



Recreation Advisory Board
MEETING AGENDA
December 8, 2015, at 6:00 p.m.

Members:
VACANT, Chairman
Randy Kleiman, Vice Chairperson
Joe Kaplan, Board Member
Todd Maki, Board Member
Maggie Murphy-Pomeroy, Board Member

Kim Peterson, Recreation Director
Brooks Bougie, Recreation Assistant
James V. O'Toole, City Manager
Ralph Blasier, Council Liaison

Meeting Location: City Hall, Council Room, 410 Ludington Street, Escanaba, MI 49829
Recreation Advisory Board

Tuesday, December 8, 2015; 6:00 p.m.

CALL TO ORDER
ANNOUNCEMENTS
ROLL CALL

APPROVAL/CORRECTION(S) TO MINUTES - Regular Meeting - October 13, 2015 & Work Session Notes – October 28, 2015
APPROVAL/ADJUSTMENTS TO THE AGENDA
CONFLICT OF INTEREST DECLARATION
UNFINISHED BUSINESS

1. **Non-Motorized Transportation Plan and Investment Strategy.**

Explanation: Administration will lead a discussion on the newly awarded Hannahville Indian Community 2% grant for the creation of a Delta County Wide Non-Motorized Trail Master Plan. The concept of the plan is to identify routes which would provide residents in the City of Escanaba and all of Delta County a network of trails that connect to the existing trails in the region, along with commercial and employment areas, parks, schools, and other key destinations in the City and region.

2. **Ludington Park Disk Golf Course Improvement/Beach House Area Cement Work/Catherine Bonifas Civic Center Concrete Work.**

Explanation: Administration will discuss the award of a Community Foundation of Delta County grant for the installation of cement disk golf tee boxes in Ludington Park, along with proposed concrete work around the Beach House on Aronson Island and at the Catherine Bonifas Civic Center with Public Health funds.

PUBLIC HEARINGS - None

NEW BUSINESS

1. **Election of Chairperson.**

Explanation: Due to a recent resignation of Chairperson Jonathan Harris, a new Chairperson must be appointed.

2. **After Action Review – Recreation Water Equipment Rental at the Beach House.**

Explanation: Administration will lead a review discussion on last year's recreational water equipment rental partnership with MISH Watersports. Discussion items will include: what worked, what didn't work and what, if anything, should be improved upon. Additionally, the formation of a new request for proposal for the 2016 summer season will be discussed.

3. **Project Updates:**

- a. West Side Cross Country Ski Trail Update.
- b. West Side Snow Shoeing Trail Update.
- c. Civic Center Usage Update/Program and Activity Update.
- d. Various.

MISCELLANEOUS
GENERAL PUBLIC COMMENT
ADJOURNMENT

The City of Escanaba will provide all necessary, reasonable aids and services, such as signers for the hearing impaired and audiotapes of printed materials being considered at the meeting to individuals with disabilities at the meeting/hearing upon five days notice to the City of Escanaba. Individuals with disabilities requiring auxiliary aids or services should contact the City of Escanaba by writing or calling at (906) 786-9402.

Respectfully Submitted

Kim Peterson, Recreation Director

ESCANABA RECREATION ADVISORY BOARD
Meeting Minutes
Tuesday, October 13, 2015

The Escanaba Recreation Advisory Board met in regular session on Tuesday, October 13, 2015. Meeting was called to order at 6:00 p.m. in the Council Chambers of City Hall.

BOARDMEMBERS PRESENT: Chairman Jonathan Harris, Vice
Chairperson Randy Kleiman;
Boardmembers Joe Kaplan, Todd Maki and
Maggie Murphy-Pomeroy

BOARDMEMBERS ABSENT: None

OTHERS PRESENT: Kim Peterson, Recreation Director
Brooks Bougie, Recreation Office Assistant
Ralph Blasier, City Council Liaison

PUBLIC PRESENT: Matt Marenger, Karen Moore, Terry
Flower, Wendy Taavola, Mike Segorski,
Mark Daavettila from U.P. Engineering

Approval/Correction of the September 8, 2015, Regular Meeting Minutes

The Recreation Advisory Board reviewed the regular meeting minutes from September 8, 2015.

Boardmember Kleiman motioned to approve the minutes as written of September 8, 2015, seconded by Chairman Harris. Motion was approved unanimously.

Adjustments to the Agenda

None

Conflict of Interest Declarations

None

UNFINISHED BUSINESS

Tee Boxes for Ludington Park Disc Golf Course

Recreation Director Peterson stated she did talk to the DDA and they were not sure if they were going to use the bricks that were proposed to be used for the disc gold tee

boxes. Public Works Superintendent/City Engineer Bill Farrell recommended not using the bricks from Ludington Street because of the shifting of the ground, but he did give a price of \$4,000 for a colored slab of concrete. Chairman Harris stated that this issue has to be addressed sooner than later due to the planning of a disc golf tournament next year which will include over 400 participants. Recreation Director Peterson stated that the board could make a motion to put the \$4,000 dollars in the budget.

Chairman Harris made a motion to put the \$4,000 in the budget, seconded by Boardmember Murphy-Pomeroy, the motion carried unanimously.

Chairman Harris stated that something needs to be done because of the current poor condition of the tee boxes; recommendations included the possibility of rubber mats, textured concrete and the use of the brick that was removed from Ludington Street.

PUBLIC HEARING

None

NEW BUSINESS

Approval of Meeting Dates for 2016

The board reviewed the proposed meeting schedule dates for 2016.

Vice Chairperson Kleiman made a motion to approve the meeting dates as set for 2016, seconded by Boardmember Joe Kaplan, the motion carried unanimously.

West Side Recreational Trail.

Recreation Director Peterson introduced Mike Segorski who has been working on the west side recreational trail. Recreation Director Peterson stated that Mr. Segorski has only one small section of the snowshoe trail yet to complete, which will be completed by this year.

Mr. Segorski introduced himself and stated he is volunteering his time to make the west side recreational trail the best it can be. He stated that he spoke to Recreation Director Peterson about some of the land use of the recreational area on the west side, which presents some difficult challenges for year around use. Several areas would need to be improved in order to make the trail usable for fat tire bikes, hiking and such. He then stated that the current parking situation does not allow for year around use of the trails, he mentioned that the former ski hill area would make an ideal space for parking as well as a good launching point for the ski trail areas. Mr. Segorski mentioned currently the ski hill area is being used as a dump area which he and others removed 14 tons of trash in past years. People are dumping their waste

at the ski hill area because of the land fill hours of operation. He stated we need to back up and start from the beginning and come up with a plan on how to use and maintain the recreational area. The trail will be completed before the end of this year for the recreational trail.

Recreation Director Peterson stated the snowshoe rentals are at the Civic Center and are a big hit with being rented out frequently. Chairman Harris thanked Mr. Segorski for all his hard work and volunteer hours he has put into the trail. Recreation Director Peterson stated that there is \$2,500 in the budget for maintenance out on the trail. The City as of this year will be taking over the maintenance and grooming of the trails as they have the staff and equipment to do so. Boardmember Kaplan stated that the master plan calls for forest inventory of the land and that would be a good starting point for future development and use of the land. Recreation Director Peterson stated that this issue will be kept open for discussion for next month's Recreational Advisory Board Meeting.

Non-Motorized Pathway Discussion.

Recreation Director Peterson stated the board left off with what they had discussed previously with various options, but need to know where to go and what to do from this point to move forward with a plan.

Chairman Harris mentioned that he had a meeting with Karen Moore last fall on route options, either through wells and north town or down the highway. Terry Flower stated that the drawing of the route options were drawn from the City's Engineering Office under the direction of Public Works Superintendent/City Engineer Bill Farrell. Recreation Director Peterson stated that she has a meeting set up with Bill Farley on the proposed routes for the bike path upon his return from vacation. Karen Moore stated that she had spoken with Tom Casperson on possible funding for the proposed pathway. She then brought up the suggestion of the pathway through north town and going along the lake side of the alleys off the railroad tracks behind Sheridan Road. Terry Flower mentioned that if the pathway were to go through Stephenson Avenue, one side of parking on the street would have to be removed. Boardmember Kaplan explained that the ultimate goal should be to have the pathway intended for bike use only. Recreation Director Peterson stated before anything is set in place to seek any type of funding, the Board must come up with a plan. Chairman Harris advised the Board of possibly bringing in an outside expert. Matt Marenger, owner of Mr. Bike & Ski, mentioned that he has spoken with several bikers that travel through Escanaba and the common theme with talking to everyone was flow; when the bikers come through they want a path that flows and is not taking them out of the way. Recreation Director Peterson stated that the City is still waiting to hear back from Hannahville on the 2% grant for a Delta County Wide Non-Motorized Master Plan being proposed by CUPPAD. It was then brought up that we try to schedule an informal work session for October 27th. Terry Flower said he would have no problem getting the plans together before then.

Boardmember Maki motioned to approve the informal work session, seconded by Chairman Harris; the Board carried the motion unanimously.

The discussion continued with many options of placement for a non-motorized path.

Civic Center Activity Report/ Upcoming Events.

Recreation Director Peterson stated the reason the activity report numbers were so off from last year was basically because the numbers were just being carried over from year to year and she wasn't sure how the numbers were being generated. Moving forward the activity report will reflect the actual numbers from the Civic Center Daily Activity Reports and the numbers given by the Senior Center at the end of each month. Recreation Director Peterson stated the Civic Center will be having pumpkin carving for the kids on Wednesday the 15th at 3:00 p.m.

ANNOUNCEMENTS

None

MISCELLANEOUS

None

GENERAL PUBLIC COMMENT

Mark Daavettila, P.E., from U.P. Engineering talked about the cost of a feasibility study and what the study would entail for the proposed pathway. He will work on putting together a cost estimate for such.

ADJOURNMENT

A motion was made by Vice Chairperson Kleiman, seconded by Boardmember Kaplan to adjourn the meeting with the time being 7:43 p.m. Motion was approved unanimously.

Respectfully submitted,

Kim Peterson
Recreation Director

Jonathan Harris, Chairperson

Date

ESCANABA RECREATION ADVISORY BOARD
Worksession Meeting Minutes
Tuesday, October 28, 2015

The Escanaba Recreation Advisory Board met in worksession on Wednesday, October 28, 2015. Meeting was called to order at 6:00 p.m. in the Council Chambers of City Hall.

BOARDMEMBERS PRESENT: Vice Chairperson Randy Kleiman and Boardmember Joe Kaplan

BOARDMEMBERS ABSENT: Boardmembers Todd Maki and Maggie Murphy-Pomeroy

OTHERS PRESENT: Kim Peterson, Recreation Director
Brooks Bougie, Recreation Office Assistant
Ralph Blasier, City Council Liaison
Jim O'Toole, City Manager
Bill Farrell, PW Sup./City Engineer
Terry Flower, Engineering Assistant II

PUBLIC PRESENT: Karen Moore, Mark Daavettila, Christine Williams, Jenny Lancour, and Emma Degan

Vice Chairperson Kleiman called the worksession to order at 6:01 p.m. No quorum was present, therefore, meeting was adjourned at 6:01 p.m. and an informational discussion took place.

Discussion – To Discuss the Process of Updating the Escanaba Non-Motorized Transportation Plan and Investment Strategy

Recreation Director Peterson stated a discussion will take place regarding the need to update the 2003 Non-Motorized Master Plan.

A Hannahville 2% Grant was recently submitted for a Delta County Non-Motorized Pathway Master Plan and awards will be announced middle of next month. The concept of the plan will be to identify routes which will provide residents a network of trails that connect to the existing trails with commercial and employment areas, parks, schools and other key destinations. Others communities have expressed an interest at the Joint Government monthly meetings in a joint participation effort.

Definitions of the following were explained with a visual picture: Bike Lane is typically on the side of a traveled roadway such as a paved shoulder. Bike Route is typically part of a traveled roadway. Bike Path is for walking and bike traffic only and always separated from vehicular traffic.

Review and updating the Five-Year Capital Improvement Plan, the Five-Year Recreation Plan and the Non-Motorized Master Plan must take place and coincide with one another. This is important for funding mechanisms.

Discussed bikers wanting a thoroughfare from Buck Inn to Ludington Park without zigzagging through town. Discussed starting by Delta Home where the City limits begin to get to Bay College easily with funding sources available. The rail overpass would be an obstacle and the train yard off North 26th Street also is an obstacle. Discussed the Bay College soccer field having a walking path and accessing this area also. Discussed Sheridan Road and 20th Avenue North in order to bypass the rail overpass to possibly install an enhanced crosswalk at the light near Bay College at Danforth Road and North Lincoln Road. MDOT is not opposed to having a crossing at the light at Danforth Road and North Lincoln Road with the most recent cost being \$150,000. Discussed bike bridges and examples were given for the Marquette area.

Discussed future maintenance costs as the pathway would be asphalt and would wear out.

The Capital Improvement Plan FY2015-2020 lists nine missing links for part of the Non-Motorized System Master Plan which would consist of a 10' wide pathway system which would be engineered to include project costs. A map was viewed with numbers that associated with the nine areas to be discussed, along with photographs. The following areas were discussed:

- 1) Willow Creek Road between 8th Avenue South to Ludington Street
Discussed concern with crossing the Willow Creek Road creek. Would need to include Ludington Street to North 30th Street to 3rd Avenue North, otherwise, the pathway would end at Willow Creek Road and Ludington Street going nowhere with a dead end scenario. Discussed Meijers opening a store in the vicinity of 3rd Avenue North and North 30th Street. Would like to see Meijers install a bike path system versus a standard sidewalk, which the bike path system would be an increase in costs of approximately 40%.
- 2) Municipal Dock to North 4th Street
Discussed this link being easy to do with little concerns, other than the Sheriff's Department fence needing to be moved as it is located within the City utility right-of-way.
- 3) North 10th Street from 1st Avenue North to 3rd Avenue North
In 2001 when 3rd Avenue North to North 10th Street was reconstructed, there were plans to install a non-motorized path and there were no funds available at that time.

- 4) 3rd Avenue North from North 10th Street to Stephenson Avenue
Discussed asking property owners for permission to install a bike path behind their properties which would be in the Northern Plumbing and Heating area. There are several owners within this area and was originally railroad property and was split throughout many years.
- 5) Stephenson Avenue to Sheridan Road
Concern would be to move the lights along Stephenson Avenue. There is enough space to provide a bike path, however, the lights are in the way to allow adequate sidewalk space and bike path space. Could paint a line on the sidewalk to distinguish the bike path.
- 6) Sheridan Road to City Limit
Concern is Sheridan Road not being wide enough to install a bike path. A potential here is to have a sidewalk for a non-motorized path. There would not be enough space to utilize the alleyway for incorporation of a bike path also.
- 7) North 26th Street and 16th Avenue North to North 26th Street to Danforth Road
The issue with this section is the location of a train yard and you would need a bicycle crossing on such track and you would be going through an area with heavy equipment and utilization. There are four tracks within this area.
- 8) 5th Avenue South from South Lincoln Road to Ludington Park
Discussed utilizing the sidewalk space for this connection versus eliminating parking on one side of the road. Parking is currently eliminated on one side of the street. Also discussed the need to look at 7th Avenue South and 8th Avenue South as a connection point versus 5th Avenue South.
- 9) Lake Shore Drive from Ludington Park to M35
Discussed the road not being wide enough and the possibility of eliminating parking on one side.

