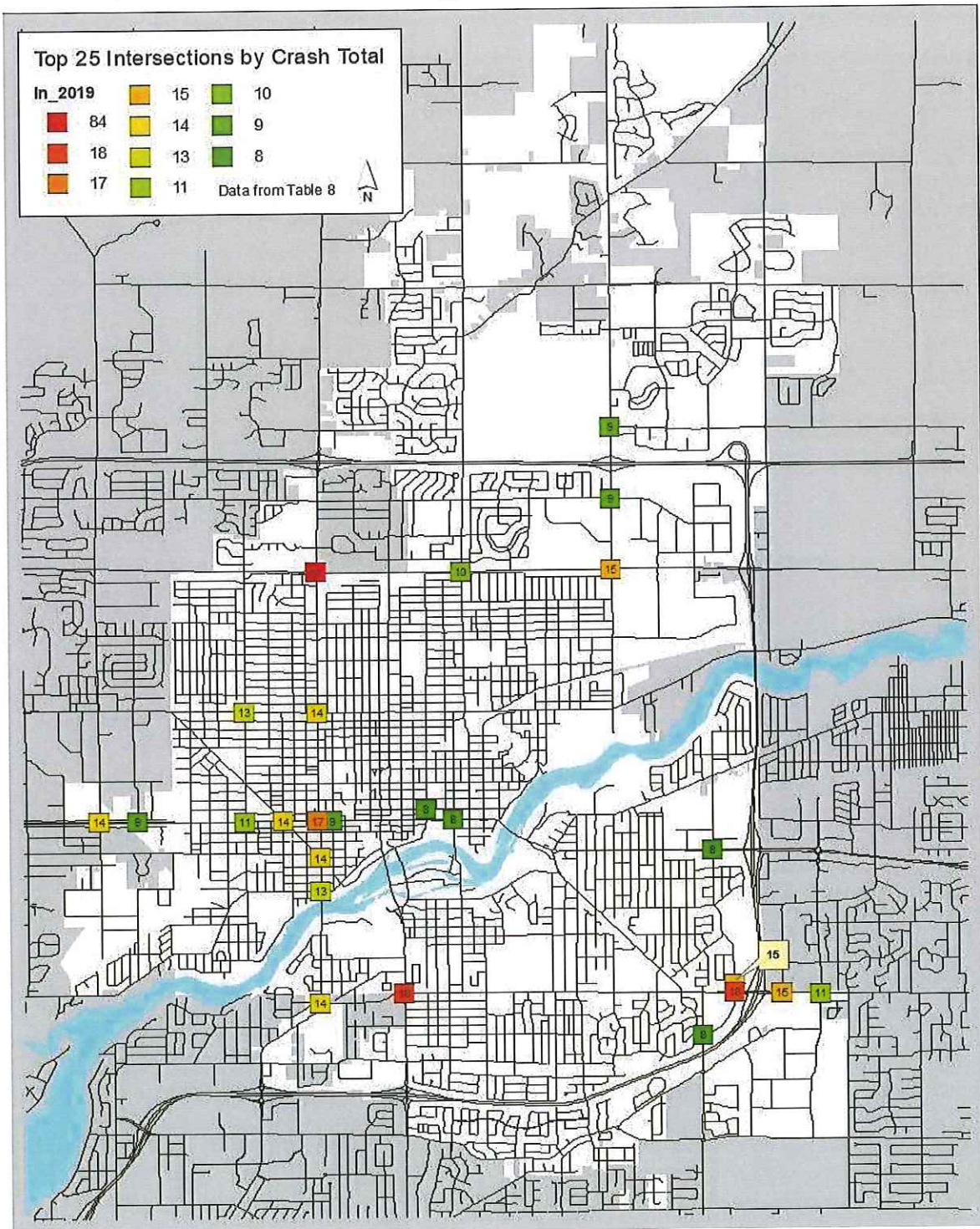


Figure 7

Table 9: Intersections with Highest 3-Year Crash Rate with at least 3 Total Crashes

