



# City of Appleton

100 North Appleton Street  
Appleton, WI 54911-4799  
[www.appleton.org](http://www.appleton.org)

## Meeting Agenda - Final-revised Municipal Services Committee

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Tuesday, October 11, 2016

6:30 PM

Council Chambers, 6th Floor

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1. Call meeting to order
2. Roll call of membership
3. Approval of minutes from previous meeting  
[16-1570](#) Minutes from September 27, 2016.

**Attachments:** [Minutes from September 27, 2016.pdf](#)

### 4. Public Hearings/Apearances

### 5. Action Items

- [16-1588](#) Request from Greg Barber to appeal for the \$50 Weed Administration Fee for 1101 W. Wisconsin Avenue.

**Attachments:** [Greg Barber appeal.pdf](#)

- [16-1571](#) Request from Appleton Downtown Inc. for a street occupancy permit for City Center Street on Farm Market Saturdays until 2:00 p.m. from November 5, 2016 through May 27, 2017.

**Attachments:** [Appleton Downtown Inc. Street Occupancy Permit.pdf](#)

- [16-1573](#) Request from Appleton Downtown Inc. to purchase one day hang tags at a rate of \$2 plus tax per day for 29 Saturdays of indoor Farmers Market valid until 2:00 p.m. Council approved rate is \$5 plus tax per day.

- [16-1578](#) Create a policy to charge people a fee based on City staff time, equipment and materials for removing drones from trees.

- [16-1417](#) \* CRITICAL TIMING\* Catherine Street, from Washington Street to North Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. New concrete sidewalk would be constructed along the east side of Catherine Street from Franklin Street to Eldorado Street. Existing parking provisions within the project limits will remain unchanged.

**Legislative History**

9/13/16	Municipal Services Committee	recommended for approval
9/21/16	Common Council	referred to the Municipal Services Committee

*This was referred back to Committee by Alderperson Meltzer.*

9/27/16	Municipal Services Committee	held
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*Item 16-1417 held until next meeting.*

- [16-1579](#) Support Outagamie County's proposed speed limit change on CTH JJ between Lightning Drive and French Road from the existing 55 MPH to 45 MPH.

**Attachments:** [CTH JJ existing 55 MPH to 45 MPH.pdf](#)

**6. Information Items**

- [16-1580](#) 2016 Sidewalk Poetry Map

- [16-1581](#) 2017 Budget Questions

- [16-1582](#) Inspection Division Permit Summary Comparison Report for September, 2016.

**Attachments:** [Inspection Division Permit Summary.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. Please contact Paula Vandehey at 920-832-6474 if you have any questions.*



## Meeting Minutes - Final Municipal Services Committee

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Tuesday, September 27, 2016

6:30 PM

Council Chambers, 6th Floor

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1. Call meeting to order

2. Roll call of membership

**Present:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

3. Approval of minutes from previous meeting

[16-1512](#)

Minutes from September 13, 2016

**Attachments:** [Minutes from September 13, 2016.pdf](#)

Martin moved, seconded by Coenen, that the Minutes be approved. Roll Call.  
Motion carried by the following vote:

**Aye:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

4. Public Hearings/Appearances

5. Action Items

[16-1513](#)

Request from Valley New School to create a secured bike parking area for their students in the old smoking indented area of City Center Street.

**Attachments:** [Valley New School bike parking.pdf](#)

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

**Aye:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

[16-1418](#)

Mary Street, from North Street to Pacific Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 26', which is 1' narrower than the existing street. The curb and gutter along the

east west side of Mary Street will be narrowed by 1', which will save 5 4 existing street trees along the east west side of the street. Parking would be prohibited along the east side of Mary Street within the project limits.

**Attachments:**     [Attachment regarding trees.pdf](#)

*Item 16-1418 amended. Changed the narrowed side to the west side, saving 4 trees on the west side of the street. No parking still on the east side.*

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

**Aye:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

#### [16-1417](#)

Catherine Street, from Washington Street to North Street, be reconstructed with asphalt pavement and concrete curb & gutter to a width of 31' from back of curb to back of curb, which is 2' narrower than the existing street. New concrete sidewalk would be constructed along the east side of Catherine Street from Franklin Street to Eldorado Street. Existing parking provisions within the project limits will remain unchanged.

*Item 16-1417 held until next meeting.*

**Coenen moved, seconded by Martin, that the Report Action Item be held. Roll Call. Motion carried by the following vote:**

**Aye:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

#### [16-1514](#)

Approve Amendment No. 3 to a R.A. Smith National, Inc. for additional services related to the S. Oneida Street Design in the amount of \$13,571.19 for a revised not to exceed contract amount of \$814,159.28.

**Attachments:**     [Amendment #3-Oneida Street Design.pdf](#)

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

**Aye:** 3 - Coenen, Martin and Mann

**Excused:** 2 - Croatt and Konetzke

## 6. Information Items

[16-1515](#) CTH OO/HWY 47 Project Update.