At the Recreation Advisory Board Meeting held on October 13, 2015, there was a consensus to look at a non-motorized pathway system through north town going along the lake side of the alleys off the railroad tracks behind Sheridan Road.

Discussed the possibility of utilizing current sidewalk space for a designated bike path, however, the 6' sidewalk would need to be torn up and replaced with 10' asphalt. Another obstacle discussed was mailboxes.

West of North 30th Street where the cross country ski trail is located has approximately 5,000 acres owned by the City. This will need to be discussed and incorporated into the Five-Year Recreation Plan also.

Christine Williams stated that all of the bike paths being proposed follow a roadway or is tied to a roadway. She questioned why no one was looking at traversing

through areas where there are no paths. City Manager O'Toole stated generally it is tied to City controlled or owned right-of-way so the City can do what they want within that designated space.

Discussed the Sheridan Road pathway connection as it is to be believed that it will end in Wells Township and need to be picked up by the City of Escanaba at the City limits.

City Manager O'Toole stated there has been a river discussion for several years with Wells Township and the Hannahville Indian Community for installing a non-motorized bridge over the river with hanging utilities. In this proposal the City of Escanaba would supply water and sewer to property owned by the Hannahville Indian Community. Engineering concepts with cost determination is currently being done.

Recreation Director Peterson stated that Dave Anthony who represents the Hannahville Indian Community is still working on this concept. She also spoke with Wells Township Supervisor Bill Farley and will be meeting with him next week as he is out on vacation. Mr. Farley has concerns with maintenance of pathways that would be installed with grant money and the costs associated with such.

Public Works Superintendent/City Engineer Farrell stated the federal regulations require a 10' wide pathway with any funding, 8' standard for non-motorized and 6' standard for sidewalks.

It was the consensus to have the public involved with drawing on a map their proposed bike path routes that they would like to see. This will be planned for the next regular meeting of the Recreation Advisory Board.

ANNOUNCEMENTS

Recreation Director Peterson stated Dagenais Foundation made a \$500 donation to the Civic Center after school program. Community Foundation of Delta County awarded the City a \$4,000 grant for the installation of nine cement tee boxes for Ludington Park disc golf course. A request has been submitted to the Golden Kiwanis seeking a donation for the Civic Center after school program. Upcoming events are the Civic Center Christmas party to be held on December 18th from 5:00 p.m. to 9:00 p.m. and the New Year's Eve celebration at the Civic Center on December 31st from 5:00 p.m. to 8:30 p.m. with fireworks at 9:00 p.m. at the Municipal Dock. The Civic Center kitchen is now certified.

MISCELLANEOUS

None

GENERAL PUBLIC COMMENT

None

ADJOURNMENT

Meeting ended at 7:40 p.m.

Respectfully submitted,

Kim Peterson
Recreation Director



HANNAHVILLE
 INDIAN COMMUNITY
 N14911 HANNAHVILLE B1 RD.
 WILSON, MICHIGAN 49896-9728
 Administration: (906) 466-2932; (906) 723-2600
 Fax: (906) 466-2933

UFB #1
 Rec
 12/8/15



November 6, 2015

City of Escanaba
 James O'Toole, City Manager
 410 Ludington Street
 Escanaba, MI 49829

Mailed
 2 forms
 11/19/15
 (B)

copy
 Melissa Beaudette
 Kim Peterson

Project Information:
 City of Escanaba
 029-16-1115-004D
 Delta County Non-Motorized Pathway Master Plan

Dear James O'Toole, City Manager:

Congratulations! The Hannahville Indian Community's Tribal Council has approved a 2% Grant to your agency in the amount of \$3840 for your grant project.

Enclosed you will find 2 copies of the grant agreement. Please sign both copies and return them both by Friday, November 20, 2015 to:

Jill Beaudette
 Resource Development
 Hannahville Indian Community
 N14911 Hannahville B-1 Rd.
 Wilson, MI 49896.

Upon receipt of the signed grant agreement, a check will be issued for the approved amount and sent to the authorizing government agency as indicated on the grant application along with a copy of the grant agreement. Funding will not be released to grantees until this agreement is signed and on file. Failure to return both signed copies of the grant agreement by November 20th may result in the withdrawal of your grant award.

Please note that information regarding all required grant reporting is enclosed. Please read all instructions carefully to ensure your compliance with the reporting requirements.

Should you have any questions, please contact Jill Beaudette, Resource Developer at 906-723-2625. Congratulations and good luck with your project.

Sincerely,


 Kenneth Meshigaud, Tribal Chairperson

Enclosures

7015 1520 0000 4261 4743

KENNETH MESHIGAUD
 Tribal Chairperson

ELAINE MESHIGAUD
 Tribal Vice-Chairperson

TAMMY MESHIGAUD
 Tribal Secretary

LISA LITTLE
 Tribal Treasurer

Council Members: John Meshigaud Sr., D. Joe Sagataw, Chad Harris, Charlotte Harris, Jackie Kana, Robin Halfaday, Noreena Meshigaud-Dwver, Earl Meshigaud, Sr

Proposal: Delta County Non-Motorized Pathway Master Plan

CUPPAD Regional Commission is pleased to submit this proposal to the Delta County Board of Commissioners in order to prepare a Delta County Non-Motorized Pathway Master Plan. The purpose of the proposed plan will be to guide the development of trails and other non-motorized pathways in the County. An improved non-motorized transportation network will enhance the livability and connectivity of Delta County communities.

CUPPAD is already engaged in a regional recreational trail planning project that as part of the State of Michigan's Regional Prosperity Initiative. This proposal will describe how CUPPAD will augment this project in order to create a planning document that is tailored to the people and communities of Delta County.



CUPPAD BACKGROUND

The Central Upper Peninsula Planning and Development (CUPPAD) Regional Commission is a voluntary organization of local governments serving Alger, Delta, Dickinson, Marquette, Menominee and Schoolcraft counties. CUPPAD was organized in 1968 under the provisions of the Regional Planning Act, Public Act 281 of 1945. The Regional Planning Act provides for regional planning; the creation, organization, powers and duties of regional planning commissions; and the supervision of activities of regional planning commissions. CUPPAD was designated as a certified Economic Development District in 1970.

The basic purpose of the CUPPAD Regional Commission is to foster cooperative analysis, planning and action for economic, social, and physical development and conservation within the central Upper Peninsula. The most efficient way to accomplish these goals is for local units of government to join together with neighboring communities to work through problems that are often difficult to handle independently. Membership in the CUPPAD Regional Commission is voluntary and open to all local units of government within the central Upper Peninsula. CUPPAD benefits from widespread support from local units of government.

CUPPAD currently employs six staff members to provide guidance to local units of government and private enterprises for land use planning, transportation planning, ordinance development, economic development, census data, mapping and technical assistance. Activities of the CUPPAD Regional Commission include, but are not limited to the following:

- Assist local units with Master Plan development
- Assist local units with Zoning Ordinance development
- Assist local units with Recreation Plan development
- Develop maps for Master Plans, Zoning Ordinances, etc.
- Assist MDOT and local units with Non-Motorized Trail Planning
- Assist MDOT and local units with Transportation Planning
- Economic Development Planning



SCOPE OF WORK FOR PLAN UPDATE

This work program describes the elements to be contained in the Delta County Non-Motorized Pathway Master Plan, including maps. Some of these elements are also included in a Regional Recreation Plan that is already in progress and funded through the Regional Prosperity Initiative (RPI). The County will not be billed for hours of work included in the RPI Recreation Project. This work program can be modified based upon the mutual agreement of Delta County and the CUPPAD Regional Commission, provided that the modified work program does not result in a net increase in the amount of time allotted to the overall planning effort.

1. Planning Process and Public Input

CUPPAD will plan and prepare a community charrette and develop an online survey to gather public opinion on non-motorized pathways in the County. CUPPAD will also work with communities in the County to promote the project via social media. CUPPAD will work with community leaders and reach out to stakeholder groups to ensure that the plan reflects the desires of the community.

The draft plan will be available online and in hard copy at public locations throughout the County for public review and comment.

- Estimated time required: 20 hours.

2. Plan Content

Included in this work program is the estimated time required for CUPPAD to complete 100% of the work on the plan. This includes travel time and meeting time.

Executive Summary

This section will summarize the planning process and the goals and objectives of the plan.

- Estimated time required: 2 hours.

1.0 Introduction

The chapter will describe the planning process and the relationship of non-motorized transportation to land use and development, public health, recreation, and tourism.

- Estimated time: 1 hour.

2.0 Existing Conditions

This chapter will include an inventory of existing non-motorized paths and trails and local policies that promote walking or biking in Delta County. The inventory will take note of the type of trail, whether it is open to use seasonally or year-round, as well as who is responsible for maintaining the trail. Included in the information about existing conditions will be points of interest from around the County. CUPPAD will develop maps that describe the existing non-motorized paths in the County and will utilize GPS devices to map pathways as needed. CUPPAD will also partner with local trail user groups to help collect data on area trails.

- Estimated time required: 40 hours.

3.0 Proposed Pathways

This chapter will include a needs analysis that will identify gaps in the existing non-motorized transportation system. This analysis will also include an identification of proposed connector trails as well as physical obstacles that could impede trail development, such as. CUPPAD will prepare a public survey as well as engage with members of the public, community leaders, trail user groups to help identify needs and concerns about non-motorized pathways in the community.

- Estimated time required: 40 hours.

4.0 Economic Impact

This chapter will describe the potential economic benefits of an expanding non-motorized paths and trails to Delta County and its residents. This will include the benefits of pathways that would primarily be used by local residents to commute or recreate and trails that would be used for recreation that could help to draw tourists to the region.

- Estimated time required: 16 hours.

5.0 Implementation Strategy

Based on the information collected and described in the previous chapters, the chapter will include a proposed trail and pathway implementation strategy. This will include a strategy that will guide local units of government towards collaboration and improved trail management. CUPPAD will also examine the potential for Delta County's efforts to connect to regional and state-wide trail networks. This will also include cost estimates for plan implementation as well as a guide to potential funding sources for the proposed pathways. This chapter will also include additional recommendations that pertain to the development of non-motorized paths such as design guidelines.

- Estimated time required: 16 hours.

Delta County Trail and Pathway Maps

- Estimated time required: 80 hours.

214: Total Hours

150: Hours Included in RPI Regional Plan

64: Hours of Additional Work for Delta County

As a dues paying member of the CUPPAD Regional Commission, Delta County receives a discounted fee for services (\$60/hr). The fee for with a Non-Motorized Pathway Master Plan is \$3,840.

3. Deliverables

- Delta County Non-Motorized Pathway Master Plan: Upon plan completion, CUPPAD will provide one hard copy of the plan along with a copy on a compact disc to each municipality in Delta County, the Delta County Planning Commission, and the Delta County Board of Commissioners. Additionally, CUPPAD will create a digital, interactive PDF that will be published online.
- CUPPAD will develop and launch a website for the project that will be used to share materials with the public and project stakeholders. CUPPAD will host the website for the duration of the project.

We look forward to working with Delta County in undertaking this planning project. We would be happy to meet with county administration or other local leaders to further refine our approach if needed.

CUPPAD REGIONAL COMMISSION

2950 COLLEGE AVE.

ESCANABA, MI 49829

(906) 786-9234

cuppad@cuppad.org

CITY OF ESCANABA

NON-MOTORIZED MASTER PLAN

by the

**Escanaba Recreation Advisory Board
and the
Escanaba Recreation/Parks Department**

October 14, 2003



RECREATION DEPARTMENT

Anthony J. Schomin, Jr., Director
P.O. BOX 948 • Escanaba, MI 49829-0948
906-786-4141 • Fax 906-789-3798 • e-mail: recreation@escanaba.org

December 2, 2003

Mr. Douglas Terry, City Manager
City of Escanaba
410 Ludington Street
P.O. Box 948
Escanaba, MI 49829

Dear Mr. Terry,

The Escanaba Recreation Advisory Board hereby submits the City of Escanaba NON-MOTORIZED MASTER PLAN, dated October 14, 2003, for review and consideration for adoption by the members of the Escanaba City Council.

Upon adoption, the plan will be utilized to implement projects and initiatives for pedestrian, bicycle and other non-motorized travel within the City of Escanaba. Furthermore, the plan will be filed with the Michigan Department of Transportation as documentation for future Transportation Enhancement Funding.

The 2003 Non-Motorized Master Plan will be subject to further review and update as deemed necessary by the Recreation Advisory Board.

Yours truly,

A handwritten signature in black ink, appearing to read "Tony Schomin", is written over a circular stamp or seal.

Tony Schomin
Recreation Director/Board Secretary

INTRODUCTION

In the fall of 2002, the Escanaba Recreation Department in conjunction with the Escanaba Recreation Advisory Board, determined the necessity to update and revise the City of Escanaba's *Non-Motorized Master Plan*. The City's first attempt at a long-range planning involving non-motorized issues was developed by the Recreation Board and approved by City Council in February of 1998. The 1998 plan strictly focused upon bicycle facilities, related structures and issues.

The 1998 Bikeway Master Plan was successful for two important reasons:

- Separated pathway systems were constructed in Ludington Park, 8th Avenue South Area and 1st Avenue North under the auspices of the plan; and
- Most importantly, the 1998 Bikeway Master Plan began to cause a change in planning and design thinking on how our city's transportation network of roads and streets are used.

The City of Escanaba's *2003 Non-Motorized Master Plan* is our community's next important step to make all stake holders within the community aware that different modes of transportation need successful places to operate and to function safely. *The 2003 Non-Motorized Master Plan* incorporates suggestions, recommendation and safety concerns from the public, citizens, board members and City staff.

The 2003 Non-Motorized Master Plan encompasses relevant recreational and utilitarian non-motorized issues and includes *bike/pedestrian street crossings; school street crossings; separated pathways; bicycle lanes; bicycle routes; and other pertinent non-motorized issues facing the City of Escanaba.*

This plan is intended to compliment other City of Escanaba non-motorized safety and design initiatives by other City boards, commissions and concerned citizens. The 2003 Non-Motorized Master Plan's purpose is to broadly focus upon pedestrian, bicycle and other non-motor travel within the City for both recreational and utilitarian purposes.