RAN K	INTERSECTION	3-YEAR CRASH RATE	2017 CRASH TOTAL	2018 CRAS H TOTAL	2019 CRAS H TOTAL	3- YEAR CRAS H TOTAL	CONTROL TYPE
1	N ALEXANDER ST / E FRANCES ST	5.18	1	1	1	3	2-WAY STOP
2	W NORTHLAND AV / N RICHMOND ST	5.00	43	76	84	203	ROUNDBABOUT ²
3	E ASHBURY DR / N PROVIDENCE AVE	3.49	3	1	1	5	2-WAY STOP
4	W 5TH ST / S LOCUST ST	2.74	0	2	1	3	2-WAY STOP
5	S LAWE ST / E SOUTH RIVER ST	2.51	10	8	7	25	3-WAY STOP
6	S JACKSON ST / E WILSON AVE	2.11	0	2	1	3	YIELD
7	N DREW ST / E WASHINGTON ST	2.03	7	7	8	22	2-WAY STOP
8	N GILLETT ST / W SPRING ST	1.94	2	0	1	3	2-WAY STOP
9	E PACIFIC ST / N RANKIN ST	1.93	4	0	3	7	2-WAY STOP
10	E CALUMET ST / S KENSINGTON DR	1.90	25	27	18	70	SIGNALIZED
11	N ERB ST / W MARQUETTE ST	1.88	0	3	1	4	YIELD
12	E ASHBURY DR / N LIGHTNING DR	1.80	2	0	2	4	2-WAY STOP
13	E CAPITOL DR / N CONKEY ST	1.66	1	2	3	6	2-WAY STOP
14	N MASON ST / W PACKARD ST	1.64	6	3	4	13	SIGNALIZED
15	N APPLETON ST / W WASHINGTON ST	1.40	1	8	3	12	SIGNALIZED
16	N MASON ST / W WISCONSIN AVE	1.40	11	12	13	36	SIGNALIZED
17	E COLLEGE AV / S KENSINGTON DR	1.36	9	23	8	40	SIGNALIZED
18	S KENSINGTON DR / E TARGET ST	1.35	6	7	15	28	2-WAY STOP
19	W LAWRENCE ST / S STATE ST	1.30	3	3	0	6	2-WAY STOP
20	E FREMONT ST / S LAWE ST	1.27	2	3	6	11	4-WAY STOP

1. All Interstate 41 and State Highway 441 interchanges excluded.
2. Roundabout opened in September 2018, was signalized previously

