

**Planning Commission Meeting**  
**Monday, September 28, 2020 7:00 PM**  
**Crete Library/Community Center**  
**1515 Forest Ave.**  
**Crete, NE 68333**

**1. Open Meeting**

2. In accordance with Nebraska law, a copy of the Open Meetings Act can be found in the back of the council chambers. Items listed on the agenda may be considered in any order.

**3. Roll Call**

4. Attendance of Planning Commission members will be recorded to determine the presence of a quorum for official actions.

**5. Special Order of Business**

6. The Planning Commission may take action to hear testimony in favor of or in opposition to, discuss/limit discussion and take action to approve or disapprove a recommendation to the City Council on any matter presented under this title.

A. Planning Commission Minutes

1. Planning Commission Minutes of August 24, 2020.

B. Public Hearing on amending the subdivision regulations to include a process for merging adjacent lots.

C. Discuss and provide a recommendation to the City Council on amending the zoning regulations to allow or disallow Outdoor Advertising Businesses in certain zones.

D. Consider recommendation to City Council regarding prioritization of sidewalk improvements.

**7. Officers' Reports**

8. Reports may be given by Department Heads, other Committees and Commission members concerning current operations of the City. Questions may be asked and answered. No action can be taken by the Planning Commission on matters presented under this title except to answer any question posed and to refer the matter for further action.

**9. Adjournment**

10. The Planning Commission will review the above matters and take such actions as they deem appropriate. The Planning Commission may enter into closed session to discuss any matter on this agenda when it is determined by the Commission that it is clearly necessary for protection of the public interest or the prevention of needless injury to the reputation of an individual and if such an individual has not requested a public meeting, or as otherwise allowed by law. Any closed session shall be limited to the subject matter for which the closed session was called. If the motion to close passes, then the presiding officer immediately prior to the closed session shall restate on the record the limitation of the subject matter of the closed session.

The City of Crete assures that no person shall on the grounds of race, color, national origin, age, disability, handicap or sex, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity of the City receiving Federal financial assistance. To report discrimination, contact the City Clerk's office.

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requested a public meeting) or as otherwise allowed by law. Any closed session shall be limited to the subject matter for which the closed session was called. If the motion to close passes, then immediately prior to the closed session the Mayor shall restate on the record the limitation of the subject matter of the closed session.

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- The complete agenda with attachments is available at [www.crete.ne.gov](http://www.crete.ne.gov).

CITY OF CRETE, NEBRASKA  
PLANNING COMMISSION  
MEETING MINUTES OF AUGUST 24, 2020

Notice of the meeting was given by posting and publishing in the Crete News, the appointed method for giving notice as shown by the Proof of Publication attached to the minutes. Advance notice of the meeting was also given to the board members. Pursuant to Section 84-1412(8) of the Nebraska Open Meetings Act, the City has posted a current copy of the Open Meetings Act, Laws of the State of Nebraska in the back of the Council Chambers. Additional copies are available to read. The board may consider items listed on the agenda in random order. All proceedings shown were taken while the meeting was open to the attendance of the public.

1. Open Meeting

Chair Dave Hansen called the meeting to order at 7:00pm.

2. Roll Call

Bud Clouse:	Absent
Ryan Jindra:	Absent
Drew Rische:	Absent
Sharon Scusa:	Absent
Dave Hansen:	Present
Justin Kozisek:	Present
Scott Kuncl:	Present
Jennifer Robison:	Present
Ronald Schroeder:	Present

Present: 5, Absent: 4.

Also present: City Administrator Tom Ourada, City Clerk Judi Meyer, Finance Director Jerry Wilcox, City Attorney Kyle Manley, Building Inspector Brad Bailey, IT Director Mike Kalkwarf.

3. Items of Business

3.A. Approve Planning Commission Meeting Minutes of July 27, 2020.

Approve the Planning Commission meeting minutes of July 27, 2020. Carried with a motion by Justin Kozisek and a second by Ronald Schroeder.

Dave Hansen: Aye, Justin Kozisek: Aye, Scott Kuncl: Aye, Jennifer Robison: Aye, Ronald Schroeder: Aye

Aye: 5, No: 0

3.B. Discuss and provide a recommendation to the City Council on amending the zoning regulations to allow or disallow Outdoor Advertising Businesses in certain zones.

Table amending zoning regulations regarding Outdoor Advertising Businesses to the September Planning Commission meeting. Carried with a motion by Ronald Schroeder and a second by Scott Kuncl.

Dave Hansen: Aye, Justin Kozisek: Aye, Scott Kuncl: Aye, Jennifer Robison: Aye, Ronald Schroeder: Aye

Aye: 5, No: 0

Commission members discussed allowing, disallowing, and allowing as a special exception. City staff will provide Commission members with relevant city codes.

3.C. Discuss and provide a recommendation to the City Council on amending the subdivision regulations to include a process for merging contiguous lots.

Set Public Hearing regarding amending subdivision regulations for September 28, 2020 at 7:00pm. Carried with a motion by Scott Kuncl and a second by Jennifer Robison.

Dave Hansen: Aye, Justin Kozisek: Aye, Scott Kuncl: Aye, Jennifer Robison: Aye, Ronald Schroeder: Aye

Aye: 5, No: 0

City Administrator Tom Ourada reported that the City has misapplied the Administrative Subdivision to accommodate requests such as this in the past. Jeff Ray with JEO will provide example code language.

3.D. Discuss and provide a recommendation to the City Council on the prioritization of sidewalk improvements.

Table consideration of sidewalk prioritization for the September Planning Commission meeting. Carried with a motion by Ronald Schroeder and a second by Scott Kuncl.

Dave Hansen: Aye, Justin Kozisek: Aye, Scott Kuncl: Aye, Jennifer Robison: Aye, Ronald Schroeder: Aye

Aye: 5, No: 0

Commission members Jennifer Robison and Scott Kuncl will prepare information on school routes for the next meeting.

4. Officers' Reports

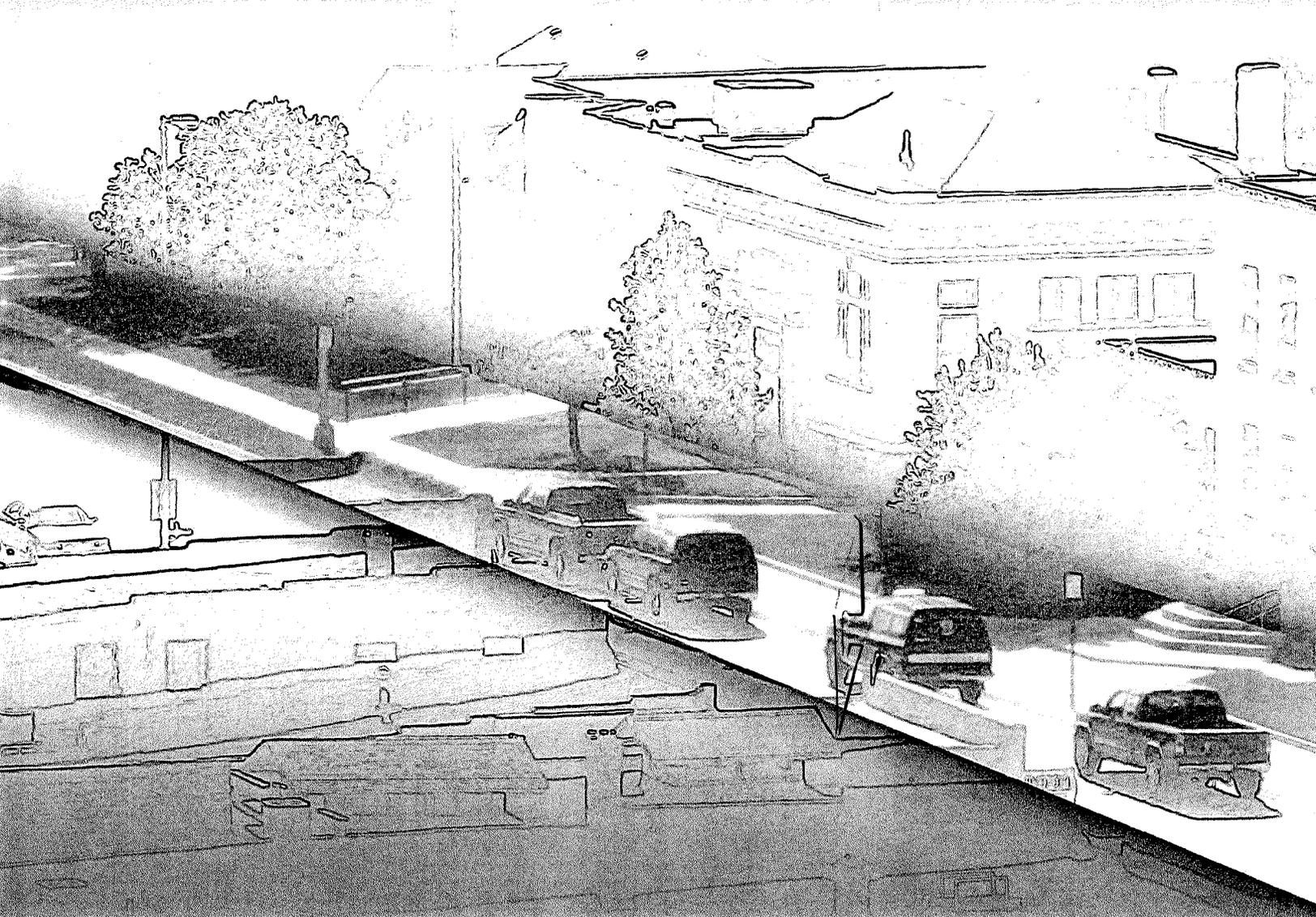
5. Adjournment

The meeting was adjourned at 8:05pm.