**Attachments:** [CTH OOHWY 47 Project Update.pdf](#)

[16-1516](#) Outagamie County Landfill/Recycling projected rates for 2017.

**Attachments:** [Outagamie County Recycling & Solid Waste.pdf](#)

[16-1517](#) Downtown Parking Study Implementation update.

[16-1518](#) 2017 Sidewalk Poetry Selection Committee.

## 7. Adjournment

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

Aye: 3 - Coenen, Martin and Mann

Excused: 2 - Croatt and Konetzke



## Paula Vandehey

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**From:** greg barber <barbergraphix@att.net>  
**Sent:** Thursday, September 22, 2016 5:13 PM  
**To:** Paula Vandehey  
**Subject:** WEED /BLACKTOP

Dear Paula Vandehey

I received a weed notice about a terrace on the corner of Summit and Wisconsin ave.  
Address is

1101 w Wisconsin ave.  
NOTICE NUMBER 16-01074-1

My company Barber Enterprises has just taken the property back on a land contract sale in August. We Paid up the back taxes and hope to rehab the property as needed.

The property is a commercial unit down stairs and a 2 bedroom upper unit with a unknown renter upstairs that needs to be evicted. I'm sure you can understand my problems with the property.

I did receive the notice and send a man there to mow the section of weeds on terrace 36"x60' long last week . At this point in time I would request the administration fee to be dropped, seems like a expensive fee for writing a letter. Must be a new city ordinance as in Fond du lac here we receive a letter first to correct. First let me say the street and curb was redone a few years ago. The section of the terrace in question was never finished by the contractors. The clay dirt gravel is 3-4 inches down on the curb and no black dirt was ever added.

I was under the idea that it was to be blacktop. Therefore it is my suggestion just to fill it with cold blacktop mix and its done. It is a corner lot and has a fire hydrant , power pole, guide wire  
their also. We can't keep a lawn mower inside because of the city fire codes and for traffic safety would be better covered with asphalt.

Please let me know if this can be accomplished as this is a on going problem.

Greg Barber  
Barber Graphix Inc.  
Barber Enterprises Inc.  
480 N.Pioneer rd. Fond du lac, wi 54337

e-mail [barbergraphix@att.net](mailto:barbergraphix@att.net)

This e-mail contain confidential information. Use and further disclosure of the information by the recipient must be consistent with applicable laws, regulations and agreements. If you received this email in error, please notify the sender; delete the email; and do not use, disclose or store the information it contains.



DEPARTMENT OF PUBLIC WORKS  
Inspection Division  
100 North Appleton Street  
Appleton, WI 54911  
Phone (920) 832-6411

No. 149296  
Date Rec'd: 08/31/16

### Neighborhood Service Form

\$ 50.-

BARBER ENTERPRISES INC  
480 N PIONEER RD  
FOND DU LAC WI 54937

Tax Key Number(s) 31-5-0237-00		Location of Complaint 1101 W WISCONSIN AVE APPLETON WI
Map Number P51	Lot Size 4477 sq ft	

#### Complaint:

CUT TALL GRASS AND WEEDS ON TERRACE AND ALONG BUILDING ON EAST SIDE OF PROPERTY

#### Inspection Report:

This complaint was investigated on September 2, 2016 by BLAYNE LANSER and was found to be:

- ☐ in violation letter sent  
☐ in violation hang tag left  
☒ in violation letter and hang tag

YOU ARE HEREBY ORDERED to abate the above confirmed violation(s) of the nuisance ordinance by the following corrective action:

CUT TALL GRASS AND WEEDS ON TERRACE AND ALONG BUILDING ON EAST SIDE OF PROPERTY

Such correction is to be completed no later than 4:00 pm on September 10, 2016

Assessment charged: There is a minimum \$50 assessment charged for all owners who received this weed notice. Should the owner fail or refuse to complete corrective action by the time given, the City may enter upon subject property and abate the nuisance. The additional cost of such abatement will be charged to the property owner.

\*\*\*\*\*Office Use Only\*\*\*\*\*

Date Notice Mailed: September 6, 2016 Re-inspection Date: 9/12/16 Result: Cut or Not