Intersections with Highest 3-Year Crash Rate with at least 3 Total Crashes

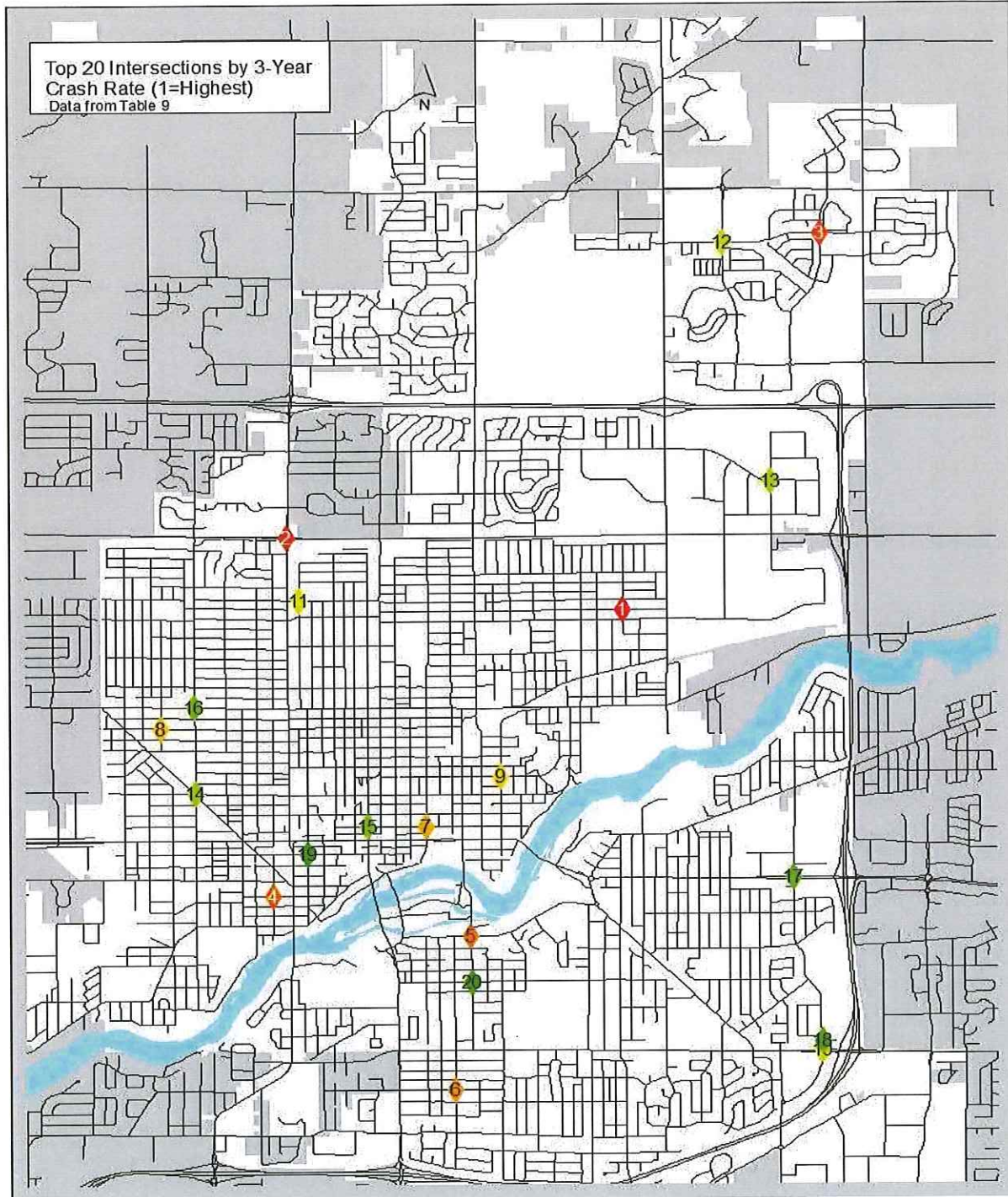


Figure 8

Bicycle Involved Crash Summary

Number of Reported Bicycle Involved Crashes.....	24	<u>% of Total Crashes</u>
Number of Injury Crashes..... (Total Injuries: 21)	21	1.52%
Number of Fatal Crashes..... (Total Fatalities: 0)	0	0%

Number of Reported Injuries:

A.....	2
B.....	12
C.....	6

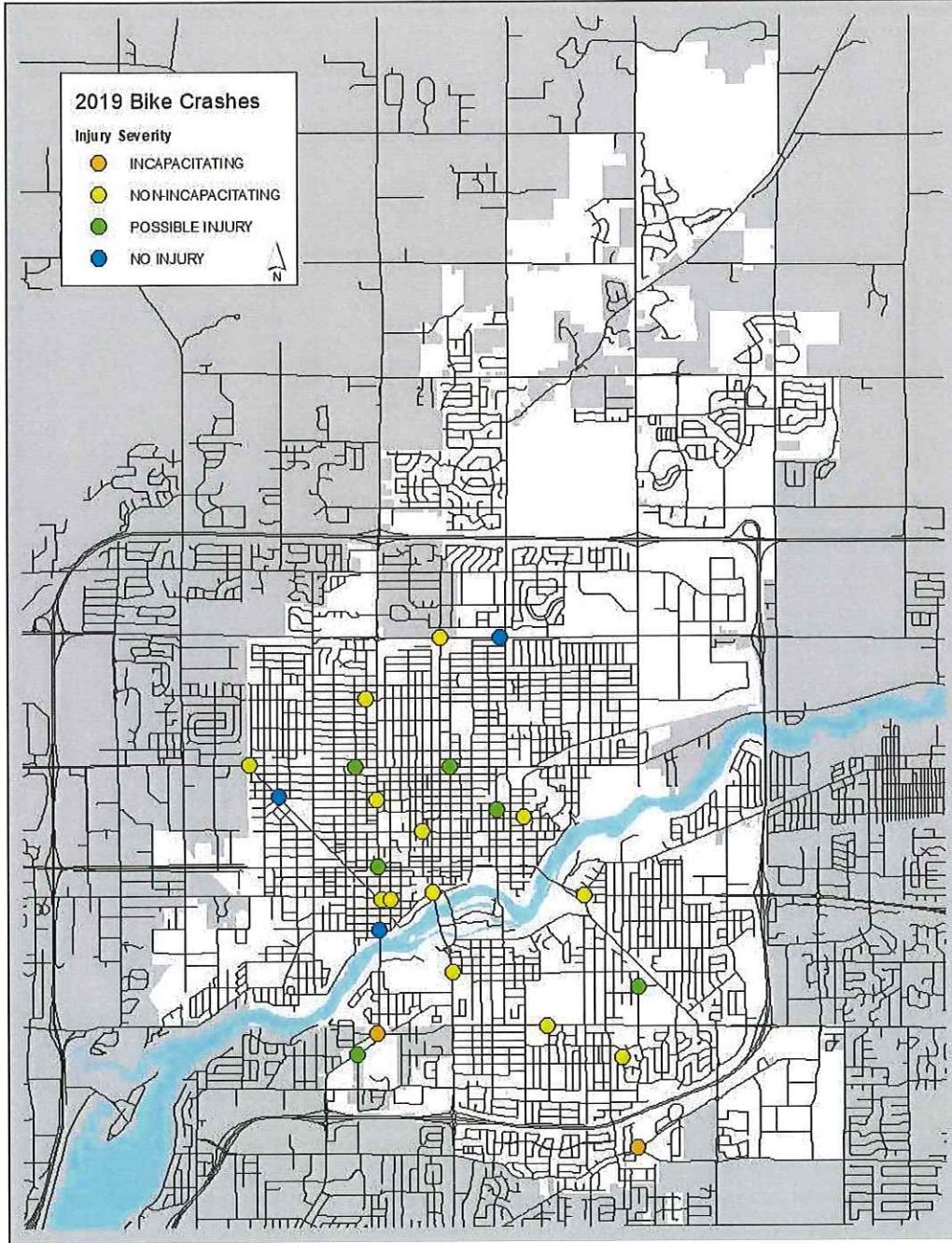


Figure 9

Pedestrian Involved Crash Summary

	<u>% of Total Crashes</u>
Number of Reported Pedestrian Involved Crashes.....	15
Number of Injury Crashes..... (Total Injuries: 17)	15
Number of Fatal Crashes..... (Total Fatalities: 0)	0
	0.95%
	0.95%
	0%

Number of Reported Injuries:

A....3
B....13
C....1

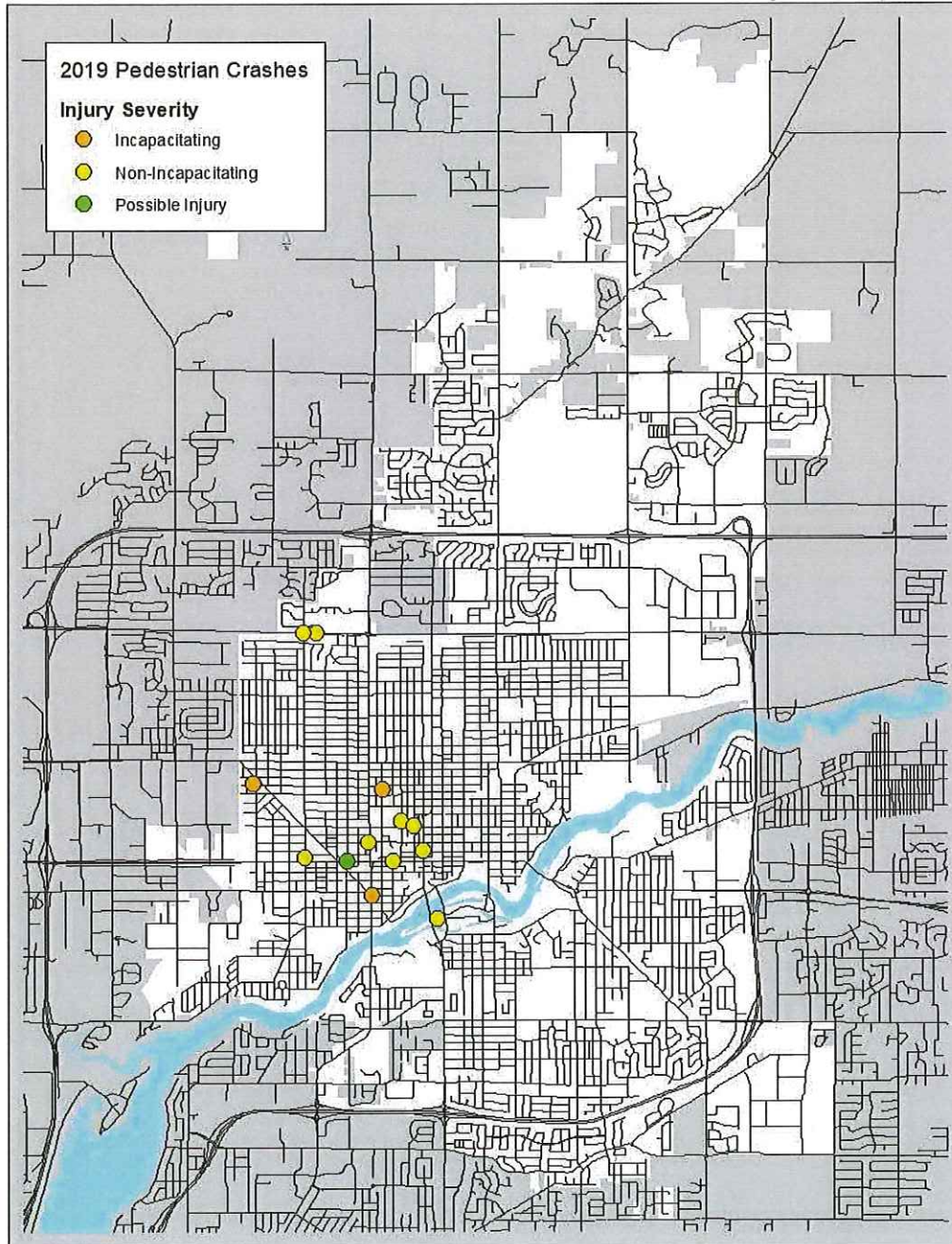


Figure 10