Recorded by City Clerk Judi Meyer

# *Crete Sidewalk Master Plan*

*May 2006*





# 1.0 SIDEWALK MASTERPLAN

## 1.1 INTRODUCTION

Sidewalks are paved areas for pedestrians that typically run adjacent to streets or roadways. Sidewalks are typically separated from the roadway and provide a safe and easy method for pedestrians to travel next to a road, instead of having to walk along it. Sidewalks are an essential component of city infrastructure. Sidewalks promote the overall health, safety, and general welfare of all citizens. Crete's lack of sidewalks poses significant threat to the health, safety, and general welfare of community residents.

Other cities, without adequate sidewalk policies or implementation strategies, have experienced devastating consequences.

- In 1999, 733 children ages 14 and under died, and in 2000, nearly 44,600 children were treated in hospital emergency rooms for pedestrian-related injuries. (*SAFE KIDS Campaign Issues Report, October 2002*).
- A recent observation survey conducted by Safe Kids in 2002 found that nearly 60% of parents and kids encountered serious hazards on their routes to school. Common hazards included a lack of sidewalks or crosswalks, wide roads, complicated traffic conditions, improper parking and speeding drivers. (*SAFE KIDS Campaign Issues Report, October 2002*).
- The recent death of a 14-year-old girl, who was walking on the street because of a lack of sidewalks, was hit and killed by a car. A subsequent lawsuit cost the city of Fontana, California over \$28 million. A San Bernardino County court found the city liable because it failed to act on reports that a lack of sidewalks created a hazardous environment for pedestrians, largely due to large traffic volumes near the school where the accident occurred. The city had the money to pay for sidewalks, but chose to seek federal funding to help cover the costs.

Federal money was received after the 14-year-old girl was killed. Sidewalks were eventually installed near the accident at a cost of \$6,000. (*Los Angeles Times, September 23, 2004*).

- A 60-year-old wheelchair bound man was recently killed in Fresno, California because of a lack of curb cuts. The man, a curb cut activist, was killed when he was struck by a car as he was traveling in his power wheelchair next to the curb on a busy street. Unfortunately, there were no curb cuts available that would have allowed him to get onto the sidewalks. (*Fresno Bee, May 3, 2001*).

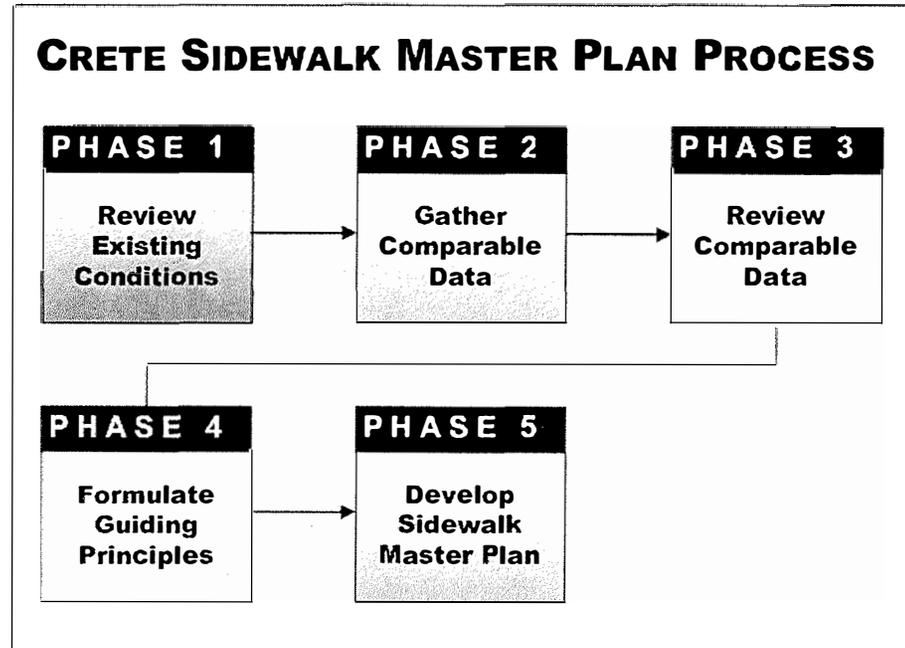
The purpose of the Sidewalk Master Plan is to provide guidance and direction on how Crete can rectify its existing sidewalk deficiencies. The Sidewalk Master Plan will describe how Crete, over time, can successfully build and extend a comprehensive sidewalk system that will provide Crete pedestrians with a safer and more convenient method to travel throughout the community.

Establishing a sidewalk policy that requires new commercial, residential, and industrial developments to contain sidewalks will ensure that all future developments in Crete will contain sidewalks. Retrofitting sidewalks within Crete's existing neighborhoods and communities will prove to be more challenging. However, Crete should recognize that implementing a sidewalk master plan is expected to occur over the course of several years. The successful implementation of a sidewalk master plan is a long-term goal.

## **1.2 PROCESS**

The development of the Sidewalk Master Plan was a collaborative effort between Iteris, Inc, Olsson Associates, and a Sidewalk Advisory Committee. The Sidewalk Master Plan Process consisted of five primary phases. The first phase of the Sidewalk Master Plan Process involved an extensive review of Crete's existing sidewalk policy. Crete's sidewalk system was reviewed and mapped during the first phase. The second phase of the

Sidewalk Master Plan Process involved gathering information from other Nebraska communities to better understand how these cities developed and initiated sidewalk policies. A survey was developed and distributed to several comparable communities. Seven (7) cities, including Blair, Grand Island, York, Fremont, Nebraska City, Wahoo, and Fairbury completed and returned the survey. The third phase of the Sidewalk Master Plan Process was a thorough review of the sidewalk policy information obtained from these communities. The results of the survey are found in section 1.3. The fourth phase of the Sidewalk Master Plan Process involved the formation of guiding principles. The fifth and last phase of the Sidewalk Master Plan Process was the creation of this document, the Sidewalk Master Plan.



### **1.3 SIDEWALK SURVEY RESULTS**

In the summer of 2005, a detailed sidewalk policy questionnaire was sent to ten (10) comparable Nebraska communities. The purpose of the survey was to better understand how Crete's sidewalk policy compared to other similar cities. Seventy percent (70%) of the communities completed and returned the survey. The sidewalk comparison survey included twelve (12) questions that solicited communities to describe and detail their existing sidewalk policies. A summary of the results of the survey are included within this document.

## **SURVEY SUMMARY**

### **Does your city have a Sidewalk Building Strategy?**

The majority of municipalities do have some sort of sidewalk policy. A few municipalities don't have specific sidewalk policies. Rather, they have sections within their Municipal Codes that deal with sidewalk maintenance and construction.

### **If yes, what are your Sidewalk Building guidelines and when were they formulated?**

Every single municipality that completed a survey indicated that sidewalks are required for new construction. Several cities allow waivers for new construction in isolated areas that don't have other developments. However, as part of the waiver, the property owner agrees to ultimately build and pay for a sidewalk when mandated by the city. Several city councils can require owners to build and finance sidewalks in existing areas of development. If owners do not comply, the city can install the sidewalks and bill the expenses to the property owner. Sidewalk building guidelines are a contentious and politically charged issue. York describes a unique situation. Between the 1950's and the 1980's, sidewalks were not constructed, even though they were required by ordinance. In the 1990's, the York City Council decided to require sidewalks in areas that had already been developed. Areas were prioritized and citizens were notified. The sidewalk construction costs were to be paid by landowners. The citizens did not agree with this process and ordered a circulated petition to repeal the referendum. The petition was successful and the citizens voted to repeal the ordinance that gave the York City Council authority to require sidewalks in developed areas.