Warrant Served: \_\_\_\_\_

Return of Officer: Blayne Lanser

Called Contractor: \_\_\_\_\_

Contractor Cut: \_\_\_\_\_



**FOR SALE OR LEASE**

**1101**

09/02/2016 14:10

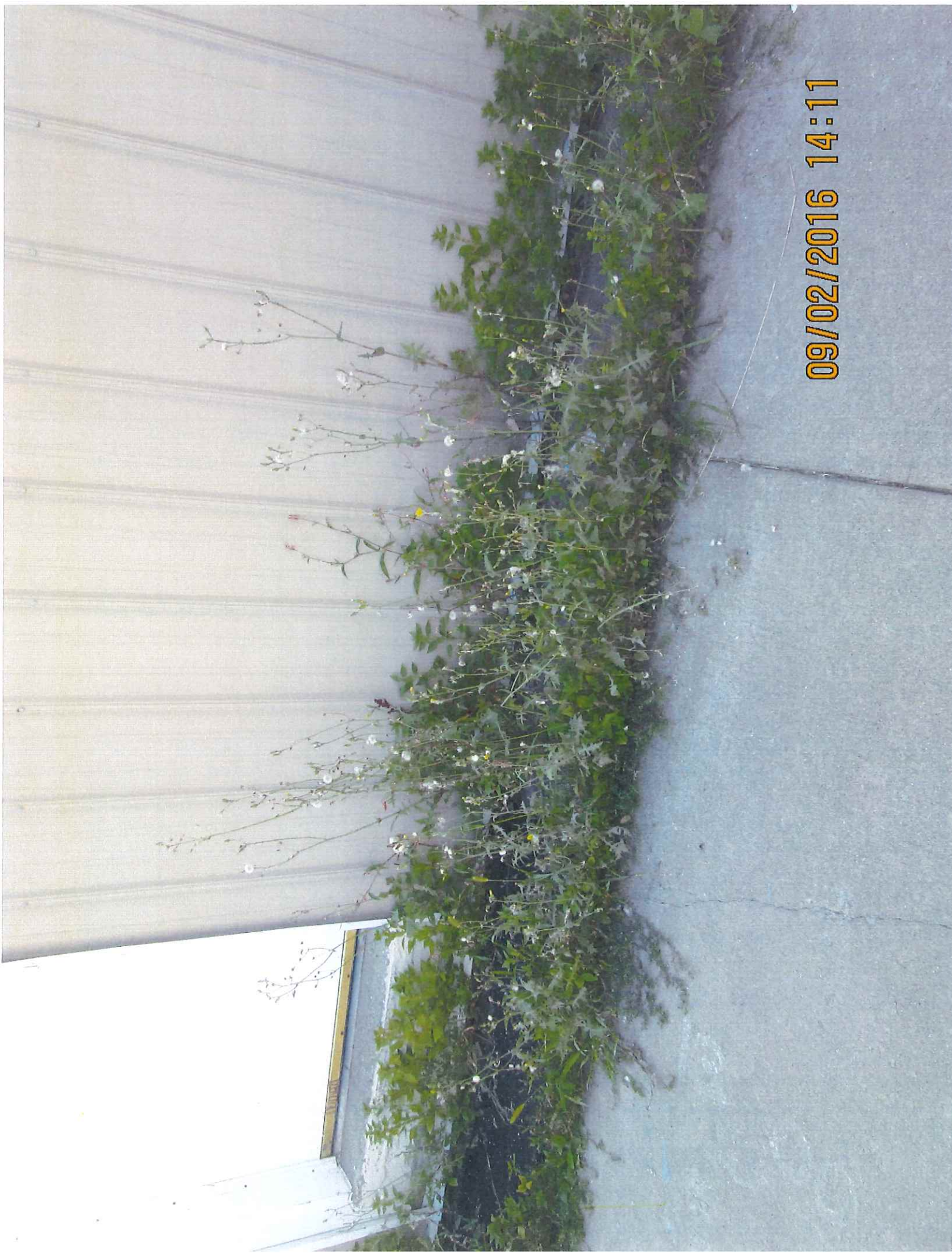




09/02/2016 14:10



09/02/2016 14:11







09/02/2016 14:11



## 2016 Weed Fee Appeals

ADDRESS	Complaint Received	Compliance Date	Re-inspection Date	Cut	Warrant Date	Fee
131 W. Winrowe Drive	3-Jun-16	9-Jun-16	10-Jun-16	Yes	N/A	\$50
Vacant Lot on Daybreak	15-Jun-16	20-Jun-16	21-Jun-16	No	22-Jun-16	\$160
312 E. Calumet Street	15-Jul-16	21-Jul-16	25-Jul-16	Yes	N/A	\$50
1101 W. Wisconsin Avenue	31-Aug-16	10-Sep-16	12-Sep-16	Yes	N/A	\$50



September 28, 2016

Paula Vandehey  
City of Appleton, Public Works  
100 N. Appleton St.  
Appleton, WI 54911

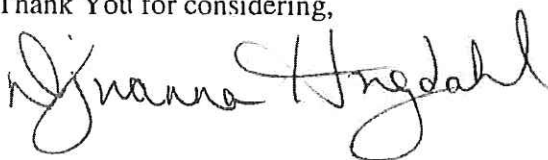
Paula-

Beginning November 5<sup>th</sup>, the Downtown Appleton Farm Market will move inside City Center Plaza for the indoor season. Market will run for a total of 29 weeks inside, through the end of May, 2017. We request to continue to be able to buy hang tags in bulk for the vendors to park in the City Center ramp at a rate of \$2.00 a day, plus tax. We understand that the tags will be purchased as a half day rate and marked "Until 2 pm".

