

RYAN GRIM
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**City of Marquette
Traffic/Parking Advisory Committee**

Meeting Minutes for 11/15/2022

I. Meeting located in the Marquette City Police Department Conference Room

II. Meeting Called to Order: 4:30 pm

III. Roll Call:

Present – Orville Dishno, Barb Owdziej, Alan Sherbinow, Jim Breitenbach

Absent – Jodi Lanciani (excused)

Others present: Captain James Finkbeiner, Marquette Police Liaison

IV. Approval of Agenda:

Motion to approve the agenda by Barb Owdziej, seconded by Jim Breitenbach.
Approved unanimously 4-0.

V. Approval of Minutes:

Motion to approve the minutes from 10/18/22 by Barb Owdziej, second by Jim Breitenbach. Approved unanimously 4-0.

VI. Public Comment:

Margaret Brumm 404 E. Magnetic

Margaret revisited the Committee to add remarks from her 9/20/22 comments. Margaret's impression from others was that her request to paint road crossing hashes along High Street was deemed as a low budget priority. With this in mind, she asked as a possible consideration to only paint on the roads crossing High Street that are not subject to a stop sign.

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In addition, Margaret commented that there have been loose dogs on the pedestrian/bike pathways and asked that public communication be made to clarify the legal requirements for where and when it is mandatory to use leashes on pets within the City limits.

Additionally, a request was made to post a link for a program/education course regarding bikeway design considerations. *(From VII.2., below)*

No other public comments.

VII. Old Business:

1. **McMillan/ Anderson Street Traffic & Parking** – In a continued attempt to garner more public comments, no additional updates were available this time. As outlined in the October 18 Minutes, the concerns are that this intersection has seen increased use as a routine travel route, with limited visibility and other potential safety considerations. This is a situation that appears to have been exacerbated by unforeseen circumstances associated with the new round-a-bout on 41/28 and Grove followed by Covid to become a more heavily used drop-off/pick-up route for Bothwell Middle School parents/students. The Committee's recommendation is for an engineering study and follow-up with recommendations to restrict parking at certain times of heavy use on one side of McMillan near this intersection to provide enhanced motorist visibility.
2. **Rural Bikeways planning & design class** (online training thru OHSP)
Jim Finkbeiner and Jim Breitenbach logged into this MDOT (Michigan Department of Transportation) sponsored class on 11/2 and provided positive reviews. A second opportunity to take this class was made available on 11/20. A link was requested, and a subsequent suggestion was made to post the link on the Committee's Facebook page.
3. **Committee name change suggestions**
Orville added a suggestion as the 'Complete Streets Advisory Committee (CSAC)' and commented that, the 'Complete Streets' concept of design policy is a directive of the City of Marquette's master plan.
4. **Intersections/areas for further study** – possible recommendations to Master Plan
(List to be inserted by Barb or Jim F.) (NOT SURE BUT plus Margaret's High St. pedestrian crossing markings/signage on cross streets, Third/Magnetic

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traffic/parking visibility problems, South Front/Hampton pedestrian crossing problems, Tierney St. traffic problems)

VIII. New Business:

1. **Pedestrian – Bikeway Plans and Concerns Presentation by Dave Stensaas – City of Marquette Community Development Department**
Dave provided a handout to the Committee entitled 'Pedestrian – Bikeway Plans and Concerns,' which is included as an addendum to these minutes. In brief, Dave stated that bikeway plans and concerns have been approximately 20 years in the works and is still in progress with the adoption of the Complete Streets as a City policy for planning. This is a policy that incorporates considerations mixed use, meaning a municipality that considers the combined uses of motor vehicles, bicycles, pedestrians, and now e-vehicle movement in, out and through the City and takes in how to plan for this today. Dave outlined certain definitions such as 'Comfortable Streets' (subject to limited use without significant need for street designations) to high vehicle traffic routes and business districts. Each embracing various levels of design considerations for motor vehicle, pedestrian, bike, e-bike/board interactions. He clarified various 'compromises or design considerations where use and prevalence for businesses come into play. A recent example involved talks to turn Third Street into a One-Way Street (which may have been better for bikes but not so for retail). He also touched on the need to accommodate electric forms of transport such as e-bikes and e-boards.

Within these design considerations are the repeat concerns about the affordability of living in Marquette. Housing typically being the most expensive expense with transportation being second. If the City can, in part, accommodate reductions in transportation this can add to the overall affordability to live in Marquette.