### **Does your city have a Sidewalk Repair Strategy?**

Most municipalities have specific sidewalk repair policies. Blair is somewhat unique in that it will use sales tax funds to repair and extend sidewalks. If the tax is not extended then individual property owners will be responsible for making repairs at their own expense.

**If yes, what are your Sidewalk Repairing policies?**

Most municipalities use a sidewalk / street superintendent or city engineer to enforce the sidewalk repair guidelines. Notices are issued and property owners have a certain period of time (anywhere from 7 – 90 days) to complete the repairs.

**How does the sidewalk policy distinguish between new construction and older areas? (i.e. How does the sidewalk policy handle the grandfathering of older areas that did not originally have sidewalks?)**

Typically, new construction areas require sidewalks and older neighborhoods do not. Fairbury does describe a scenario in which a new development with sidewalks was built adjacent to an older area without sidewalks. Fairbury believes that it would be possible to require sidewalks in the older area in order to handle the increased pedestrian traffic between the two developments.

**How do you prioritize building new sidewalks?**

As a general rule, sidewalks are prioritized higher in residential areas. Most, but not all, municipalities require sidewalks in new residential areas. Fairbury determines whether or not sidewalks are required in new residential areas on a case-by-case basis. Grand Island focuses sidewalk construction in areas of high pedestrian concentration (i.e. near parks, schools, etc). Blair recently employed a consulting firm to perform an assessment of streets that require sidewalks. Areas were scored from 0-100 points (in 25 point intervals) based on the following criteria: speed limits, worn paths, public and commercial destinations. Those areas that scored twenty five (25) points or higher were flagged and recommended for sidewalk construction.

**Who pays for the development of sidewalks in your community?**

All of the survey respondents indicated that developers or subdivisions pay for sidewalks in new developments. If sidewalks are ordered to be built in older neighborhoods, the property owner is responsible for all costs. York recently completed a sidewalk project in the central business district that was financed exclusively with Tax Increment Financing (TIF). Fremont stated that the city pays for intersection square and ramp to street curbs.

**Do different districts within your city have different sidewalk policies? (i.e. Does the central business district have a different sidewalk policy than residential neighborhoods?)**

The overwhelming response to this question was 'No'. Several municipalities, including Fremont and Grand Island, indicated that sidewalk width requirements in the central business district extended from the curb line all the way to the building.

**Are sidewalks required in high pedestrian density corridors near schools, hospitals, central business districts, and shopping malls?**

Most municipalities indicated that sidewalks were not specifically required in high-density pedestrian corridors.

**Are all of the sidewalks in your community American's with Disabilities Act (ADA) compliant? (i.e. Do all sidewalks have curb ramps?)**

None of the municipalities that responded to the survey indicated that all of the sidewalks in their community were ADA compliant.

**If not, do you have a policy to retrofit and add ramps to existing areas that do not have them?**

Several cities indicated that they are slowly working to convert all sidewalks so that they are handicap compliant. Nebraska City is currently working to convert fifteen (15) intersections a year. Blair is using city property taxes to convert all city sidewalk intersections. The city expected to complete the conversion by the end of 2005. Wahoo is working to ensure that at least every intersection is handicap compliant in at least one direction. Interestingly, not every city requires sidewalks to be ADA compliant. Fairbury 'strongly encourages' any new sidewalk construction to comply with ADA requirements. Grand Island will grind curb ramps for free.

## **1.4 GUIDING PRINCIPLES**

Sidewalk Master Plan guiding principles, which are similar to policy statements, have been established to provide the Crete Planning Commission and City Council with policy statements that will encourage the community to adopt and implement the Sidewalk Master Plan. These guiding principles were developed in concert with the Sidewalk Master Plan Advisory Committee and describe the framework for the development of the Sidewalk Master Plan recommendations.

- Establish a comprehensive and unified sidewalk network that will allow all Crete residents to safety travel in and around the community.
- Establish pedestrian linkages that connect, via sidewalks, major Crete civic destinations, including: Tuxedo Park, City Square, Crete Elementary School, Doane College, downtown, and Crete High School.
- Ensure that the sidewalk network is within four (4) blocks of every Crete residence.
- When possible, establish the sidewalk network along principal arterials, minor arterials, and collector roads.

- Promote Crete as a healthy community that encourages walking, biking, and other forms of exercise.
- Promote Crete as a safe community where pedestrians can securely navigate throughout the community without the constant threat of roadway hazards and / or traffic.

## **1.5 RECOMMENDATIONS**

The Sidewalk Master Plan recommendations provide specific implementation measures and suggest methods that the Crete Planning Commission and City Council can use to achieve the Sidewalk Master Plan guiding principles. The Sidewalk Master Plan recommendations are tactical and specific and should be implemented in the order detailed within this document.

The Sidewalk Master Plan contains a variety of recommendations and includes suggestions and policies for new sidewalk construction, existing home renovation, and the development of a comprehensive sidewalk network. Approximately forty eight thousand eight hundred eighty nine (48,889) linear feet of sidewalk are recommended within the proposed comprehensive sidewalk network. Figure 1: Recommended Sidewalk Improvements visually depicts the sidewalk master plan in its entirety. If the estimated cost of sidewalk construction is thirteen dollars (\$13) per linear foot, then the cost to construct the sidewalk master plan is approximately six hundred thirty five six thousand hundred ninety six thousand dollars (\$635,696). Engineering and design costs are estimated to be approximately ten percent (10%) of the construction costs. Therefore, the total cost of sidewalk implementation is expected to include the construction costs of approximately six hundred thirty five thousand dollars (\$635,000) and the design and engineering costs of approximately sixty three thousand dollars (\$63,000). Combined, the cost of construction and design of Crete's Sidewalk Master Plan is anticipated to be approximately six hundred ninety nine thousand two hundred sixty five dollars (\$699,265).



Because the scope and magnitude of the Sidewalk Master Plan is significant, we suggest that the implementation occur over several phases.

Precise information on the order, scope, and size of each phase is included within this document. Phase one (1) through phase five (5) of the of the sidewalk master plan consists of approximately fifteen thousand six hundred sixty three linear feet (15,663 ft) of sidewalk and is expected to cost approximately two hundred three thousand six hundred twenty seven dollars (\$203,627). The implementation of phase one (1), phase two (2), phase three (3), phase four (4), and phase (5) of the sidewalk master plan are short term recommendations and are suggested to be completed within five years (0 – 5 years).

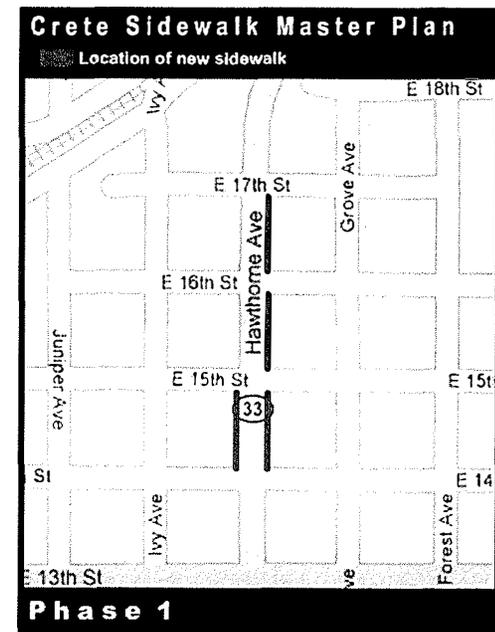
Phase six (6) through phase eleven (11) of the sidewalk master plan consists of approximately twenty thousand nine hundred eighty seven feet (20,987 ft) of sidewalk and is expected to cost approximately two hundred eighty seven thousand three hundred eighty nine dollars (\$287,389). The implementation of phase six (6), phase seven (7), phase eight (8), phase nine (9), phase ten (10), and phase eleven (11) of the sidewalk master plan are mid term recommendations and are suggested to be completed within six to fifteen years (6 – 15 years).