We would also like to use Oneida Street for loading and unloading purposes, with the understanding that vendors will be out of the alleyway by 8:30 am, and then again at 12:30 pm to load their vehicles back up. The change of loading and unloading to this new process ran smoothly last year, so we would love to be able to continue as in the past.

Please let me know if you have any questions or concerns.

Thank You for considering,



Djuanna Hugdahl  
Event Coordinator  
Appleton Downtown Inc.

cc: Traci Erbrecht, Farm Market Manager



# ENGINEERING AND TRAFFIC SPEED STUDY CTH JJ

Lightning Drive to CTH N  
Outagamie County

September 9, 2016

Prepared for Outagamie County Highway Department  
OMNNI Project No. E2211A15

Prepared By:

OMNNI Associates, Inc.  
One Systems Drive  
Appleton, WI 54914  
Phone: (920) 735-6900  
Fax: (920) 830-6100  
[www.omnni.com](http://www.omnni.com)

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## APPENDICES

APPENDIX A – GIS MAPPING

APPENDIX B – TRAFFIC VOLUME AND SPEED DATA SUMMARY

APPENDIX C – CRASH DATA



**EXECUTIVE SUMMARY**

Currently on CTH JJ, north of the City of Appleton, Outagamie County, Wisconsin, there is a 55 mph speed zone that extends from approximately 600 feet east of Lightning Drive to CTH N/Freedom Road and further east. Residents and local officials have raised questions regarding whether the existing 55 mph speed zone starting near Lightning Drive and extending east to CTH N/Freedom Road should be revised. OMNNI Associates, Inc. (OMNNI) was retained by the Outagamie County Highway Department to conduct an Engineering and Traffic Speed Study to determine the reasonable and prudent speed limit along CTH JJ from Lightning Drive to CTH N/Freedom Road. The purpose of the study is to determine if the existing 55 mph speed limit from Lightning Drive to CTH N/Freedom Road should be lowered.

Geometric information, existing roadway characteristics, traffic volumes and speed data were collected for the study. The annual average daily traffic for this segment of CTH JJ ranged from approximately 4,300 vehicles per day (vpd) east of Holland Road to 6,600 vpd west of French Road. Traffic data was collected at three locations within the study limits in July 2016.

After reviewing the existing roadway characteristics and traffic data, we recommend that the speed limit along CTH JJ between Lightning Drive and French Road be lowered to 45 mph and that the speed limit along CTH JJ between French Road and CTH N/Freedom Road remain at 55 mph.

## INTRODUCTION

OMNNI Associates, Inc. (OMNNI) was retained by the Outagamie County Highway Department to conduct an Engineering and Traffic Speed Study to determine the reasonable and prudent speed limit on CTH JJ between Lightning Drive and CTH N/Freedom Road, located in the City of Appleton, Town of Grand Chute, and Town of Vandenbroek, Outagamie County, Wisconsin.

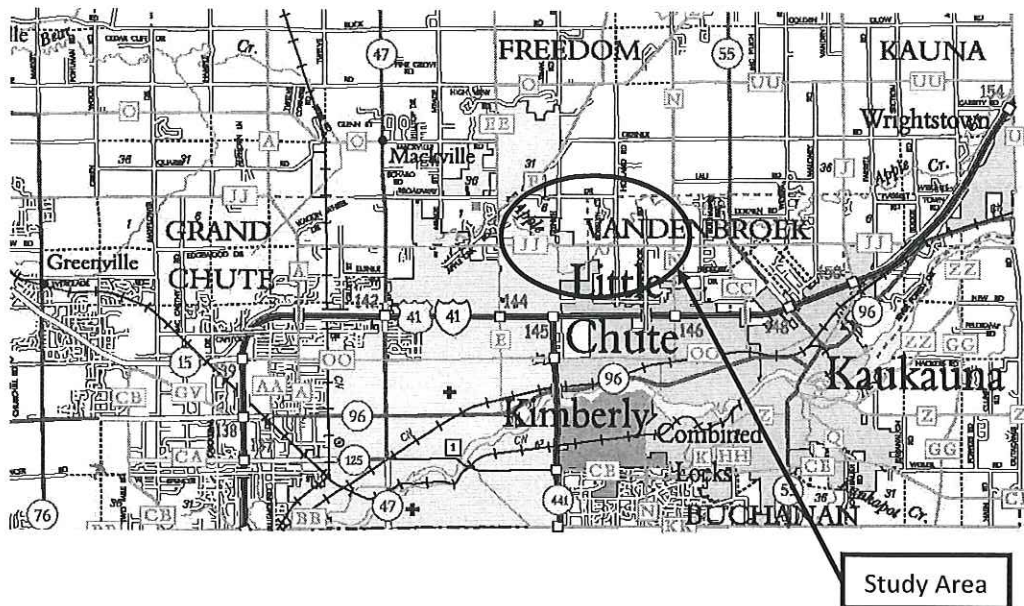
The purpose of this speed study is to determine if the existing 55 mph speed limit located east of Lightning Drive should be revised. This report documents the data, procedures, findings and recommendations of the traffic speed study. This study was completed under the guidance of the *Wisconsin Transportation Bulletin 21 – Setting Speed Limits on Local Roads* and the *Wisconsin Statewide Speed Management Guidelines – June 2009*.