PLAN DEVELOPMENT

The City of Escanaba's *Non-Motorized Master Plan* has five specific purposes:

- ① To comprehensively identify and organize the development of non-motorized facilities providing safe access throughout the City for pedestrian and bicyclists;
- ② To identify those areas within the City where serious and complex safety issues exist for bicyclists and pedestrians;
- ③ To develop a capital plan reflecting strategies for sharing the City's transportation system space for both motorized and non-motorized travel;
- ④ To implement initiatives and projects, utilizing the *Non-Motorized Master Plan* as a blueprint, addressing concerns within four (4) non-motorized categories; and
- ⑤ To provide safe and adequate bike and pedestrian facilities to encourage non-motorized travel within the City for Utilitarian and recreational use.

The seven member Recreation Advisory Board has included within this plan the identification of major non-motorized recreational, Utilitarian and safety issues and further provides areas of deficiency, justification for an action program, goals and policies and a capital improvement program addressing those deficiencies. The Recreation Advisory Board, along with parallel non-motorized planning activity by other City boards and commissions, have developed this plan which reflects community priorities and provides a working guide for implementing a program for safe non-motorized travel between neighborhoods, destination points and major non-motorized traffic generation points within the City.

The *2003 Non-Motorized Master Plan* is intended to build upon the City's existing transportation system of roads, streets, sidewalks and separated pathways. This existing system and past accomplishments provides a foundation for community action that will improve the quality and quantity of non-motorized transportation opportunities and provide our citizens with safe pedestrian and bicycle access to all areas within the community.

COMMUNITY DATA

REGIONAL LOCATION/CONTEXT

The City of Escanaba is situated in the southern part of the Upper Peninsula and occupies 12.37 square miles of land in Delta County. The City is the county seat and largest community in Delta County and second largest in the Upper Peninsula. The City is bounded by Little Bay de Noc on the east, Wells Township on the north and west and Ford River Township to the south.

In the context of this plan, the City is surrounded by large residential subdivisions located within the townships whose residents seek access to the City for employment, retail trade, commerce, medical facilities, schools and park/recreation facilities.

POPULATION

The City of Escanaba's population, according to the 2000 U.S. Census, is 13,140 persons. The population of Delta County is 38,520. Approximately 25,000 persons living in a five mile radius, including the City, reside within the Escanaba area.

HOUSING/LAND USE

The City of Escanaba contains 6,063 housing units that includes dwellings in older neighborhoods, newer subdivisions, multi-family buildings and mobile home parks. The predominant land use in the community is residential neighborhoods with a vast majority located east of U.S. 2 & 41, and M35. The highway system within the City has clearly developed a pattern which separates the residential areas of the City from the businesses, commercial, industrial and education centers.

The major consequence of the City's development pattern is a reliance of motorized travel to access employment, shopping, medical services and/or educational facilities. The automobile orientation with the City's development has little regard for non-motorized transportation, i.e.: pedestrian and bicycle travel. Patterns of land division and motorized transportation corridors have clearly impacted and impeded safe non-motorized travel to major destination points within the City.

EXISTING TRANSPORTATION SYSTEM

The City of Escanaba contains 81.5 miles of paved roads and streets with an estimated 65% of all City streets and roads having sidewalks/separated pathways. No shared roadways/streets have been designated for bike lanes or bike routes within the City. Safe, pleasant walkways, crossings and pedestrian/bicycle connections are missing from commercial developments, educational facilities and other major destinations. Many of these developments/major destinations are close enough to residential areas to enjoy non-motorized access to these corridors.

Clearly, the U.S. 2 & 41 and M35 corridor, also known as North and South Lincoln Road, has experienced unplanned "strip development" over the past several decades. This unregulated growth has made pedestrian and bicycle travel to and/or through the highway corridor confusing, congested, most importantly, unsafe and inaccessible for non-motorized purposes.

Establishment of a balanced relationship between the existing transportation system within the City and non-motorized uses, i.e.: pedestrians, bicyclists and other non-motorized users, is essential for the safety and well-being and quality of life for our citizens.

EXISTING NON-MOTORIZED TRAFFIC/FACILITIES

As previously cited, no officially designated shared roadways exist within the City (bike routes/lanes). Over the past ten year period, the City has been actively planning and developing a series of separated pathways for both pedestrians and bicyclists. Separated pathway construction has occurred at:

- Ludington park Pathway System @ 3.50 miles;
- Old State road Pathway System @ 2.13 miles;
- U.P. State Fairgrounds/Danforth Road @ 1.2 miles;
- First Avenue North Pathway @ 0.5 miles; and
- South Lincoln Road Pathway @ 1.5 miles.

The **Ludington Park Pathway System** traverses throughout the 120 acre park and serves its purpose well. However, no designated bike routes, lanes or pathways safely lead bicyclists to the park.

The **Old State Road Pathway System** serves the southwest quadrant of the City well and provides safe pedestrian and bicyclist travel to all parts of the neighborhood. However, crossing South Lincoln Road at the 5th Avenue South or 8th Avenue South (M35) terminus is hazardous.

The **U.P. State Fairgrounds/Danforth Road Pathway** has two major problems: ① the pathway cannot be safely accessed from the east as North Lincoln Road must be crossed at 12th Avenue North; and ② the Danforth Road portion of the system, a Bicycle Route, is too narrow, too much heavy truck traffic and has remained virtually unused since its construction in 1994.

The **First Avenue North Pathway** from North 9th Street to North 4th Street is an isolated facility coming from nowhere and, currently, leading nowhere. The First Avenue North Pathway can become a functioning non-motorized facility if and/or when the 3rd Avenue North Pathway System is constructed of which the First Avenue North portion becomes a functioning part.

The **South Lincoln Road Pathway** paralleling M35, extends from 8th Avenue South to Lake Shore Drive. The pathway has several major flaws: ① the pathway is on the west side of the highway, thus forcing pedestrians and bicyclists to cross South Lincoln Road; and ② most residents in the area reside on the east side of the highway, again causing minimal use of the facility.

CURRENTLY PLANNED NON-MOTORIZED INITIATIVES

Two major separated pathway projects are either in the early planning stages or final stages prior to construction:

- The 3rd Avenue North Pathway, from 3rd Avenue North at Stephenson Avenue to the 1st Avenue North Pathway to Ludington Park, has been funded by MDOT and scheduled for construction in 2004; and
- *The Willow Creek Road Pathway*, from 8th Avenue South to Ludington Street (U.S. 2 & 41), will link with the 8th Avenue South Pathway. No date has been scheduled for construction, however, easements and necessary ROW has been set aside for this facility.

Another major initiative has been ongoing by the City's Traffic Safety Advisory Committee. This committee, along with concerned citizens, have planned, designed and initiated pedestrian safety enhancements at and around school facilities. Implemented, or to be implemented, school safety enhancements include signage and visible crosswalks.

In summary, the City has made positive steps forward but has overlooked pedestrian and bicyclist facilities. Safe crossings for non-motorized travel is equally a priority and concern.

NON-MOTORIZED DEFICIENCIES, NEEDS AND JUSTIFICATION OF PROPOSED ACTIONS

The opening segments of this plan described the planning process involved with this document. This segment offers identification of Non-Motorized deficiencies, needs and most importantly, provides recommended solutions to those needs and justification of proposed actions. The Non-Motorized needs of pedestrians, bicyclists and other non-motorized transport identified within this plan are representative of what our community desires, attempts to be imaginative in projecting what might be and is realistic in recognizing what is possible.

Note, each deficiency identified within this segment of the plan includes a solution or action identified with a PROJECT CODE number that corresponds with the *Capital Improvement Plan* which is the final segment of this document.

CRITICAL NON-MOTORIZED BIKE/PEDESTRIAN STREET/HIGHWAY CROSSINGS

As identified earlier in this document, U.S. 2 & 41 and M35 otherwise known as North and South Lincoln Road, effectively limits non-motorized access from the residential areas of the City to the east from the retail, commercial and educational facilities to the west. The North and South Lincoln Road corridor is approximately 3.5 miles in length and is one of the most trafficked highways in the Upper Peninsula. Non-Motorized crossing at nine (9) intersections within the North/South Lincoln Road corridor is, at most times, impossible and extremely dangerous. Other critical major street/walkway crossings are also identified within this segment of the plan.

SOUTH LINCOLN
@ 5TH AVENUE
SOUTH

This pedestrian/bike crossing at 5th Avenue South/South Lincoln Road effectively serves as a major non-motorized crossing at M35 for a full ¼ of the City's population residing west of South Lincoln road/M35. Equally critical is the Escanaba High School, with a student population of 1,100, is located near this site with the 5th Avenue South crossing as the major non-motorized access to the High School for residents who reside east of M35. Major housing districts, i.e.: apartment complexes, mobile home parks and single resident dwellings, are west of the highway along with the City's major medical facility, Doctor's Park. A separate pathway, constructed in 2000, ends at the 5th Avenue South/South Lincoln Road intersection, west side.

Existing traffic control measures at the 5th Avenue South/South Lincoln Road include a traffic light, School Speed Zone signs/flashers, pedestrian lights and a crosswalk. These measures are not enough. **PROJECT CODE 1** proposes several safety enhancement measures including improved signage, enhanced crosswalk striping and/or an overhead pedestrian bridge. In September of 2003, a 15 year old student was killed near this site attempting to cross South Lincoln Road on his bicycle. The need for enhanced safety measures for non-motorized users in critical and is a top priority at this site given the volume of pedestrian and bicycle users at this location.

SOUTH LINCOLN
ROAD @ 3RD
AVENUE SOUTH

The South Lincoln Road/3rd Avenue South intersection serves as the second primary pedestrian/bike crossing for the Escanaba High School on South Lincoln Road/M35. This bike/pedestrian crossing is also a primary South Lincoln Road/M35 non-motorized crossing for the residents in the neighborhood west of South Lincoln Road bounded by U.S. 2 & 41 (north) and the residential area west of the High School. **PROJECT CODE 2** proposes safety enhancement measures including improved signage and enhanced crosswalk striping to better identify the pedestrian/bike crossing for motorists traveling on South Lincoln Road/M35. Given the volume of pedestrian/non-motorized use of this crossing, a traffic light with pedestrian crossing signal may be warranted.

ESCANABA HIGH SCHOOL/
SOUTH LINCOLN ROAD
CROSSINGS -
DISCUSSION

Enhanced safety crossing measures on *South Lincoln Road at the 5th Avenue South and 3rd Avenue South intersections*, as proposed by **PROJECT CODE 1 AND 2**, can improve bicycle and pedestrian safety at these critical crossings. However, the two block area in front of the High School, or 950' of South Lincoln Road frontage, is frequently j-walked by students and further complicated by a service road off of South Lincoln Road into the main entrance of the High School. Enhanced safety measures at 5th Avenue South and 3rd Avenue South are moot if the certain physical reconfiguration are not implemented to ① funnel students to the 3rd and 5th Avenue South pedestrian/bike crossings and ② reroute the High School service entrance from South Lincoln Road to 3rd Avenue South.

NORTH LINCOLN ROAD @ 12TH
AVENUE NORTH

The *North Lincoln Road/12th Avenue North*, also known as U.S. 2 & 41, major access/egress pedestrian/bike crossing serving at least five (5) functions: ① serves as a non-motorized crossing for the residential area west of North Lincoln Road containing eight residential blocks and a mobile home park containing 150 housing units; ② serves as the main pedestrian/bike access to the U.P. State Fairgrounds; ③ serves as the access point to the Fairgrounds/Danforth Road Pathway; ④ serves as the highway crossing for students attending the Webster Elementary School; and ⑤ is projected to serve as the major North Lincoln Road non-motorized crossing for Bay de Noc Community College and the YMCA of Delta County.

Existing non-motorized safety enhancements at the site is school signage/flashing lights and crossing guards during the school lunch hours.

PROJECT CODE 3 proposes a traffic signal and pedestrian crossing signal be installed at the North Lincoln Road/12th Avenue South intersection, improved signage and enhanced crosswalk striping. A traffic signal is more than justified at this location given the volume of un-broken motorized traffic and non-motorized usage by residents, U.P. State Fair, an elementary school, access to the separated pathway and the only logical, acceptable crossing to access Bay College and the YMCA. **PROJECT CODE 3** proposes, as an alternate, a pedestrian/non-motorized overhead bridge across the highway.

SOUTH LINCOLN ROAD @ 8TH
AVENUE SOUTH

The *South Lincoln Road/8th Avenue South at M35* is also major access/egress pedestrians/bike crossing and serves the 8th Avenue South Pathway System, a large residential area west of South Lincoln Road and the Lemmer Elementary School. **PROJECT CODE 4** proposes additional signage and enhanced crosswalk striping to clearly designate the non-motorized crossing area. A traffic/pedestrian signal may also be warranted at this intersection.

DANFORTH ROAD
NEAR U.S. 2, 41 &
M35

A designed *Danforth Road Crossing* is important to permit non-motorized traffic access to Bay College and the YMCA of Delta County. **PROJECT CODE 5** proposes the installation of signage and enhanced crosswalk striping.

NORTH LINCOLN ROAD/5TH
AVENUE NORTH

The ongoing commercial development west of North Lincoln Road at the 5th Avenue North area has drawn pedestrians and bicyclists to cross the *North Lincoln Road/5th Avenue North intersection*. A traffic light is present at the intersection with pedestrian signals. **PROJECT CODE 6** proposed pedestrian/non-motorized signage, installation of enhanced crosswalk striping and sidewalks/separated pathway on the west side of the highway.

NORTH LINCOLN ROAD/3RD
AVENUE NORTH

The *North Lincoln Road/3rd Avenue North intersection* is by far one of the most heavily trafficked intersections within the City. The North Lincoln Road/3rd Avenue North crossing is critical to non-motorized users in order to access the Lincoln Road retail district, i.e.: Delta Plaza Mall, Lincoln Square Mall, Mini-Mall, Super One Grocery

Store, Staples, McDonalds, Northern Buffet, etc. A traffic light and pedestrian crossing light are present at the intersection. **PROJECT CODE 7** proposes safety signage, enhanced crosswalk striping and sidewalks/separated pathway on the west side of the highway.

SOUTH LINCOLN
ROAD/18TH
AVENUE SOUTH

This intersection serves a crossing at South Lincoln Road to access/egress the South Lincoln Road pathway on the west side of the highway at 18th Avenue South. The intersection/crossing serves those residents west of South Lincoln Road wishing to walk/bike to the Escanaba Athletic Field and the City's complex of four baseball/softball fields on 18th Avenue South. **PROJECT CODE 8** proposes crosswalk signage and enhanced crosswalk striping at this highway crossing.

SOUTH LINCOLN
ROAD/LAKE
SHORE DRIVE

The crossing at South Lincoln Road (M35) at Lake Shore Drive is a frequent and popular crossing to gain access/egress from the South Lincoln Road separated pathway. **PROJECT CODE 9** proposes crosswalk signage and enhanced crosswalk striping at this highway crossing.