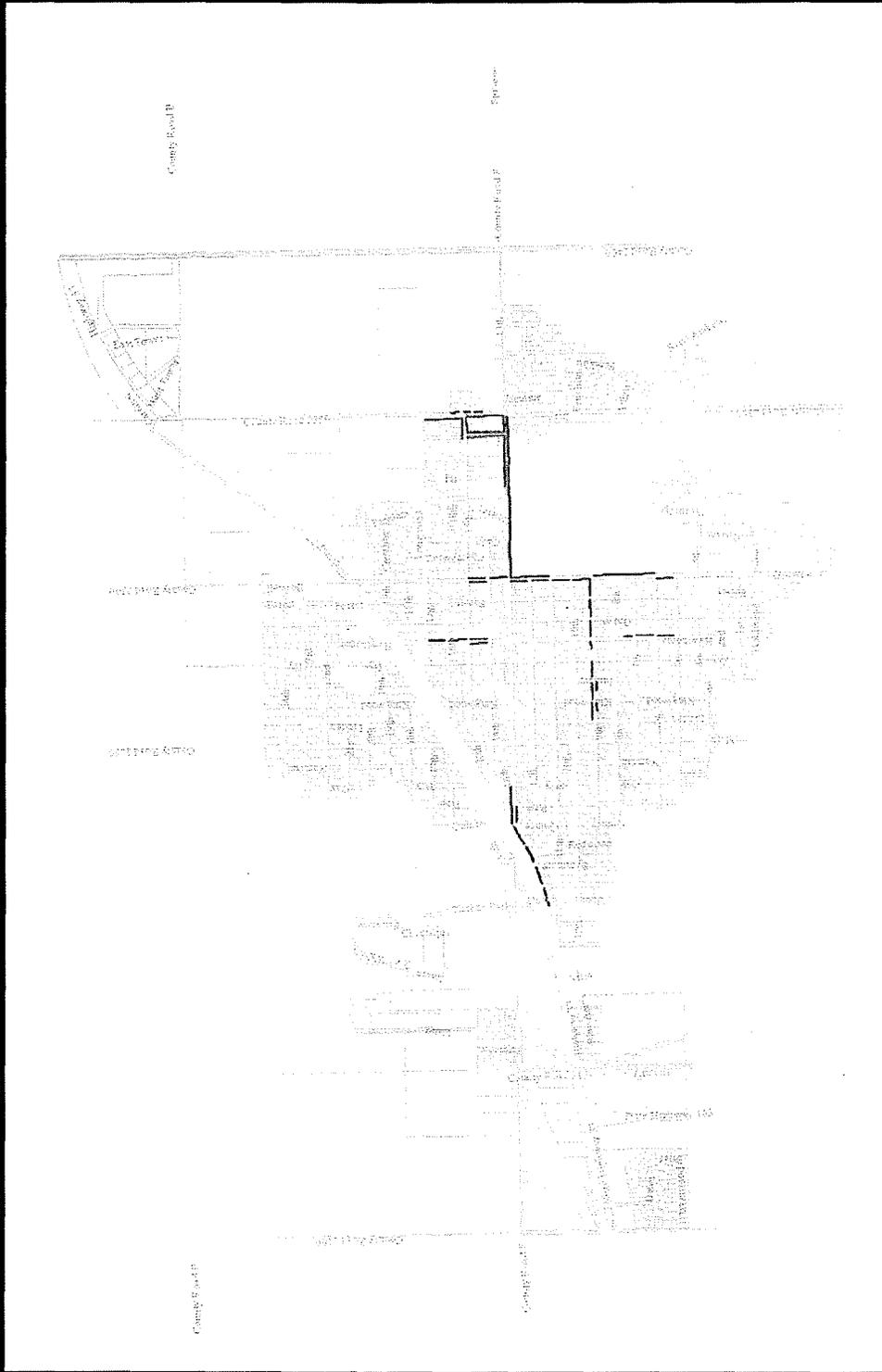
Phase twelve (12) through phase sixteen (16) of the sidewalk master plan consists of approximately twelve thousand one hundred thirty eight feet (13,138 ft) of sidewalk and is expected to cost approximately one hundred seventy thousand eight hundred four dollars (\$170,804). The implement of phase twelve (12), phase thirteen (13), phase fourteen (14), phase fifteen (15), and phase sixteen (16) are long term recommendations and are suggested to be completed within fifteen plus years (15+ years).

The recommendation Sidewalk Master Plan strategies are organized by order of implementation. Short term strategies should be implemented first. Mid term strategies should be implemented next and long term projects should be implemented last. Short term strategies are suggested to be implemented within zero to five (0 – 5) years. Mid term recommendation strategies are suggested to be implemented within six to fifteen (6 – 15) years. Long term recommendation strategies are suggested to be implemented in fifteen plus (15+) years.

## SHORT TERM RECOMMENDATIONS

- **Update Crete's new construction sidewalk policy.** All new residential, commercial, and industrial developments are required to install sidewalks. Approval of final occupancy permit may be linked to sidewalk installation.
- **Update Crete's renovation sidewalk policy.** If a homeowner makes improvements, enhancements, renovations, or upgrades to his / her home, and if the value of the improvements is >25% of the assessed value of the home, and if that home does not already have sidewalks, then the homeowner is required to install sidewalks. Approval of final occupancy permit may be revoked until sidewalk installation is completed.
- **Construct Phase One of the Sidewalk Master Plan.** Construct sidewalks on the east side of Hawthorne Ave between 17<sup>th</sup> Street and 15<sup>th</sup> Street and on the west side of Hawthorne between 15<sup>th</sup> Street and 14<sup>th</sup> Street.





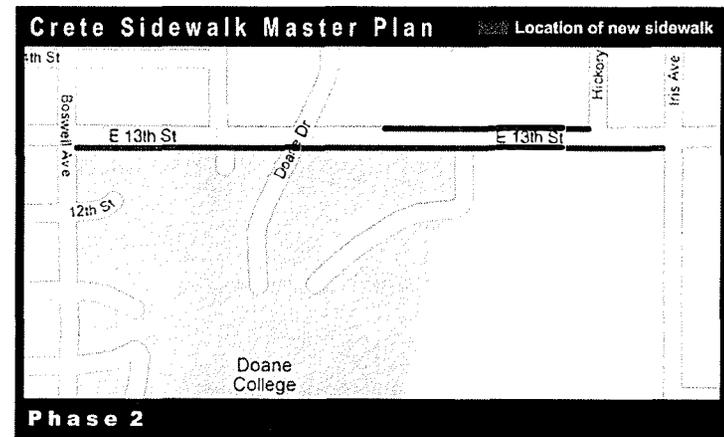
**Sidewalk Master Plan**  
 Approx Length = 15,663 ft  
 Approx Price = \$203,627

**Short-Term Sidewalk Improvements**  
 Figure 2

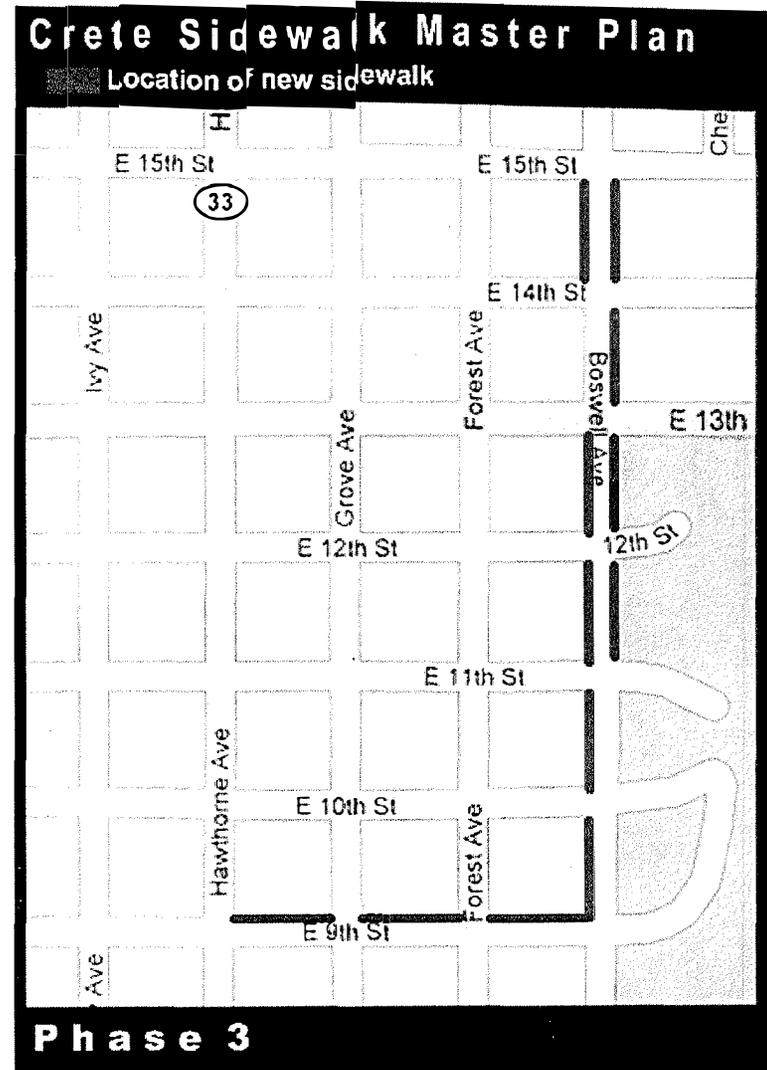
- **Construct Phase One of the Sidewalk Master Plan.** Construct sidewalks on the north side of 13<sup>th</sup> Street between Quince Avenue and Oak Avenue and on the south side of 12<sup>th</sup> Street between Wood Avenue and Quince Avenue. Phase One of the Crete Sidewalk Master Plan contains three thousand three hundred feet (3,300 ft) of sidewalk.