Wisconsin State Statutes establish speed limits for roadways based on the type of roadway. The state statutes also give local and state governments the authority to change the speed limit of a roadway, but within a certain constraint. Since this route is a County Trunk Highway, the State statute lists the speed limit at 55 mph. The local governing authority can lower the speed limit by 10 mph or less. However, if the highway is located within an “outlying area” or a “semiurban area” as defined by Wisconsin State Statutes, the fixed speed limit is 35 mph with local government able to raise the speed limit to 55 mph or less and to lower the speed limit by 10 mph or less. Even if a proposed change is within the allowable constraints, all speed limit revisions shall be based on an engineering and traffic speed study.

## EXISTING CONDITIONS

CTH JJ (Edgewood Drive) is an east-west major collector highway within the developing area of the City of Appleton and Town of Grand Chute and also within the rural area of the Town of Vandenberg. CTH JJ is an alternate east-west route to IH 41 between CTH A and CTH J. Traffic counts conducted by the OMNNI Associates in July 2016 show the average annual daily traffic (AADT) volume on CTH JJ to be approximately 6600 vehicles per day west of French Road and 4400 vehicles per day east of Holland Road.

The study length is approximately 2.75 miles long. See below for an overview of the study area.



CTH JJ has a 2-lane rural cross section with wide paved shoulders through the project limits. Spot curb and gutter exists along the south side east of Lightning Drive and along the north and south side of the road east of Holland Road. The existing pavement on CTH JJ is in good condition.

The existing horizontal alignment is straight throughout the study limits. Within the study limits, the existing vertical alignment is flat and appears to meet standards for a 55 mph posted speed.

Left turn lanes and right turn lanes exist at the intersections of Lightning Drive while rural bypass lanes and right turn lanes exist at the intersections of Mary Martin Drive, Cherryvale Avenue and Edgewood Trail. Right turn lanes are provided at Providence Avenue and CTH N/Freedom Road. Holland Road, French Road, Vandenberg Road, and Farmview Road have right turn tapers but no marked bypass lanes.

Stopping sight distances for intersecting roadways along CTH JJ appear adequate. No sidewalks exist along CTH JJ within the study limits.

Land use along the study corridor is generally residential or agricultural/undeveloped, with commercial pockets near the intersections of CTH E/Ballard Road and CTH N/Freedom Road, and institutional for Appleton North High School near Lightning Drive.

#### *Existing Speed Limits*

The existing speed limits located near and within the study length are as follows:

- 35 mph from Ballard Road to approximately 600' east of Lightning Drive
- 55 mph from Lightning Drive east to CTH N/Freedom Road

School speed limits also exist near and within the study corridor. A 25 mph school speed limit is posted for Appleton North High School, with the zone starting approximately 400 feet west of CTH E/Ballard Road and extending past the primary school grounds to a point approximately 400 feet east of Lightning Drive.

#### *Municipality Boundaries*

The City of Appleton and the Town of Grand Chute cross or parallel different segments of the study corridor. Review of the Outagamie County GIS mapping shows the corporate limits of the City of Appleton generally as follows:

- CTH E/Ballard Road to Lightning Drive on both sides of highway
- Lightning Drive to approximately 250 feet east of Cherryvale Avenue on south side of highway
- Approximately 2500 feet west of French Road to 1300 feet east of French road on north side of highway
- The remainder of the study corridor until the Town of Vandebroek is in the Town of Grand Chute

The Town of Vandebroek limits begin approximately 2700 feet east of French Road and continue east along both sides of the highway through the project limits. See Appendix A for GIS mapping.



Existing conditions can best be understood through the following site photos:



CTH JJ Facing West  
Looking at Lightning Dr  
Existing Speed Limit = 35 mph



CTH JJ Facing West  
Near Holland Road  
Existing Speed Limit = 55 mph

## TRAFFIC DATA

The annual average daily traffic for this segment of CTH JJ was approximately 6600 vehicles per day west of French Road and 4400 vehicles per day east of Holland Road based upon traffic counts conducted by the OMNNI Associates in July 2016.

Traffic speed data was collected by OMNNI Associates from July 18, 2016 to July 25, 2016 using pneumatic road tube data collectors. Three data recorders were placed on CTH JJ for the study at locations that were determined to be indicative of typical motorist behavior for a section of the project corridor. Traffic volume, vehicle classification and vehicle speeds were all collected at each location.

