

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