STEPHENSON/
WASHINGTON/
SHERIDAN ROAD
"Y"
INTERSECTION

This intersection at the *Stephenson Avenue, Washington Avenue and Sheridan Road* intersection, otherwise known as the "Y", is a major City street arterial and is an effective bottleneck for non-motorized travel. **PROJECT CODE 10** proposes pedestrians/bike route signage, reconfiguration of non-motorized crossings and enhanced pedestrian crosswalk striping.

U.S. 2 &
41/WILLOW
CREEK
ROAD/NORTH
30TH STREET
INTERSECTION

In the fall of 2003, the *Willow Creek Road* will be extended to the U.S. 2 & 41/North 30th Street intersection. The Willow Creek Road, as extended, contains provisions for a future separated pathway to extend from the 8th Avenue South existing pathway to U.S. 2 & 41. Safe pedestrian/bike crossings provisions must be made to insure safe access to St. Francis Hospital and North 30th Street area which is rapidly developing as a commercial/retail corridor. **PROJECT CODE 11** proposed pedestrian/non-motorized crossing lights, signage and enhanced pedestrian crosswalk striping.

STEPHENSON
AVENUE @ 3RD
AVENUE NORTH

This intersection at Stephenson Avenue and 3rd Avenue is the second of two bottlenecks for non-motorized transport either entering or exiting the northside of the City. Virtually all residents north of 3rd Avenue North must pass through the Stephenson Avenue/3rd Avenue North intersection if walking or biking out or into the three square mile residential area. Currently, traffic and pedestrian signals are present at the intersection. **PROJECT CODE 12** proposes enhanced pedestrian crosswalk striping and signage.

OTHER SCHOOL STREET PEDESTRIAN/BIKE CROSSINGS

Several schools within the City of Escanaba are located next to or in close proximity to major city streets and arterioles. These crossings for student pedestrians and bicyclists are of prime concern as certain safety initiatives must take place to insure the safety of those children choosing to walk or bike to school. The schools and age/grade levels requiring enhanced street crossing initiatives are: the Escanaba Junior High School, Holy Name Central Grade School, Lemmer Elementary School and Franklin Elementary School.

LUDINGTON
STREET @
15TH/16TH STREET
& STEPHENSON
AVENUE and
STEPHENSON
AVENUE @ 1ST
AVENUE NORTH

The Escanaba Junior High School is located on the north side of *Ludington Street* between North 15th Street and North 16th Street. The 600 student 7th and 8th Grade facility is virtually in the center of the downtown district with Ludington Street frontage seven lane wide. Student pedestrians and bicyclists, who prefer non-motorized travel or have no choice, primarily access the Junior High campus from ① Ludington Street crossing at 15th Street; ② Ludington Street crossing at 16th Street; ③ Ludington Street

crossing at Stephenson Avenue; or ④ Stephenson Avenue crossing at 1st Avenue North.

PROJECT CODE 13 proposes, ① School signage on Ludington street to warn motorists of the crossing; ② enhanced pedestrian crosswalk striping at the Ludington Street intersection of 15th and 16th Street; ③ pedestrian safety islands at the Ludington Street intersections of 15th and 16th Streets; ④ enhanced pedestrian crosswalk striping at the Ludington Street/Stephenson Avenue crossing; and ⑤ enhanced pedestrian crosswalk striping at the Stephenson Avenue/2nd Avenue North crossing.

1ST AVENUE
SOUTH @ SOUTH
6TH & 7TH
STREETS; 2ND
AVENUE SOUTH
@ 10TH STREET

The Franklin Elementary School is located on the south side of 1st Avenue South between South 6th & 7th Streets. Student walkers and bicyclists regularly cross 1st Avenue South, an arterial to Ludington Street and the surrounding residential neighborhood. **PROJECT CODE 14** proposes enhanced pedestrian crosswalk striping at the intersection of both South 6th & 7th Streets on 1st Avenue South AND AT 2ND Avenue South @ South 10th Street.

SOUTH 19TH
STREET @ 3RD
AVENUE SOUTH
and SOUTH 14TH
STREET @ 3RD
AVENUE SOUTH

Holy Name Central Grade School is located on South 22nd Street between 3rd Avenue South and 5th Avenue South. Student walkers and bicyclists who attend the private school and live in the City, regularly cross South 19th Street and South 14th Street, two heavy volume city streets. **PROJECT CODE 15** proposes enhanced crosswalks at each 3rd Avenue South intersection on 14th & 19th Streets.

SOUTH 14TH
STREET @ 5TH
AVENUE SOUTH
and SOUTH 14TH
STREET @ 7TH
AVENUE SOUTH

South 14th Street is a major city arterial heavily trafficked through the critical residential area of the City. Non-motorized activity, primarily from schools, have walkers and bikers moving into and out of the large residential areas east of South 14th Street accessing the major schools. **PROJECT CODE 16** proposes enhanced pedestrian crosswalks at each South 14th Street intersection at 5th Avenue South and 7th Avenue South.

SEPARATED PATHWAYS

Separated pathways, or bike paths, is a bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the road/street/highway right-of-way or within an independent right-of-way. Bike paths are non-motorized facilities or exclusive rights-of-way with minimal cross flow by vehicles. Escanaba's separated pathways are typically shared by bikers with pedestrians, skateboarders, in-line skaters and other non-motorized users. Separated pathways are the safest of all bikeways, and should be considered as the first and foremost option.

However, space for pathways is not always available, construction may be too expensive or the location not practical.

NEAR
NORTHSIDE
PATHWAY
SYSTEM FROM
3RD AVENUE
NORTH/
STEPHENSON TO
LUDINGTON PARK

Non-motorized travel by foot or bike out of or into the residential neighborhood north of 3rd Avenue North is hazardous, and at times, impossible. In 2001, the City of Escanaba submitted a project proposal/application to MDOT for the construction of a separated pathway extending from Stephenson Avenue @ 3rd Avenue North to Ludington Park and interconnect with the park's pathway complex. The \$250,000 was approved by MDOT for TEA Program funding. **PROJECT CODE 17** proposes implementation of the project as proposed for the 2004-05 fiscal year.

WILLOW CREEK
ROAD @ 8TH
AVENUE SOUTH
TO US 2 & 41;
ACCESS TO
HOSPITAL

By the fall of 2003, the Willow Creek Road will be extended from 8th Avenue South to U.S. 2 & 41/Ludington Street. This project included setting aside adequate ROW space for a separated pathway paralleling the 4,200' roadway. **PROJECT CODE 18** proposed the installation and completion of the Willow Creek Pathway as an extension

BAY COLLEGE/
YMCA ACCESS

of the existing 8th Avenue South Pathway System. **PROJECT CODE 18** further proposes a 900' separated pathway from the intersection of the Willow Creek Road/U.S. 2 & 41 west to the entrance of St. Francis Hospital and related medical facilities.

Non-Motorized travel either to or from Bay de Noc Community College and the YMCA of Delta County is identified within this document as an extreme hazard. Pedestrian or bike traffic to the college or the YMCA is minimal because of three (3) major impediments:

- the inability to safely cross North Lincoln Road at any juncture as the college and the YMCA lay on the west side of the highway. **PROJECT CODE 3** addresses this issue;
- the Canadian National Railroad viaduct and surrounding approach berms are a physical effective barrier for north/south non-motorized travel; and
- no sort of pedestrian/bike facilities are present at the Danforth Road crossing for safe access to the college campus. **PROJECT CODE 5** addresses this issue.

The Bay College & YMCA access by pedestrians and bicyclists has been a serious, complex and, at times, insurmountable problem. Various alternatives have been suggested and debated with no tangible results. The installation of a "Skate Park" at the YMCA on Bay's campus makes concluding an access solution all the more important as now children are attempting to reach the college campus via North Lincoln Road.

PROJECT CODE 19 proposes the following to provide safe and direct access to Bay de Noc Community College and the YMCA by non-motorized means:

- Implement **PROJECT CODE 3**, which provides a traffic signal at North Lincoln Road/12th Avenue North along with other recommended safety/crossing facilities, as the primary non-motorized crossing of North Lincoln Road. This crossing permits the safe pedestrian and bike travel from the residential area to the east to the college and YMCA facilities to the west across the highway;
- Once across North Lincoln Road at 12th Avenue North, utilize existing separated pathway at 12th Avenue North/Lincoln Road to North 23rd Street and existing separated pathway on North 23rd Street between 12th Avenue North to 14th Avenue North;
- Construct new, separated pathway on North 23rd Street from 14th Avenue North to the Canadian National Railroad viaduct at Lincoln Road. ROW will be needed from 16th Avenue North to the Canadian National Railroad viaduct;
- Once the Canadian National Railroad viaduct/approach has been reached, two alternates are available to safely pass the railroad facilities: ① tunnel through the Canadian National Railroad approach berm, or; ② expand the existing Canadian National Railroad viaduct in width at Lincoln Road to provide safe passage for non-motorized users;
- North of the viaduct, utilize existing ROW paralleling North Lincoln Road from the viaduct north to the Danforth Road with separated pathway; and
- Identify a pedestrian/bike crossing at the Danforth Road into the Bay

College/YMCA campus west of the Danforth Road/North Lincoln Road intersection to provide motorized and non-motorized traffic sufficient lines of sight for safe crossing.

PROJECT CODE 19, as proposed, access to Bay College and the YMCA, is complex and expensive. However, at this juncture, no other alternatives are acceptable as the proposal provides the most direct route to the campus facilities. Any other proposal coming from another direction to gain access to the campus in a round about fashion will not be utilized by the public.

DANFORTH ROAD
PATHWAY

In 1994, a combination separated pathway and bike route system was constructed from 12th Avenue North/North Lincoln Road to the City limits on the Danforth Road. The 2 mile facility functions well between 12th Avenue North and 16th Avenue North, the separated pathway portion. Near the 16th Avenue North/North 30th Street intersection, the pathway splits into a bike route with 4' wide shoulder lanes. The bike route extends from 16th Avenue @ North 30th Street to the Danforth Road and terminates at the City limits.

The bike route from the North 16th Street/North 30th Street intersection to the City limits is unusable, confusing and hazardous. This section, which connects to the Wells Township bike route, must be reconfigured and modified to insure a safe, user friendly facility.

PROJECT CODE 20 proposes extending the 16th Avenue North separated pathway to 19th Avenue North/Landfill Road to avoid the Danforth Road/North 30th Street intersection and abandoning the shoulder lanes. At 19th Avenue North/Danforth Road intersection west to the City limits, widen the road shoulders and create designated bicycle lanes with a safe distance from the paralleling motorized traffic. A bicycle lane is the only alternative for creating safe, non-motorized travel from/to the Danforth area into the City. A separated pathway would be prohibitively expensive as wetlands exist on both sides of Danforth Road.

NORTH 30TH
STREET

The area along North 30th Street from U.S. 2 & 41 to the Danforth Road currently remains mostly undeveloped. The City's growth corridor for retail, business and industry will occur in the future along this corridor. **PROJECT CODE 21** proposes a separated pathway along the entire North 30th Street corridor and to require adjoining property owners to install the separated facilities at the time of development. **PROJECT CODE 21** would successfully link with the Willow Creek Road Pathway (**PROJECT CODE 18**) and the Danforth Road Pathway (**PROJECT CODE 20**).

6TH AVENUE
NORTH FROM
NORTH 30TH
STREET TO
LINCOLN ROAD

6th Avenue North between North Lincoln Road and North 30th Street is scheduled for new construction in 2003. In an effort to take advantage of new development, **PROJECT CODE 22** proposes the designation of sufficient ROW paralleling the 2,500' corridor for separated pathway. The project further proposes to acquire additional ROW between 6th Avenue North and 5th Avenue North to extend the pathway to the 5th Avenue North/North Lincoln Road intersection.

SHERIDAN ROAD
FROM 17TH
AVENUE NORTH
TO CITY LIMITS

A large volume of pedestrians and bicycle traffic is evident on Sheridan Road between 17th Avenue North to the City Limits/County Road 426. City and Township residents frequently use this corridor to access the City and the township residential area to the north. Motorized traffic speeds are high with no non-motorized facility present. **PROJECT CODE 23** proposes the construction of separated pathway paralleling Sheridan Road at 17th Avenue North to County Road 426. Sufficient City ROW exists with construction recommended on the east side of Sheridan Road to avoid wetlands encroachment.

WILLOW CREEK
ROAD FROM 8TH
AVENUE SOUTH
TO WOODLAND
TRAILER COURT

Willow Creek Road from 8th Avenue South to the Woodland Trailer Court will require major reconstruction within the timeframe of this plan. **PROJECT CODE 24** proposes planning, design and adequate ROW be designated for a separated pathway system to serve residents of the mobile home park, modular home development area, single family residents and the Chippewa Tribe residential complex. **PROJECT CODE 24** would link with the 8th Avenue South Pathway and the Willow Creek Road Pathway from 8th Avenue south to U.S. 2 & 41.

STEPHENSON
AVENUE FROM
3RD AVENUE
NORTH TO
WASHINGTON/
SHERIDAN ROAD

Stephenson Avenue from 3rd Avenue North to the Washington/Sheridan Road intersection is slated for reconstruction within the next five year period. The Stephenson Avenue corridor is a major non-motorized route between the residential areas at the near north side to the area north of the "Y". It is the only non-motorized access route for residents near and north of this corridor to reach other areas in the City to the south.

Planning and design of the Stephenson Avenue reconstruction has not begun. However, Stephenson Avenue is extraordinarily wide as it, at one time, contained street car trackage.

PROJECT CODE 25 proposes the reconfiguration of Stephenson Avenue to contain a separated pathway within its ROW. If planning and design does not permit separated pathway, designated bike lanes are strongly recommended as an alternate incorporation to the design.

LUDINGTON
PARK/ARONSON
ISLAND SOUTH

The City has constructed a successful and well-utilized separated, multi-use pathway system in Ludington Park. Virtually all areas of the 120 acre recreation facility can be safely reached by non-motorized means. One area of deficiency exists on the south end of Aronson Island. **PROJECT CODE 26** proposes a 1,000' separated pathway from 4th Street/Bathhouse Road south onto the island's south peninsula. The purpose is to provide waterfront access in this unique area of Ludington Park.

BICYCLE LANES

Bicycle lanes are considered within this plan as desirable and delineate available road space for preferential use by bicyclists and motorists and to provide for more predicable movements by each. Bike lane markings can increase a bicyclist's confidence in not straying out of his/her path of travel. The minimum bike lane width is 4'. It is acceptable to also incorporate bike lanes with parking parallel to the bike lanes.

Escanaba is blessed with numerous and exceptionally wide streets with an opportunity to incorporate designated bicycle lanes into the transportation system.

