

ESCANABA RECREATION ADVISORY BOARD
Worksession Meeting Minutes
Thursday, October 27, 2016

The Escanaba Recreation Advisory Board met in a worksession on Thursday, October 27, 2016, with a DATA bus tour of the non-motorized pathway system. Meeting was called to order at 1:32 p.m. Bus left from the Catherine Bonifas Civic Center.

BOARDMEMBERS PRESENT: Chairperson Karen Moore and Boardmember Valarie Norman

BOARDMEMBERS ABSENT: Vice Chairperson Randy Kleiman and Boardmember Joe Kaplan

OTHERS PRESENT: Kim Peterson, Recreation Director
Ralph Blasier, City Council Liaison
Bill Farrell, PW Superintendent/City Engineer
Terry Flower and Wendy Taavola from Engineering

PUBLIC PRESENT: Jonathan Harris

Discussion – Non-Motorized Pathway System Sections

1. Bike path on the north side of fairgrounds entrance going north to the corner of US2 and 41 and Danforth Road.

Reviewed the viaduct and considered it dangerous and not a lot of room/right-of-way to work with. No recent contact has taken place with the railroad, but attempts have been made. Alternate routes were discussed as this is the busiest section of roadway. This section would be the most expensive. There is a path currently that goes from 12th Avenue North to North 30th Street and Danforth Road to connect into the Danforth Road trail.

2. Sheridan Road at City limits, going south to 20th Avenue North going west to North Lincoln Road going west (shared roadway with line painting on 20th Avenue North).

Sheridan Road is 25' wide with the newer sections of road being 40'. There is enough room to pave a 5' shoulder on both sides of the road. One obstacle is the existing guard rail by the Electric Department Building. Discussed turning west on 17th Avenue North and connecting to Stephenson Avenue to 12th Avenue North. Sheridan Road business district has a lot of traffic and parking coming and going and this would get the non-motorized pathway off of Sheridan Road with re-routing two blocks west. Stephenson Avenue is 30' and would allow for a shared roadway/bike route with signage. No parking on Stephenson Avenue on the east side of the street.

North City limits coming south on Sheridan Road would go west on 20th Avenue North where there would be a shared roadway with line painting as the road is wide enough. 20th Avenue North and North Lincoln Road intersection would go south on the east side of North Lincoln Road until you got to the light at Danforth Road and North Lincoln Road – this would be a separated bike lane. You would continue on Danforth Road at the

intersection of North Lincoln Road on the north side going in front of Bay College to connect to their newly proposed non-motorized pathway system until you go to the light at North 30th Street.

3. 5th Avenue South from South Lincoln Road to Ludington Park.

5th Avenue South has no parking on the south side from South Lincoln Road to Lake Shore Drive. There is enough room for shared roadway/bike route with signage on both sides of 5th Avenue South. There may have to be a center lane painted. The road varies in width from 36' (South Lincoln Road to South 16th Street), 30' (South 16th Street to South 12th Street), 28' (South 12th Street to South 10th Street), 29' (South 10th Street to South 9th Street) 28' (South 9th Street to Lakes Shore Drive).

4. Lake Shore Drive from Ludington Park to M35.

No parking on Lake Shore Drive east side of street on some sections. There is enough room to have a shared roadway/bike route with signage placed on both sides of the street. Street varies in width along the entire Lake Shore Drive.

5. Willow Creek Road between 8th Avenue South to 1st Avenue North (shared roadway with line painting on 1st Avenue North).

5th Avenue South and South 30th Street would need to have a separated bike path to Willow Creek Road or utilize the street if there is enough room. This section would connect South Lincoln Road and 5th Avenue South to Willow Creek Road. Willow Creek Road to Ludington Street needs lane stripes and signage as there is enough room. There is enough room on the bridge area also.

Discussed 1st Avenue North being a busy road and re-routing to Ludington Street going east to connect to Lincoln Road. So a separated bike path on one side of Ludington Street from Willow Creek Road to Lincoln Road is needed.

6. 3rd Avenue North from North 10th Street to Stephenson Avenue (dedicated separated bike path on the north side of 3rd Avenue North).

Discussion on having a separated bike path along the north side of 3rd Avenue North. There is a section going east that would have to cross over to the south side of 3rd Avenue North before you get to the curve going onto North 10th Street. There isn't enough room in front of the former DTE building for a non-motorized path (recently purchased by Basic Marine). Once you are on the south side of 3rd Avenue North going east and you turn the corner onto North 10th Street you would stay on the west side of North 10th Street until you could cross over at 2nd Avenue North. This would be a separated bike lane (utilizing what is currently the sidewalk and tearing that out).

Those present at this worksession discussed approaching Basic Marine on having a bike path in front of their property (former DTE building) and eliminating parking so zigzagging across the street didn't have to take place. Parking has been allowed for many years.

7. North 10th Street from 1st Avenue North to 3rd Avenue North (north side of 3rd Avenue North).

2nd Avenue North would be connected by North 10th Street and North 9th Street to 1st Avenue North by a combination of shared roadway on 2nd Avenue North and separated bike path on North 9th Street to connect to 1st Avenue North, where there is already an existed non-motorized pathway.

8. Stephenson Avenue to Sheridan Road.

This section was reviewed and could have a shared roadway/bike route. Stephenson Avenue is busy throughout the day. Ideal would be to have where the sidewalks are, but there are many posts in the way.

9. Municipal Dock to North 4th Street.

1st Avenue North would connect North 4th Street to the Municipal Dock by going behind the current Delta County Jail property (behind their storage sheds to the north of the property along the water). This would connect to the front of the Delta County Jail on North 3rd Street to the alley behind the Chamber of Commerce and then connect to the non-motorized pathway system currently located at the Municipal Dock. This would be a separated bike path until you get to the alley behind the Chamber and would be a shared roadway/bike route.

Signage where indicated would be at the access points to and from the non-motorized pathway and every three blocks where necessary. The sign reviewed was D11-1 (standard sign and the City of Escanaba currently utilizes such sign). Where a newly created non-motorized pathway would be constructed, would be 10' asphalt.

ADJOURNMENT

Meeting ended at 2:45 p.m.

Respectfully submitted,

Kim Peterson
Recreation Director