The first data collector was located approximately 2300 feet (0.44 miles) west of the intersection of CTH JJ/French Road. The second data collector was located approximately 400 feet (0.08 miles) east of the intersection of CTH JJ/French Road. The third data collector was located approximately 1400 feet (0.27 miles) east of Holland Road. Please refer to Appendix B for the traffic volume and speed data.

As part of the speed study, several data items were analyzed. These included the following:

- Average speed
- 85<sup>th</sup> percentile speed
  - The 85<sup>th</sup> percentile speed is where 85% of free-flowing traffic travels at or below that speed. It represents the speed that is perceived to be reasonable by the majority of motorists.
- 10 mph pace speed
  - The 10 mph pace is the ten mile per hour range of speeds containing the greatest number of observed speeds.
- Amount of traffic exceeding the posted speed limit
- Secondary roadway attributes
  - This includes factors such as the number of driveways, truck volume, sight distance, on-street parking, pedestrian and bicycle activities and level of law enforcement.

### Traffic Data

	Counter #1		Counter #2		Counter #3	
	~ 2300' west of French Rd		~400' east of French Rd		~1400 ft east of Holland Rd	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Posted Speed Limit	55 mph		55 mph		55 mph	
% Traffic Exceeds Speed Limit	7.6%	1.9%	23.8%	50.4%	36.4%	55.5%
Average Speed	49 mph	46 mph	51 mph	55 mph	53 mph	56 mph
85 <sup>th</sup> Percentile Speed	54 mph	51 mph	57 mph	61 mph	58 mph	61 mph
10 mph pace	45-54 mph	42-51 mph	48-57 mph	51-60 mph	50-59 mph	52-61 mph
% Traffic in 10 mph pace	71.8%	72.2%	62.0%	59.5%	71.7%	68.0%

Secondary Roadway Characteristics:

Number of Driveways	32
Number of Intersections	9
Truck Volume	5.6% West of French Road 11.4% East of French Road 13.8% East of Holland Road (per OMNNI traffic counts 7/2016)
Parking	No on-street parking
Pedestrian/Bicycle Activities	Minimal

### TRAFFIC CRASH DATA

Traffic crash data was obtained from the WisTransPortal Database along the study area of CTH JJ from Lightning Drive to CTH N from January 2011 through December 2015. Crashes located north and south of the subject intersections remained in the data, if they were deemed to be intersection related. Within the study area, there were forty crashes during the 5 year time period studied. Below is a tabulation of crash types:

Angle	15
Traffic Sign	6
Sideswipe Same Direction	5
Ditch	2
Other non-collision	3
Rear-End	5
Head-on	1
Sideswipe – Opposite Direction	1
Culvert	1
Overtaken Vehicle	1
<b>Total</b>	<b>40</b>

Below is a tabulation of the crash locations with relation to intersections:

Lightning Drive	1
Providence Ave	1
French Road	11
Cherryvale	2
Edgewood Trail	1
Holland Rd	7
Vandenbroek Rd	3
CTH N	13
Various Locations along CTH JJ	1
<b>Total</b>	<b>40</b>

Below is a tabulation of the crash severity:

Property Damage	27
Possible	4
Non-incapacitating	7
Incapacitating	2
Fatal	0
<b>Total</b>	<b>40</b>



The crash rate for CTH JJ from Lightning to CTH N is 181.14 crashes per 100 million vehicle miles traveled (MVM). The Statewide Average Crash Rate for Rural County Trunk Highways = 99.80 crashes per 100 MVM (2014) and the Statewide Average Crash Rate for Urban Streets (includes rural city streets) = 332.33 crashes per 100 MVM (2014).

## ENGINEERING ANALYSIS

After reviewing the traffic and site data, it is recommended to analyze this project as two segments:

- Segment 1 – Lightning Drive to French Road
- Segment 2 – French Road to CTH N/Freedom Road.

### Prevailing Speed

The prevailing speed, the speed at which most drivers choose to drive, is a major consideration in setting speed limits. Typically, a proposed speed limit should be set within 5 mph of the 85<sup>th</sup> percentile speed. However, the median speed, 10 mph pace speeds and roadway characteristics should also be considered when determining a speed recommendation.

#### Segment 1 – Lightning Drive to French Road

A review of the traffic data indicates that the 85<sup>th</sup> percentile speeds for traffic west of French Road (Site #1) were 54 mph eastbound and 51 mph westbound. The traffic data also indicates that the majority of motorists are driving at or below the posted speed limit between Lightning Drive and French Road. The 10 mph pace for traffic in this segment is 45-54 mph for eastbound traffic and 42-51 mph for westbound traffic.

#### Segment 2 – French Road to CTH N/Freedom Road

A review of the traffic data indicates that there is a significant amount of traffic that travels above the posted speed limit between French Road to CTH N. The 85<sup>th</sup> percentile speeds for traffic east of French Road (Site #2) were 57 mph eastbound and 61 mph westbound. The 85<sup>th</sup> percentile speeds for traffic east of Holland Road (Site #3) were 58 mph eastbound and 61 mph westbound. The traffic data for this project indicates that a majority of motorists are driving higher than the posted speed limit between French Road and CTH N. The 10 mph pace for traffic in this segment ranged from 48-57 mph for eastbound traffic to 52-61 mph for westbound traffic.