LUDINGTON
STREET FROM
STEPHENSON
AVENUE TO
LUDINGTON PARK

Ludington Street from Stephenson Avenue to South 2nd Street/Ludington Park is slated for major reconstruction and reconfiguration to meet the community's and business community's needs. Ludington Street is currently seven (7) lanes wide containing four (4) traffic lanes, one (1) turn lane and two (2) parking lanes. Ludington Street contains no provision for bicycle travel nor is bicycle travel safe due to the street's current configuration. Currently, the bicyclist cannot safely, or legally access the City's central business corridor.

PROJECT CODE 27 proposes the planning, design and construction of bicycle lanes on Ludington Street between Stephenson Avenue and Ludington Park. The proposal also recommends the project be implemented at the time reconstruction occurs.

STEPHENSON AVENUE FROM 3RD AVENUE NORTH TO WASHINGTON/ SHERIDAN ROAD

PROJECT CODE 25 proposed a separated pathway on Stephenson Avenue upon reconstruction. The justification and need was contained within that segment. **PROJECT CODE 28** recommends, at a minimum, bicycle lanes if a separated pathway is not physically possible.

SOUTH 10TH STREET FROM LUDINGTON STREET TO LAKE SHORE DRIVE

South 10th Street is an extraordinarily wide major city traffic artery which serves a substantial portion of the City's residential area. Given the street's width for a nine (9) block area, its central location, interconnect to other bike lanes and bike routes and a main artery to destination points, **PROJECT CODE 29** proposes the designation of bike lanes on South 10th Street for its entire length.

DANFORTH ROAD FROM 19TH AVENUE NORTH TO CITY LIMITS

The Danforth Road Project, as described under **PROJECT CODE 20**, proposes the widening of the shoulders between 19th Avenue North to the City's limits. **PROJECT CODE 20** further proposes changing the designation of the non-motorized facility from a bike route to bike lanes upon completion of construction.

BICYCLE ROUTES

This plan recommends that certain City streets be designated as bicycle routes as a means of continuity between bicycle lanes, separated pathways and major destinations. The bike routes recommended within this plan is the most direct route as bicycle traffic cannot be diverted to a less direct alternate route unless favorable factors outweigh the inconvenience to the bicyclist. Bike routes, designed as such, are recommended to be signed with route markers and additional information such as changes in direction.

FIRST AVENUE SOUTH FROM SOUTH 19TH STREET TO LAKE SHORE DRIVE

The extraordinary width of this major city street, its central location parallel to Ludington Street and its terminus at Lake Shore Drive/Ludington Park calls for its designation as a bike route. **PROJECT CODE 30** proposes the designation of 1st Avenue South from South 19th Street as a bike route. This route provides for access to the Ludington Street Bike Lane facility with the central business district and a link with the Lake Shore Drive bike route and the Ludington Park Pathway System.

LAKE SHORE DRIVE FROM LUDINGTON STREET TO SOUTH LINCOLN ROAD

This two mile City roadway parallels Ludington Park and residential development along its entire corridor. Lake Shore Drive is heavily trafficked by bicyclists or other non-motorized users coming from the neighborhoods from the west. **PROJECT CODE 31** proposes the designation of Lake Shore Drive as a bike route linking with the Ludington Park Pathway, and other interconnecting bike routes at 1st Avenue South, 5th Avenue South, South 14th Street, 18th Avenue South, the South Lincoln Road Pathway and the South 10th Street bike lane.

5TH AVENUE SOUTH FROM LAKE SHORE DRIVE TO SOUTH LINCOLN ROAD

The seventeen (17) block segment of 5th Avenue South runs through the heart of the City's residential district. **PROJECT CODE 32** proposes the designation of 5th Avenue South from Lake Shore Drive to South Lincoln Road as a bicycle route. This route interconnects with the separated pathway system at South Lincoln Road, the 5th Avenue South Pathway west of South Lincoln Road, the South 10th Street bike lane, the South 14th Street bike route, the Lake Shore Drive bike route and the Ludington Park Pathway System. The route on 5th Avenue South provides access and egress for bicyclists to major destinations, i.e.: the Escanaba High School, Ludington Park and major destinations west of South Lincoln Road.

14TH STREET FROM 3RD AVENUE NORTH TO LAKE SHORE DRIVE

The twenty (20) block segment of 14th Street, both north and south of Ludington Street, can provide residents with an artery to safely move from one area of the City to another. **PROJECT CODE 33** proposes the destination of 14th Street from 3rd Avenue North to Lake Shore Drive as a bike route. This route can interconnect with the Near North Side Pathway, Ludington Street Bike Lanes, the 1st Avenue south bike route, the 5th Avenue South bike route, the 10th Avenue South bike route and the

Lake Shore Drive bike route.

8TH AVENUE
SOUTH/10TH
AVENUE SOUTH

PROJECT CODE 34 proposes the designation of a bicycle route from 8th Avenue South at South Lincoln Road to South 19th Street; South 19th Street at 8th Avenue South to 10th Avenue South; and 10th Avenue South at South 19th Street to South 14th Street. This bike route designation provides linkage with the 8th Avenue South Pathway on the west side of South Lincoln Road and interconnects with the south 14th Street bike route.

18TH AVENUE
SOUTH

18th Avenue South between Lake Shore Drive and South Lincoln Road provides a major destination route to the Escanaba Athletic Field, a City complex of four (4) baseball/softball fields along with a relatively dense residential area. **PROJECT CODE 35** proposes the designation of 18th Avenue South as a bicycle route. This route interconnects with the Lake Shore Drive bike route and the South Lincoln Road Pathway.

SHERIDAN/
STEPHENSON/
WASHINGTON "Y"
TO 12TH AVENUE
NORTH

PROJECT CODE 25 proposes the reconfiguration of Stephenson Avenue, upon reconstruction, to include a preferred separated pathway with bike lanes as an alternative proposal. At the Stephenson/Washington/Sheridan Road intersection, **PROJECT CODE 36** proposes:

- a separated pathway from the "Y" intersection north through Rose Park to the 9th Avenue North/Stephenson Avenue intersection;
- designate Stephenson Avenue from 9th Avenue North to 12th Avenue North as a bicycle route; and
- designate 12th Avenue North from Stephenson Avenue to North Lincoln Road as a bike route.

PROJECT CODE 36 is a critical interconnection point for bike traffic and routing in this area of the city:

- provides safe and designated passage from the "Y" to the residential areas to the north; and
- most importantly, provides the interconnect to the 12th Avenue North/North Lincoln Road crossing providing non-motorized access to the U.P. State Fairgrounds, Bay College, the YMCA, the 12th Avenue North Pathway and linkage to the Danforth Road Pathway.

The successful completion of **PROJECTS 3, 19, 20 AND 21** are critical for the development of safe, non-motorized access from the east portion of the City to the northwest accessing the fairgrounds, the college/YMCA and the Danforth Road routes. **PROJECT CODE 36** provides this linkage from the residential core of the City.

SHERIDAN ROAD

PROJECT CODE 37 proposes the designation of a bicycle route on Sheridan Road from the Washington/Stephenson Avenue intersection to 17th Avenue North. This project provides linkage with the Stephenson Avenue bike lane, the Sheridan Road Pathway (**PROJECT CODE 23**) leading to the Wells Township bike route on County Road 426.

PLAN IMPLEMENTATION

This portion of the City of Escanaba's Non-Motorized Master Plan describes and focuses upon the intended course and action program. This section includes goals, policies and a capital plan of improvement.

GOALS AND POLICIES

GOAL I: Develop strategies for the sharing of the City's transportation space for both motorized and non-motorized travel.

- POLICY III-A: Incorporate the needs of all non-motorized activities, including bicyclists, pedestrians, the handicapped, in-line skaters, skateboards, etc., when developing and re-examining transportation needs.
- POLICY III-B: Request public safety agencies implement a community education program focusing on the safety needs of road sharing by motorized and non-motorized users.
- POLICY III-C: Develop plans for major intersections to allow safe crossing for non-motorized users.
- POLICY III-D: Resolve non-motorized transportation issues at state/federal highways with the City by interagency problem resolution.

GOAL II: Gather data on existing conditions for bicycle and pedestrian travel identifying problems, deficiencies, safety concerns and bicyclist/pedestrian needs.

- POLICY II-A: Identify existing and/or potential bicycle travel at/near Ludington Street, schools, business districts, parks, employment centers and other bicycle traffic generators.
- POLICY II-B: Identify obstructions and impediments on existing City roadways to bicycle and pedestrian travel.
- POLICY II-C: Seek opinions and views of the bicycling and non-bicycling public.
- POLICY II-D: Non-physical factors affecting bicycle transportation, i.e.: education, existing laws affecting bicycling and enforcement programs, must each be examined for their effectiveness.

GOAL III: Undertake the development of a separated bikeway system composed of bicycle paths and lanes interconnected to satisfy the travel needs of bicyclists.

- POLICY I-A: Utilize existing City roadways, with modifications, to serve as a base system for safe bicycle travel.
- POLICY I-B: Conduct planning for bicycle facilities in conjunction with planning for other transportation modes in harmony with the City's overall transportation goals.
- POLICY I-C: Design new bicycle facilities to accommodate the anticipated mix of utilitarian and recreational users.

GOAL IV: Implement a comprehensive non-motorized capital plan providing for safe interconnections between neighborhoods, destination points and major non-motorized traffic generation points.

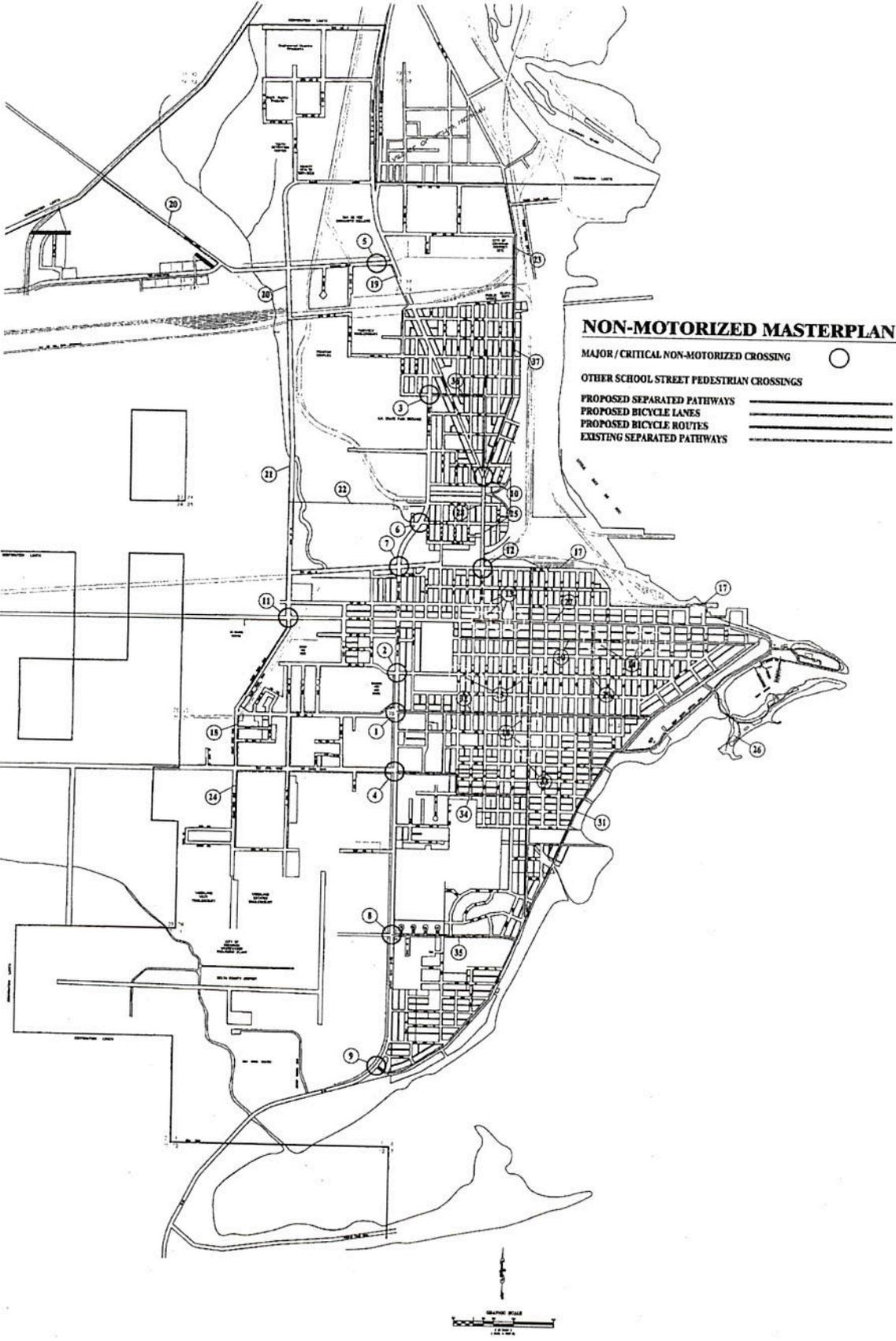
- POLICY IV-A: Develop plans and projects permitting safe crossing of the Lincoln Road corridor by non-motorized users at ① the North Lincoln Road/12th Avenue North area; ② North Lincoln Road to Bay De Noc Community College/YMCA; ③ North Lincoln Road at the Delta Plaza Mall; ④ South Lincoln Road at the Escanaba High School; ⑤ South Lincoln Road/8th Avenue South Area; and ⑥ South Lincoln Road/Lake Shore Drive area.
- POLICY IV-B: Develop plans and implement connections of Ludington Park/Ludington Street corridor with the Near Northside extending to Far Northside via the Stephenson Avenue corridor.
- POLICY IV-C: Develop plans and implement separated bicycle lanes within the Ludington Street corridor.
- POLICY IV-D: Implement pedestrian safety measures permitting safe crossing of Ludington Street, i.e.: street islands, crosswalks, signals and traffic calming measures.
- POLICY IV-E: Construct separated pathways for non-motorized activities wherever physically possible and within economic reason.
- POLICY IV-F: Implement a system of bicycle lanes upon those streets and roads wide enough to accommodate both non-motorized and motorized traffic with special focus on Ludington Street, 1st Avenue South, South 10th Street, South 14th Street, Lake Shore Drive, 10th Avenue South, 18th Avenue South, and Stephenson Avenue.
- POLICY IV-G: Implement a system of bicycle routes within neighborhoods interconnecting with bike lanes and/or separated pathways to permit safe passage to all quadrants of the City.
- POLICY IV-H: Adopt and implement a plan mitigating pedestrian access safety issues between residential and business areas by completing safe sidewalk passage with special focus upon the 12th Avenue North/North Lincoln Road area; 5th Avenue North between Lincoln Road/Stephenson Avenue; 3rd Avenue North between Stephenson Avenue/North Lincoln Road; 1st Avenue North between Stephenson Avenue/North Lincoln Road; and 8th Avenue South between South 20th Street/South Lincoln Road.