With respect to the Complete Streets concept, Marquette can boast high numbers of curbs, ramps from sidewalks to street crossings, bike routes and compatible bike lanes, etc. as real achievements to meet these goals. But he states that south Marquette still has a lot of room for improvement (ex. Hampton and S. Front crossing). Other areas where improvement is well warranted include the Marquette Mountain Ski Resort crossing, beach parking along Lakeshore Boulevard from McCarty's Cove to Picnic Rocks, Shiras Park crossing, to name a few.

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Some of these involve MDOT which can limit the options, perhaps requiring more expensive alternatives such as over roadway bridges. These all must be considered as part of budget planning and priority.

On the topic of schools: Schools typically spearhead safe routes to and from school and push for grants to fund those projects, but schools have staff limitations and often rely on the Health Department for assistance with grant writing, etc.

Winter and snow management is a dedicated appendix in the City's Master Plan. The goal is for a 'Walkable Winter City,' but there is a lot to consider to achieve this designation. Examples: Cost of clearing streets is planned for but costs for more adds up quick and can create other issues. Clearing sidewalks is in part a city effort and resident responsibility. That said, the City designates routes of high pedestrian use, while the mandate for residents to maintain sidewalks can be tricky relative financial means, physical capabilities, time, etc. Soliciting a program for something like 'Snow Angels' has been attempted in the past with limited success and limited sustainability. The snow angel concept is still viable, but the City acknowledges that others could help to move a program like this forward.

Dave stated that the period for public comment on the upcoming budget cycle is basically at the end with some availability to address the 'quick' comment. Now it is time to work through the budget.

2. Crosswalk Safety – Uniform Traffic Code (UTC) Interpretation

A copy of the UTC – Part 7. PEDESTRIANS' RIGHTS AND DUTIES were distributed as part of this month's Agenda. The UTC outlines shared responsibilities between pedestrian and motor vehicle operators. These standard states the following:

R 28.1702 Rule 702. Pedestrians; right-of-way in crosswalk:

When traffic-control signals are not in place or are not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be to so yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is on the half of the roadway on which the vehicle is traveling or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger, but a pedestrian shall not suddenly leave a curb or other place of safety and walk or run into a path of a vehicle that is so close that it is impossible

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for the driver to yield. (2) A person who violates this rule is responsible for a civil infraction.

In addition:

R 28.1703 Rule 703. Passing vehicles stopped at intersection to permit pedestrian to cross prohibited, violation as civil infraction. (1) When any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

Points of discussion:

This standard offers a degree of subjectivity and awareness that is not always apparent between motor vehicle operators and pedestrians with each party making assumptions regarding their individual rights and responsibilities. That said, it should be stated that an encounter between a motorist and pedestrian will usually end worse for the pedestrian so regardless of where blame and ultimate infraction is laid it is always in the best interest of the pedestrian to maintain eye contact with the motor vehicle operator and be cognizant of the driver's patterns (and who may be coming up behind), regardless.

The Committee will consider other alternatives to better define responsibilities for both parties and where best to post such standards.

3. Traffic & Parking Committee Annual Presentation

Given the majority of the Committee is new as of this year, Captain Finkbeiner provided to the Committee a copy of last year's report for reference in planning and development of the Committee's 2022 Report.

4. Third/Magnetic Street Intersection – traffic/parking problems.

This is a Citizen complaint regarding visibility from Magnetic on the east side of Third Street. Request is to add this intersection to the list for Master Plan study consideration and will likely involve DDA and area business input.

5. Tierney Street – traffic/parking problems

This is an issue at Bothwell school regarding congestion during pick-up/drop-off times in relation to buses with similar root cause considerations to the McMillan/Anderson traffic concerns in addition to outdated traffic signs.

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However, to accommodate Dave Stensaas' presentation, details of this situation will be provided at the next committee meeting.

IX. Committee Comments:

- Al suggested we add South Front and Hampton to the master plan list for pedestrian street crossing concerns.
- Orville would like a statement regarding expectations for who should do what between bikes and pedestrians on sidewalks and other designated non-motorized vehicle travel paths.

X. Motion to Adjourn:

Barb Owdziej motioned to adjourn the meeting and Alan Sherbinow seconded the motion.

XI. Time of Adjournment: 6:18 pm

Approved by Chairman: Orville Dushko

Date: 12/20/2022

Accepted by Committee Liaison: Captain James Finkbeiner

Date: 12/20/22

Attachments:

Pedestrian – Bikeway Plans and Concerns

Universal Traffic Code (UTC) – Part 7. Pedestrians' Rights and Duties