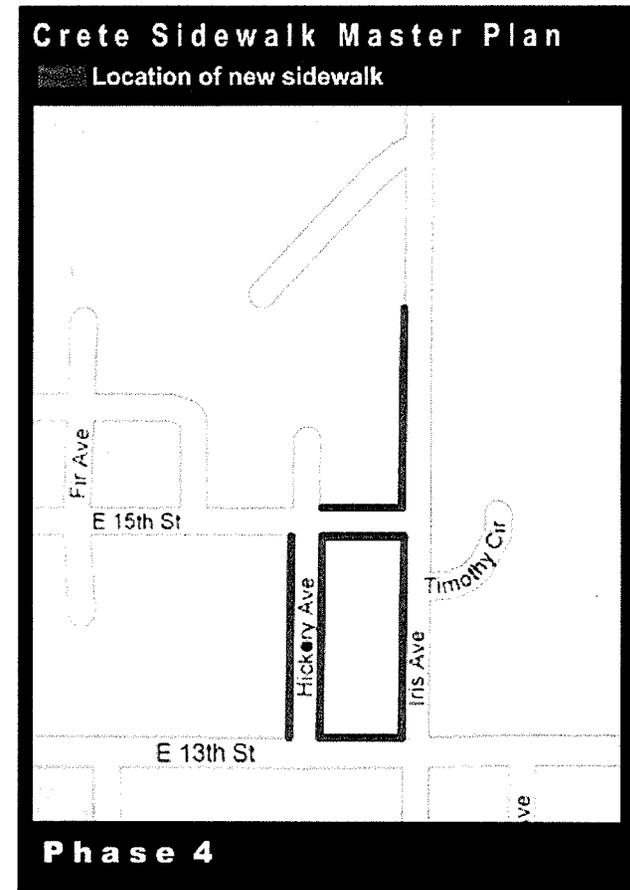
- **Construct Phase Two of the Sidewalk Master Plan.** Construct sidewalks on the south side of 13<sup>th</sup> Street between Boswell Avenue and Iris Avenue and on the north side of 13<sup>th</sup> Street between Doane Drive and Hickory Street. Phase Two of the Crete Sidewalk Master Plan contains approximately three thousand feet (3,000 ft) of sidewalk.



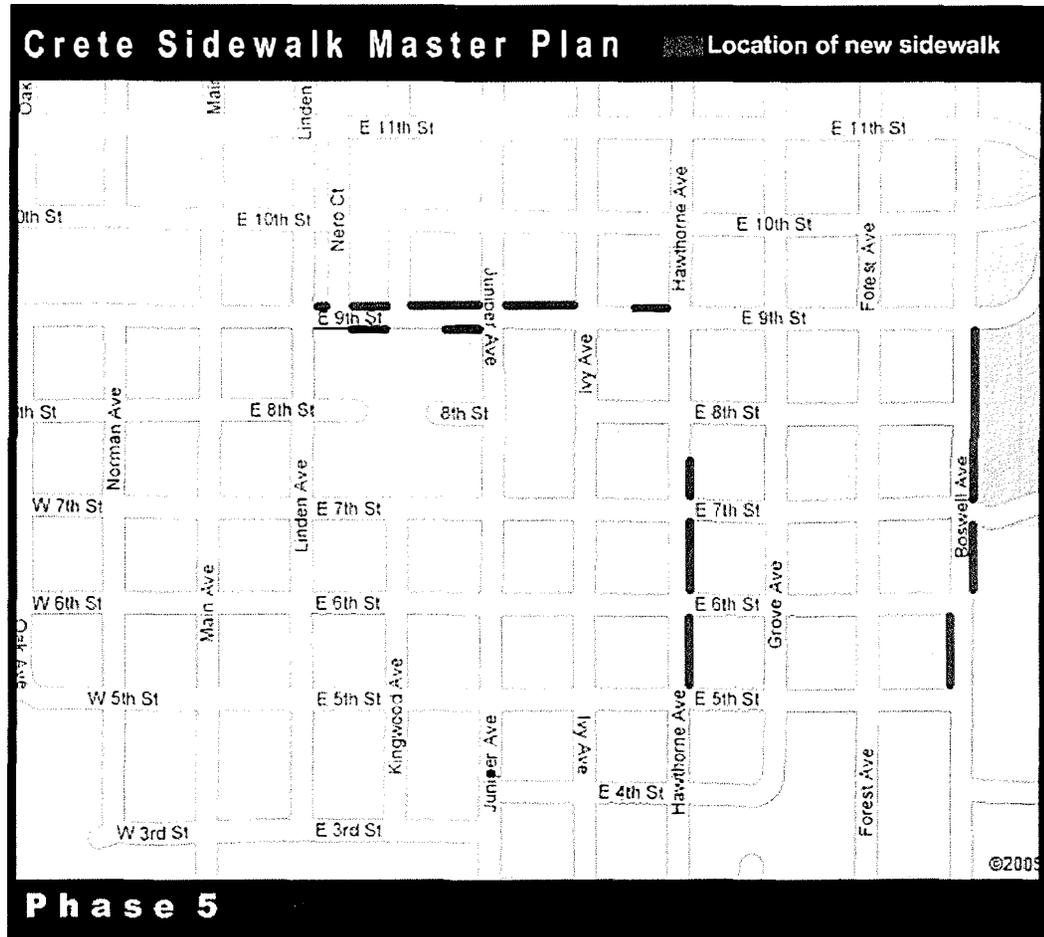
- Construct Phase Three of the Sidewalk Master Plan. Construct sidewalks on the east side of Boswell Avenue from 15<sup>th</sup> Street to 11<sup>th</sup> Street and on the west side of Boswell Avenue from 15<sup>th</sup> Street to 14<sup>th</sup> Street and from 13<sup>th</sup> Street to 9<sup>th</sup> Street. Additional sidewalks should be placed on the north side of 9<sup>th</sup> Street from Hawthorne Avenue to Boswell Avenue. Phase Three of the Crete Sidewalk Master Plan contains approximately three thousand two hundred feet (3,200 ft) of sidewalk.



- **Construct Phase Four of the Sidewalk Master Plan.** Construct sidewalks on the west side of Iris Avenue from 13<sup>th</sup> Street north to the high school and on both the east and west side of Hickory Avenue between 15<sup>th</sup> Street and 13<sup>th</sup> Street. Additional sidewalks should be placed on the north side of 15<sup>th</sup> Street between Hickory Avenue and Iris Avenue and on the north side of 13<sup>th</sup> Street between Hickory Avenue and Iris Avenue. Phase Four of the Crete Sidewalk Master Plan contains approximately three thousand two hundred feet (3,200 ft) of sidewalk.