CAPITAL IMPROVEMENT PLAN

<u>MAP KEY</u>	<u>PROJECT CODE</u>	<u>PROJECT INITIATIVE</u>
1 - Red	1	<i>South Lincoln Road/5th Avenue South</i> crossing initiative, i.e.: signing, crosswalks and/or pedestrian bridge, with circle drive re-routing and fencing
2 - Red	2	<i>South Lincoln Road/3rd Avenue</i> South crossing initiatives, i.e.: signing, crosswalks and/or bridge with circle drive re-routing, fencing and traffic signal
3 - Red	3	<i>North Lincoln Road/12th Avenue North</i> crossing initiatives, i.e.: signing, pedestrian island, traffic light, crosswalks and/or pedestrian bridge
4 - Red	4	<i>South Lincoln Road/8th Avenue South</i> crossing initiatives, i.e.: crosswalks, signage, traffic signal
5 - Red	5	<i>Danforth Road near U.S. 2 & 41 & M35</i> pedestrian/bike crossing, i.e.: signage and crosswalk
6 - Red	6	<i>North Lincoln Road/5th Avenue North</i> crossing initiatives, i.e.: crosswalks, signage
7 - Red	7	<i>North Lincoln Road/3rd Avenue North</i> pedestrian crossing initiatives, i.e.: crosswalks, signage
8 - Red	8	<i>South Lincoln Road/18th Avenue South</i> pedestrian crossing, i.e.: signage and crosswalks
9 - Red	9	<i>South Lincoln Road/Lake Shore Drive</i> pedestrian crossing, i.e.: signage and crosswalk
10 - Red	10	<i>Stephenson Avenue/Washington/Sheridan Road "Y"</i> <i>Intersection</i> i.e.: signage, crosswalks and reconfiguration of pedestrian/bike crossings
11 - Red	11	<i>U.S. 2 & 41/Willow Creek Road/North 30th Street</i> <i>Intersection</i> crossing, i.e.: signage, crossing lights and crosswalks
12 - Red	12	<i>Stephenson Avenue/3rd Avenue North</i> crossing, i.e.: signage and crosswalks
13 - Yellow	13	<i>Ludington Street @ 15th & 16th Streets; Stephenson Avenue</i> <i>@ Ludington and Stephenson Avenue @ 1st Avenue North</i> crossings, i.e.: signage, crosswalks and pedestrian safety islands
14 - Yellow	14	<i>1st Avenue South @ 6th & 7th Streets and 2nd Avenue South</i> <i>@ 10th Street</i> crossings, i.e.: signage and crosswalks

<u>MAP KEY</u>	<u>PROJECT CODE</u>	<u>PROJECT INITIATIVE</u>
16 - Yellow	16	<i>South 14th Street @ 5th Avenue and 7th Avenue South i.e.: signage and crosswalks</i>
17 - Orange	17	<i>Near Northside Pathway System from 3rd Avenue North/Stephenson Avenue to Ludington Park</i>
18 - Orange	18	<i>Willow Creek Road @ 8th Avenue South to U.S. 2 & 41/North 30th Street; Access to St. Francis Hospital</i>
19 - Orange	19	<i>Bay de Noc Community College/YMCA of Delta County Non-Motorized Access</i>
20 - Orange	20	<i>Danforth Road Path and Bike Lane Improvements</i>
21 - Orange	21	<i>North 30th Street Pathway from U.S. 2 & 41 to 16th Avenue North</i>
22 - Orange	22	<i>6th Avenue North Pathway from North 30th Street to Lincoln Road</i>
23 - Orange	23	<i>Sheridan Road Pathway from 17th Avenue North to City Limits</i>
24 - Orange	24	<i>Willow Creek Road Pathway from 8th Avenue South to Woodland Trailer Court</i>
25 - Orange	25	<i>Stephenson Avenue Pathway from 3rd Avenue North to Washington/Sheridan Intersection</i>
26 - Orange	26	<i>Ludington Park/Aronson Island South Pathway</i>
27 - Green	27	<i>Ludington Street Bicycle Lane from Stephenson to Ludington Park</i>
28 - Green	28	<i>Stephenson Avenue from 3rd Avenue North to Washington/Sheridan Intersection – Bike Lane Alternate</i>
29 - Green	29	<i>South 10th Street Bicycle Lane from Ludington Street to Lake Shore Drive</i>
30 - Blue	30	<i>First Avenue South Bicycle Route from South 19th Street to Lake Shore Drive</i>
31 - Blue	31	<i>Lake Shore Drive Bicycle Route from Ludington Street to South Lincoln Road</i>
32 - Blue	32	<i>5th Avenue South Bicycle Route from Lake Shore Drive to South Lincoln Road</i>
33 - Blue	33	<i>14th Street Bicycle Route from 3rd Avenue North to Lake Shore Drive</i>

<u>MAP KEY</u>	<u>PROJECT CODE</u>	<u>PROJECT INITIATIVE</u>
35 - Blue	35	<i>18th Avenue South Bicycle Route from Lake Shore Drive to South Lincoln Road</i>
36 - Blue	36	<i>Sheridan/Washington/Stephenson "Y" north to 12th Avenue North Bike Route</i>
37 - Blue	37	<i>Sheridan Road Bike Route</i>



NON-MOTORIZED MASTERPLAN

- MAJOR / CRITICAL NON-MOTORIZED CROSSING ○
- OTHER SCHOOL STREET PEDESTRIAN CROSSINGS - - - - -
- PROPOSED SEPARATED PATHWAYS = = = = =
- PROPOSED BICYCLE LANES = = = = =
- PROPOSED BICYCLE ROUTES - - - - -
- EXISTING SEPARATED PATHWAYS = = = = =

CITY OF ESCANABA, MICHIGAN

TO CONTRACTORS:

November 19, 2015

UFB # 2
Rec'd 12/17/15

PROPOSAL:

**LUDINGTON PARK NINE HOLE
DISC GOLF CONCRETE TEE BOXES**

**TWO CONCRETE PADS INSTALLED
AT THE CATHERINE BONIFAS
CIVIC CENTER**

**BEACH HOUSE AREA SIDEWALKS
AND BIKE RACK PAD**

**ESCANABA MARINA SIDEWALK
REPLACEMENT**

PROPOSAL OPENING:

**Monday, December 21, 2015; 2:00 p.m.
Room 101 of City Hall**

DATE TO BE ADVERTISED:

Thursday, November 19, 2015

INVITATIONS TO SUBMIT
PROPOSALS SENT TO:

Twenty-Eight (28)

Payne and Dolan, Inc.
801 Clark Drive
Gladstone, MI 49837

Bacco Construction Co., Inc.
N3660 North Highway U.S. 2
Iron Mountain, MI 49801

H& D Division of Reith Riley Const.
6795 U.S. 31 North
Bay Shore, MI 49711

Smith Paving, Inc.
4090 U.S. 41 West
Marquette, MI 49855

Bichler Gravel and Concrete
6851 County 426 M.5 Road
Escanaba, MI 49829

Cory Pangborn Contracting
5808 G.5 Road
Escanaba, MI 49829

U.P. Concrete
6480 US 2 and 41
Escanaba, MI 49829

Roy Ness Contracting
1801 North Lincoln Road
Escanaba, MI 49829

Bark River Concrete
1928 North Lincoln Road
Escanaba, MI 49829

IMS
1920 20th Avenue North
Escanaba, MI 49829

Rock Road Masonry and Construction
5677 J5 Road
Escanaba, MI 49829

Ideal Contractors
801 Ludington Street
Escanaba, MI 49829

Stephen Esterline Contracting
643 Hercules Street
Gwinn, MI 49841

Jeff LaFave Construction
E4943 Hwy M35
Escanaba, MI 49829

M & M Masonry
1012 7th Avenue South
Escanaba, MI 49829

CR Meyer
1717 North 26th Street
Escanaba, MI 49829

Jamar Company
2900 27th Avenue North
Escanaba, MI 49829

VanDrese Construction
7675 Co. Road 426
Escanaba, MI 49829

Escanaba Masonry
615 South 8th Street
Escanaba, MI 49829

Pascoe Construction
700 South 31st Street
Escanaba, MI 49829

Boney Masonry
1876 M35
Escanaba, MI 49829

Built-Right
228 Parkway Street
Kingsford, MI 49802

Groleau Construction
Co. Road 551
Wilson, MI 49896

Industrial Const. Specialists
632 Circle Drive
Iron Mountain, MI 49801

Santi and Son Masonry
644 Circle Drive
Iron Mountain, MI 49801

TJP General Contracting
212 Sterling Street
Kingsford, MI 49802

Delta County Area Chamber of Commerce
Builder's Exchange
230 Ludington Street
Escanaba, MI 49829

Tobin J. T. Company
632 Circle Drive
Iron Mountain, MI 49801

NOTICE TO BIDDERS

The City of Escanaba is seeking bids for installing nine concrete tee boxes at Ludington Park, two concrete pads at the Catherine Bonifas Civic Center, Beach House area sidewalk along with a bike rack pad and Escanaba Marina sidewalk replacement. Contractors do not have to bid all four projects.

Sealed bids will be received by the City of Escanaba Clerk's Office in Room 101 of City Hall, 410 Ludington Street, Escanaba, Michigan, on or before 2:00 p.m. on Monday, December 21, 2015. The bids will be publicly opened and read at said time and date. (FAX and E-MAIL transmittals will not be accepted.)

A certified check, cashier's check or bidder's bond, drawn payment, without condition, to the City of Escanaba, in an amount not less than 5% of the bid will be submitted with each proposal as a guarantee that if the bid is accepted, the bidder will furnish materials or services as stated in such proposal. On failure of the successful bidder to fulfill the condition of the proposal, such bidder will forfeit said deposit to the City of Escanaba, as liquidated damages. The acceptance of the bid will be contingent upon the bidder's acceptance of this provision.

Bid forms and specifications are available at the City Clerk's Office, 410 Ludington Street or the Recreation Department Office, 225 North 21st Street. Bids will not be considered unless the bid form furnished by the City is properly completed and enclosed in a sealed envelope marked:

CONCRETE WORK 2016

The City of Escanaba reserves the right to reject all bids, or any part of any bids and to waive irregularities in the bids received. All City of Escanaba bids are prepared as to afford all vendors the equal opportunity for fair and equitable competition. The City of Escanaba assumes no liability or responsibility for any errors or oversights in the preparation and/or publication of bids.

Any questions concerning this bid or if you want to review the exact locations should be directed to Recreation Director Kim Peterson (906) 786-4141 kpeterson@escanaba.org or Harbor Master Larry Gravatt (906) 789-0441 lgravatt@escanaba.org.

SPECIFICATIONS, POLICIES AND GUIDELINES FOR CONCRETE WORK

1. **GENERAL INFORMATION:** The City of Escanaba is soliciting bids from contractors to provide nine concrete tee boxes at the Ludington Park disc golf course, two concrete pads at the Catherine Bonifas Civic Center, Beach House area sidewalk along with a bike rack pad and Escanaba Marina sidewalk replacement during spring of 2016.
2. **TIMEFRAME:** Work must be completed by May 31, 2016, weather permitting. Every effort will be made to start the Escanaba Marina sidewalk replacement and installation project first as the Marina will be opening for the season. The Ludington Park nine hole disc golf concrete tee boxes, the two concrete pads to be installed at the Catherine Bonifas Civic Center, the Beach House area sidewalk and bike rack cement work must be completed by May 31, 2016, weather permitting.

3. **PURPOSE/GOAL OF THIS CALL FOR BIDS:**

- To install nine concrete tee boxes to complete the disc golf course at Ludington Park; and
- To install two concrete pads at the Catherine Bonifas Civic Center to allow a surface for handicap picnic tables with a concrete sidewalk connection for accessibility; and
- To install new connecting sidewalk to the Beach House and to install a concrete pad for a bike rack; and
- To remove and install sidewalk at the Escanaba Marina.

4. **LUDINGTON PARK NINE HOLE DISC GOLF CONCRETE TEE BOXES:** The nine hole tee boxes will consist of the following dimension:

Hole 1 – 4’ x 12’	Hole 6 – 4’ x 10’
Hole 2 – 4’ x 8’	Hole 7 – 4’ x 12’
Hole 3 – 4’ x 6’	Hole 8 – 4’ x 6’
Hole 4 – 4’ x 12’	Hole 9 – 4’ x 10’
Hole 5 – 4 x 12’	

Specifications must comply with the City of Escanaba Sidewalk Construction Policy to include all concrete shall be six-bag mix using air entrained cement and crushed aggregate. Minimum 3000+ PSI Minimum, 28 day strength with a broom finish. Delivery slips shall be available indicating the mix being delivered on the job site. The City reserves the right to conduct any testing it desires and reject any work not in conformance with these standards. All walks shall be 4” thick. Control joints shall be spaced every 5’ and shall be 1” deep. Concrete tee boxes should not have low areas that will harbor water. Concrete tee boxes will be flat and level with the ground as to not interfere with mowing or other maintenance operations.

Concrete color will be green.