### Crash Data

Another item to consider when determining speed zones is safety. The existing crash rate for the entire project limits of the speed study is higher than the statewide crash rate for rural county trunk highways but lower than the statewide crash rate for urban streets. As the area is a transitioning area, it is reasonable that the crash rate would be between the two different crash rate types.

#### Segment 1 – Lightning Drive to French Road

The crash data discussed earlier in the report was further analyzed for the two segments of the project. Segment 1, including crashes at the intersection of French Road, had 14 crashes over 5 years. The crash rate for CTH JJ from Lightning thru French Road is 154.97 crashes per 100 million vehicle miles traveled (MVM).

The intersection of CTH JJ and French Road experienced 11 crashes over the 5 years of the study period.

Segment 2 –French Road to CTH N/Freedom Road

Segment 2, not including crashes at the intersection of French Road, had 26 crashes over 5 years. The crash rate for CTH JJ from French Road to CTH N is 161.89 crashes per 100 million vehicle miles traveled (MVM).

The intersection of CTH JJ and CTH N experienced 13 crashes over the 5 years of the study period.

State Statute Classification

In addition, the classification of the surrounding area should also be considered when determining speed zones. The corporate limits are necessary for classification of an “outlying district” and “semiurban district” in order to determine the fixed speed limits per the Wisconsin State Statutes.

Per State Statute 346.57 (1)(ar), an “outlying district” is defined as “the territory contiguous to and including any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average more than 200 feet apart.” This statute would apply to the portions of CTH JJ that are within the City of Appleton. State Statute 346.57(4) would allow the fixed speed limit to be 35 mph for an outlying district.

A “semiurban district” is defined as “the territory contiguous to and including any highway where on either side of the highway within any 1,000 feet along such highway the buildings in use for business, industrial or residential purposes fronting thereon average not more than 200 feet apart or where the buildings in use for such purposes fronting on both sides of the highway considered collectively average not more than 200 feet apart. This statute would apply to the portions of CTH JJ that are within the Town of Grand Chute and the Town of Vandebroek. State Statute 346.57(4) would allow the fixed speed limit to be 35 mph for a semiurban district.

Segment 1 – Lightning Drive to French Road

Since the area between Lightning Drive and French Road is located within the City of Appleton, the area along CTH JJ could be considered an “outlying district”. As such, the Wisconsin State Statutes list the speed limit as 35 mph with the option for the local government authority to raise the speed limit to 55 mph or less or lower the speed limit by 10 mph or less.

Segment 2 –French Road to CTH N/Freedom Road

A review of the building frontage along CTH JJ within the Town of Grand Chute and Town of Vandebroek shows one pocket of roadside development that would meet the definition of semiurban district. The residential section near Holland Road meets this definition and is approximately 0.34 miles in length. Typically, speed zones should be at least 0.3 miles in length. However, setting the speed limit solely on the definition of a semiurban district at this location is

not recommended. Other factors such as 85<sup>th</sup> percentile speed, crash history and prevailing speed should also be considered.

#### Recommendations

##### Segment 1 – Lightning Drive to French Road

As this segment is within the City of Appleton, it can be considered an outlying district with a fixed speed limit of 35 mph. The 85<sup>th</sup> percentile speeds indicate that traffic is traveling less than the posted 55 mph speed limit with an average speed ranging from 46 mph to 49 mph and an 85<sup>th</sup> percentile speed of 54 mph for eastbound and 51 mph for westbound. Based on the Wisconsin Statewide Speed Management Guidelines, a posted speed should be within 5 mph of the 85<sup>th</sup> percentile speed. In addition, it should be noted that the intersection of CTH JJ and French Road has experienced eleven crashes over the last five years. It is recommended that the speed limit from Lightning Drive to French Road be lowered to 45 mph.

##### Segment 2 – French Road to CTH N/Freedom Road

Since the majority of this segment does not meet the definition of an outlying district or semiurban district, the fixed speed limit according to the Wisconsin State Statutes is 55 mph. The 85<sup>th</sup> percentile speeds indicate that traffic is traveling more than the posted 55 mph speed limit with an average speed ranging from 51 mph to 56 mph and an 85<sup>th</sup> percentile speed of 57 mph for eastbound and 61 mph for westbound. Based on the Wisconsin Statewide Speed Management Guidelines, a posted speed should be within 5 mph of the 85<sup>th</sup> percentile speed. It is recommended that the speed limit from French Road to CTH N/Freedom Road remain at 55 mph.