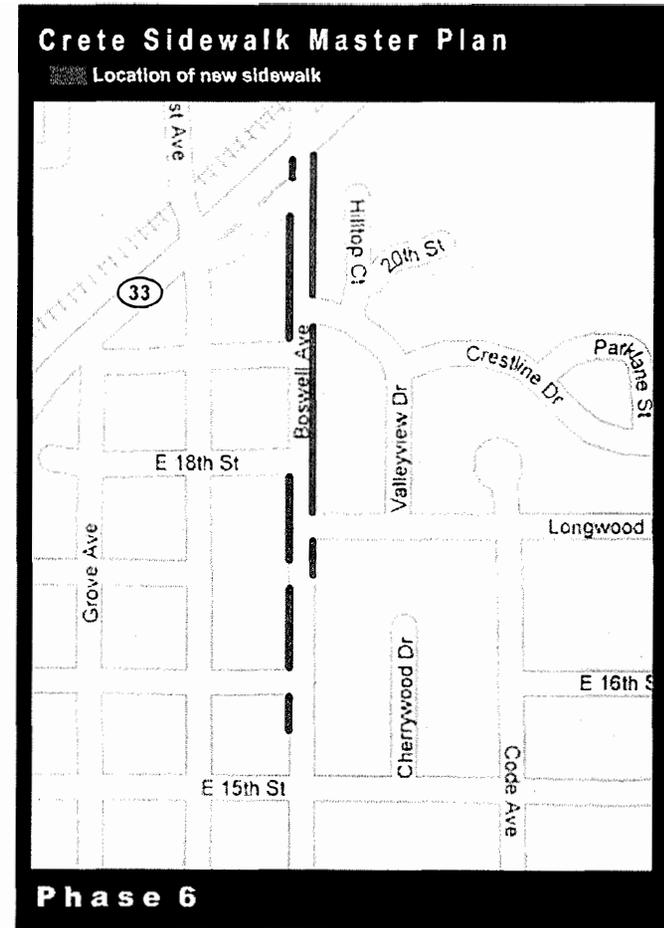


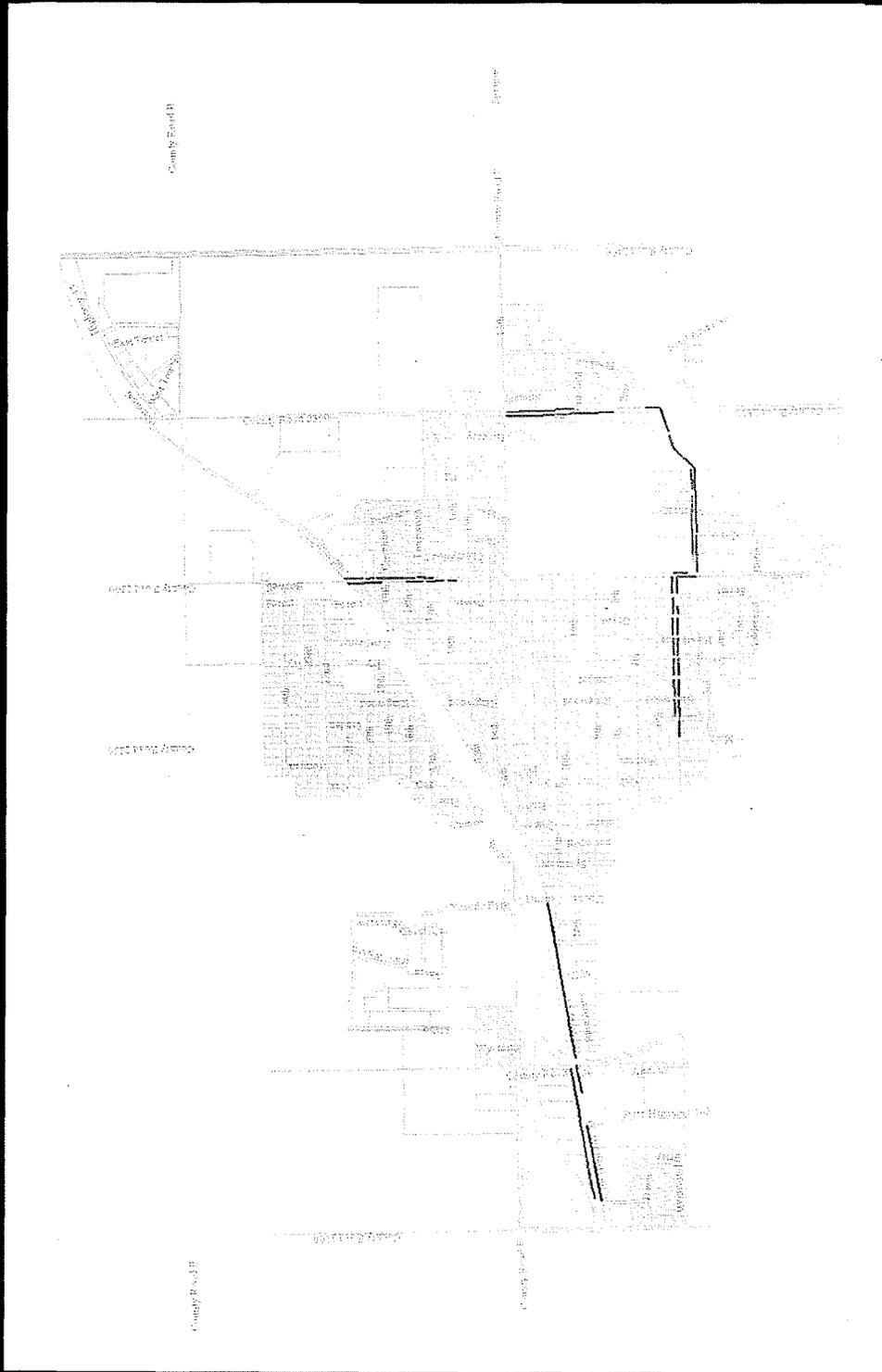
- Construct Phase Five of the Sidewalk Master Plan. Construct sidewalks on the east side of Boswell Avenue from 9<sup>th</sup> Street to 6<sup>th</sup> Street and on the west side of Boswell Avenue from 6<sup>th</sup> Street to 5<sup>th</sup> Street. Additional sidewalks should be built on the east side of Hawthorne Avenue from 8<sup>th</sup> Street to 5<sup>th</sup> Street, on the north side of 9<sup>th</sup> Street from Linden Avenue to Hawthorne Avenue, and on the south side of 9<sup>th</sup> Street from Linden Avenue to Juniper Avenue. Phase Five of the Crete Sidewalk Master Plan contains approximately three thousand feet (3,000 ft) of sidewalk.



## MID TERM RECOMMENDATIONS

- **Construct Phase Six of the Sidewalk Master Plan.** Construct sidewalks on the east side of Boswell Avenue from Highway 33 to Longwood Avenue and the west side of Boswell Avenue from Highway 33 to 19<sup>th</sup> Street and from 18<sup>th</sup> Street to 15<sup>th</sup> Street. Phase six of the Crete Sidewalk Master Plan contains approximately two thousand four hundred feet (2,400 ft) of sidewalk.





**Sidewalk Master Plan**

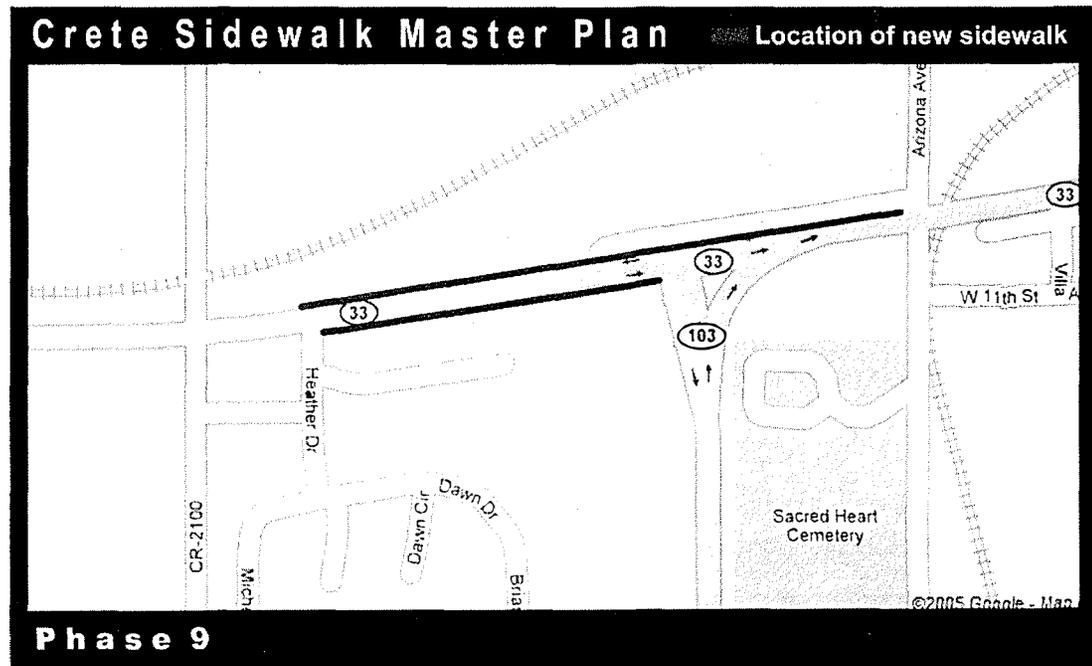
Approx Length = 20,097 ft  
 Approx Price = \$261,263