LUDINGTON PARK NINE HOLE DISC GOLF CONCRETE TEE BOXES SITE LOCATION

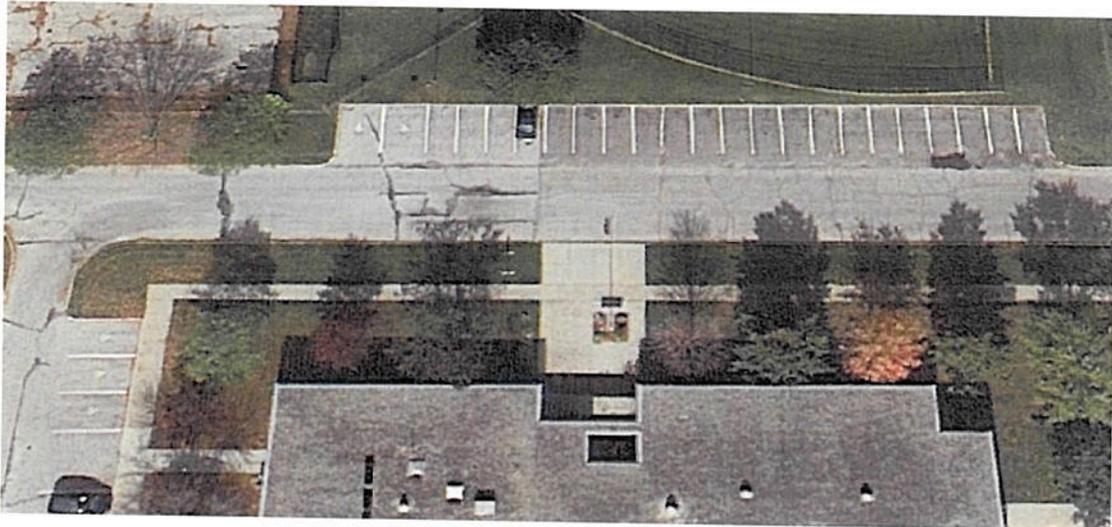
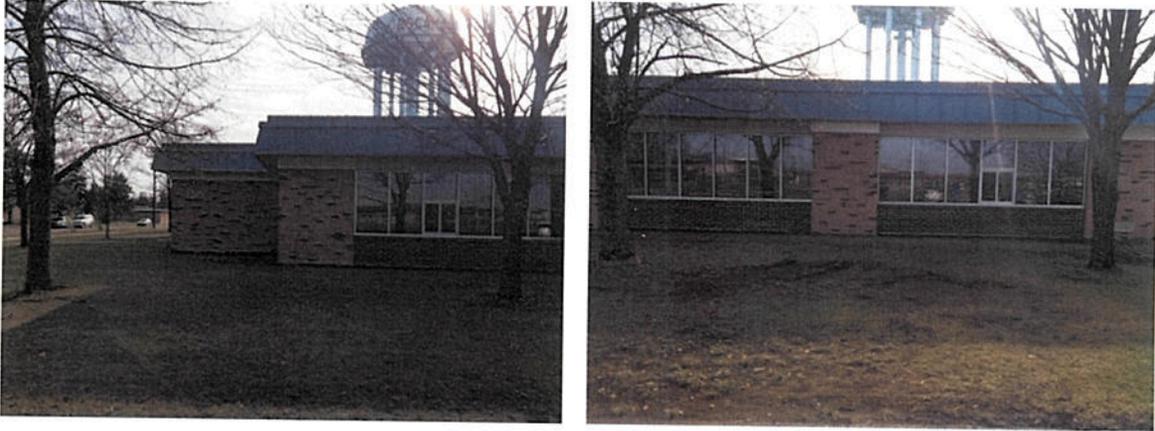


5. TWO CONCRETE PADS INSTALLED AT THE CATHERINE BONIFAS CIVIC CENTER:

Two 15' x 15' concrete pads will be installed to allow for a surface for handicap picnic tables with two concrete sidewalks of dimensions 6' wide by 9' long connection for accessibility. The two concrete sidewalks will connect to the current sidewalk located in front of the Catherine Bonifas Civic Center. All ADA requirements must be met.

Specifications must comply with the City of Escanaba Sidewalk Construction Policy to include all concrete shall be six-bag mix using air entrained cement and crushed aggregate. Minimum 3000+ PSI Minimum, 28 day strength with a broom finish. Delivery slips shall be available indicating the mix being delivered on the job site. The City reserves the right to conduct any testing it desires and reject any work not in conformance with these standards. All walks shall be 4" thick. Control joints shall be spaced every 5' and shall be 1" deep.

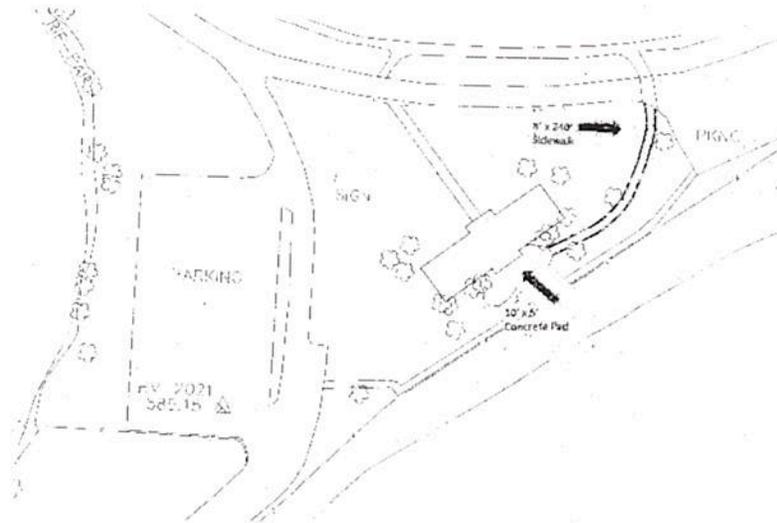
**TWO CONCRETE PADS INSTALLED AT THE CATHERINE BONIFAS
CIVIC CENTER SITE LOCATION**



6. **BEACH HOUSE AREA SIDEWALK AND BIKE RACK PAD:** A new sidewalk of 8' wide by approximately 240' in length will be created to connect existing sidewalk to the Beach House area. A 10' x 5' concrete pad will be installed behind the Beach House for a bike rack. All ADA requirements must be met.

The installed sidewalk of 240' x 8' must have expansion joints with a broom finish. Repair of lawn areas must be completed upon completion of the job. Specifications must comply with the City of Escanaba Sidewalk Construction Policy to include all concrete shall be six-bag mix using air entrained cement and crushed aggregate. Minimum 3000+ PSI Minimum, 28 day strength. Delivery slips shall be available indicating the mix being delivered on the job site. The City reserves the right to conduct any testing it desires and reject any work not in conformance with these standards. All walks shall be 4" thick. Control joints shall be spaced every 5' and shall be 1" deep.

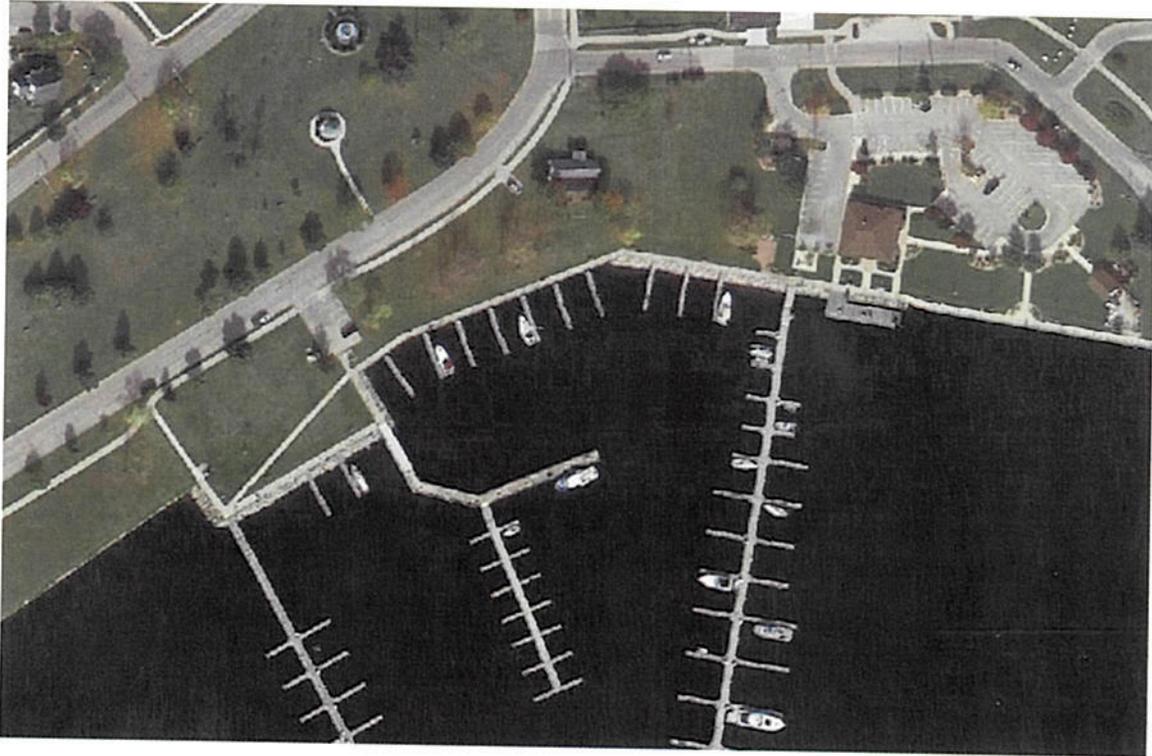
BEACH HOUSE AREA SIDEWALK AND BIKE RACK PAD SITE LOCATION



- 7. ESCANABA MARINA SIDEWALK REMOVAL AND INSTALLATION:**
The Escanaba Marina will include removal of existing sidewalk of dimensions 334' x 8' x 6" which runs along the seawall on the west side of the Escanaba Marina. All voids and compact subgrades must be filled without additional compensation. The installed sidewalk of 334' x 8' x 6" must have expansion joints every 50' with a broom finish. Repair of lawn areas must be completed upon completion of the job. All ADA requirements must be met.

Specifications must comply with the City of Escanaba Sidewalk Construction Policy to include all concrete shall be six-bag mix using air entrained cement and crushed aggregate. Minimum 3000+ PSI Minimum, 28 day strength. Expansion joints must be every 50' feet. Delivery slips shall be available indicating the mix being delivered on the job site. The City reserves the right to conduct any testing it desires and reject any work not in conformance with these standards. All walks shall be 6" thick. Control joints shall be spaced every 5' and shall be 1.5" deep.

ESCANABA MARINA SIDEWALK REMOVAL AND INSTALLATION SITE PLAN



8. **PROTECTION:** The contractor shall be responsible to provide adequate protection to assure no damage will occur to the concrete. All barricades, lights, weather protection and curing equipment or supplies must be available and furnished by the contractor. Finished surfaces must be kept wet or covered with a curing compound for at least three days. Any sidewalk damaged by improper protection against weather condition or marked up prior to initial set may be cause for rejection of payment and will be replaced at the contractor's expense.

9. **INSURANCES:** The contractor shall provide, with this proposal, evidence of the following insurance policies/certification:

Workers Compensation

Coverage A	Statutory – Michigan
Coverage B	\$100,000

Comprehensive General Liability

Bodily Injury	\$1,000,000 Combined Single Limits (minimum)
Property Damage	\$1,000,000 Combined Single Limits (minimum)

Comprehensive Auto Liability

Auto Liability	\$1,000,000 Combined Single Limits (minimum)
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Upon award of the contract, the contractor shall provide the City of Escanaba with a current and updated Certificate of Insurance providing the minimum coverages, as specified. The City of Escanaba shall be named as “additional insured” to all policies.

10. **TRASH AND LITTER:** Trash generated by the contractor must be removed upon completion of the work.
11. **INDEMNIFICATION:** The contractor shall hold the City of Escanaba harmless from and shall defend and indemnify the City of Escanaba from and against all liability for injuries or deaths of persons or damage to property arising from activities under this assignment, including loss predicated on active or passive negligence of the City of Escanaba.
12. **PAYMENT:** Payment based on lump sum costs as specified.
13. **CITY COORDINATOR:**
Kim Peterson, Recreation Director
Catherine Bonifas Civic Center
225 North 21st Street
Escanaba, MI 49829
- Mail:
P.O. Box 948
Escanaba, MI 49829
Phone: (906) 786-4141
Fax: (906) 789-3798
E-mail: recreation@escanaba.org

CONCRETE WORK 2016 BID FORM

I/We hereby submit the following proposal to provide concrete work at the Ludington Park Disc Golf Course and the Catherine Bonifas Civic Center, Escanaba, Michigan, for spring of 2016:

Name of Company/Organization	_____
Name of Contractor/Owner/Responsible Individual	_____
Address	_____
City	_____ Zip _____
Phone _____ (Home)	_____ (Work) _____ (Fax)
E-Mail _____	

Bid Cost: _____
<input type="checkbox"/> Ludington Park Nine Hole Disc Golf Concrete Tee Boxes
<input type="checkbox"/> Two Concrete Pads Installed at the Catherine Bonifas Civic Center
<input type="checkbox"/> Beach House Area Sidewalk and Bike Rack Pad
<input type="checkbox"/> Marina Sidewalk Replacement

INSURANCE POLICIES/CERTIFICATION:
<input type="checkbox"/> Current insurance certificates (copy) attached;
<input type="checkbox"/> Do not have current insurance certificate, but will obtain insurances, as per specifications.
<input type="checkbox"/> Bid Bond – 5%
OR
<input type="checkbox"/> Cashier's Check – 5%

I/We have read and understood the **Specifications, Policies, and Guidelines for Concrete Work for Spring of 2016**, and agree to all provisions contained within.

NAME OF COMPANY/ORGANIZATION _____

NAME OF CONTRACTOR/OWNER/REPRESENTATIVE _____

SIGNATURE OF CONTRACTOR/OWNER/REPRESENTATIVE _____

DATE _____

NB #2
Rec Board 12/1/15

MEMORANDUM

November 18, 2015

TO: Recreation Advisory Board
FROM: Kim Peterson, Recreation Director *KP*
SUBJECT: After Action Review – Recreation Water Equipment Lease at the Beach House Summer Season 2015

Below is a summary of the recreation water equipment lease that was launched from the Beach House for the 2015 summer season:

PURPOSE: For recreation water equipment to be provided at the Escanaba's Ludington Park Beach House during the 2015 summer season.

OUTCOME: MISH Watersports had a busy season and was considered successful. Rick Elrod, co-owner, stated they had no concerns and want to come back for the 2016 summer season.

CONCERN: Water equipment was utilized in the marina area near boaters and was at times dangerous when boats were maneuvering in and out of the harbor. Water equipment was also utilized near the mouth of the harbor which was difficult for boaters coming and going from the marina area.

CORRECTIONS TAKEN: A color map of the marina area was given to MISH Watersports highlighting areas to avoid which were considered dangerous to the boaters.

CONCERN: Nesting areas were disrupted from recreation water equipment being placed and removed from the water. This was due to a lack of education on the nesting season and no one was aware of such.

CORRECTIONS TAKEN: The RFP for the summer 2016 season will include language for keeping at least 50 yards away from the islands in Portage Bay (south end of Aronson) and the sand spit at Portage Point (currently gone because of water levels) during the Common Tern nesting season (May-July) to promote nesting success. Also, up-to-date information would be made available if there were no terns nesting in mid-July, restrictions would then be waived and immediately communicated to the awarded vendor.

TO CONCESSIONAIRES:

April 17, 2015

PROPOSAL:

**LUDINGTON PARK BEACH HOUSE
LEASE FOR RECREATION WATER
EQUIPMENT FOR 2015 SEASON**

PROPOSAL OPENING:

**Tuesday, May 5, 2015; 2:00 p.m.
Room 101 of City Hall**

DATE TO BE ADVERTISED:

Saturday, April 25, 2015

INVITATIONS TO SUBMIT
PROPOSALS SENT TO:

Five (5)

Mish Watersports
6386 North 11th Street
Wells, MI 49894

Mr. Bike and Ski
1016 Ludington Street
Escanaba, MI 49829

Brampton Bike and Ski
910 Delta Avenue
Gladstone, MI 49837

Richards Boatworks Splash
E4528 State Hwy M35
Escanaba, MI 49829

Beaten Path
1015 Ludington Street
Escanaba, MI 49829

2015
R.F.P.

NOTICE TO RECREATION WATER EQUIPMENT VENDORS

The City of Escanaba is seeking proposals from recreation water equipment vendors for the purpose of providing recreation water equipment in Escanaba's Ludington Park Beach House during the 2015 summer season. One successful vendor will be awarded exclusive recreation water equipment rights during the summer season.