# Department of Public Works Inspections Division

## Permit Summary Count YTD Comparison

01/01/16 Thru 09/30/16

Report Date: 10/3/2016



Permit Type	Year Issued	Permit Count	Total Estimated Cost	Total Receipt Amount
BUILDING	2015	828	120,588,785	290,580.55
	2016	770	58,144,569	261,567.15
		-7.00 %	-51.78 %	-9.98 %
DISPLAY SIGN	2015	107	658,167	3,280.00
	2016	145	1,080,828	4,360.00
		35.51 %	64.22 %	32.93 %
ELECTRICAL	2015	706	7,858,755	93,875.58
	2016	753	11,243,143	111,812.99
		6.66 %	43.07 %	19.11 %
EROSION CNTL	2015	40		5,300.01
	2016	33		4,010.00
		-17.50 %	%	-24.34 %
HEATING	2015	550	13,186,421	50,505.17
	2016	560	12,589,874	47,161.54
		1.82 %	-4.52 %	-6.62 %
PLAN REVIEW	2015	90		39,015.00
	2016	96		33,510.00
		6.67 %	%	-14.11 %
PLUMBING	2015	408	5,834,902	49,097.00
	2016	378	4,259,757	30,352.00
		-7.35 %	-27.00 %	-38.18 %
SEWER	2015	151	1,677,769	14,370.00
	2016	152	1,338,975	13,045.00
		0.66 %	-20.19 %	-9.22 %
WELL	2015	3		90.00
	2016	1		30.00
		-66.67 %	%	-66.67 %

# Department of Public Works Inspections Division

## Permit Summary Count YTD Comparison

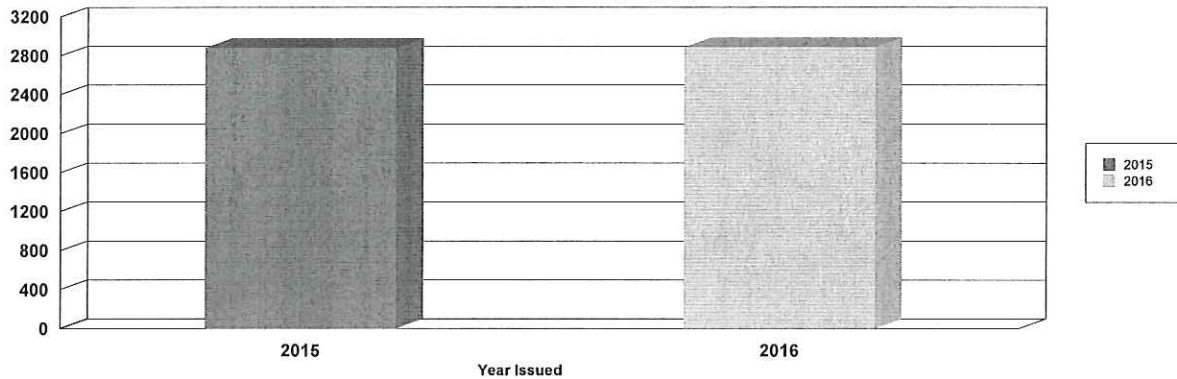
01/01/16 Thru 09/30/16

Report Date: 10/3/2016

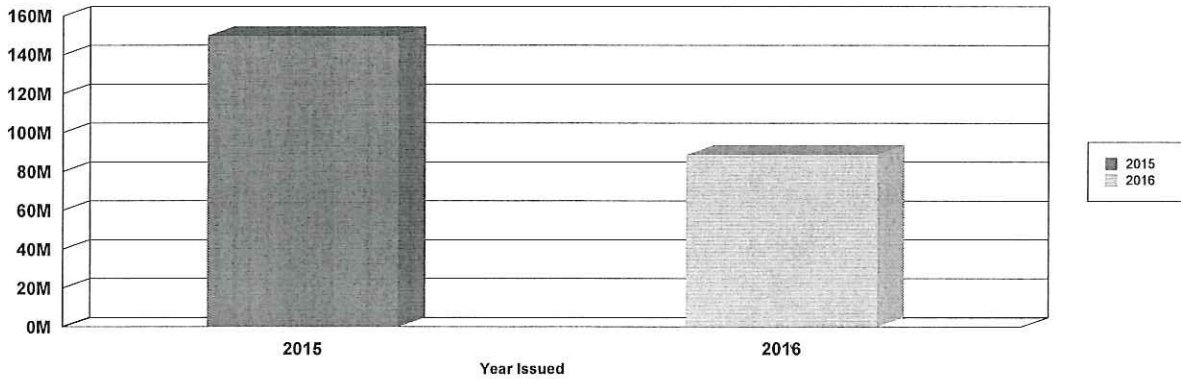


	2015	2016
<b>Permits</b>	<b>2883</b>	<b>2888</b>
<b>Estimated Cost</b>	<b>149,804,799.00</b>	<b>88,657,146.00</b>
<b>Receipt Amount</b>	<b>546,113.31</b>	<b>505,848.68</b>

Number of Permits



Estimated Cost



Receipt Amount