**Mid-Term Sidewalk Improvements**

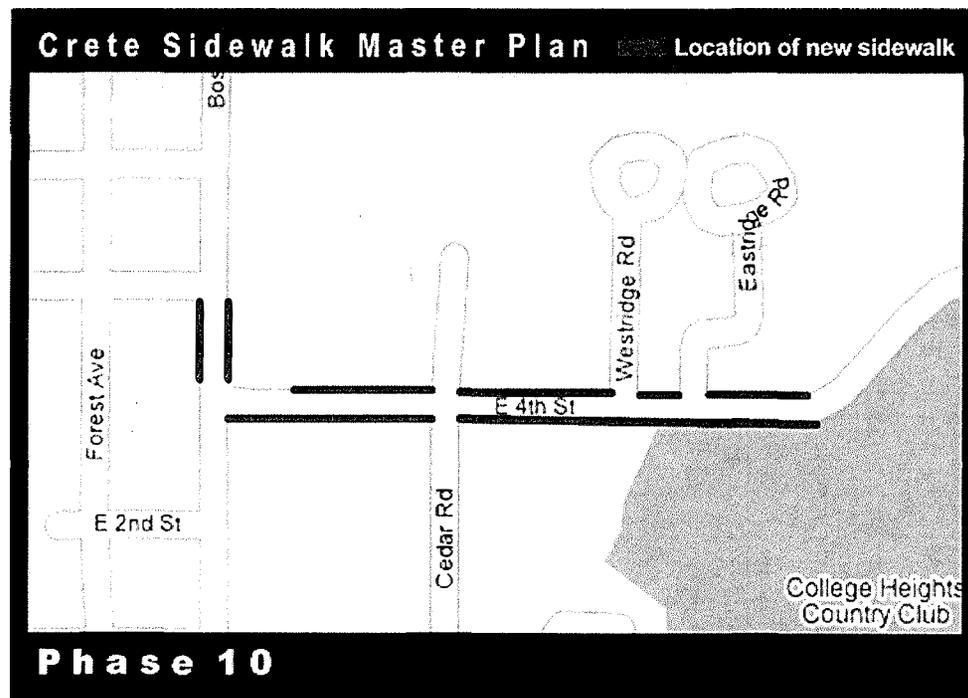
**Figure 3**



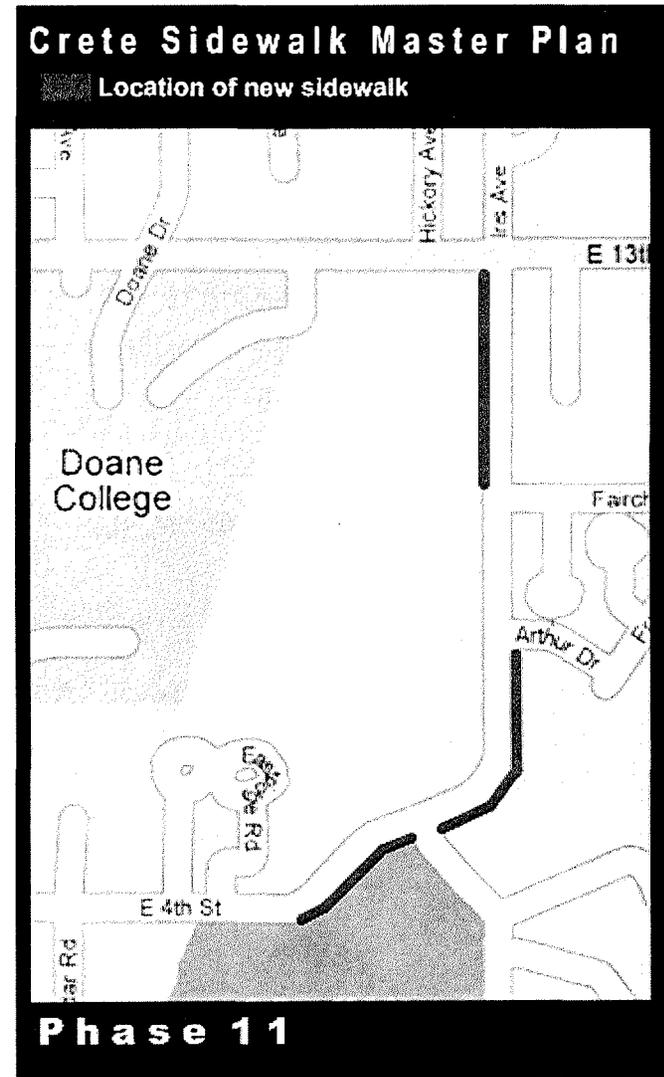
- **Construct Phase Nine of the Sidewalk Master Plan.** Construct sidewalks on the north side of Highway 33 from Heather Drive to Arizona Avenue and on the south side of Highway 33 from Heather Drive to the Highway 33 / Highway 103 intersection. Phase nine of the Crete Sidewalk Master Plan contains approximately three thousand three hundred feet (3,300 ft) of sidewalk.



- **Construct Phase Ten of the Sidewalk Master Plan.** Construct sidewalks on the east and west sides of Boswell Avenue from 5<sup>th</sup> Street to 4<sup>th</sup> Street. Additional sidewalks should be built on 4<sup>th</sup> Street from Boswell Avenue to three hundred feet (300 ft) east of Eastridge Road. Phase ten of the Crete Sidewalk Master Plan contains approximately three thousand three hundred feet (3,300 ft) of sidewalk.

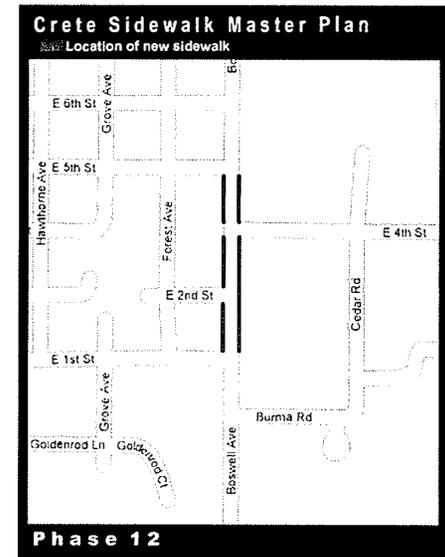
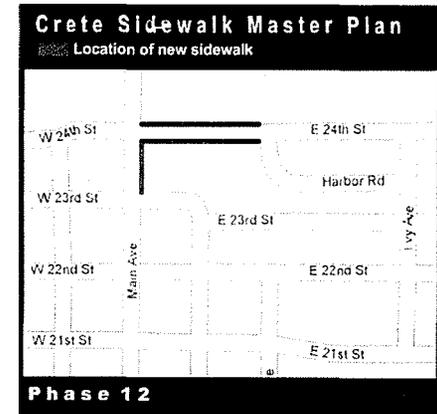


- **Construct Phase Eleven of the Sidewalk Master Plan.** Construct sidewalks on the west side of Iris Avenue from 13<sup>th</sup> Street south to Fairchild Road. Additional sidewalks should be built on the east side of Iris Avenue from Arthur Drive south to 4<sup>th</sup> Street. Phase eleven of the Crete Sidewalk Master Plan contains approximately four thousand feet (4,000 ft) of sidewalk.

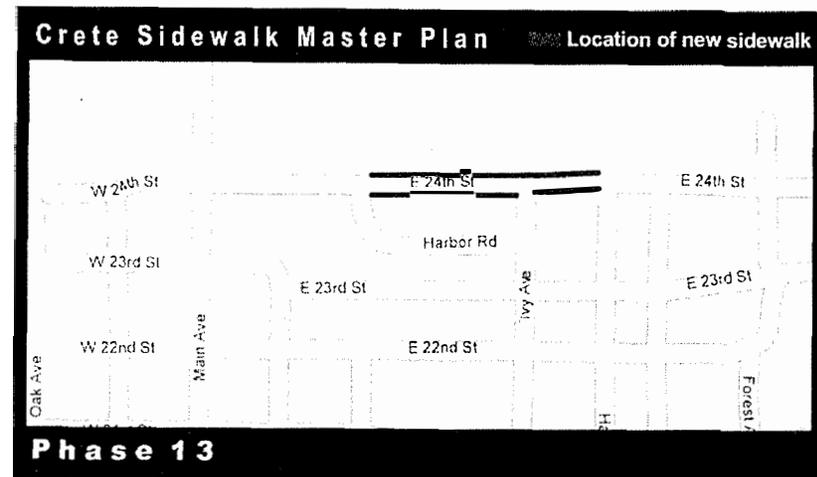
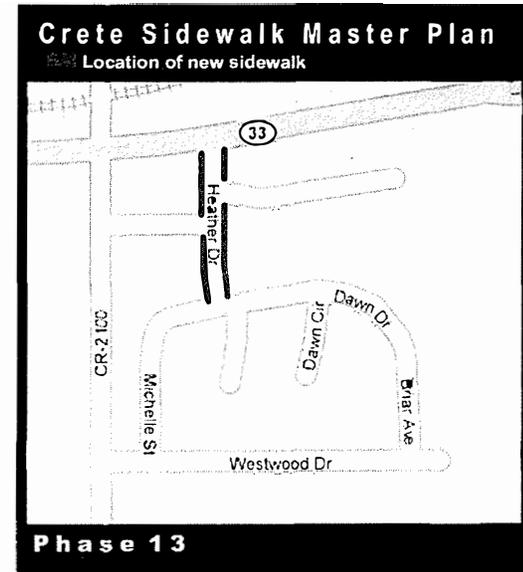