Sealed proposals will be received by the City of Escanaba Clerk's Office in Room 101 of City Hall, 410 Ludington Street, Escanaba, Michigan, on or before 2:00 p.m. on May 5, 2015 for recreation water equipment at Ludington Park Beach House. The proposals will be publicly opened and read at said time and date. (FAX and E-MAIL transmittals will not be accepted.)

Recreation water equipment proposal forms and specifications are available at the City Clerk's Office, 410 Ludington Street or the Recreation Department Office, 225 North 21st Street. Proposals will not be considered unless the proposal form furnished by the City is properly completed and enclosed in a sealed envelope marked:

LUDINGTON PARK BEACH HOUSE RECREATION WATER EQUIPMENT

The City of Escanaba reserves the right to reject all proposals, or any part of any proposal and to waive irregularities in the proposals received.

Robert S. Richards
City Clerk

SPECIFICATIONS, POLICIES AND GUIDELINES
FOR
LUDINGTON PARK BEACH HOUSE
RECREATION WATER EQUIPMENT
2015 SUMMER SEASON

1. **GENERAL INFORMATION:** The City of Escanaba is soliciting proposals from recreation water equipment vendors to provide recreation water equipment at the Ludington Park Beach House during the entire 2015 summer season. Ludington Park is a 120 acre city/regional park containing a variety of prime recreation and picnic facilities. Ludington Park services a population of approximately 30,000 persons in Delta County and is utilized daily by several hundred to several thousand users.

The City of Escanaba intends to award one seasonal vendor the right to rent recreation water equipment at the Ludington Park Beach House for the duration of the summer season. Proposals submitted will be evaluated upon several factors including selection of equipment, rental costs, anticipated days and hours the rental business operates at the Ludington Park Beach House and/or past performance with the City of Escanaba.
2. **PURPOSE/GOAL OF THIS CALL FOR PROPOSALS:** The City of Escanaba's purpose and goal of calling for recreation water equipment proposals for the Ludington Park Beach House 2015 summer season is two-fold:
 - To serve the users of Ludington Park Beach House with recreation water equipment; and
 - To structure the Specifications, Goals and Policies for recreation water equipment, outlined in this document, with sufficient options and flexibility to permit vendors the opportunity to maximize their business and serve the public.
3. **RECREATION WATER EQUIPMENT AREA:** The City intends to designate the Ludington Park Beach House interior area which is approximately 24' x 30'. If exterior property surrounding the Ludington Park Beach House is needed, such must be noted in proposal.
4. **VENDOR'S FEE:** The awarded recreation water equipment vendor shall submit a fee in the amount of \$100 in order for the City of Escanaba to consider awarding recreation water equipment rights within the Ludington Park Beach House. The appointed recreation water equipment's fees shall be retained by the City to offset incurred utility costs for the 2015 summer season.
5. **RECREATION WATER EQUIPMENT VENDOR'S SELECTION:** Vendor's proposals will be evaluated on a number of factors. Recreation water equipment selection offered by the vendor to the public will be evaluated. Provide a complete list of recreation water equipment selection within the proposal form.

6. **VENDOR'S DAYS/TIMES OF OPERATION:** Provide upon the proposal form, days of the week and daily times the rental operation is anticipated to be present and operational at the Ludington Park Beach House. This will be a critical factor in the City's evaluation of the recreation water equipment vendor's proposal as the City wishes the park/beach to be serviced with recreation water equipment at peak use times both during weekday evenings and on weekends. It is the intent of this paragraph to permit the vendor maximum flexibility to determine best days and times to have the rentals at the Ludington Park Beach House.

7. **INSURANCES:** The vendor shall provide, with this proposal, evidence of the following insurance policies/certification:

Workers Compensation

Coverage A	Statutory – Michigan
Coverage B	\$100,000

Comprehensive General Liability

Bodily Injury	\$1,000,000 Combined Single Limits (minimum)
Property Damage	\$1,000,000 Combined Single Limits (minimum)

Comprehensive Auto Liability

Auto Liability	\$1,000,000 Combined Single Limits (minimum)
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Upon award of vending rights, the vendor shall provide the City of Escanaba with a current and updated Certificate of Insurance providing the minimum coverages, as specified. The City of Escanaba shall be named as "additional insured" to all policies.

8. **VENDOR'S HOURS OF OPERATION:** As per Section 6 of the Specifications, the vendor is to provide his/her anticipated hours of operation at the Ludington Park Beach House. Ludington Park hours are 7:30 a.m. to 11:00 p.m. seven days a week. Vendors may not be open for business outside these hours.

9. **SUMMER SEASON TERM DEFINED:** The summer season at the Ludington Park Beach House is defined as June 1st through August 23rd. The appointed vendor must rent recreation water equipment during this time period as a minimum and may also have rentals available, at his/her discretion before June 1st and beyond August 23rd.

10. **UTILITIES:** The City of Escanaba will provide an electric service connection for the recreation water equipment vendor at the Ludington Park Beach House at 110V. The City, however, is neither obligated nor responsible for service interruptions.

11. **TRASH AND LITTER:** Trash generated by vendors/customers must be bagged, tied, and disposed of daily.

12. **SUB-LEASING:** The successful vendor shall be prohibited from sub-leasing or in any way transferring his/her right to lease the Ludington Park Beach House to any other party or individual.
13. **CONDITION OF PREMISES:** Taking possession by lease of the Ludington Park Beach House by the vendor shall constitute acknowledgment that such premises are in good condition. Vendor shall accept the premises in its existing condition and the City shall not be required to make any alteration.
14. **QUALITY OF SERVICE:** All items rented by the vendor shall be of first class quality, and the services provided by the vendor shall be rendered courteously and efficiently. The City reserves the right to prohibit the rental of any item that it deems objectionable.
15. **APPEARANCE OF LEASED AREA:** The vendor shall submit a photo of the recreation water equipment that will be available with the proposal. The Ludington Park Beach House shall be kept in a neat and orderly fashion.
16. **PUBLICATIONS/PAMPHLETS:** Any publications and/or pamphlets must be reviewed by the Recreation Director prior to any distribution at the Ludington Park Beach House.
17. **INDEMNIFICATION:** The vendor shall hold the City of Escanaba harmless from and shall defend and indemnify the City of Escanaba from and against all liability for injuries or deaths of persons or damage to property arising from activities under this assignment, including loss predicated on active or passive negligence of the City of Escanaba.
18. **CITY COORDINATOR:**
Thomas Penegor, Recreation Director
Catherine Bonifas Civic Center
225 North 21st Street
Escanaba, MI 49829

Mail:

P.O. Box 948

Escanaba, MI 49829

Phone: (906) 786-4141

Fax: (906) 789-3798

E-mail: recreation@escanaba.org

LUDINGTON PARK BEACH HOUSE RECREATION WATER EQUIPMENT PROPOSAL FORM

I/We hereby submit the following proposal to provide recreation water equipment rentals at the Ludington Park Beach House, Escanaba, Michigan, for the 2015 Summer Season:

Name of Company or Non-Profit Organization	<u>Mish Watersports, LLC.</u>
Name of Owner/Responsible Individual	<u>Jarred Drown</u>
Address	<u>6386 N. 11th St.</u>
City	<u>Wells</u> Zip <u>49894</u>
Phone <u>786-2804</u> (Home) <u>443-745-2833</u> (Work) <u>786-3173</u> (Fax)	
E-Mail	<u>jarred@mishwatersports.com</u>

VENDOR'S RECREATION WATER EQUIPMENT SELECTION: Provide a description of your selection:

- ▷ Seven 11' Single Kayaks for Rental
- ▷ Four 13.5' tandem Kayaks for Rental
- ▷ Ten 9-11' stand up paddleboards for Rental and/or lesson
- ▷ All kiteboarding equipment for lessons only
(Life vests and safety harnesses provided with all activities along with any other necessary safety devices)

DESCRIPTION OF VENDOR'S RENTAL UNIT: Provide a description of the rental unit, i.e.: physical size and appearance; facilities and equipment contained. Please include photo:

Seeking approval to rent out of Escanaba beach house. Equipment racks and Registration table would be brought in. If beach house unavailable, we will utilize our 24' enclosed trailer. No photo available.

VENDOR'S DAYS/TIMES OF OPERATION: Provide a list of days/times your rental business is expected to operate at the Ludington Park Beach House:

DAY	HOURS OF OPERATION
Monday	11am-8pm
Tuesday	11am-8pm
Wednesday	11am-8pm
Thursday	11am-8pm
Friday	11am-8pm
Saturday	11am-8pm
Sunday	1pm-8pm

Provide dates when your rental business will not be available for service at the Ludington Park Beach House, i.e.: previous commitments:

Closed Sept 8-27 except weekends, closed completely after Sept. 27 (until next season)

INSURANCE POLICIES/CERTIFICATION:

- Current insurance certificates (copy) attached;
- Do not have current insurance certificate, but will obtain insurances, as per specifications.

I/We have read and understood the Specifications, Policies, and Guidelines for the Ludington Park Beach House Lease for Recreation Water Equipment - 2015 Summer Season, and agree to all provisions contained within.

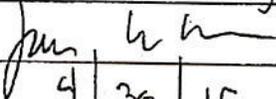
NAME OF COMPANY/ORGANIZATION

Mish Watersports, LLC.

NAME OF OWNER/REPRESENTATIVE

Jarred Drown, Rick Elrod

SIGNATURE OF OWNER/REPRESENTATIVE

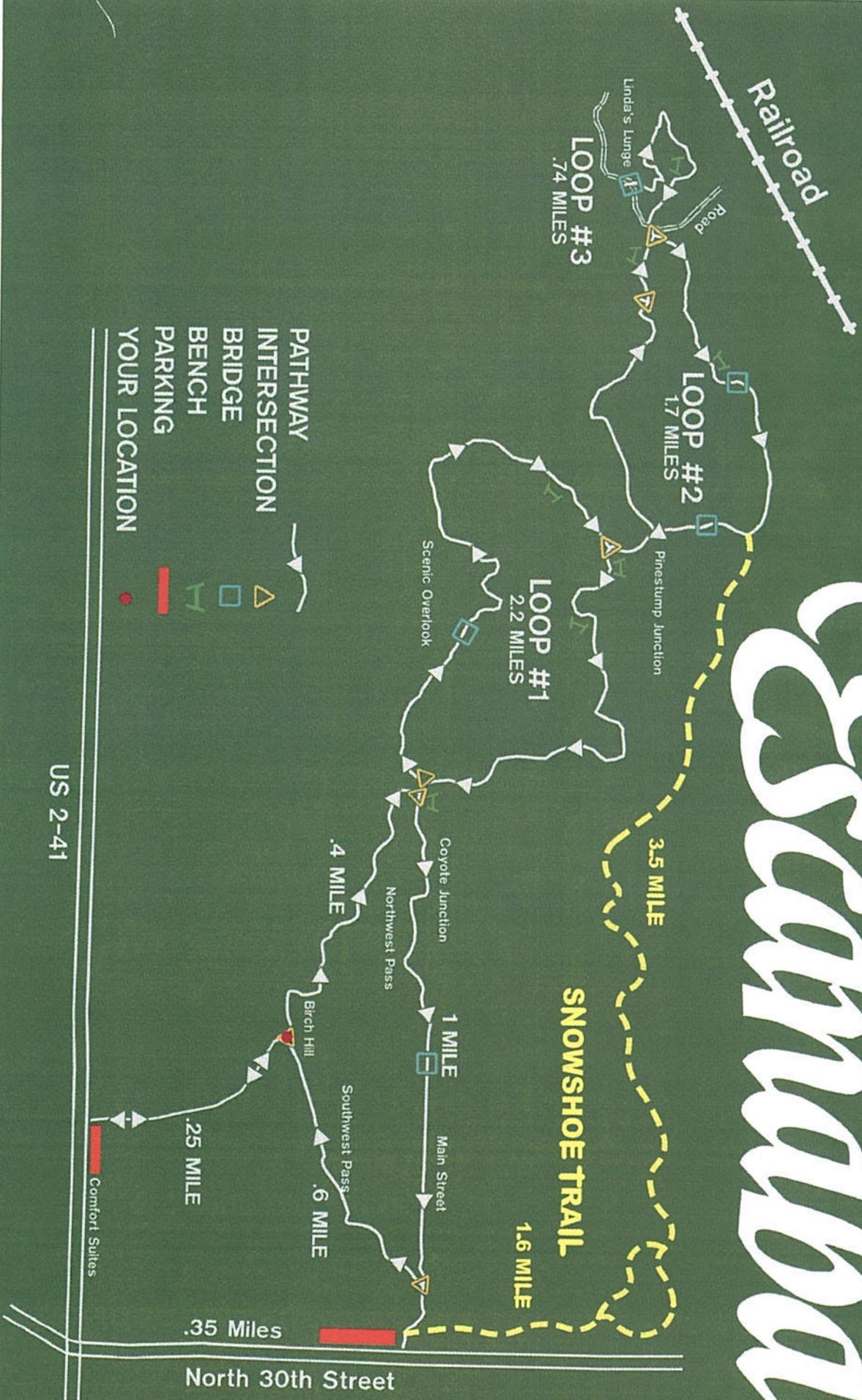


DATE

9 | 30 | 15

NO# 2,
Rec.
B20
12/8/15

CITY OF Escamora



**CIVIC CENTER
MONTHLY ACTIVITY REPORT
OCTOBER 2015**

N.B# 2C
Rec B.R.D.
12-8-15

<u>MEETING ROOM USAGE</u>	<u>8:00 TO 4:00</u>	<u>4:00 TO CLOSE</u>
Club	114	126
Lobby Desk	0	0
Main Room	26	228
Room 121	271	229
Pistol and Archery Range	13	45
Senior Activities Room	0	27
Subtotals	424	655
SUB TOTAL		1079

**GYMNASIUM AND GAMEROOM
-Adult Activity Usage-**

Women's Volleyball	77
Men's Basketball	111
Adult Open Game Room	86
Adult Open Gym/Walk and Exercise	4
Senior Citizen's Center	241
ISD	76
Aerobics	216
Sr Walking	0
Pickleball	135

Youth Activities

Summit Volleyball	217
Pathways	21
6th Grade Girls Basketball	577
4 th -12 th	915
7 th -12 th	200

SUB TOTAL	2876
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MONTHLY TOTAL	3955
# OF DAYS	27
DAILY USAGE AVERAGE	146