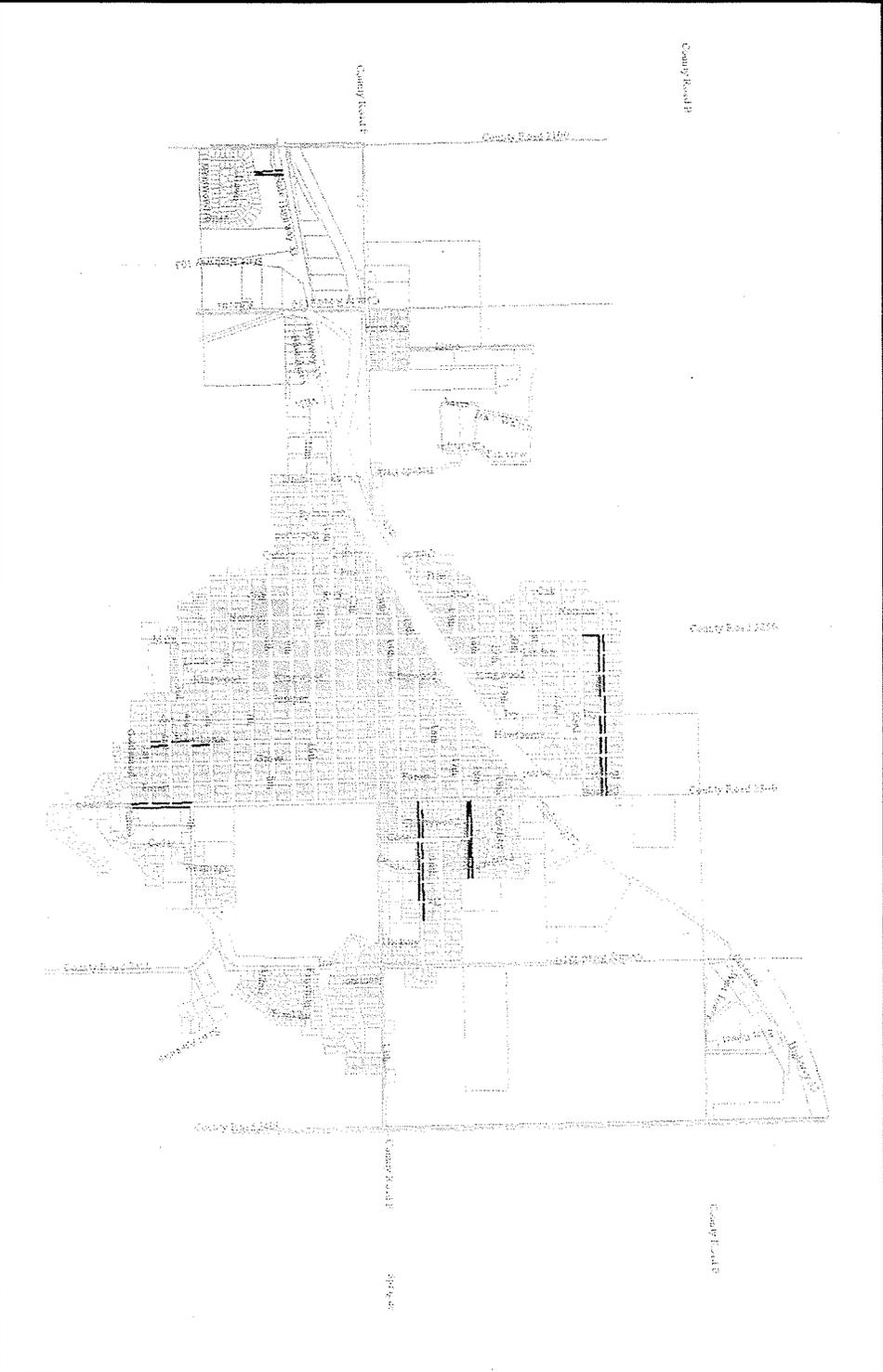
## LONG TERM RECOMMENDATIONS

- **Construct Phase Twelve of the Sidewalk Master Plan.** Construct sidewalks on the east side of Main Avenue from 24<sup>th</sup> Street south to 23<sup>rd</sup> Street. Additional sidewalks should be built on the north and south sides of 24<sup>th</sup> Street from Main Avenue to Harbor Road and on east and west sides of Boswell Avenue from 5<sup>th</sup> Street south to 1<sup>st</sup> Street. Phase twelve of the Crete Sidewalk Master Plan contains approximately three thousand feet (3,000 ft) of sidewalk.



- Construct Phase Thirteen of the Sidewalk Master Plan.** Construct sidewalks on the east and west side of Heather Drive from Highway 33 south to Michelle Street. Additional sidewalks should be placed on the north and south side of 24<sup>th</sup> Street from Harbor Road to Hawthorne Avenue. Phase thirteen of the Crete Sidewalk Master Plan contains approximately two thousand two hundred feet (2,200 ft) of sidewalk.

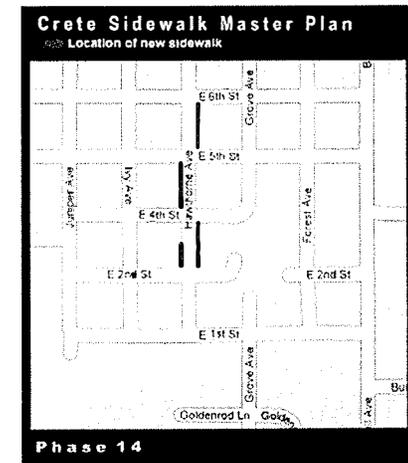
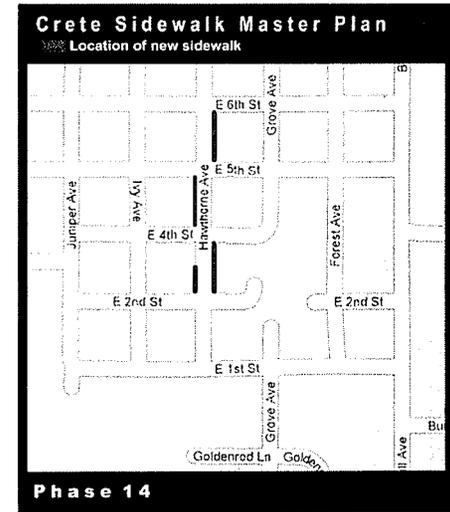




**Sidewalk Master Plan**  
 Approx Length = 13,138  
 Approx Price = \$170,804

**Long-Term Sidewalk Improvements**  
 Figure 4

- Construct Phase Fourteen of the Sidewalk Master Plan.** Construct sidewalks on the north and south side of Longwood Drive from Boswell Avenue east until the high school. Additional sidewalks should be constructed on the east side of Hawthorne Avenue from 6<sup>th</sup> Street to 5<sup>th</sup> Street , from 4<sup>th</sup> Street to 2<sup>nd</sup> Street, and on the west side of Hawthorne Avenue from 5<sup>th</sup> Street to 2<sup>nd</sup> Street. Phase fourteen of the Crete Sidewalk Master Plan contains approximately three thousand two hundred feet (3,200 ft) of sidewalk.



- **Construct Phase Fifteen of the Sidewalk Master Plan.** Construct sidewalks on the north and south side of 15<sup>th</sup> Street from Code Avenue three hundred feet (300 ft) east of Fir Avenue. Phase fifteen of the Crete Sidewalk Master Plan contains approximately two thousand four hundred feet (2,400 ft) of sidewalk.



- **Construct Phase Sixteen of the Sidewalk Master Plan.** Construct sidewalks on the north and south side of 24<sup>th</sup> Street from Hawthorne Avenue east to Boswell Avenue. Phase sixteen of the Crete Sidewalk Master Plan contains approximately one thousand five hundred feet (1,500 ft) of sidewalk.

